MIDWAY RISING

SPECIFIC PLAN



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ADOPTION AND AMENDMENTS TABLE

Description	DATE APPROVED BY PLANNING COMMISSION DATE & REPORT NUMBER	DATE ADOPTED BY CITY COUNCIL DATE & RESOLUTION NUMBER
Midway Rising Specific Plan	September 25, 2025 REPORT NO. PC-25-043	November 10, 2026 RESOLUTION NO. _

MIDWAY RISING

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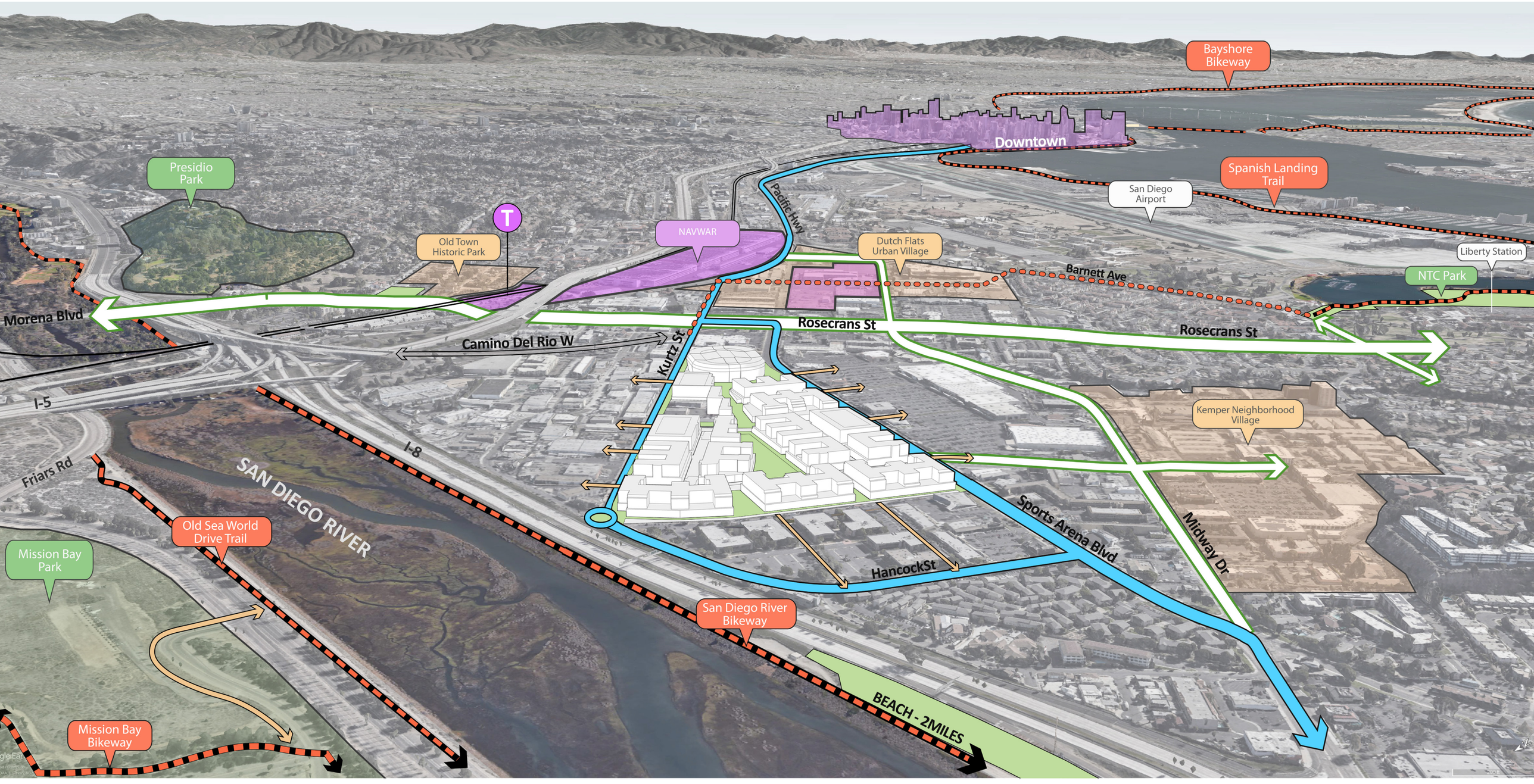
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1 INTRODUCTION



*View of the site and development concept from the San Diego River and Mission Bay looking South East**

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1.1 Overview

The Midway Rising Specific Plan (Specific Plan) establishes the vision, land use, and mobility for the development of approximately 49.23 acres of City-owned property. The Specific Plan envisions a transformation of the area from an auto-oriented arena with ancillary retail and parking into a mixed-use community village with up to 4,254 homes with at least 2,000 affordable homes, approximately 8.12 acres of parks, 6.42 acres of public space, a multi-purpose Entertainment Center, and pedestrian-oriented commercial and supporting uses that together will result in a walkable and inclusive urban village consistent with the vision and policies established in the Midway-Pacific Highway Community Plan (Community Plan) and the City of San Diego General Plan (General Plan).

The adoption of the Midway Rising Specific Plan includes an amendment to the Midway Pacific Highway Community Plan and the General Plan. The implementation of the Specific Plan includes a rezone of the Specific Plan area, site development permit, tentative map, and development agreement. In connection with the City Council's adoption of the Specific Plan, the City has entered into a long-term ground lease ,-development and disposition agreement and park development management and maintenance agreement with a master-developer of the Specific Plan area.

1.2 Purpose

To ensure that the community village is planned comprehensively, the Community Plan requires that a Specific Plan or Master Plan be prepared for the 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 provides supplemental development regulations that work with the underlying base zones and development regulations in the San Diego Municipal Code (Municipal Code) to ensure the implementation of the vision.

All graphics, drawings and photographs in the Specific Plan are shown for conceptual and illustrative purposes only. They do not reflect a final development, building configuration, *public space* or *park* shape or size, and land use location.

1.3 Objectives

The Specific Plan has the following objectives consistent with the community plan vision for the community village:

1. Provide an increased mix of housing opportunities in the Specific Plan area, including affordable, deed-restricted units, in furtherance of the goals outlined in the Surplus Land Act and to address the City's ongoing housing crisis.
2. Identify a mix of land uses, including entertainment, retail, residential, recreational, and park uses, to activate the site and reinvigorate the Midway-Pacific Highway Community planning area.
3. Establish an on-site pedestrian- and transit-oriented village with multimodal access through a network of streets, pedestrian paths, bicycle facilities, and transit services and amenities that provide for greater and enhanced access to and across the Specific Plan area, as well as improved north–south connections.
4. Provide a fully accessible, modern Entertainment Center and indoor and outdoor venues for entertainment facilities.
5. Allow for multimodal access to and from the Entertainment Center and other uses across the Specific Plan area that encourages the use of transit, bicycles, and micro-mobility devices.
6. Establish a variety of *parks* and *public spaces* across the Specific Plan area, including widened, enhanced, and activated sidewalks, a central green, and an urban square that together can serve as a focal point for the community and meet the General Plan and Parks Master Plan requirements.
7. Create promenades along Sports Arena Boulevard, Kurtz Street, Frontier Drive, and the extension of Kemper Street to facilitate non-auto circulation and encourage walking and biking.
8. Provide for active *public spaces*, retail, and entertainment uses that will create a vibrant public realm along streets, public spaces, and parks in the village and allow for the introduction of a "Main Street" experience with pedestrian-oriented retail uses.
9. Provide development phasing and an implementation program that considers the existing long-term City property leases and addresses the implementation of public facilities, including on-site parks, to serve new and existing residents in the community.
10. Provide an increased urban tree canopy and sustainable landscape that revitalizes the Specific Plan area, introduces shade to the area, and meets the City's Climate Action Plan goals.

1.4 Organization

The Specific Plan is divided into the following eight chapters:

Chapter 1 - Introduction - provides an overview of the Specific Plan purpose, objectives, and scope of work.

Chapter 2 – Village Description - provides a description of the Specific Plan area, its existing conditions, the planning context, and the relationship of the Specific Plan to other planning documents.

Chapter 3 - Village Concept - illustrates the overall village concept and vision, the primary development objectives, and the key village elements.

Chapter 4 - Land Use - provides the land use and zoning standards for the site.

Chapter 5 - Mobility - describes the mobility concept for the site, including proposed pedestrian and bicycle facilities, connections to transit, streets, and parking.

Chapter 6 – Parks and Public Space Framework - illustrates concepts for a network of parks, plazas, promenades, and paseos.

Chapter 7 - Infrastructure, Safety, and Services - elaborates on the infrastructure for the village.

Chapter 8 - Implementation and Administration - provides a framework for implementation and administration of the Specific Plan and describes process levels for development, submittal review requirements, and tracking.

Appendices

2 VILLAGE DESCRIPTION

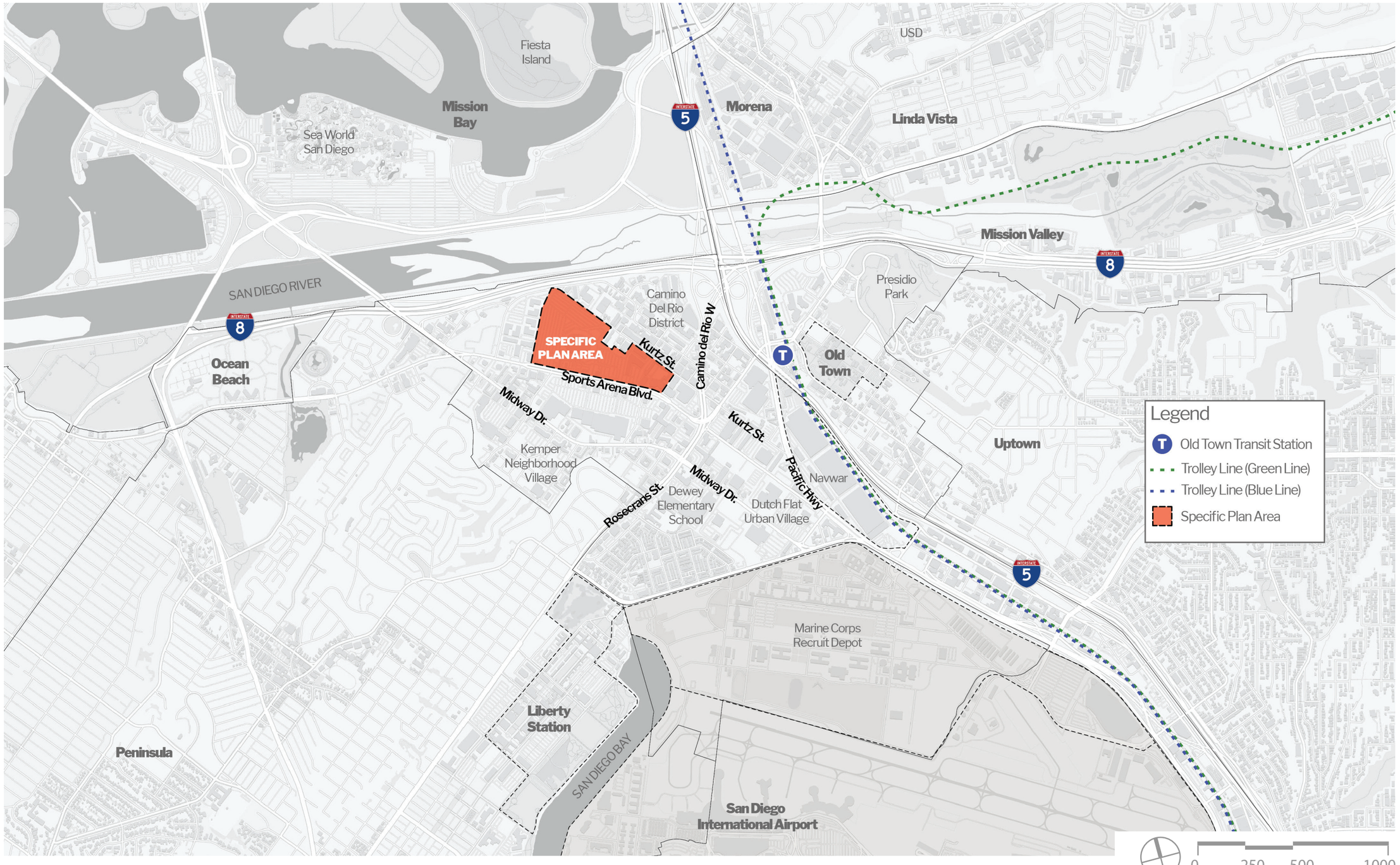


*Figure 1 - Vicinity Map**

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2.1 Location, Access, and Setting

The Midway Rising Specific Plan area is in the Midway-Pacific Highway Community Plan Area. As shown in Figure 2 - Regional Map, the Specific Plan area is immediately south of Interstate 8, west of Interstate 5, near Mission Bay, Old Town San Diego, Peninsula and Ocean Beach communities, and less than two miles from the San Diego International Airport. Prominent surrounding attractions include Sea World, Old Town State Park, Liberty Station, NTC Park, and Mission Bay Park. The Specific Plan area was originally tidal marshland associated with the outflow of the San Diego River into San Diego Bay and False Bay (now known as Mission Bay). The Kumeyaay passed through the site area to travel between Point Loma and settlements near Old Town San Diego. The area developed in the early 20th century during the rise of the aviation industries and the construction of the Naval Training Center and Marine Corps Recruit Depot. During World War II, the site became the Frontier Housing Project, which was one of the largest wartime housing projects with a total of 3,500 temporary homes for defense workers until 1966 when the site was leveled for construction of the San Diego Sports Arena.

2.2 Planning Context

The Specific Plan area is in a central location of the City. As shown on Figure 1 - Vicinity Map, the Specific Plan area is minutes from the San Diego International Airport, within proximity to Interstate 5 and Interstate 8 freeways, within one mile of the Old Town Transit Center, and near major bicycle facilities (such as the San Diego River Trail). Located in the Midway District between San Diego Bay and Mission Bay, the area serves as a gateway to the communities of Midway-Pacific Highway, Peninsula, and Ocean Beach. Immediate surrounding uses include multi-family residential and community commercial uses.

The neighborhood surrounding the Specific Plan Area reflects its industrial orientation during the rise of the aviation industry, with large-scale industrial and commercial buildings sited on superblocks and with different scales of uses, which coupled with an auto-oriented land use pattern, has affected the Community's identity and character. The Midway-Pacific Highway Community Plan vision calls for 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. This is accomplished through distinctive districts and villages with a range of uses, character, streetscapes, places, urban form and building design. Consistent with this vision, the Specific Plan provides a framework for the transformation of the Sports Arena site from an auto-centric, mostly single-purpose, and isolated use on a large block into a mixed-use, community village with greater connectivity to its surrounding area and regional location. The development of a community village will help to improve the Midway District by providing public space, parks, greater connectivity, and a diversity of pedestrian oriented uses, including market-rate and affordable homes.

The development of a community village also represents a response to helping to address the City's housing goals, with the provision of up to 4,254 homes of which at least 2,000 homes will be affordable. In 2021, the City of San Diego issued a Notice of Availability and declared the site surplus land under the Surplus Land Act - California Government Code Sections 54220-54234, making the site available for the development of a community village.

2.3 Relationship to Planning Documents

General Plan

The General Plan provides the Citywide blueprint for growth and a comprehensive policy framework to implement that vision. The General Plan establishes a City of Villages strategy to guide future growth of the City with mixed-use villages connected by high-frequency transit.



View of the site circa 1953 showing Frontier Housing Development



Figure 2 - Regional Map

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2 VILLAGE DESCRIPTION



Figure 3 - Specific Plan Area

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A Village is 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. In addition, the General Plan includes the Community Plans which provide community-scale policies and land use direction.

Midway- Pacific Highway Community Plan and Local Coastal Program

Midway - Pacific Highway is an urbanized community that encompasses approximately 1,324 acres, north of Downtown as shown in Figure 1- Vicinity Map. The community is comprised of three areas: The Midway area, the Pacific Highway corridor, and the Marine Corps Recruit Depot. The Specific Plan area is located within the Midway Area. The community plan was adopted by the City Council in 2018, and envisions a mix of land uses, organized into districts and villages to create distinct urban activity nodes. The goals and policies for the village areas are guided by the General Plan City of Villages concept. Consistent with this concept, the Community Plan calls for the development of the Sports Arena site into a Sports Arena Community Village, with a mix of entertainment, office, retail, residential, public, and park uses. 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.

Midway-Pacific Highway Community Plan PEIR (2018)

The City prepared a Program Environmental Impact Report for the Community Plan Update (SCH #2015111013). This analysis determined that the project could result in significant and unavoidable impacts in the areas of Transportation and Circulation (Traffic Circulation), Historical and Tribal Cultural Resource (Historical, Tribal Cultural, and Archaeological Resources), Noise (Ambient Noise, Vehicular Noise, and Construction-Related Vibration), and Paleontological Resources (Ministerial Projects). All other impacts analyzed were found to be less than significant.

A Subsequent Environmental Impact Report (SEIR) was prepared and processed in conjunction with the Specific Plan document and the associated discretionary actions. The SEIR was prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) and the City's policies and procedures. The SEIR (Project No. 1106734/SCH No. 2023120451) evaluates the potential environmental impacts that could result from the implementation of the project.

Climate Action Plan

The Climate Action Plan (CAP) is intended to ensure the City achieves Greenhouse Gas (GHG) reductions through local action. The CAP identifies six primary strategies implemented by targets and actions, which together are intended to achieve 2050 statewide goals. One of the six 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 Sustainable Development Areas (SDA) and Transit Priority Areas (TPA). The Specific Plan provides guidance which is consistent with CAP land use and mobility strategies and increases the capacity for mixed-use transit-oriented village development within a SDA and TPA. Refer to Appendix A: Climate Action Plan Consistency.

2.4 Specific Plan Area

The Specific Plan area encompasses approximately 49.23 acres of developed land generally bounded by Kurtz Street to the north, Sports Arena Boulevard to the south, Hancock Street to the north and west, and commercial properties to the east (See Figure 3 - Specific Plan Area Map). Adjoining uses include a commercial center directly to the west of the site, light industrial and business park uses in an area directly north of that center, warehouse and office space along Kurtz Street, and a parking structure and a commercial center directly to the east of the site. Interstate 8 runs directly to the north of the site, along Hancock Street, and separates the site from the San Diego River channel and levee and Mission Bay. The Specific Plan area includes the City-owned property and excludes three privately-owned parcels along Kurtz Street as shown on Figure 3 - Specific Plan Area.

3.1 Overall Concept and Vision

The Specific Plan envisions the community village as a catalyst for revitalizing the community, creating a vibrant and inclusive mixed-use village with affordable housing, quality jobs, neighborhood parks, dining, and an entertainment destination for San Diego. The community village will include at least 2,000 affordable homes restricted at 80 percent of the area median income or lower. Midway Rising Specific Plan envisions a community village as a destination that offers a mix of uses, active retail experiences, a range of housing choices and a vibrant public realm. Continuous public space draws people into the site and connects all the elements of the Specific Plan: the Entertainment Center, parks, public space, homes, and commercial uses.

The Specific Plan provides a vision and framework for a connected community village with multi-use urban paths, wide sidewalks, paseos and greenways, and bus stops along street frontages serving the village with high-frequency transit. The Specific Plan will create a pedestrian oriented community village with 8.12 acres of *parks* and 6.42 acres of *public space* integrated with mixed-use development and a continuous tree canopy on all streets. The Specific Plan envisions a vibrant community village with pedestrian-scaled retail that faces and activates Frontier Drive as a village main street and links to the Entertainment Center through a lively pedestrian promenade with dining, shops, and supporting commercial uses (See Figure 4 - Specific Plan Concept Illustrative).

3.2 Guiding Principles

Principle values guiding the vision include:

- Affordable Housing: Affordable homes for San Diegans of all backgrounds and with incomes less than 80 percent of the county median income.
- Sense of Place: A unique, welcoming village that reflects San Diego's spirit and history.
- Entertainment: An entertainment venue providing a range of activities.
- Connectivity: A transit-oriented mixed-use village with increased access to transit, greater walkability, and a bicycle network.
- High Quality Jobs: High-quality jobs with local hire, apprenticeships, and living wages.
- Health and Sustainability: Health and sustainability with parks, public space, and climate- resilient development that emphasizes walkability and biking.
- Community Collaboration: Community engagement to help Midway rise and thrive.
- Unified Development: A cohesive and integrated development.

VILLAGE DESCRIPTION



*Figure 4 - Site Concept Illustrative**

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3.3 Key Project Elements

The Specific Plan design concept is illustrated in Figure 4 and centers on the following five key elements which guide land use and design for the area (as elaborated on pages 13-15):

Homes – The Specific Plan provides a range of home opportunities for individuals and families across multiple income levels and in a variety of sizes and bedrooms. The Specific Plan area will have at least 2,000 affordable homes restricted at 80 percent of the area median income or lower, which may include homes for families, seniors, and veterans, among other groups. Developed across multiple blocks and in development phases, homes in the Specific Plan area will be connected by a network of publicly accessible spaces and a multi-modal circulation network to create a safe and enjoyable place to call home within the community village.



Example of Housing Development

Public Space - A central organizing element and the pulsing heart of the community village will be its network of *public spaces*, large and small, that breathe life into the site and connect all the key land uses with each other and to the site context and surrounding community. The Specific Plan envisions two *parks*: The Green (envisioned as a gathering hub for residents and the public) and The Square (serving as the major attracting space for an Entertainment Center). Linking these two *parks* is The Plaza, activated by retail and dining experiences that directly face it and draw people and activity into the heart of the village. Paseo greens and greenways provide connections as well as light, air and open space throughout the Specific Plan area. Paseos provide light, air and open space to residential units, an essential element for livability. Wide, and tree-lined promenades will provide opportunities for people to walk, bike and gather in the public right-of-ways throughout the community village.



Example of Public space

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3 VILLAGE CONCEPT

Entertainment – The Specific Plan embraces the unique opportunity to integrate sports, music, arts, and culture in a residential and mixed-use arts and entertainment district. The Specific Plan envisions a vibrant and attractive mixed-use village for residents, visitors, and workers through an engagement with sports, entertainment, dining, recreation, arts and culture. Entertainment uses are allowed across the entire Specific Plan area and allow for the development of a multipurpose Entertainment Center that may host a range of activities. See Figure 4 - Specific Plan Concept Illustrative.

Commercial - Midway Rising Specific Plan envisions a pedestrian-oriented commercial experience that will counterbalance the auto-oriented commercial uses that have dominated the area. The Specific Plan provides for up to 130,000 square feet of commercial land use, such as restaurants, shops, and supporting neighborhood retail. Most commercial uses will front Frontier Drive, creating a "Main Street," with cafes that spill out to the street and shops with transparent storefronts and double-height spaces that put eyes on the street and activate the public spaces. "The Plaza" may include commercial uses, such as restaurants, and serve as a welcoming pedestrian link to "The Square" from nearby parking structures, residential buildings, and other public spaces on the site, further reinforcing synergies between retail and entertainment uses in the village. The retail and dining environment will be enlivened with *public space* features and pedestrian-scale outdoor amenities designed for vibrancy and walkability.



Example of an Entertainment Center



Example of Pedestrian-Oriented Retail

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Mobility - Midway Rising Specific Plan will enhance and facilitate mobility in the area through five major concepts. The Specific Plan will expand opportunities for ingress to and egress from the village through the construction of Frontier Drive and Kemper Street. The new streets will create smaller blocks to support greater connectivity and shorten walking distances. The Specific Plan will distribute parking across the village to direct and diffuse the flow of people and vehicles and allow for a "park once" experience. The Specific Plan provides for a greater mix of uses to contribute to a reduction in vehicle miles traveled, helping meet climate action planning goals as well as mobility goals. The Specific Plan identifies bikeways, multi-use paths, and pedestrian facilities, to support a walkable and bikeable environment. The Specific Plan proposes relocating two existing bus stops and adding an additional bus stop on the Sports Arena Boulevard frontage in coordination with the Metropolitan Transit System (MTS). The stops will connect the community village to the Old Town Transit Center, Mission Bay, and surrounding communities. Event shuttles will be provided for access to Old Town Transit Center and parking areas outside of the Specific Plan area, as well as event day traffic management.



Example of a Rapid Bus Station

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3.4 Sustainability

Sustainability is integral to the Midway Rising Specific Plan, aligning with location and connectivity goals of sustainable design consistent with the General Plan and Midway Pacific Highway Community Plan to meet the City 's Climate Action Plan goals. Refer to Appendix A: Climate Action Plan Consistency.

The intent of the Specific Plan is to accomplish the following sustainability objectives:

1. Incorporate pedestrian and bicycle connections retail, entertainment, dining, parks, recreation and transit.
2. Incorporate a mix of housing, entertainment, retail, dining, and other supporting commercial uses.
3. Incorporate green building features that include rainwater capture.
4. Incorporate renewable energy features that includes rooftop solar.
5. Incorporate electrical vehicle charging spaces.
6. Allow for community gardens with the potential for food production.
7. Incorporate native and drought-tolerant planting

4 LAND USE

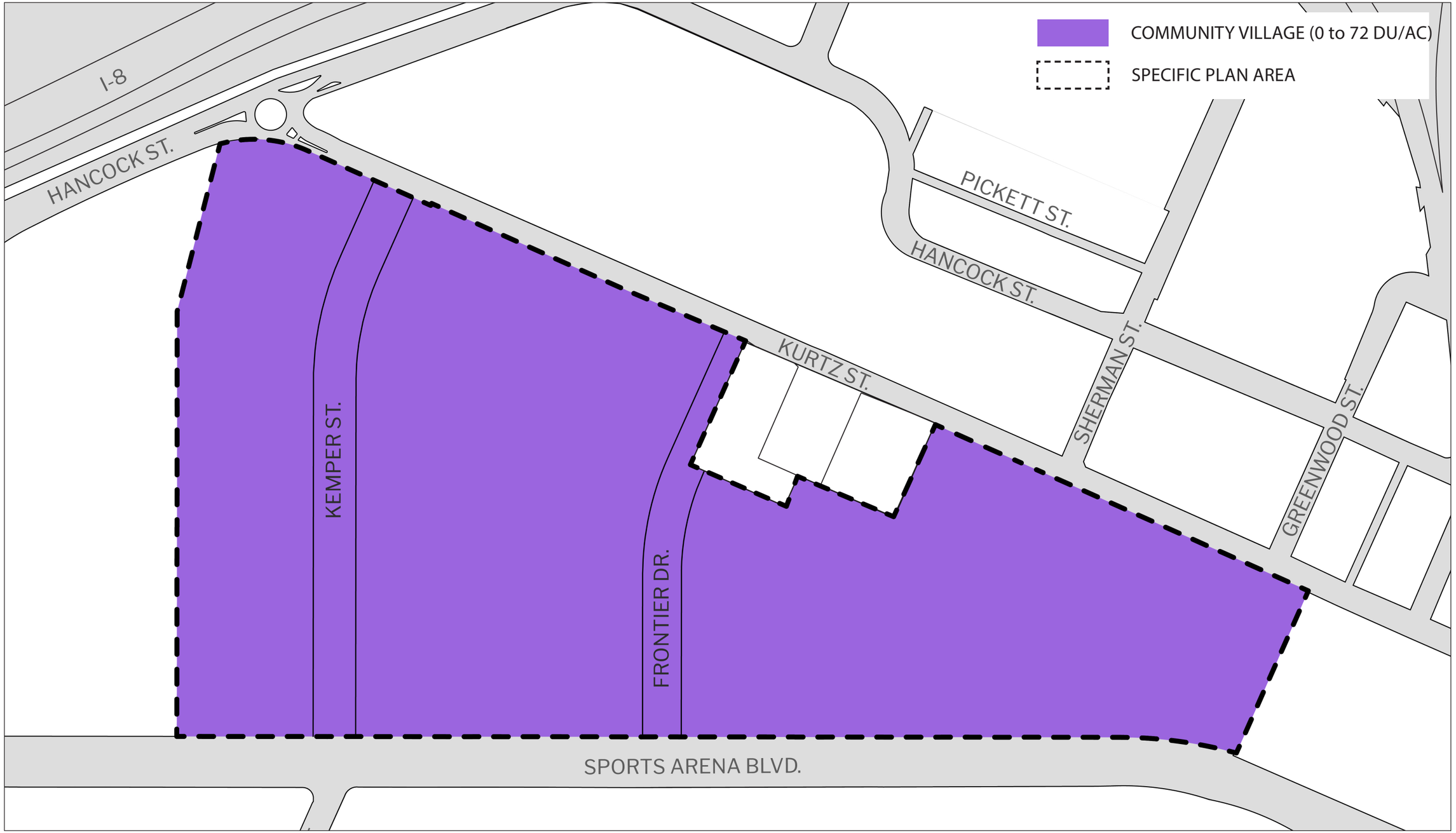


Figure 5 - Plan Land Use

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The Specific Plan community village land uses provide for a vibrant, balanced, and pedestrian-oriented community with a mix of uses, including entertainment, retail, restaurants, residential, recreational, public, and park uses.

4.1 Land Use Objectives

The intent of the Specific Plan is to accomplish the following land use objectives:

1. Incorporate a variety of homes within the community village, including market-rate and deed-restricted affordable homes.
2. Incorporate a mix of uses to include entertainment, retail, residential, recreational, public, and public park uses.
3. Incorporate indoor and outdoor entertainment venues that offer opportunities to establish a pedestrian and transit-oriented landmark entertainment destination.
4. Incorporate a diversity of commercial uses in the village, including an outdoor retail market use.

4.2 Planned Land Uses

The Specific Plan envisions the following primary land uses (see Figure 5 – Plan Land Use).

Community Village - (0 to 72 dwelling units per gross acre)

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. The maximum number of homes for the 49.23-acre Specific Plan Area is calculated at a density of 72 dwelling units per gross acre for the entire Specific Plan Area. This includes areas used for streets, *parks*, *public spaces* and non-residential uses. For the purposes of the Specific Plan, this method of calculation is allowed per Supplemental Development Regulation (SDR-2). Refer to the Implementation and Administration Chapter.

4.3 Coastal Height Limit Overlay Zone

The entire Specific Plan area is subject to the Coastal Height Limit Overlay Zone which limits development height to 30 feet. As permitted by applicable state law, the maximum structure height in the Specific Plan area may be allowed to exceed the 30 foot height limit as follows:

1. Maximum structure height of 105 feet may be allowed for the entire Specific Plan area.
2. Maximum structure height of 165 feet may be allowed for the Entertainment Center use.
3. Up to ten percent (10%) of the total Specific Plan area (approximately 214,446 square feet) may include structures with a maximum height of 250 feet.

Table 1 - Land Use Summary represents the maximum development resulting from the application of the Specific Plan Community Village land use.

LAND USE	SITE AREA (ACRES)	MAXIMUM DEVELOPMENT
Community Village[3]	**27.64**	10,722,294 gross square feet max.
Residential[1]		3,545 Homes
Commercial		130,000 gross square feet[2]
Entertainment		16,000 seat Entertainment Center
Parks & Public Space	**14.54**	
Parks	8.12	
Public Space	6.42	
Circulation	**7.05**	
Public Streets	5.74	
Private Drives	1.31	
Total	**49.23**	

Table 1 - Land Use Summary

1. With an affordable housing density bonus of 20 percent, up to 4,254 homes may be constructed.
2. The Entertainment Center use is excluded from the 130,000 gross square feet of commercial use.
3. Mixed-Use contains a combination of residential and commercial uses.

5 MOBILITY

5.1 Introduction

A key goal of the Specific Plan is to promote alternative modes of transportation by introducing greater connectivity to and through the community village. The Specific Plan identifies a multi-modal network that includes new streets, wide sidewalks, multi-use paths, new bicycle facilities, promenades, and pedestrian paseos and greenways. The Specific Plan identifies two new public streets that will traverse the community village to create three smaller blocks, establishing a grid network of streets in the surrounding area as shown on Figure 6. Refer to the Implementation and Administration Chapter.

5.2 Mobility Objectives

The intent of the Specific Plan is to accomplish the following mobility objectives:

1. Construct two planned streets as envisioned in the Midway - Pacific Highway Community Plan to provide improved vehicular, pedestrian, and bicycle circulation within the superblock to create a walkable and bike friendly, neighborhood-scale for new development and improved north-south access.
2. Provide pedestrian and bicycle paths that create connections between adjacent developments and/or properties.
3. Provide bicycle storage, outdoor short-term bicycle parking, and long-term bicycle parking for residents, employees, and visitors.
4. Coordinate with San Diego Association of Governments (SANDAG) and Metropolitan Transit System (MTS) to incorporate a future Rapid Bus stop to create a strong transit connection.
5. Provide shared structured parking serving multiple uses to efficiently meet parking needs.
6. Create a multi-use urban path, Class IV one-way cycle track, and Promenade along Sports Arena Boulevard and a Class IV one-way cycle track and Promenade along the extension of Kemper Street, to enhance the public realm and provide pedestrian and bicycle improvements as part of the Bay-to-Bay Urban Path.
7. Create a multi-use urban path and promenade along Frontier Drive and Kurtz Street to improve pedestrian connectivity between Kurtz Street and Sports Arena Boulevard.
8. Integrate parking into structures that are either wrapped by residential and mixed-use buildings or screened.
9. Locate parking for entertainment, parks and retail uses in structures accessed from Kurtz Street and Frontier Drive.
10. Construct pedestrian and bicycle facility improvements along Kurtz Street and Rosecrans Street between the Specific Plan area and the Old Town Transit Center.



Example of a walkable environment

*This image is conceptual and is shown for illustrative purposes only

5.3 Street Classification

The Specific Plan includes two new public streets that will align with existing signalized intersections on Sports Arena Boulevard. Additionally, the Specific Plan includes frontage improvements on Kurtz Street and Sports Arena Boulevard and improvements outside of the Specific Plan area on Hancock Street, Kurtz Street, Sports Arena Boulevard, and Rosecrans Street (see Figure 6 - Street Classifications). The following pages provide design guidance for public streets, private drives, and fire access roads in the community village. Refer also to Figures 7-18 on pages 19 - 22.



*Figure 6 - Street Classifications**

**This image is conceptual and is shown for illustrative purposes only*

5.3.1 Public Streets

Sports Arena Boulevard

Sports Arena Boulevard is planned as a 6-Lane Major (4 General Purpose Lanes + 2 Business Access & Transit Lanes), with a raised median and a Class IV one-way cycle track, as shown on Figures 7 and 8.

a) Transform the northern segment of the street to create a more bicycle and pedestrian friendly environment by providing a 12-foot multi-use path, Class IV one-way cycle track within the parkway at sidewalk level as shown on Figures 7 and 8.

b) Provide a Business Access & Transit Lane, and two travel lanes in each direction as shown on Figure 7.

c) Provide two rows of street trees to provide shade on the multi-use path as shown on Figures 7 and 8.

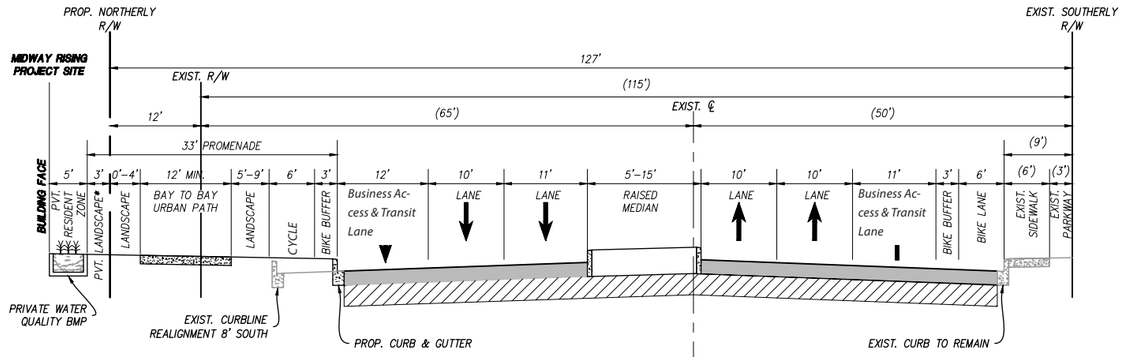


*Figure 7 - Sports Arena Boulevard - Street Section (6-Lane Major - 4 General Purpose Lanes + 2 Business Access & Transit Lanes)**

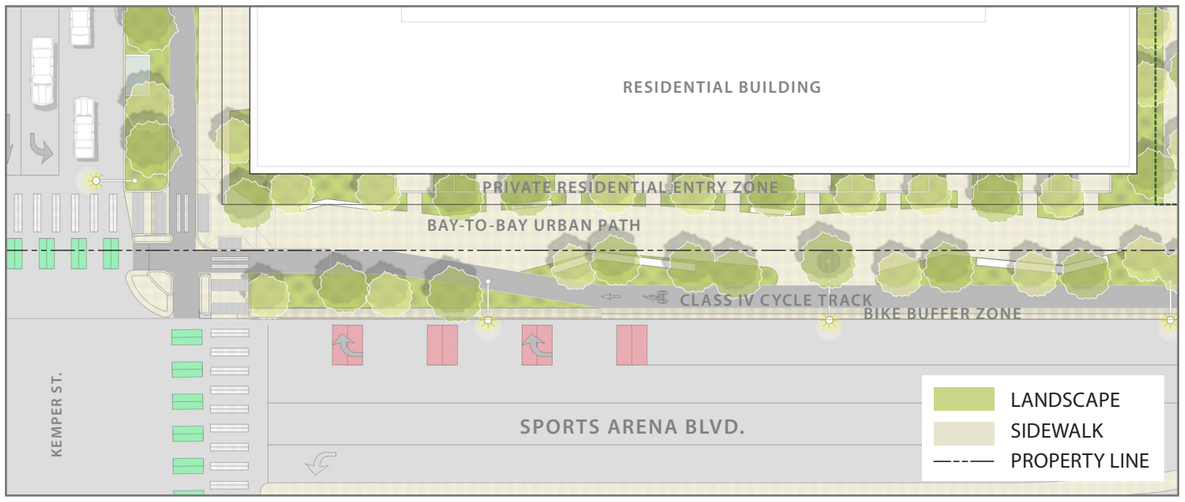


*Figure 8 - Sports Arena Boulevard Plan Enlargement**

5 MOBILITY

Kurtz Street

Kurtz Street is planned as a 2-lane collector with a multi-use path, as shown on Figures 9 and 10.

d) Convert Kurtz Street from one-way to two-way travel between Hancock Street and Sherman Street as shown on Figure 9.

e) Include a non-contiguous, multi-use path on the south side of the street along the Specific Plan frontage, as shown on Figure 9.

f) Provide two rows of street trees to provide shade upon the multi-use path, and to provide a buffer from vehicular traffic as shown on Figure 10.

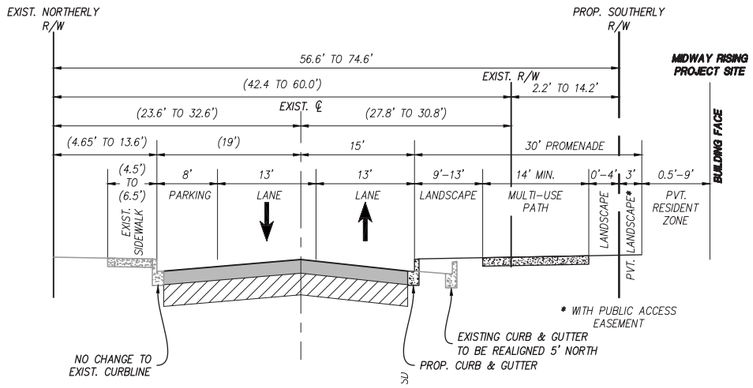


*Figure 9 - Kurtz Street - Street Section (2-Lane Collector - 2-way)**

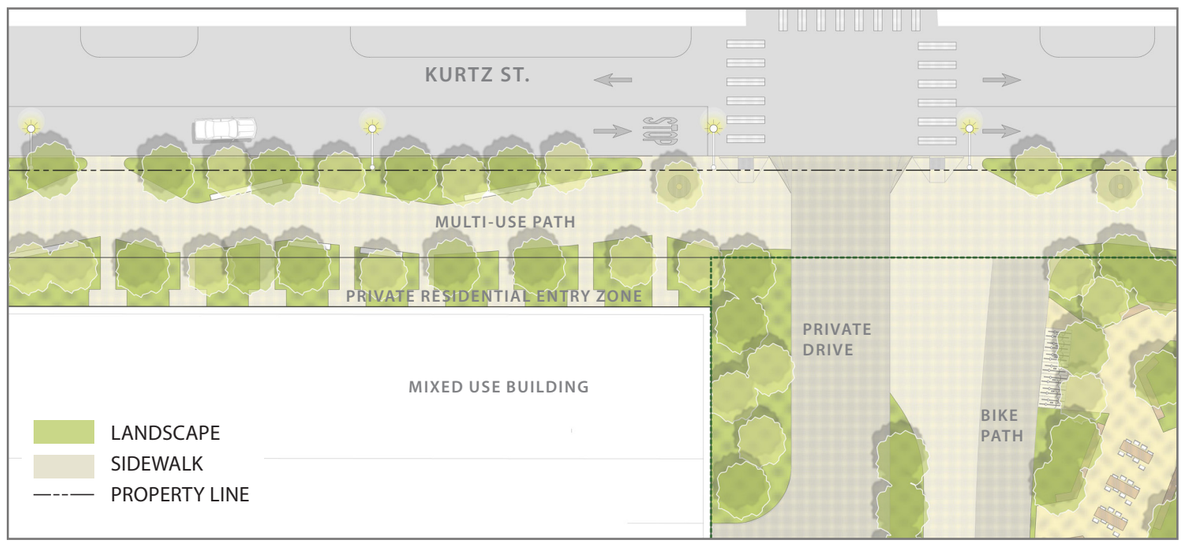


*Figure 10 - Kurtz Street Plan Enlargement**

Kurtz Street and Rosecrans Street

The improvements to roadway segments portion of Kurtz Street and Rosecrans Street outside of the Specific Plan area are planned to include pedestrian and bicycle facility improvements east and north of the Specific Plan area and strengthen the connection between the Specific Plan area and the Old Town Transit Center as shown on Figures 11 and 12.

g) Include a Class I multi-use path on the south side of Kurtz Street between the Specific Plan Area and Rosecrans Street, as shown on Figure 11.

h) Include a Class IV two-way separated cycle track at sidewalk level and a wide sidewalk, separated from the cycle track by landscaping on the east side of Rosecrans Street between Kurtz Street and Pacific Highway, as shown on Figure 12.

i) Include a Business Access & Transit Lane on Rosecrans Street between Kurtz Street and Pacific Highway.

j) Provide marked pedestrian and bike crossings at the Rosecrans Street and Kurtz Street intersection.

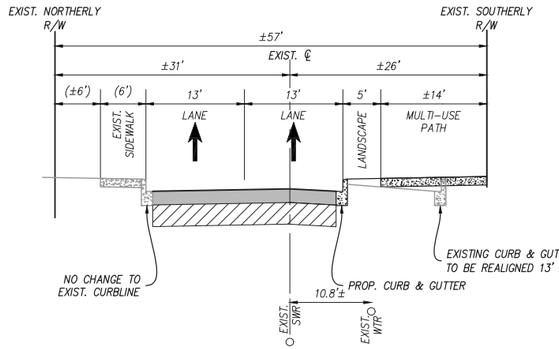


*Figure 11 - Kurtz Street - Street Section - (One-Way Southeast bound 2-Lane Collector)**

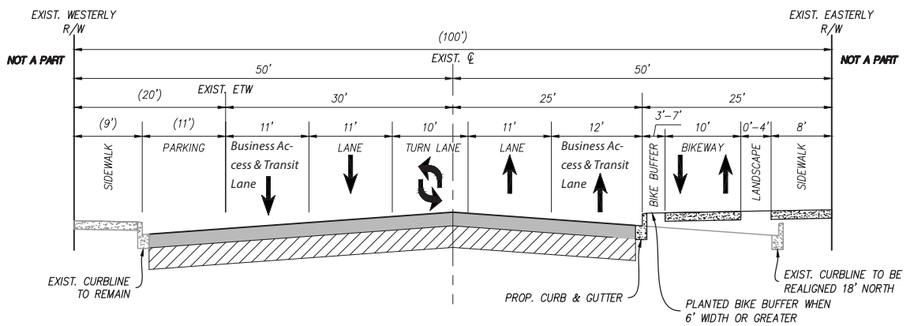


*Figure 12 - Rosecrans Street - Street Section - (4-Lane Collector with Center Left-Turn Lane - 2 General Purpose Lanes + 2 Business Access & Transit Lanes)**

**This image is conceptual and is shown for illustrative purposes only*

Kemper Street

Kemper Street is planned as a 2-lane collector with a center left turn lane, a promenade, Class IV cycle track, and on-street parking on each side of the street, as shown on Figures 13 and 14.

k) Extend Kemper Street from Sports Arena Boulevard to Kurtz Street to provide a new north-south roadway with access to mixed-uses and to "The Green".

l) Include one travel lane in each direction with a center two-way left-turn lane and on-street parking on each side of the street as shown on Figure 13.

m) Include a 30-foot promenade with a non-contiguous sidewalk and Class IV cycle track within the *parkway* at sidewalk level, two rows of street trees, and flexible space for street furnishings on the east side of the street as shown on Figures 14 and 15.

n) Include a 23-foot parkway with a non-contiguous sidewalk, shade trees, and planting areas on the west side of the street as shown on Figures 13 and 14.

o) Provide on-street parking for vehicles accessing "The Green".

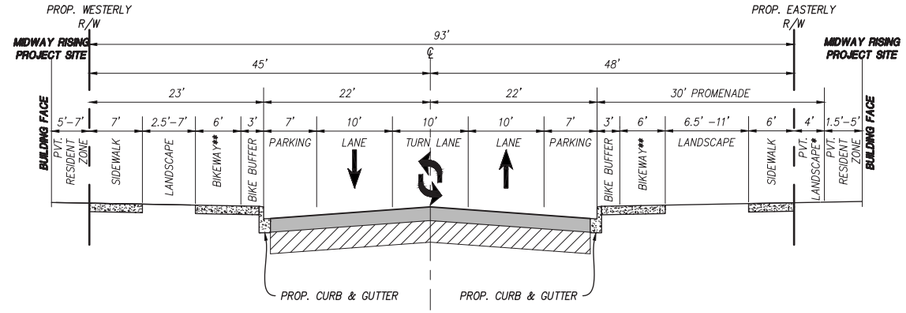


*Figure 13 - Kemper Street - Street Section (2-Lane Collector with Center Left Turn lane)**



*Figure 14 - Kemper Street Plan Enlargement**

**This image is conceptual and is shown for illustrative purposes only*

Frontier Drive

Frontier Drive is planned as a 2-lane collector with a center left-turn lane, a promenade, and on-street parking on each side of the street, as shown on Figures 15 and 16.

p) Construct Frontier Drive as a new north-south public street between the intersection of Sports Arena Boulevard/ West Drive and Kurtz Street to provide access to and through the community village and to "The Green."

q) Design as a retail "Main Street" with active ground-floor retail uses opening to the street.

r) Include one travel lane in each direction with a center two-way left-turn lane and on-street parking on each side of the street as shown on Figure 15.

s) Include a 30-foot promenade on the east side of the street, with a non-contiguous sidewalk, shade trees, and a multi-use path with space for outdoor dining, seating and other street furniture to activate the east side of the street, as shown on Figure 16.

t) Include a 14-foot parkway with a non-contiguous sidewalk, shade trees, and planting areas on the west side of the street, as shown on Figure 16.

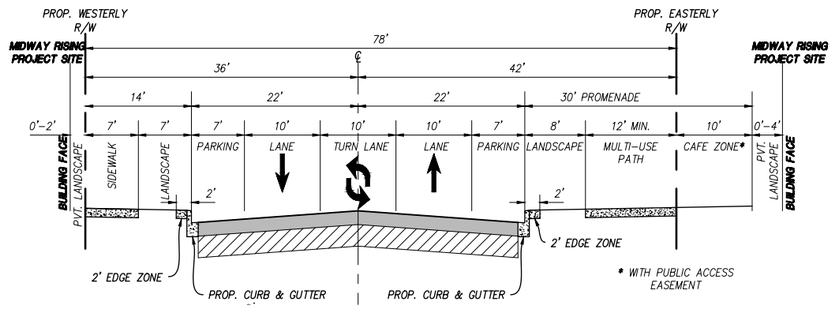


*Figure 15 - Frontier Drive - Street Section (2-Lane Collector with Center Left Turn lane)***

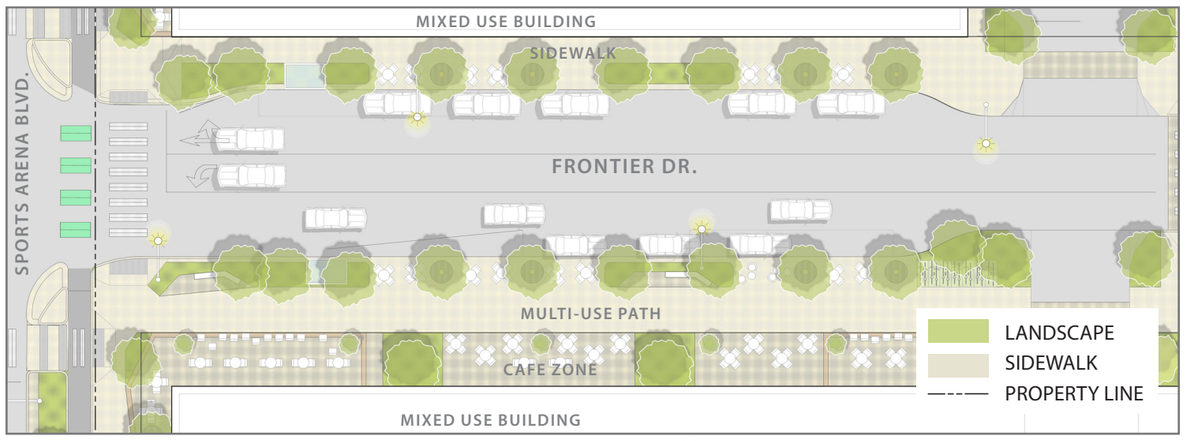


*Figure 16 - Frontier Drive Plan Enlargement**

5.3.2 Private Drives

Private Drives provide access to most residential buildings and parking garages from the main community village streets (Kemper Street and Frontier Drive), as shown on Figures 17 and 18.

a) Design as two-way circulation and open to the public with an access easement.

b) Include a minimum 5-foot wide sidewalk on each side of the private drives. Include a 5-foot wide planting adjacent to sidewalks. Where on-street loading areas are needed, the landscape area may be less than 5 feet wide.

c) Where feasible, provide on-street parking and loading areas on both sides of the private drives.

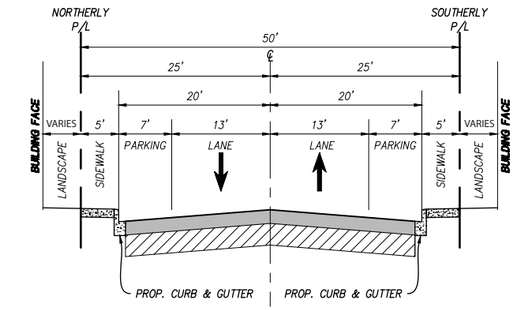


*Figure 17 - Private Drive - Typical Street Section**

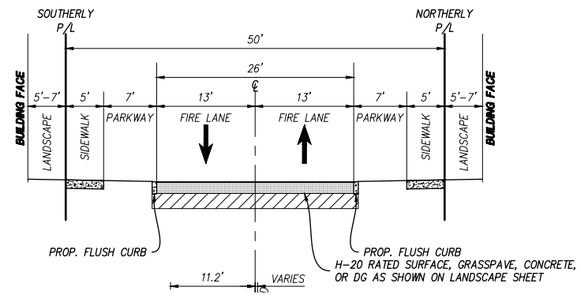


*Figure 18 - Private Drive - Fire Lane**

**This image is conceptual and is shown for illustrative purposes only*

5.3.3 Roundabout

Provide a single-lane roundabout at the intersection of Kurtz Sreet and Hancock Street as shown conceptually on Figure 19.

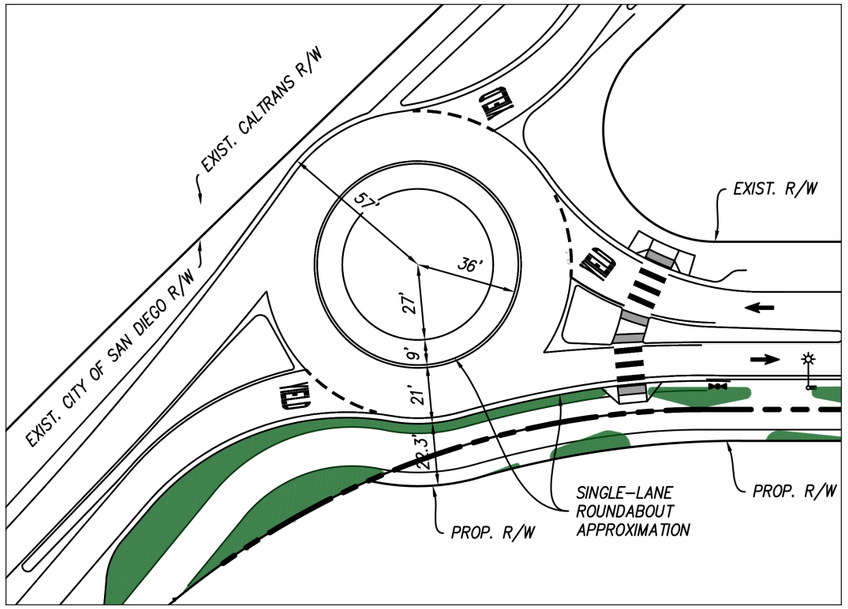


*Figure 19 - Roundabout Concept at Hancock Street and Kurtz Street**

5.4 Pedestrian Circulation and Promenades

To support a safe pedestrian environment, the Specific Plan provides for the following:

a) Transform the Specific Plan area from an auto-centric, drive-in and drive-out experience into a pedestrian-focused, walkable environment where all uses, buildings, public spaces, and amenities within the Community Village are easily accessible and continuously connected by a network of paths, promenades, paseos and greenways, as shown on Figure 20.

b) Design the landscape to ensure residents, visitors, and workers can comfortably move from one end of the Community Village to the other without the need for a car.

c) Provide a continuous tree canopy, and accessible, wide, and non-contiguous sidewalks throughout that provide for shaded and accessible pedestrian circulation across the entire Community Village.

d) Connect all residential, commercial, retail, and entertainment uses to this pedestrian circulation network.

e) Provide promenades adjacent to Sports Arena Boulevard, Kurtz Street, Kemper Street, and Frontier Drive.

f) Provide improvements along Kurtz Street that continue outside the Specific Plan area to Rosecrans Street.

g) Improve Rosecrans Street with a widened sidewalk on the east side of the street between Kurtz Street and Pacific Highway.

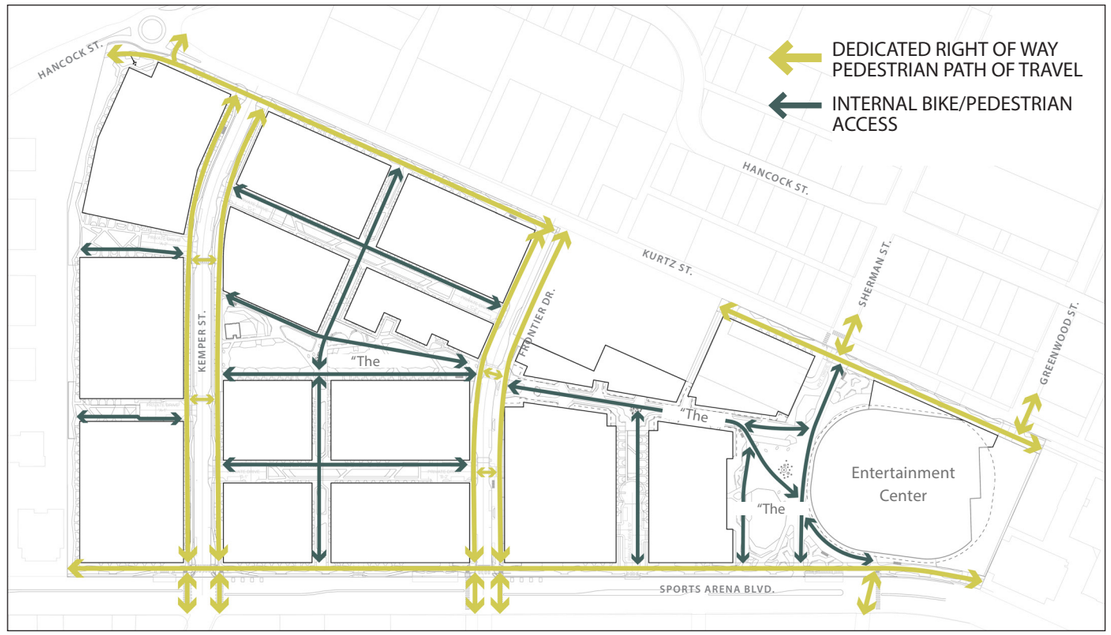


*Figure 20 - Pedestrian Circulation Concept**

5.5 Bicycle Network

A connected and comprehensive network of bicycle facilities is planned for the Community Village as shown on Figures 21 and 22. Implementation of the bicycle network in the Specific Plan is planned to occur in phases that correspond with the anticipated phases of development. Phase 1 is anticipated to include development east of Frontier Drive as shown on Figure 21 and Phase 2 is anticipated to include development west of Frontier Drive. As such, bicycle facilities may be constructed in Phase 1 that result in an interim network until Phase 2 of development completes the full network.

To support a safe cycling environment, the Specific Plan provides for the following:

5.5.1 Interim Network

a) Provide a Class IV bicycle facility on the north side of Sports Arena Boulevard from Frontier Drive to the easternmost boundary of the Specific Plan area as shown on Figure 21.

b) Provide a Class I bicycle facility on Frontier Drive from Sports Arena Boulevard to a point immediately past "The Plaza" to the property abutting Frontier Drive and the Specific Plan area as shown on Figure 21.

c) Provide a Class I bicycle facility on Kurtz Street from Rosecrans Street to the property abutting the Specific Plan area as shown on Figure 21.

d) Provide a multi-use bicycle/pedestrian path through "The Square," and "The Plaza."

5.5.2 Full Network

a) Provide bicycle access along the streets in the Community Village with Class I, II, and IV bicycle facilities as shown on Figure 22.

*This image is conceptual and is shown for illustrative purposes only

b) Provide a Class IV one-way cycle track for the north side of Sports Arena Boulevard and on both sides of Kemper Street to enhance the safety and comfort of bicyclists navigating the area as shown on Figure 22.

c) Construct multi-modal improvements outside the Specific Plan area on Kurtz Street and Rosecrans Street to connect the Community Village with the Old Town Transit Center.

5.5.3 Bicycle Parking

The integration of bicycle parking into the Community Village for all uses is critical. To support this:

a) Provide short-term bicycle parking and long-term bicycle parking (in secured and enclosed spaces) to serve proposed commercial and event uses, including bicycle parking provided in parks, public spaces and promenades for public use, as conceptually shown at the locations on Figure 23.

b) Provide bicycle storage areas within each residential building in a secure and locked area that is accessible only to residents of the building to serve the proposed residential use.

5.6 Event Parking Access and Access Management

Event parking access and access management are critical to the integration of the Community Village with the surrounding community and to the success of the entertainment uses in the Community Village.

To support this:

a) Provide vehicle access for event parking in the Community Village, with multiple ingress and egress points to diffuse additional congestion from major streets and intersections as shown on Figure 24 - Parking Structure and Access Diagram.

b) Reduce trips routed through the intersection of Sports Arena Boulevard/ Camino del Rio West/ Rosecrans Street.

c) Distribute parking across the Community Village.

d) Assign parking at the ticket point of sale (POS).

e) Provide comprehensive wayfinding and directional signage to parking structures both within the Community Village and in POS marketing materials.

f) Provide parking in structures that are integrated with development, with active uses wrapping the structure to screen it from view.

g) Integrate parking associated with non-residential uses within the parking structures of residential buildings.

h) Provide separate parking stalls, auxiliary areas, pedestrian access and circulation for residential and non-residential parking located within the same parking structure.

5.7 Parking for Parks and Public Spaces

On-street parking and parking within parking structures can help to support the access and use of parks and public spaces in the Community Village.

a) Provide street parking on Kemper Street, adjacent to the Green.

b) Provide parking in parking structures within the Specific Plan area, adjacent to the Square.

c) Provide parking in parking structures within the Specific Plan area and in proximity to the Plaza, Paseo Greens and Paseo Greenways.

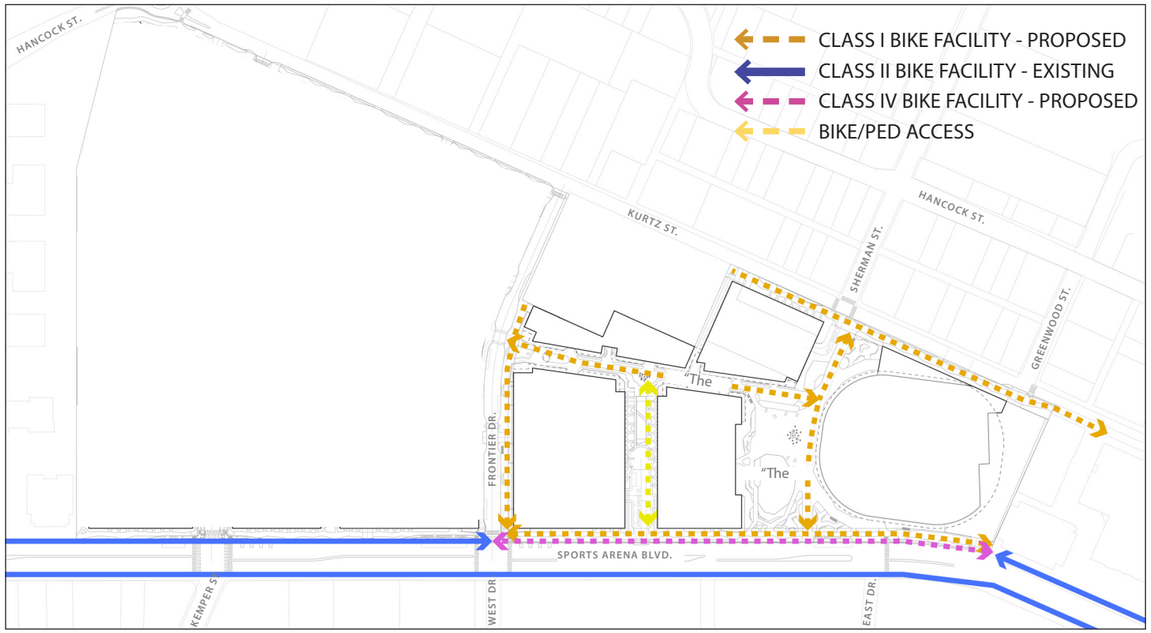


*Figure 21 - Bicycle Circulation Concept - Interim Network**

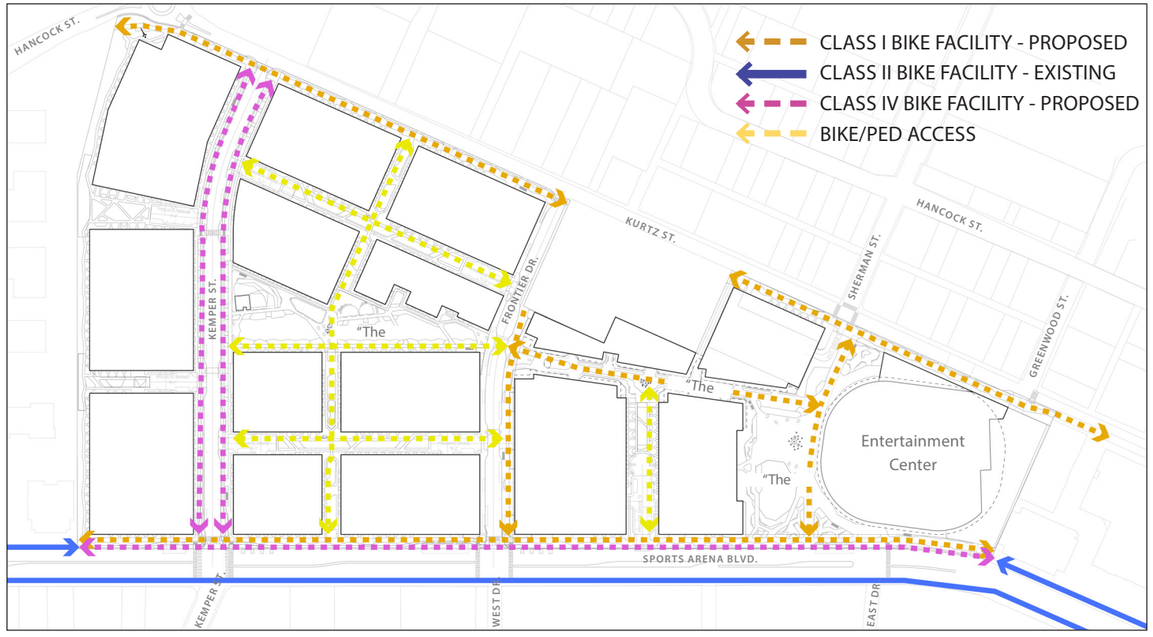
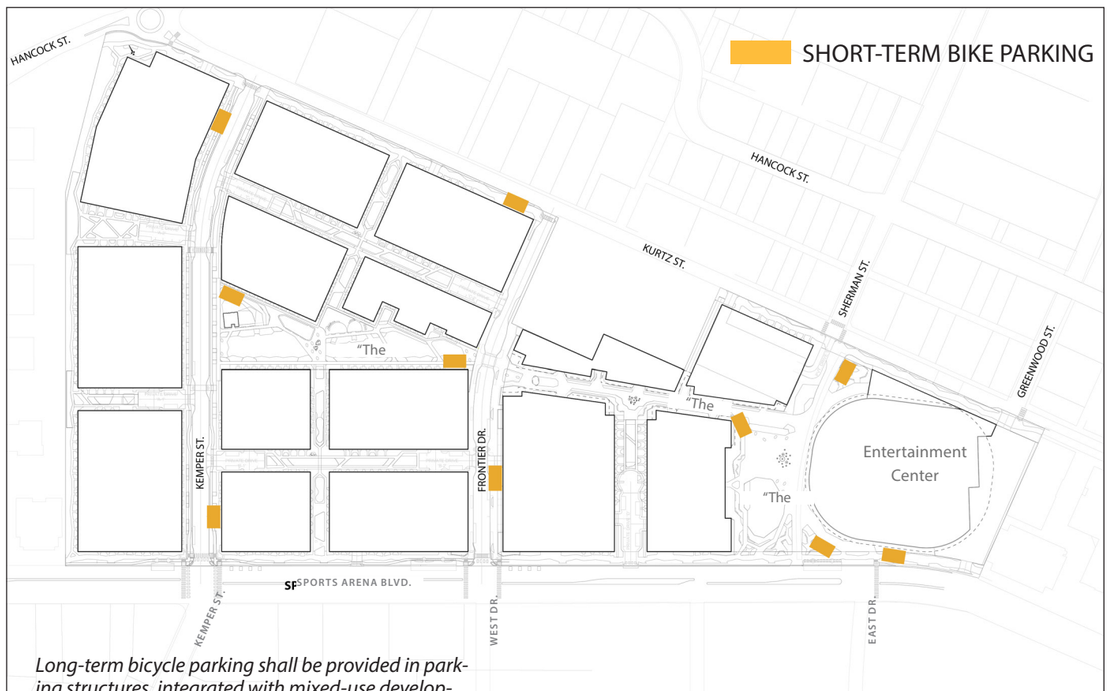


*Figure 22 - Bicycle Circulation Concept - Full Network**

*This image is conceptual and is shown for illustrative purposes only



Long-term bicycle parking shall be provided in parking structures, integrated with mixed-use develop-

*Figure 23 - Bicycle Parking**

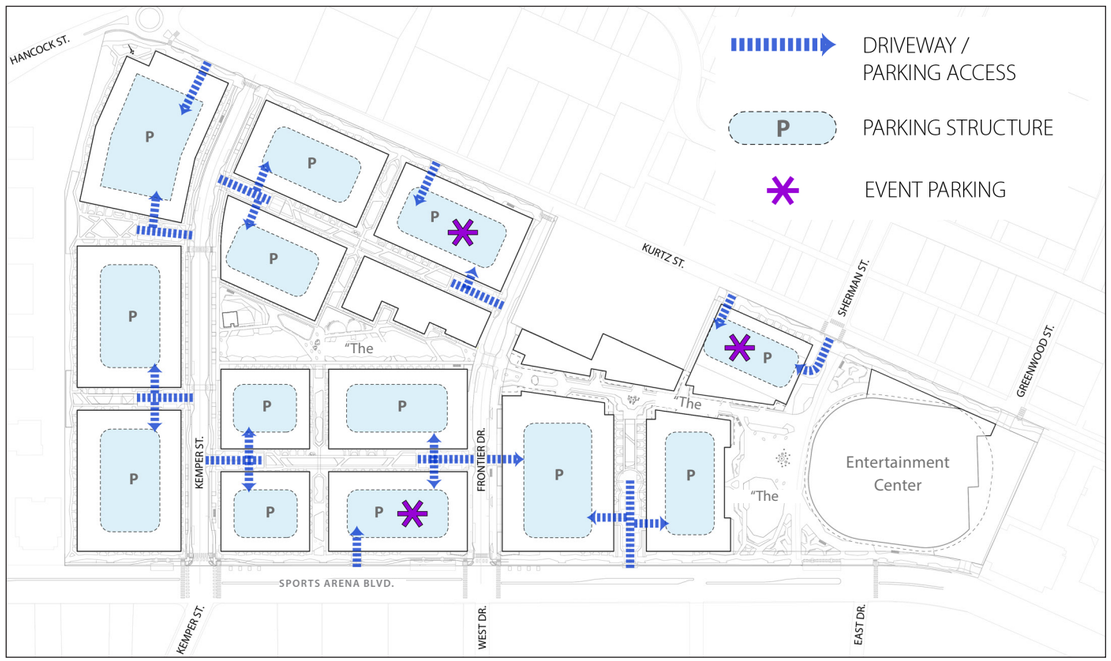


*Figure 24 - Parking Structure & Access Diagram**

**This image is conceptual and is shown for illustrative purposes only*

5.8 Transit

MTS Routes 8 and 9 currently serve the Specific Plan area along Sports Arena Boulevard with bus stops providing direct access to the village. Future MTS Rapid Bus Route 10 is planned to run on Sports Arena Boulevard by 2035 with a planned bus stop anticipated at Frontier Drive as shown on Figure 25.

To support the use of transit, the Specific Plan provides for the following:

a) Construct a new local bus stop on the west side of the Sports Arena Boulevard / Kemper Street intersection.

b) Relocate existing bus stop (ID 13345) to the west side of the Sports Arena Boulevard / Frontier Drive intersection (approximately 150 feet to the east of existing stop) and designate stop as a future RAPID bus stop.

c) Relocate existing local bus stop (ID 13344) to the west side of the Sports Arena Boulevard / East Drive intersection (approximately 200 feet to the west of the existing stop).

d) Provide a sign, bench, schedule display, route and system map, trash receptacle, concrete bus pad, and shelter in coordination with MTS improvements for new and relocated bus stops.

e) Provide event day traffic management and shuttles with access to and from the site and the Old Town Transit Center and to parking outside of the Specific Plan area.

f) Provide a daily shuttle between Frontier Drive and Old Town Transit Center that operates between 12:00 p.m. and 10:00 p.m.

g) Work with commercial businesses and the Entertainment Center operator to provide an employee transit subsidy.

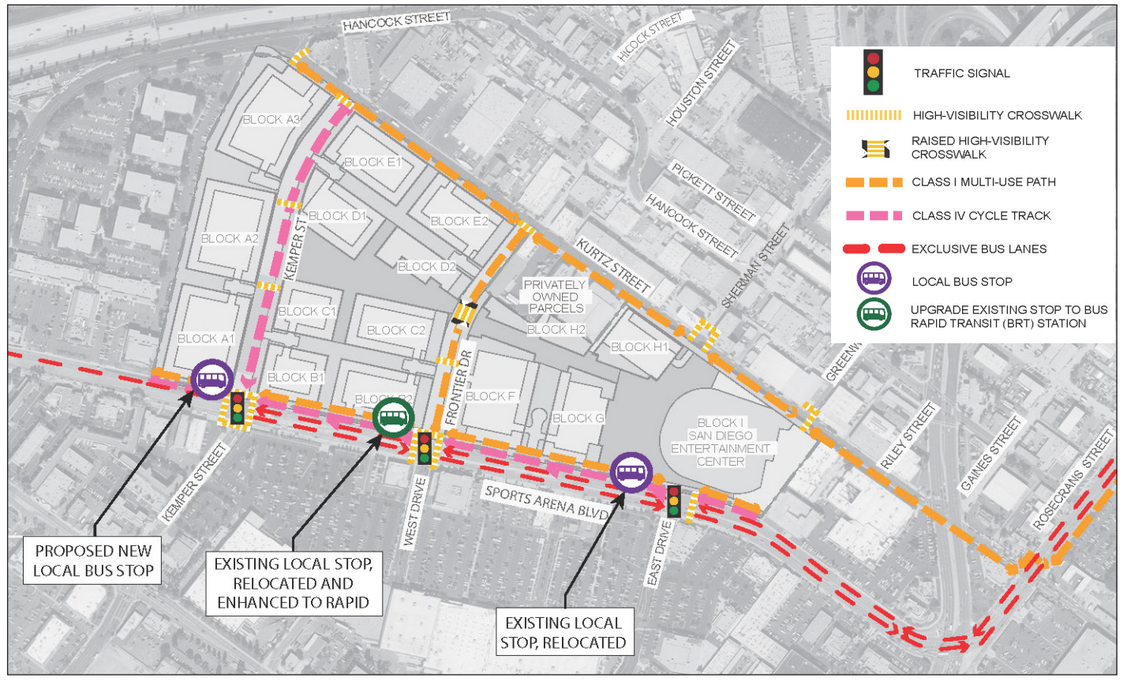


*Figure 25 - Transit Diagram - Bus Stops**

6 PARKS AND PUBLIC SPACE FRAMEWORK

6.1 Parks and Public Space Summary

The Specific Plan provides for 8.12 acres of *parks* and 6.42 acres of *public space* in a network of promenades and streetscapes as shown in Figure 26 and in Table 2 below.

PARKS	AREA PROVIDED
THE GREEN	2.32 ACRE
THE SQUARE	2.93 ACRE
THE PLAZA	0.54 ACRE
PASEO GREENS	1.06 ACRE
PASEO GREENWAYS	1.27 ACRE
PARKS SUBTOTAL	*8.12 ACRE SUBTOTAL*
PUBLIC SPACE	
PROMENADES	2.25 ACRE
STREETSCAPES	3.24 ACRE
RESIDENTIAL BUFFER AREA	0.93 ACRE
PUBLIC SPACE SUBTOTAL	*6.42 ACRE SUBTOTAL*
PARKS AND PUBLIC SPACE TOTAL	14.54 ACRE TOTAL

Table 2 - Parks and Public Space Acreage Table

6.2 Parks and Public Space Objectives

The intent of the Specific Plan is to accomplish the following *parks* and *public space* objectives:

1. Establish a Community Village that is full of life, with pedestrian streets and *public spaces*, *parks* and plazas, and shared gathering places for residents, workers, and visitors to engage in a civic and public life.
2. Provide an interconnected mix of active and passive *public spaces* and *parks* with varying sizes, activities, designs, and landscapes.
3. Establish a strong connection between homes and *public spaces*.
4. Provide a diversity of plant and tree species and drought tolerant and climate-friendly plants in *public space* areas.
5. Provide two rows of street trees, use a selection of trees to support an increased tree canopy, and integrate sustainable stormwater quality features.
6. Provide a promenades along Sports Arena Boulevard, Kurtz Street, Kemper Street, and Frontier Drive to establish a strong connection between the Community Village and adjacent districts along the Bay-to-Bay Urban Path.

6.3 Parks Master Plan Value-Based Standards

The Parks Master Plan establishes a recreational value-based standard which determines the value of parks in points based on features related to park size, recreational opportunities, access, amenities, activations, and overall value delivered. Recreational value points for planned facilities will be evaluated consistent with the Parks Master Plan.

6.4 Parks and Public Space Design

The following sections illustrate key parks and public space concepts with design guidance. Refer also to the Supplemental Development Regulations in the Implementation and Administration Chapter for *parks* and *public space* design requirements.



Example of a connecting park and public space

**This image is conceptual and is shown for illustrative purposes only*

PARKS AND PUBLIC SPACE FRAMEWORK

Parks:

- **A** "THE GREEN"
- **B** "THE SQUARE"
- **C** "THE PLAZA"
- **D** PASEO GREENS
- **E** PASEO GREENWAYS

Public Spaces:

- **F** PROMENADE
- **G** STREETSCAPES
- **H** RESIDENTIAL BUFFER



*Figure 26 - Parks and Public Space Framework**

**This image is conceptual and is shown for illustrative purposes only*

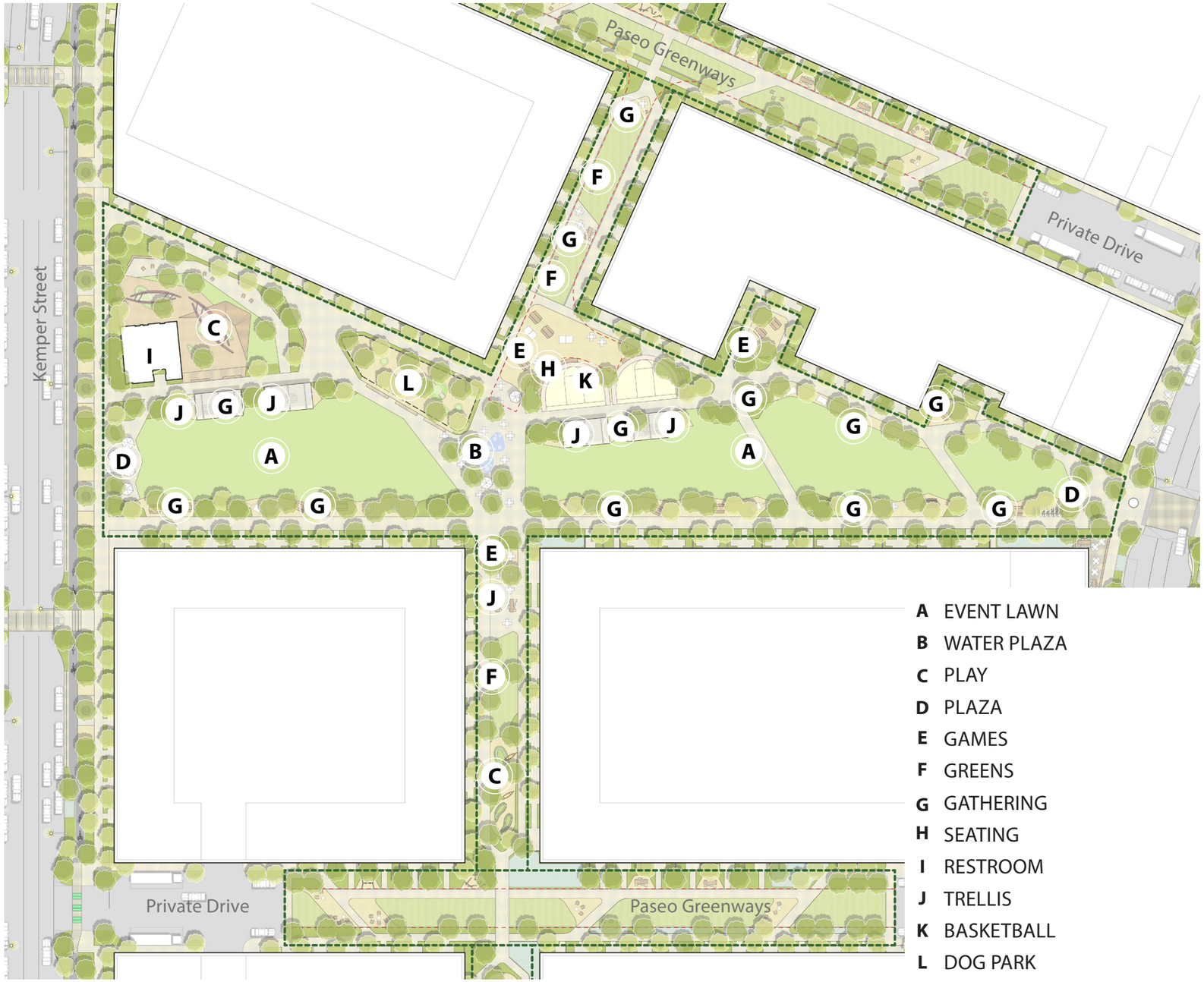


*Figure 27 - "The Green" Concept**

6.4.1 "The Green"

The Green is envisioned as a public neighborhood park, composed of park program elements and amenities tailored toward community and residential uses as shown in Figure 27.

a) Provide space for children and pets to play, while accommodating events of varying scales.

b) Include multi-use areas to allow for free-play activities and team activities, like pick-up soccer and frisbee, space for movie nights and outdoor yoga classes, flexible events spaces, and community recreation opportunities (such as basketball courts or other sports courts).

c) Include children's play areas with play equipment, nature play elements and small water play features.

d) Include game tables, swings, and public art to welcome park-goers for day-to-day activation.

e) Provide plaza spaces as central zones to accommodate events, with architectural shade structures and an interactive water play area for the community enjoyment.

f) Include interpretive cultural elements and wayfinding signage, providing a distinctive sense of place.

g) Include both free and ticketed events to build community and contribute to an active and vibrant environment.

h) Provide a public restroom with storage facility for equipment and drinking fountains.

i) Provide a series of wide, walkways consisting of pedestrian- rated enhanced paving along the perimeter of the park, allowing for seamless walkability to residences and park features.

j) Include a 20-foot wide fire access lane through a portion of the Green to access residential buildings.

*This image is conceptual and is shown for illustrative purposes only



k) Consider incorporating the following amenities:

1. RECREATION AMENITIES MAY INCLUDE:

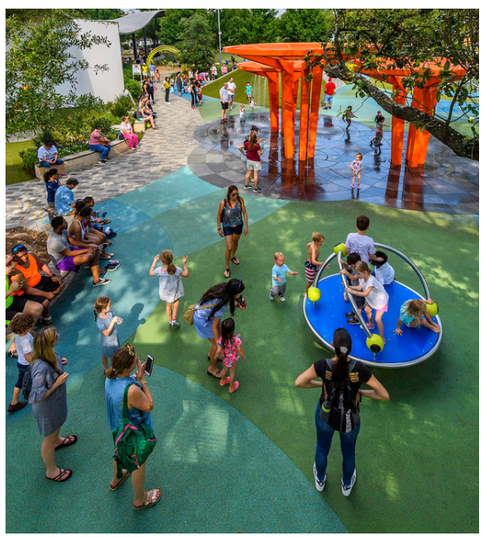
- MULTI-USE LAWNS
- CHILDREN'S PLAY STRUCTURES
- WATER PLAY FEATURES
- HALF BASKETBALL COURTS
- SWINGS
- GAME TABLES
- DOG PARKS
- DRINKING FOUNTAINS

2. EVENT AND PROGRAMMING AMENITIES MAY INCLUDE:

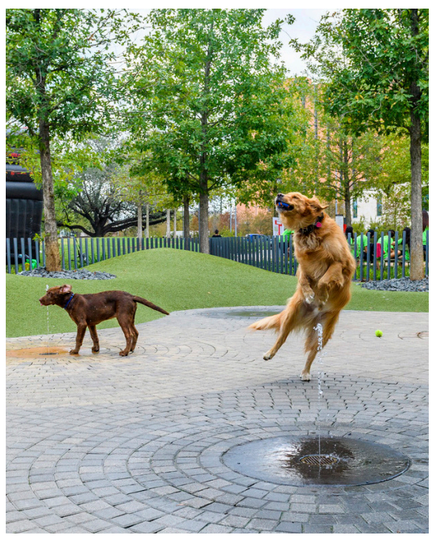
- EVENT LAWNS
- PUBLIC PLAZAS
- RESTROOM BUILDING
- ARCHITECTURAL SHADE STRUCTURES
- ART

3. NATURAL AMENITIES MAY INCLUDE:

- ABUNDANT SHADE TREES
- COMMUNITY GARDENS AND BOTANICAL INTEREST
- POLLINATOR SPECIES
- NATURE PLAY ELEMENTS









Examples of potential elements and activities for "The Green"

**This image is conceptual and is shown for illustrative purposes only*

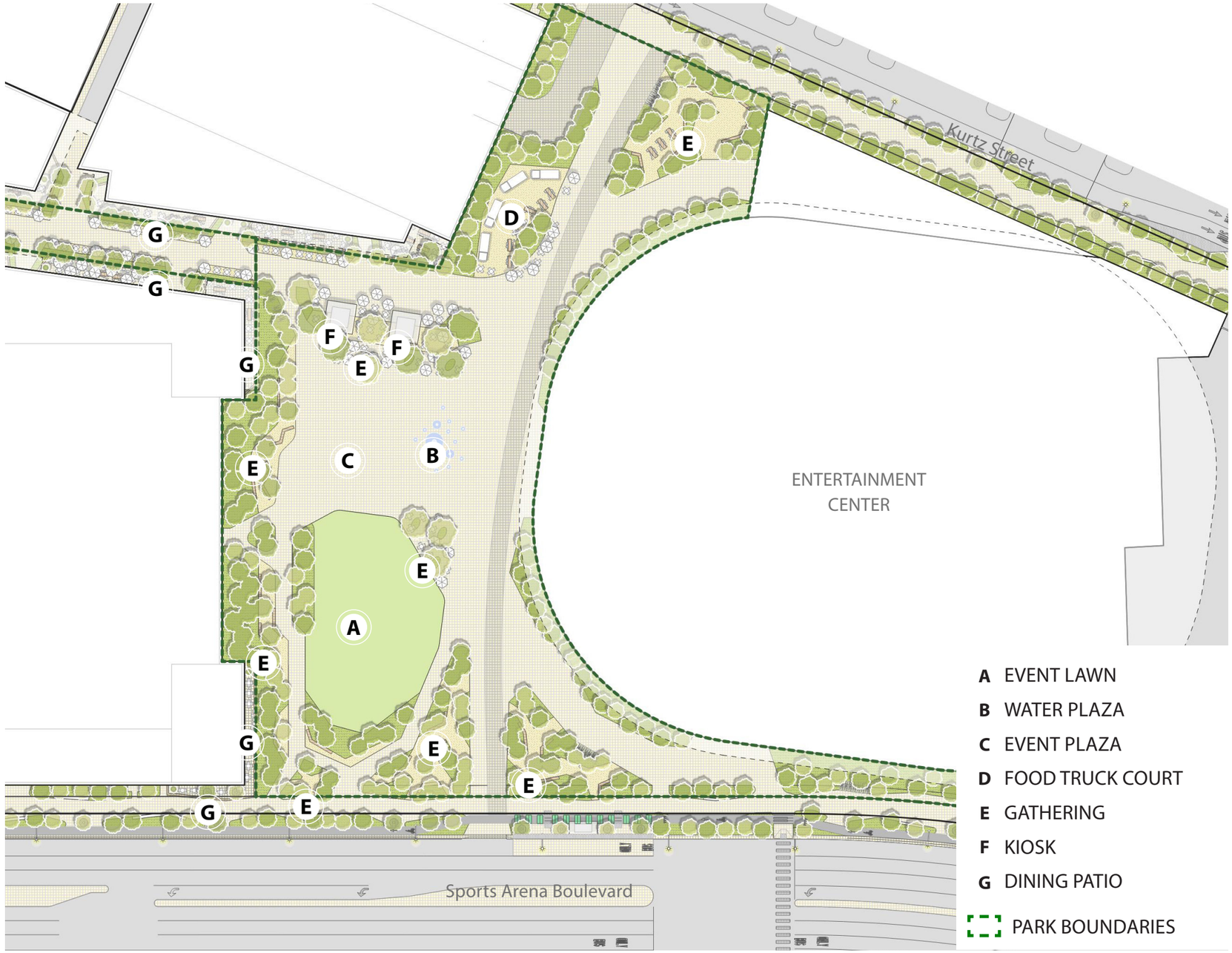


*Figure 28 - "The Square" Concept**

6.4.2 "The Square"

The Square is envisioned as a vibrant, activated public plaza and outdoor Entertainment Center for cultural and community events, located directly adjacent to the Entertainment Center as shown in Figure 28.

a) Design the Square as a large, dynamic plaza space composed of pedestrian- rated and vehicle-rated enhanced concrete unit pavers for public programming and entertainment opportunities scaled to accommodate large numbers of event attendees.

b) Provide lighting, power and event infrastructure to power food trucks, outdoor concerts, and other programming activities.

c) Provide shade structures, performance pavilion and an outdoor performance stage.

d) Incorporate public art such as wall murals, sculptures, video boards, lighting, and interpretive graphics.

e) Incorporate an interactive water feature.

f) Provide fixed and moveable seating.

g) Provide planting areas with trees to provide shade.

h) Provide a 26-foot wide fire access lane through the Square to access the Entertainment Center and adjacent buildings. The fire access lane may be composed of a combination of vehicular-rated enhanced paving. Consider using Grasspave and GravelPave with stabilized decomposed granite paving.

i) Secure the perimeter of the Square and Entertainment Center from potential threats with curbs, landscape elements, and other barriers so as not to detract from the Square.

j) Provide a bicycle path through the Square to connect with bicycle facilities on Kurtz Street and Sports Arena Boulevard.

k) Provide retail sales space to provide food and beverages to activate the space.

*This image is conceptual and is shown for illustrative purposes only



l) Consider incorporating the following amenities:

1. PARK AMENITIES MAY INCLUDE:

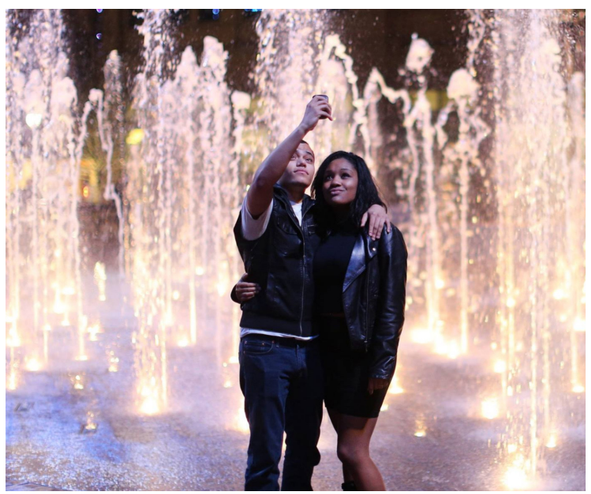
- EVENT LAWNS
- INTERACTIVE WATER FEATURES
- PUBLIC ART
- SHADE TREES
- PLANTED BUFFERS
- MULTI-USE PATHWAYS

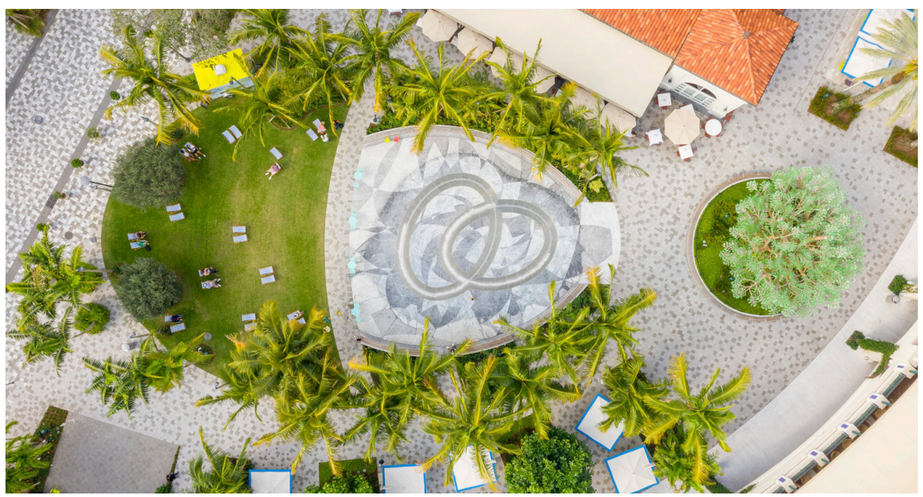
2. EVENT AND PROGRAMMING AMENITIES MAY INCLUDE:

- PERFORMANCE / EVENT SPACE
- EVENT LIGHTING
- EVENT INFRASTRUCTURE
- FOOD TRUCK
- INTERACTIVE / TECHNOLOGY ELEMENTS

3. RETAIL AMENITIES MAY INCLUDE:

- KIOSKS
- LANDSCAPED BUILDING ENTRIES
- RETAIL PATIOS AND TERRACES
- PLACEMAKING ELEMENTS







Examples of potential elements and activities for “The Square”

**This image is conceptual and is shown for illustrative purposes only*

6.4.3 "The Plaza"

The Plaza is envisioned as a community/entertainment destination and a public pedestrian link to the Square from Frontier Drive, nearby parking structures, residential buildings, and other public spaces and parks within the Community Village, further reinforcing synergies between retail and entertainment uses in the Community Village, as shown in Figure 29.

a) Use pedestrian-rated and vehicular-rated concrete unitized pavers.

b) Provide small lawn areas and performance spaces.

c) Incorporate modest water features.

d) Incorporate seating areas for dining and leisure and canopies.

e) Provide landscaping at retail and lobby entries to create a welcoming entrance.

f) Plant large shade trees throughout the Plaza.

g) Provide a 26-foot wide segment within the Plaza as a fire access lane with no fixed furnishings or trees. Light-weight, movable furnishings may be allowed provided that they are limited in number, can be quickly removed by emergency personnel to form a clear and unobstructed path, and their presence does not impact emergency response times.

h) Include fixed and movable seating, shade structures and bicycle parking, to create a functional, welcoming and vibrant *public space*.



*Figure 29 - "The Plaza" Concept**

*This image is conceptual and is shown for illustrative purposes only

"THE PLAZA"



i) Consider incorporating the following amenities:

1. RETAIL AMENITIES MAY INCLUDE:

- DINING TERRACES
- PATIOS
- LANDSCAPED BUILDING ENTRIES

2. PARK AMENITIES MAY INCLUDE:

- WATER FEATURES
- SHADE STRUCTURES
- FLEXIBLE-USE LAWNS
- ABUNDANT SHADE TREES
- SEATING NODES

3. EVENT AMENITIES MAY INCLUDE:

- WIDE PROMENADE
- DRIVABLE SURFACES
- VIBRANT NIGHTTIME LIGHTING
- WI-FI AND POWER
- VALET PARKING ADJACENT







Examples of potential elements and activities for "The Plaza"

**This image is conceptual and is shown for illustrative purposes only*

6.4.4 Promenades

The promenades are envisioned as active and passive *public space* surrounding and within the Community Village and along Sports Arena Boulevard, Kurtz Street, Kemper Street, and Frontier Drive as shown in Figure 30.

a) Design promenades to include all the elements of the streetscape from the curb to the private residential and building entrances or outdoor dining areas adjacent to retail building frontages and areas.

b) Include a 12-foot wide multi-use path, which will implement the Bay-To-Bay Urban Path on Sports Arena Boulevard envisioned in the Community Plan.

c) Design the path with a 12-foot clear path of travel that meets accessibility requirements. The path may meander through the promenade.

d) Use standard pedestrian rated concrete, with enhanced paving at plazas and intersections.

e) Include planting areas that vary in size and location.

f) Include street trees to provide shade and an aesthetic visual and noise buffer to the street.

g) Include amenities such as small plazas and seating areas with enhanced paving, stabilized decomposed granite gravel and fixed seating, fitness stations, pollinator gardens, and small lawn areas to activate and enrich the space.

h) Include opportunities for public art.

i) Include short-term bicycle parking in multiple locations.

j) Include pedestrian-scale lighting fixtures to create a well-lit walkable environment.

k) Incorporate interpretive and wayfinding signage within the parkway as shown in Figures 7-16 and Figure 30.



*Figure 30 - Promenades Concept showing a segment of the Promenade adjacent to the Sports Arena Square**

**This image is conceptual and is shown for illustrative purposes only*









*This image is conceptual and is shown for illustrative purposes only

l) Consider incorporating the following amenities, which may exceed required features and improvements:

1. ENHANCED PEDESTRIAN & CYCLIST EXPERIENCE FEATURES MAY INCLUDE:

- MULTI-MODAL BIKE AND PEDESTRIAN PATHS
- BICYCLE PARKING
- BICYCLE REPAIR STATIONS
- CLASS IV CYCLE TRACK
- WIDE LANDSCAPED BUFFERS
- UNDULATING WALKWAYS (that preserve an unobstructed clear and accessible path)
- PEDESTRIAN-SCALED LIGHTING FIXTURES
- ENHANCED BUS SHELTERS

2. GREEN STREET FEATURES MAY INCLUDE:

- EXPANSIVE SHADE TREE CANOPIES
- DECORATIVE TREE GRATES
- PUBLIC AND PRIVATE STORMWATER QUALITY FEATURES
- PERMEABLE PAVING3

C. PARK AMENITIES MAY INCLUDE:

- SMALL PLAZAS
- SEATING AREAS WITH FIXED SEATING AMENITIES
- POLLINATOR GARDENS
- FITNESS STATIONS
- SMALL LAWN AREAS
- PUBLIC ART

6.4.5 Paseo Greens

The Paseo Greens are envisioned as residential-focused *park* spaces located at the ground level between housing areas. Paseo Greens are intended to provide light and air to residential units and pedestrian and bicycle circulation as shown in Figure 31.

a) Include shade trees, lawn areas, planting, stabilized decomposed granite gravel, and pedestrian walkways with enhanced paving.

b) Include amenities such as children's play areas, gated dog runs, shade structures and seating areas.

c) Include smaller recreational features such as bocce ball, fitness stations, game tables and movable furnishings.

d) Provide 26-foot-wide fire lanes composed of vehicular-rated enhanced paving - Consider using Grasspave and/or Gravelpave as drivable surface products that offer a softer alternative to traditional hardscape.

e) Incorporate water quality basins within planting areas to provide stormwater capture.

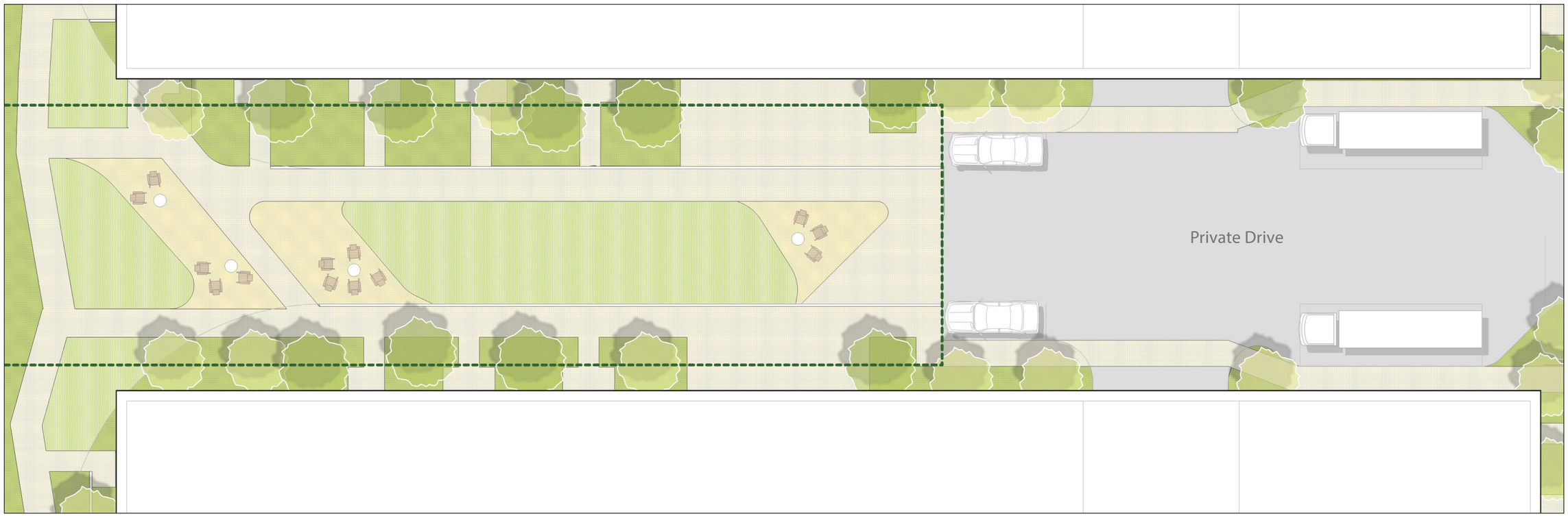


*Figure 31 - Paseo Green Concept**

*This image is conceptual and is shown for illustrative purposes only



f) Consider Incorporating the following amenities:

1. PARK AMENITIES MAY INCLUDE:

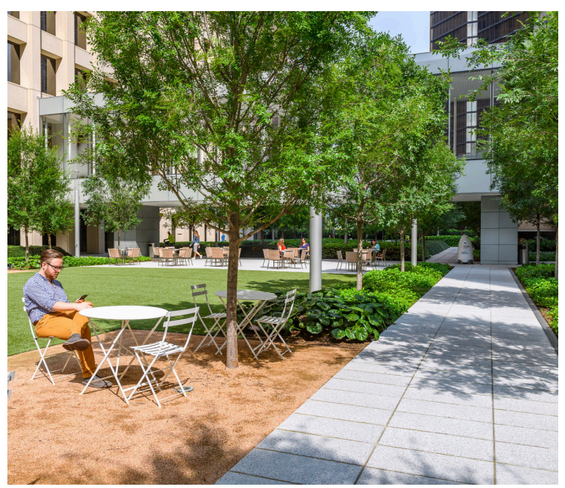
- GATED DOG RUNS
- CHILDREN'S PLAY AREAS
- SHADED SEATING AREAS
- BOCCE BALL
- BASKETBALL
- FITNESS STATIONS
- GAME TABLES

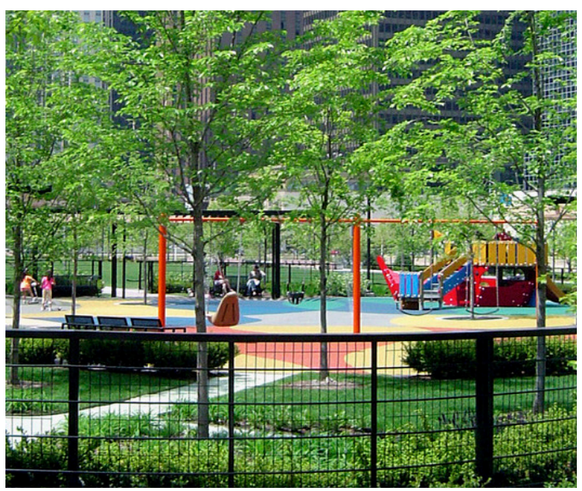
2. OPERATIONAL AMENITIES MAY INCLUDE:

- FIRE LANE
- PARALLEL PARKING SPACES FOR LEASING OFFICES
- LOADING SPACES FOR MOVING TRUCKS
- STORMWATER QUALITY BASINS









Examples of potential elements and activities for Paseo Greens

**This image is conceptual and is shown for illustrative purposes only*

6.4.6 Paseo Greenways

Paseo Greenways are envisioned as usable park spaces that facilitate pedestrian and bicycle circulation and may serve as fire lanes or for emergency access as shown on Figure 32.

a) Provide 26-foot-wide fire lanes composed of vehicular-rated enhanced paving; Consider using Grasspave and/or Gravelpave as drivable surface products that offer a softer alternative to traditional hardscape.

b) Create space for play, seating and activation.

c) Include a standard 6-inch flush curb to delineate the fire lane.

d) Incorporate pedestrian walkways of standard concrete to allow for walkability through the greenways.

e) Line the walkways with ornamental and shade trees.

f) Locate small seating areas and plazas.

g) Pave with stabilized decomposed granite gravel.

h) Include amenities such as small play features, and movable and fixed seating.

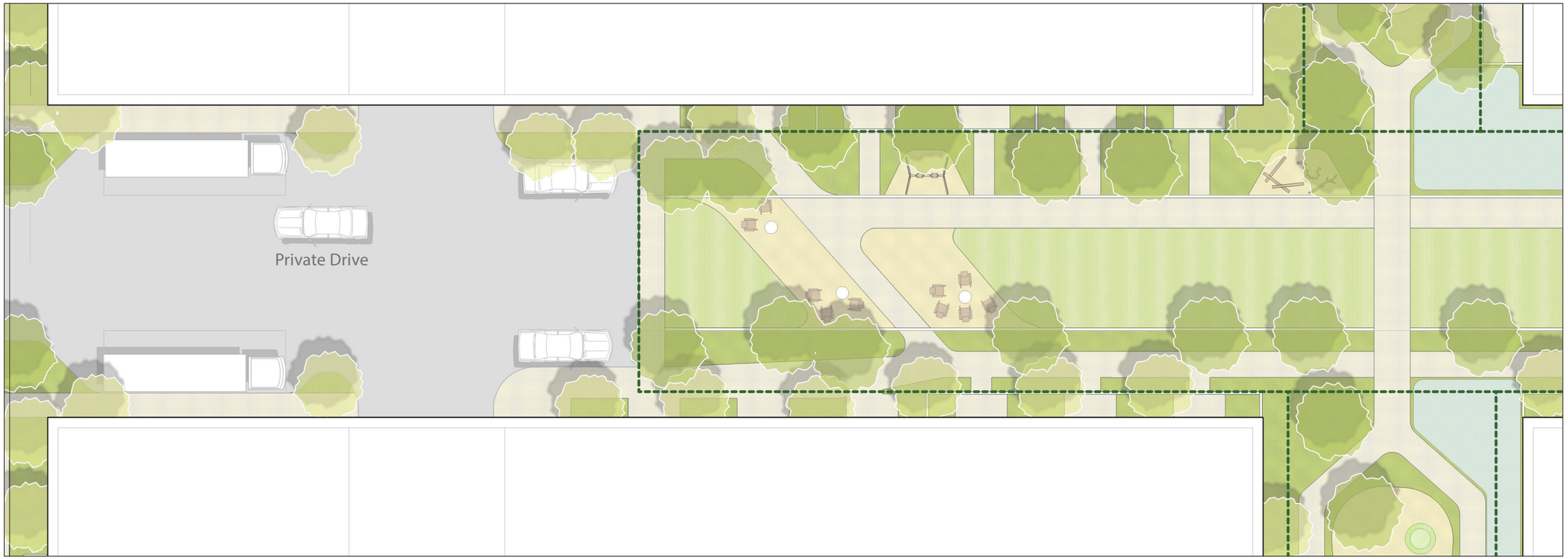


*Figure 32 - Paseo Greenway Concept**

*This image is conceptual and is shown for illustrative purposes only



i) Consider incorporating the following amenities:

1. PARK AMENITIES MAY INCLUDE:

- STABILIZED DECOMPOSED GRANITE SEATING TERRACES
- AMPLE SHADE TREES
- FLEXIBLE LAWN AREAS
- FITNESS AND/OR PLAY ELEMENTS

2. OPERATIONAL AMENITIES MAY INCLUDE:

- FIRE LANE WITH THROUGH ACCESS
- PARALLEL PARKING SPACES FOR LEASING OFFICES
- LOADING SPACES FOR MOVING TRUCKS
- STORMWATER QUALITY BASINS







Examples of potential elements and activities for Paseo Greenways

**This image is conceptual and is shown for illustrative purposes only*

7 INFRASTRUCTURE, SAFETY, AND SERVICES

7.1 Introduction and Applicability

Infrastructure improvements necessary within the Specific Plan and surrounding area include extensions of existing water, wastewater, and streets as well as new storm water improvements. The infrastructure outlined within this subsection are conceptual, and show how water, wastewater and stormwater systems will be incorporated into the Specific Plan area, as well as adjacent existing and planned development to assure adequate levels of service, as well as points of connection for future developments in the area. The concepts shown in this subsection are subject to revision, based on future permit approvals, plan phasing, and specific needs as may be identified in final design engineering. Refer to the Implementation and Administration Chapter for the infrastructure improvements within the Specific Plan area.

7.2 Safety

7.2.1 Sea Level Rise

Climate Resilient SD provides a framework to prepare for a changing climate and its effect on sea level rise. The Midway Pacific Highway Community Plan provides policies to address the potential effect of sea level rise on the community's infrastructure and built environment. Located on former tidal wetlands and adjacent to the San Diego River and San Diego Bay, the Midway area has a high-water table and experiences periodic flooding during storm events. Geologically young, loose, and soft soils associated with the changing coastline and the growth of the San Diego River Delta underlie the Specific Plan area. Groundwater depths currently range from eight to twelve feet and fluctuate from tidal influences. Sea level rise will raise coastal water tables, pushing groundwater towards the surface. This can result in groundwater driven flooding as well as pose risks to infrastructure.

The Specific Plan area is protected from flooding and the increasing volatility and strength of storms by an existing City stormwater pump station and levee system immediately north of Interstate 8. The Specific Plan area is not within any Federal Emergency Management Agency (FEMA)-designated Special Flood Hazard Areas. A portion of the Specific Plan area is within Shaded Zone X, an area of Minimal Flood Hazard. The nearest Special Flood Hazard Area is the San Diego River Flood Control channel located to the north of Interstate 8.

a) Elevate the proposed building finish floor elevations within the Specific Plan area above existing grade.
b) Incorporate stormwater management facilities consistent with the latest standards and dispersed throughout the Specific Plan area to capture and treat stormwater.
c) Incorporate permeable surfaces in the parks, paseos, paseo greenways, promenades, and streetscapes.
d) Design above ground structures and parking garages to avoid floodwater inflow and groundwater intrusion.
e) Design new streets to avoid flooding during storm events to allow for emergency access.
f) Locate emergency generators and/or electrical equipment to avoid floodwater inflow and groundwater intrusion.
g) Consider available guidance for long-range projections for sea level rise and groundwater intrusion.

7.2.2 Geological Hazards

Geologically young, loose, and soft soils associated with the changing coastline and the growth of the San Diego River Delta underlie the Specific Plan area. Undocumented fill underlain by paralic estuarine deposits extend from the ground surface to depths ranging from about 100 to 105 feet. Sandstone and conglomerate mapped as old paralic deposits occur below the paralic estuarine deposits. Fault rupture on the Specific Plan area is very low. No active or potentially active faults project towards the Specific Plan area. Underground obstructions known at this time consist of the piles supporting the Sports Arena building, utilities, remnant building foundations, and a historic dump site. The primary geologic hazards at the Specific Plan area are strong ground motion and liquefaction from an earthquake. The primary geotechnical engineering characteristics that will influence design and construction are the high compressibility and the low shear strength of the fill and upper paralic estuarine deposits, and a shallow groundwater level.

a) Design and construct development to manage strong ground motion and to mitigate the potential for soil liquefaction.

7.3 Infrastructure

7.3.1 Streets

Future development will utilize the existing street network, with new public streets extending within the Community Village that will connect Sports Arena Boulevard and Kurtz Street and the north and south ends of the Community Village (Refer to the Mobility Chapter for discussion of improvements.)

7.3.2 Wastewater

An existing 96-inch sewer interceptor line crosses under the Specific Plan area, extending from Sherman Street south into the Specific Plan area and to Sports Arena Boulevard. This includes an existing 20-foot-wide easement over the sewer interceptor, as shown on Figure 33.

7.3.3 Water

The Specific Plan area is served by existing 12- inch water service under Sports Arena Boulevard and Kurtz Street, , as shown on Figure 33.

7.3.4 Stormwater

Runoff within the Specific Plan area is collected and conveyed through a series of new underground storm drains to the existing storm drains located under Sports Arena Boulevard and Kurtz Street, as well as Hancock Street, as shown on Figure 34.

a) Design all drainage facilities in consideration of the following:

    1. Incorporate Low Impact Development / water quality features within the Specific Plan area, through a combination of site specific and regional methods.
    2. Incorporate water quality features with a combination of controls within the Specific Plan area, as well as the downstream area of the Specific Plan area.
    3. Include water quality features such as modular wetland systems, walled bio-filtration planters, and dispersion areas.

7.4 Services

7.4.1 Police Service

The City's Police Department Western Division is located approximately one mile from the Specific Plan Area at 5215 Gaines Street.

7.4.2 Fire Protection

The City's Fire-Rescue Department Station No. 20, located at 3305 Kemper Street, approximately one block south of the Specific Plan Area.

7.4.3 Gas & Electric

a) Gas and electric service will be extended to serve the Specific Plan area within the extension of Kemper Street and Frontier Drive, which fronts the Specific Plan area.

b) All electric distribution facilities serving the project will be underground.

7.4.4 Schools

a) The San Diego Unified School District's Dewey Elementary School is located at 3251 Rosecrans Street.

b) Saint Charles Borromeo Academy is a private school that serves students from pre-kindergarten to eighth grade located at 2808 Cadiz Street.

7.4.5 Libraries

The City's Library Department's Point Loma/ Hervey Branch Library is located at 3701 Voltaire Street.

7.4.6 Parks

The Specific Plan identifies 8.12 acres of *parks* in the form of "The Green," "The Square," "The Plaza," "Paseo Greens," and "Paseo Greenways," as described and illustrated in Chapter 6.

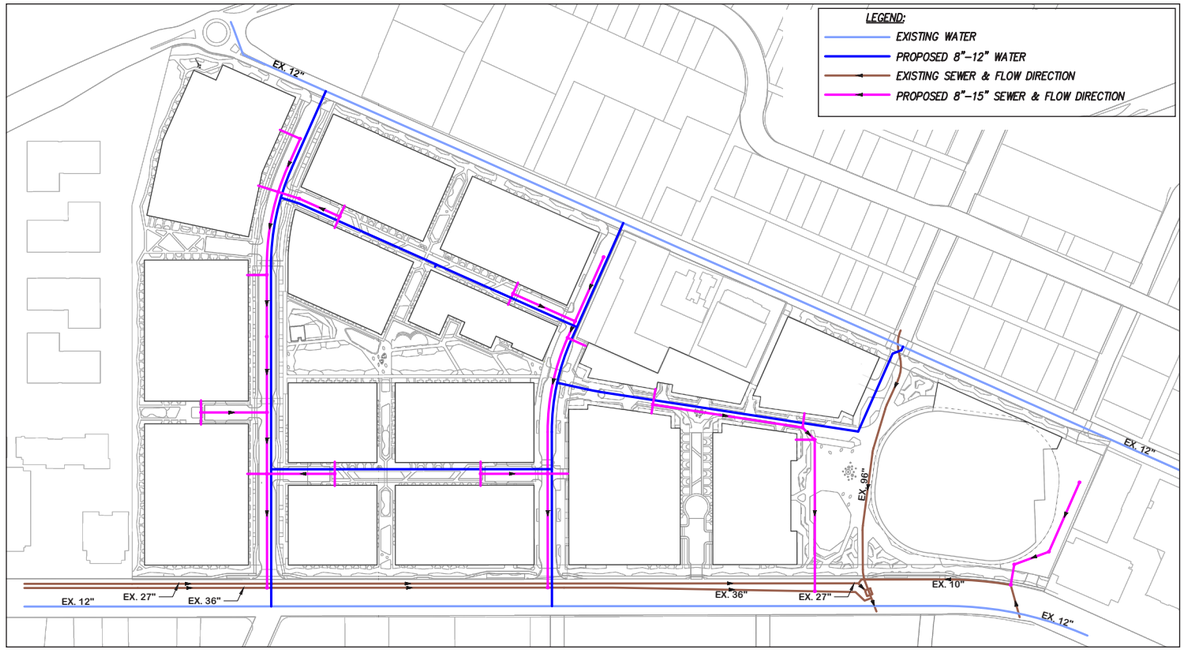


*Figure 33 - Conceptual Water and Sewer Plan**

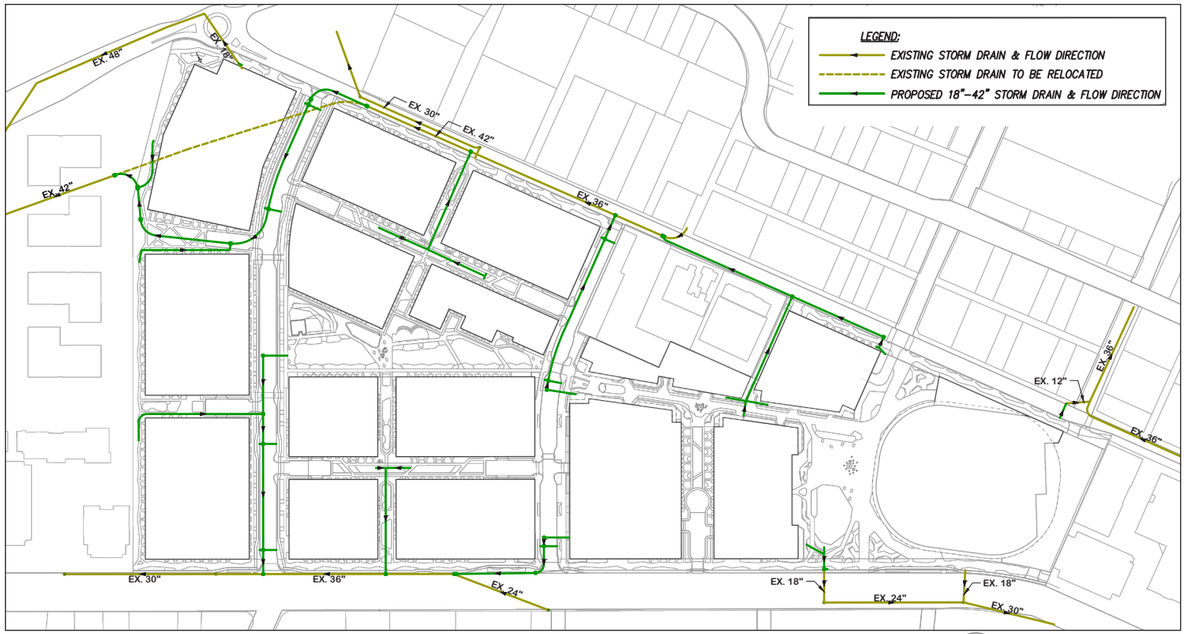


*Figure 34 - Conceptual Drainage Plan**

*This image is conceptual and is shown for illustrative purposes only

*This map is conceptual and is shown for illustrative purposes only

8 IMPLEMENTATION/ ADMINISTRATION

8.1 Introduction

The adoption of the Midway Rising Specific Plan includes an amendment to the Midway Pacific Highway Community Plan and the General Plan. The implementation of the Specific Plan includes a rezone of the Specific Plan area, site development permit, ~~and~~ tentative map, and development agreement. In connection with the City Council's adoption of the Specific Plan, the City has entered into a long-term ground lease, development and disposition agreement and park development management and maintenance agreement with a master-developer (herein referenced as the "Developer") of the Specific Plan area.

8.2 Authority

a) Pursuant to California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450-65457) and the San Diego Municipal Code (Municipal Code), the purpose of the Midway Rising Specific Plan is to systematically implement the General Plan and the Midway Pacific Highway Community Plan and provide greater planning and design guidance for the area covered by the Midway Rising Specific Plan.

b) The Midway Rising Specific Plan is a planning document adopted by Ordinance by the City Council.

c) The Specific Plan serves both planning and policy functions within the Midway Rising Specific Plan area.

d) The Specific Plan provides design guidelines and supplemental development regulations and identifies infrastructure improvements within the Midway Rising Specific Plan area for subsequent development proposals that will implement the Specific Plan.

8.3 Severability

a) The supplemental development regulations in the Specific Plan shall be deemed distinct and independent provisions of the Specific Plan.

b) If any section, clause, phrase or portion of this document is for any reason determined to be invalid by the decision of any federal or state court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan.

8.4 Development Review

a) Development shall be reviewed for conformance with the development regulations in the Municipal Code and the supplemental development regulations within the Specific Plan.

b) At the time of building permit review, the *applicant* shall include on the title-sheet of project plans the Implementation and Tracking Table provided in Appendix E. The table shall be completed to demonstrate what land uses, transportation improvements, parks and public spaces, and project features are proposed with the building permit submittal, including an accounting of land uses and project features that have been constructed in the Specific Plan Area to date. See Appendix E for the Implementation and Tracking Table.

8.5 Administration

a) The supplemental development regulations of the Specific Plan shall be administered and enforced in the same manner as the development regulations in the Municipal Code.

b) Where this Specific Plan contains supplemental development regulations which differ from development regulations in the Municipal Code, the supplemental development regulations of this Specific Plan shall prevail and supersede the applicable development regulations in the Municipal Code.

c) Where the Specific Plan does not contain a supplemental development regulation that differs from the development regulations in the Municipal Code, the development regulations in the Municipal Code shall prevail.

8.6 Modifications

a) The following types of proposed modifications to the Specific Plan may be submitted to the City Manager to determine if the revision is in substantial conformance with the Specific Plan in accordance with a Process One - Substantial Conformance Review:

1. Realignment or minor modifications of Kemper Street, Frontier Drive, and private drives serving the Specific Plan Area.
2. Adjustments to *park* and *public space* locations and boundaries that would not result in a change to park and public space acreages identified in Table 2.
3. Modification of design criteria specified in this Specific Plan, such as paving treatments, architectural details, landscape treatments, fencing, lighting, and entry treatments.
4. Final sizing and precise location of water, sewer, storm drainage, and other like infrastructure improvements.
5. Change in utility and/or infrastructure servicing agencies.
6. The minimum off-street parking space requirements may be reduced, provided that the applicant demonstrates that alternative measures would reduce the demand for off-street vehicle parking to the satisfaction of the City Manager; provided, however, that approval shall be at the City's sole discretion and only where all requirements under CEQA have been met.
7. Modifications of a similar nature to those listed above which the Development Services Director determines to be in substantial conformance with the Specific Plan.

b) Substantial conformance means a modification to the Specific Plan that complies with the following:

1. The objectives, guidelines, and supplemental development regulations in the Specific Plan;
2. The conditions and requirements of the approved development agreement, development and disposition agreement and park development management and maintenance agreement; and
3. The conditions for the approved site development permit and tentative map.

c) If the modification is determined to be in substantial conformance with the Specific Plan, the modification shall not require an amendment to the Specific Plan.

d) The need for additional environmental review for modifications to the Specific Plan shall be determined consistent with CEQA and the CEQA Guidelines.

8.7 Amendments

a) All proposed modifications, revisions, changes or any other proposals determined by the City Manager to not be in substantial conformance with the Specific Plan as defined in section 8.6 b) shall require an Amendment to the Specific Plan.

b) All amendments to the Specific Plan shall be processed pursuant to Municipal Code Chapter 12, Article 2, Division 1: Adoption and Amendment Procedures for Land Use Plans.

8.8 Maintenance

a) Kemper Street, Frontier Drive, and the proposed roundabout at Kurtz Street and Hancock Street shall be maintained by the City of San Diego.

b) All private drives, Promenades, Paseo Greens and Greenways, the Plaza, the Green and the Square shall be maintained according to the terms and conditions of the Development Agreement, Park Development Management and Maintenance Agreement, and other associated development approvals.

8.9 Parks

a) Parks will be implemented according to the Parks Master Plan as well as associated development documents and regulations.

b) Park boundaries shown in the Specific Plan are subject to change based on the terms of a Park Development Management and Maintenance Agreement.

8.10 Infrastructure

a) Infrastructure improvements will comply with the City's codes and regulations, the subdivision manual, the Stormwater Standards Manual, and other applicable manuals.

b) Grading and constructions drawings will be supported by studies and reports including but not limited to: soils reports, drainage study, Stormwater Quality Management Plan.

c) The following infrastructure improvements will be constructed:

1. Connect to the existing 36-inch main sewer line located under Sports Arena Boulevard to convey wastewater from the Specific Plan area.
2. Install 8 to 15-inch sewer laterals to connect buildings to the sewer main, as shown on Figure 33 Conceptual Water and Sewer Plan.
3. Install 8 to 12-inch water mains under Kemper Street, Frontier Drive, the Plaza, and Paseo Greenways to service development, as shown on Figure 33 - Conceptual Water and Sewer Plan.
4. Relocate the existing 42-inch storm drain that crosses under the Specific Plan area diagonally at the northwest corner to Kurtz Street and Hancock Street and vacate the existing ten-foot-wide storm drainage easement over the storm drain.
5. Construct multiple connections into the existing storm drains surrounding the Specific Plan area. Extend storm drains through the Specific Plan area to collect drainage within the Specific Plan area.

8.11 Zoning

a) The RMX-2 base zone of the Municipal Code shall implement the Specific Plan Community Village land use designation and which applies to the Specific Plan Area.

b) All uses and development regulations of the RMX-2 base zone shall apply except where modified by the Specific Plan Supplemental Development Regulations.

c) All applicable overlay zones of the Municipal Code shall apply to the Specific Plan Area, except as otherwise allowed by applicable state laws, including, but not limited to, state density bonus law.

d) The entire Specific Plan area is subject to the Coastal Height Limit Overlay Zone which limits structure height to 30 feet. As permitted by applicable state law, the maximum structure height in the Specific Plan area may exceed the 30-foot structure height limit as addressed in SDR-7

8.12 Phasing

a) The phasing includes the demolition of existing structures, the construction of infrastructure improvements and public facilities, and the construction of new structures.

b) Phasing of development may occur in any order, including the concurrent development of areas, if the developer/ applicant can demonstrate that all infrastructure improvements and public facilities required for the development project proposed at the time of application are in place or are proposed as part of the development application.

c) Implementation of the Specific Plan is anticipated to occur in two, multi-year phases, as shown on Figure 35.

d) Phase 1 may include the following:

1. Demolition of nine structures and asphalt parking lots east of Frontier Drive;
2. Construction of the Entertainment Center use while the existing San Diego Sports Arena remains operational;
3. Construction of residential dwelling units and commercial uses east of Frontier Drive;
4. Construction of the following facilities and infrastructure:
   A. Storm drain reroute;
   B. Frontier Drive with dry and wet utilities;
   C. Rosecrans Street improvements outside the Specific Plan area;
   D. Undergrounding of electrical utilities on the south side of Kurtz Street; and
   E. Associated frontage promenades.
5. Construction of "The Square," "The Plaza," promenades, and streetscapes east of Frontier Drive; and

6. Construction of the following intersection improvements outside of the Specific Plan area:

   A. Commercial Driveway 1/Hancock Street/Sports Arena Boulevard intersection,
   B. West Drive/Frontier Drive/Sports Arena Boulevard intersection,
   C. Camino Del Rio West/Hancock Street intersection,
   D. Camino Del Rio West/Sports Arena Boulevard/Rosecrans Street intersection,
   E. Kurtz Street/ Pacific Highway intersection, and
   F. Rosecrans Street/Midway Drive intersection.

e) Phase 2 may include the following:

1. Demolition of five structures, including the existing San Diego Sports Arena and asphalt parking lots west of Frontier Drive;
2. Construction of residential dwelling units and commercial uses west of Frontier Drive;
3. Construction of Kemper Street with dry and wet utilities;
4. Construction of The Green, promenades, and streetscapes west of Frontier Drive; and
5. Construction of the intersection improvements outside of the Specific Plan area to the Rosecrans Street/ Lytton Street intersection.

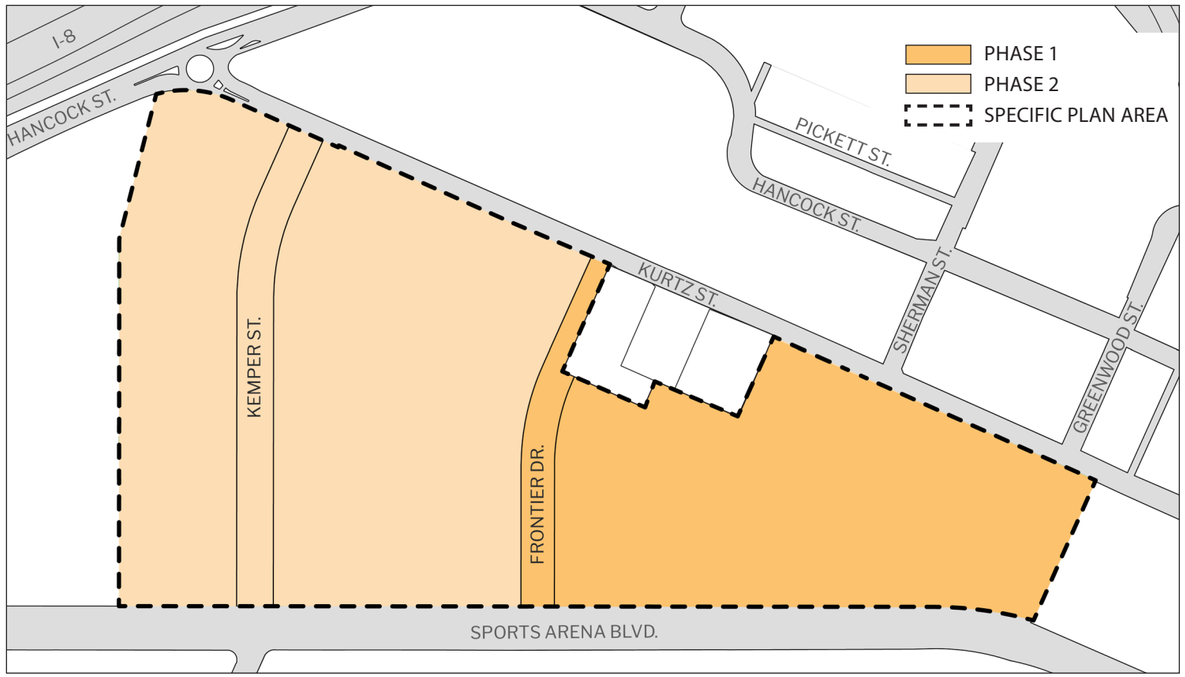


Figure 35 - Phasing

f) The phasing plan shown in Figure 35 may be adjusted so long as all infrastructure improvements and public facilities required for the development project proposed at the time of application are in place or are proposed as part of the development application as specified in subsection b) above. Adjustments to the Specific Plan's phasing must be in accordance with the Disposition and Development Agreement and Development Agreement between the City and the Master Developer.

8.13 Affordable Housing Density Bonus

a) State law and City of San Diego ordinances, commonly referred to as density bonus, promote the construction of affordable housing by allowing the development of additional market rate homes, which may exceed the maximum allowed number of homes allowed by the land use plan, zoning and development regulations, in exchange for the provision of deed restricted affordable homes as addressed by California Government Code section 65915 and Municipal Code section 143.0710, et seq. Density bonus may be used with the implementation of the Specific Plan in a manner consistent with state law.

b) The Specific Plan's commitment to build at least 2,000 affordable homes restricted to 80 percent area median income or lower may qualify the Midway Rising community village for the use of density bonus under California Government Code section 65915 and Municipal Code section 143.0710, et seq. (Refer to Table 3).

c) The community village is a unified mixed-use housing development project located on 49.23 acres of City-owned property. The project includes up to 4,254 homes (up to 2,254 market-rate homes and at least 2,000 deed-restricted affordable homes), 8.12 acres of parks, 6.42 acres of public space, a multi-purpose Entertainment Center, and commercial uses. The project will be built in phases and integrated into the cohesively-planned mixed-use project.

d) Due to the unified and integrated nature of the Midway Rising community village project, the benefits of state density bonus law may be eligible to be applied throughout the entire project area to all use categories, consistent with the terms of an executed long-term ground lease agreement that ensures the provision of the project's 2,000 affordable homes.

Pre-Density Bonus			20% Density Bonus	Maximum Residential Capacity
Acres	**Density**	**Homes**	Additional Homes	Total Homes
49.23	72	3,545*	709	4,254 Homes
** A minimum of 2,000 homes shall be restricted to 80 percent of Area Median Income (AMI) or lower*				

Table 3 - Affordable Housing Density Bonus Calculations Table

8.14 Financing

Infrastructure and public facilities needed to serve the development in the Specific Plan will be provided by the City and the Developer, which may include the establishment of an Enhanced Infrastructure Financing District and available grant funding.

**This image is conceptual and is shown for illustrative purposes only*

8.15 Supplemental Development Regulations

8.15.1 Purpose

The purpose of the Supplemental Developmental Regulations is to provide development regulations in addition to the regulations in the Municipal Code or to modify the regulations in the Municipal Code needed to implement the Specific Plan.

8.15.2 Development Agreement

A Development Agreement was approved by the City Council with the Midway Rising Specific Plan. The purpose of the Development Agreement is to promote and facilitate orderly and planned growth and development through the provision of certainty in the development approval process by the City and through the provision of extraordinary benefits by the Master Developer.

The Development Agreement contains terms and conditions for how the Specific Plan area may be developed by the Master Developer to provide extraordinary benefits to the public, and to provide assurance that the Specific Plan area can be developed in accordance with the development regulations described in the Development Agreement in addition to the supplemental development regulations in the Specific Plan.

8.15.3 Definitions

The following definitions are applicable to the supplemental development regulations. Where not otherwise specified, the definitions found in Chapter 11, Article 3, Division 1 of the Municipal Code shall apply. Each word or phrase that is defined in the supplemental development regulations, or in Chapter 11, Article 3, Division 1 of the Land Development Code, appears in the text in italicized letters.

Building Base means the portion of a building between the first story and the third story of the building prior to an upper story building setback

Dwelling Unit means a room or suite of rooms in a building or portion thereof, used, intended or designed to be used or occupied for living purposes, and containing only one kitchen that are rented for more than 30 days.

Entertainment Center Use means any use that allows for a variety of assembly spaces and venues of varying capacities to serve an audience with up to 16,000 seats. Entertainment uses include any and all activities which are associated with, or are customarily associated with, the conduct of business of a large, multi-purpose entertainment and recreation venue, including but not limited to: concerts, family shows, amateur and professional sporting events, comedy, and a variety of musical and artistic entertainment productions. Entertainment uses may include commercial assembly uses such as large meetings, plenary productions, presentations, etc. and supporting accessory uses, such as loading docks and storage.

Ground Lessee means the Master Developer of the Specific Plan area primarily responsible for implementation of the infrastructure, public and private improvements contemplated by the Specific Plan.

Park means the 8.12 acres of defined areas throughout the Specific Plan area developed as park that are open to the public and operated and maintained under the terms of a Park Development Management and Maintenance Agreement. *Park* includes what is referred to throughout the Specific Plan as "The Green," "The Square," "The Plaza," Paseo Greens, and Paseo Greenways.

Parkway means the public right-of-way from the curb to the property line that includes the throughway zones, furnishing zones and frontage zones. (Refer to the Street Design Manual)

Public space means the 6.42 acres of defined areas throughout the the Specific Plan area that are adjacent to or accessible from a public right-of-way and can include play areas, pedestrian pathways, seating areas, game tables, performance areas, water features, usable lawn areas, paving, shrub beds, and plants in containers. *Public space* includes promenades, streetscapes, and residential buffer areas.

Residential entry / dining patio zone means the section of the development area between the walking path and the building facade and can include private entrances, patios, yards, and dining areas with outdoor seating and tables.

Stepback means the distance measured from a building base to the walls of the upper floors of a building above the building base.

8.15.4 General Requirements

The following Supplemental Development Regulations (SDRs) apply to development within the Specific Plan Area:

SDR-1: Primary and Secondary Uses

Non-residential uses allowed by the RMX-2 base zone and supplemental development regulations may constitute the *primary use* and *secondary use* of a *development*.

SDR-2: Density and Floor Area Calculations

a) *Residential density* and *Floor Area* shall be calculated based on the entire Specific Plan Area of 49.23 acres, including the public right-of-way provided for new streets and private drives and the area provided for *parks* and *public spaces*.

b) Implementing developments may exceed the maximum allowable *residential density* in the Specific Plan, provided that the maximum allowable residential dwelling units specified in Table 1 - Land Use Summary is not exceeded for the entire Specific Plan area.

c) Implementing developments may exceed the maximum allowable *floor area* in the RMX-2 zone, provided that the maximum allowable *floor area* specified in Table 1 - Land Use Summary is not exceeded for the entire Specific Plan area.

SDR-3 – The Entertainment Center

a) The Entertainment Center Use is a permitted use subject to the supplemental development regulations within the Specific Plan and shall not require a Conditional Use Permit.

**This image is conceptual and is shown for illustrative purposes only*

SDR-4 - Assembly and Entertainment Uses

a) Assembly and Entertainment Uses, as described in Municipal Code Section 141.0602 are permitted uses and shall not require a Conditional Use Permit. The provisions of Municipal Code Section 141.0602(a) and (b) shall not apply.

b) The total amount of Assembly and Entertainment Uses (excluding the Entertainment Center) combined with other commercial use for the Specific Plan area shall not exceed the total commercial gross floor area as specified in SDR-6.

SDR-5 - Theaters

a) Theaters that are outdoor or over 5,000 square feet of gross floor area in size are a permitted use and shall not require a Conditional Use Permit. The provisions of Municipal Code Section 141.0623 shall not apply.

b) The total amount of theater use combined with other commercial use for the Specific Plan area shall not exceed the total commercial gross floor area as specified in SDR-6.

SDR-6 – Commercial Total Floor Area

The total gross floor area occupied for all commercial uses including indoor assembly and entertainment uses (excluding the Entertainment Center) shall not exceed a maximum of 130,000 gross square feet.

SDR-7 - Structure Height

As permitted by applicable state law, including but not limited to state density bonus law, the maximum *structure* height of 105 feet shall be allowed with the following exceptions:

a) The maximum *structure* height of the Entertainment Center use shall be 165 feet.

b) Up to 10 percent of the total Specific Plan area (approximately 214,446 square feet) may include structures with a height that exceeds 105 feet to a maximum height of 250 feet in any location within the Specific Plan.

1. The area equivalent to the footprint of the building shall be counted toward the total Specific Plan area.
2. The 10 percent height allowance shall be tracked in the Implementation and Tracking Table as contained in Appendix E.

SDR-8 - Lot Sizes

The minimum lot size shall be 2,850 square feet.

SDR-9 - Residential Entry / Dining Patio Zone

a) Buildings with ground floor residential or commercial uses fronting a park or public space shall have a setback area with a minimum width of 7 feet measured from the nearest building facade to the edge of the park or public space to create a separation between the building and the *park* or *public space* as shown on Figures 38 to 43 unless a greater distance is required by the Building Code.

b) This area may be counted towards private or common open space.

c) This area may be used for outdoor dining.

d) This area may have gated pedestrian access to adjacent residential buildings, parking structures or private patios with landscape for screening.

SDR-10 - Public Streets

a) Sports Arena Boulevard.

1. Reconfigure both directions of Sports Arena Boulevard along the Specific Plan area frontage.
   A. Both directions of the roadway shall include a Business Access & Transit Lane, and two travel lanes with a raised median as shown on Figure 7 and the Vesting Tentative Map No. 3258589.
   B. Construct a 30-foot parkway on the northern side of the right-of-way which shall include a 0 to 4-foot wide landscaping buffer, 12-foot multi-use path, 5 to 9-foot wide landscaping buffer, and a 6-foot Class IV one-way cycle track at the sidewalk level with a 3-foot buffer as shown on Figure 7 and the Vesting Tentative Map No. 3258589.

b) Kurtz Street.

1. Construct the following improvements on Kurtz Street fronting the Specific Plan area.
   A. Convert Kurtz Street from a one-way street to two-way street between Hancock Street and Sherman Street with one travel lane in each direction and on-street parking on the northern side of the roadway as shown on Figure 9 and the Vesting Tentative Map No. 3258589.
   B. The 27-foot parkway on the southern side of the right-of-way shall include 9 to 13-foot-wide landscaping buffer, 14-foot multi-use path, and 0 to 4-foot landscaping buffer as shown on Figure 9 and the Vesting Tentative Map No. 3258589.
2. Construct the southern half of Kurtz Street between the Specific Plan Area and Rosecrans Street as a one-way two-lane street.
   A. The roadway shall include two travel lanes without on-street parking.
   B. The 19-foot parkway on the southern side of the right-of-way shall include a 5-foot landscaping buffer and 14-foot multi-use path as shown on Figure 11 and the Vesting Tentative Map No. 3258589.

c) Rosecrans Street.

1. Construct the following improvements on Rosecrans Street between Kurtz Street and Pacific Highway:
   A. The roadway shall include one travel lane and a Business Access & Transit Lane in each direction with a center two-way left-turn lane and on-street parking on western side of the street as shown on Figure 12 and the Vesting Tentative Map No. 3258589.

B. The 25-foot parkway on the eastern side of the right-of-way shall include a 3 to 7-foot bike buffer, 10-foot Class IV two-way cycle track, 0 to 4-foot landscaping buffer, and 8-foot-wide non-contiguous sidewalk at the sidewalk level as shown on Figure 12 and the Vesting Tentative Map No. 3258589.

C. Install marked pedestrian and bike crossings at the Rosecrans Street and Kurtz Street intersection.

d) Kemper Street.

1. Construct Kemper Street between Sports Arena Boulevard and Kurtz Street to provide a new north-south 2-lane collector with a center two-way left-turn lane street.

A) The roadway shall include one travel lane in each direction with a center two-way left-turn lane and on-street parking on each side of the street as shown on Figure 13.

B) Provide a 26-foot parkway on the eastern side of the right-of-way which shall include a 3-foot wide bike buffer, 6-foot Class IV cycle track, 6.5 to 11-feet landscaping buffer, and 6-foot-wide non-contiguous sidewalk at the sidewalk level as shown on Figure 13 and the Vesting Tentative Map.

C) Provide a 23-foot parkway on the western side of the right-of-way which shall include a non-contiguous sidewalk and Class IV cycle track at the sidewalk level as shown on Figure 13.

e) Frontier Drive.

1. Construct Frontier Drive as a new north-south 2-lane collector street with a center two-way left-turn lane street between the intersection of Sports Arena Boulevard/ West Drive and Kurtz Street.

A) The roadway shall include one travel lane in each direction with a center two-way left-turn lane and on-street parking on each side of the street as shown on Figure 15.

B) Provide a 20-foot parkway on the eastern side of the street which shall include a 8-feet wide landscaping buffer and 12-foot-wide non-contiguous multi-use path as shown on Figure 15 and Vesting Tentative Map No. 3258589.

C) Provide a 14-foot parkway on the western side of the street which shall include 7-feet wide landscaping buffer and a 7-foot-wide non-contiguous sidewalk shown on Figure 15 and Vesting Tentative Map No. 3258589.

f) Construct a single-lane roundabout at the intersection of Kurtz Street and Hancock Street as shown on Figure 19

g) All Improvements within the public right-of-way shall be designed to the satisfaction of the City Engineer based on City standards.

SDR 11 - Transit

a) Construct a new local bus stop on the west side of the Sports Arena Boulevard / Kemper Street intersection.

b) Relocate existing bus stop ID 13345 to the west side of the Sports Arena Boulevard / Frontier Drive intersection, approximately 150 feet to the east of existing stop and construct it as a future RAPID bus stop.

c) Relocate local bus stop ID 13344 to the west side of the Sports Arena Boulevard / East Drive intersection, approximately 200 feet to the west of the existing stop.

d) Bus stops shall have a sign, bench, schedule display, route and system map, trash receptacle, concrete bus pad, and shelter in conformance with the MTS Designing for Transit and the Street Design Manual.

SDR 12 - Bicycle Facilities

a) Interim Network. Bicycle facilities may be constructed in Phase 1 that result in an interim network as shown on Figure 21 until Phase 2 of development completes the full network in accordance with the phasing of development described in Section 8.11.

1. Construct a Class IV bicycle facility on the north side of Sports Arena Boulevard from Frontier Drive to the easternmost boundary of the Specific Plan area.
2. Construct a Class I facility on Frontier Drive from Sports Arena Boulevard to a point immediately past "The Plaza" where it stops at the property fronting Frontier Drive and the Specific Plan area.
3. Construct a Class I bicycle facility on Kurtz Street from Rosecrans Street to the private parcels.
4. Construct a multi-use bicycle/pedestrian path through "The Square," and "The Plaza."

b) Full Network. Construct bicycle access through the streets in the Community Village with Class I, II, and IV bicycle facilities as shown on Figure 22.

SDR 13 - Off-Street Parking

a) The Specific Plan area shall have a minimum of 6,688 motor vehicle parking spaces and a maximum of 7,392 motor vehicle parking spaces.

b) A minimum of the required off-street vehicle parking shall include 3,031 zero emissions vehicle parking spaces, which shall include at least 1,615 electric vehicle capable spaces, 1,081 electric vehicle-ready spaces, and 335 electric vehicle chargers.

c) The Specific Plan area shall have a minimum of 452 motorcycle parking spaces.

d) Off-street parking spaces shall be in a parking structure.

SDR 14 - Bicycle Parking

a) Short-term bicycle parking.

1. The Specific Plan Area shall have a minimum of 118 short-term bicycle parking spaces.
2. The short-term parking spaces shall be located within parkways, public spaces, parks and within 200 feet of a primary building entrance.

a) Long-term bicycle parking.

1. The Specific Plan Area shall have a minimum of 1,963 long-term bicycle parking spaces for non-residential uses with employees.
2. The long-term parking spaces shall be located within a parking structure or non-residential use.

b) Residential bicycle parking.

1. Residential development shall provide bicycle storage areas within each residential building in an adjacent parking structure in a secure and locked area that is accessible only to residents.
2. The number of residential bicycle parking spaces shall be determined by the bicycle parking space requirements in Municipal Code Chapter 14, Article 2, Division 5.

SDR-15 - Private Area and Path Delineation

All private areas, paths, and the *pedestrian entry/dining patio zone* shall have different materials, textures, colors, or patterns to clearly delineate them from the public rights-of-way and , *public spaces* and *parks*.

SDR-16 - Public Access

a) All private drives, Promenades, Paseo Greens and Greenways, the Plaza, the Green and the Square shall be publicly accessible from at least 8:00 a.m. to 8:00 p.m. seven days a week, 365 days a year.

b) Wayfinding signs shall be provided and include the hours open to the public in conformance with a Detailed Sign Plan as described in Appendix B.

SDR-17 - Building Base

a) The *building base* shall have a minimum of 1 story and shall not exceed 3 stories as shown in Figure 36.

b) A minimum of 50 percent of the *building base* facade shall incorporate a change in at least one of the following: material, color, or transparency that is different from the building façade material, color, or transparency above the *building base*.

c) *Building base* facades without windows shall incorporate changes in wall texture, material and color, artistic features, or murals to provide varied and articulated facades.

SDR-18 - Upper Story Stepbacks

a) Provide an upper-story building *stepback* of 3 feet minimum above the building base for a minimum of 75 percent of the building's perimeter as shown on Figure 36.

b) Architectural projections, such as balconies, awnings, and roof overhangs, may protrude into the upper story *stepback*.



A *An upper story stepback of three feet minimum shall be provided above the building base*

B *Ground floor level shall be visibly distinguishable from the remainder of the building through either a change in building material, color, or transparency*

*Figure 36 - Upper Story Building Stepbacks**

**This image is conceptual and is shown for illustrative purposes only*

SDR-19 - Parking Structures

The facades of all parking structures shall be wrapped with a building or architectural screening capable of blocking 80 percent of the building facade as shown on Figure 37.

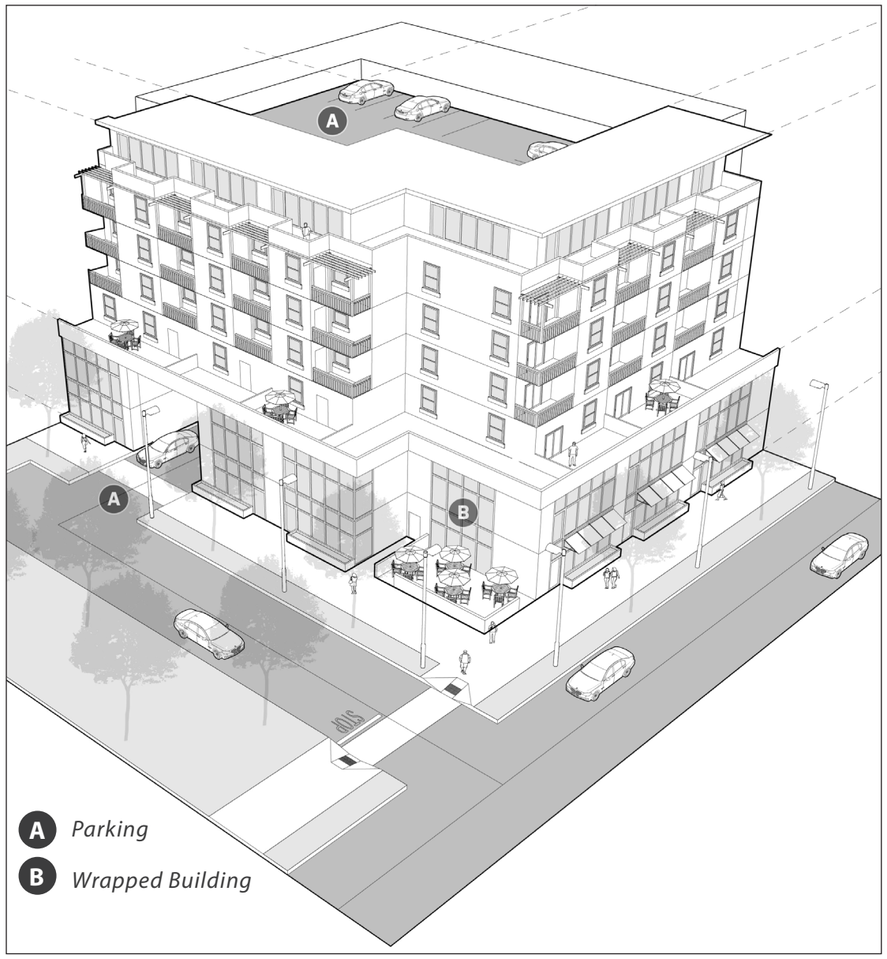


*Figure 37 - Parking Structures**

SDR-20 - Building Bulk Standards Exemptions

The following are exempted from the Municipal Code Section 131.0717 Bulk Standards for Buildings Over 90 Feet in Height:

a) The *Entertainment Center*; and
b) Buildings over 105 feet in height.

SDR-21 - Promenades

a) Construct promenades along Sports Arena Boulevard, Kurtz Street, Kemper Street, and Frontier Drive as shown on Figures 7, 9, 13, and 15.

b) The promenade area may include the parkway and the property abutting the public right-of-way.

SDR-22 –Street Trees

a) Provide two rows of street trees on Sports Arena Boulevard to provide shade upon the multi-use path, and to provide a buffer from vehicular traffic as shown on Figures 7 & 8.

b) Provide two rows of street trees on Kurtz Street to provide shade upon the multi-use path, and to provide a buffer from vehicular traffic as shown on Figure 10.

c) Provide two rows of street trees on Kemper Street to provide shade upon the multi-use path, and to provide a buffer from vehicular traffic as shown on Figures 13 & 14.

SDR-23 – Landscape

a) Vehicular Use Areas, including *parkways* along Sports Arena Boulevard, Kurtz Street, Frontier Drive and Kemper Street, and private drives within the Specific Plan area shall be at least ~~5~~ 4.75 percent landscaped with street trees and groundcovers located in bulb-outs.

1. On Frontier Drive, planting areas within 10 feet of the Vehicular Use Area may be counted toward the planting area and planting point requirements.
2. On Kemper Street, planting areas within 15 feet of the Vehicular Use Area may be counted toward the planting area and planting point requirements.

**This image is conceptual and is shown for illustrative purposes only*

b) For vehicular use areas located on the rooftops of parking structures, photovoltaic solar canopies may be provided in lieu of shade trees. Shade structures or photovoltaic solar canopies used in lieu of the vehicular use area tree distribution requirement shall meet the following criteria:

1. Shade structures or photovoltaic solar canopies shall:

   A. Cover a minimum of 50 percent of each individual parking stall, or

   B. Cover a minimum of 50 percent of each vehicular use area with no shade structure more than 15 feet from any parking stall.

2. For a vehicular use area located on the rooftop of parking structures or on structural podiums, shade structures with a maximum of 50 percent transparency or photovoltaic solar canopies may be provided.

c) Provide a minimum 14-foot wide landscape buffer between residential buildings and the western perimeter of the Specific Plan area.

SDR-24 - Roof Top Mounted Solar Photovoltaic

a) All building rooftops shall install roof-top mounted solar photovoltaic cells.

b) The Entertainment Center is exempt.

SDR-25 – Signage

All signs shall be permitted in accordance with and shall conform to Appendix B.

SDR-26 - Fences and Walls

All fences and walls shall conform to the fence and wall type, height, and location in Appendix C.

a) The loading area for the Entertainment Center shall be exempted from the Fence Regulations in Municipal Code Chapter 14, Article 2, Division 3.

SDR-27 - Wood and Gas Fireplaces

Wood and gas fireplaces shall not be permitted within any dwelling unit within the Specific Plan area.

SDR-28 - Landscaped Buffer for Residential Entry / Dining Patio Zone

A landscaped buffer with a minimum width of 2.7 feet shall front all *residential entry/ dining patio* zones, providing a separation between the park or public space and the abutting residential use, as shown on Figure 39, unless a greater distance is required by the Building Code.

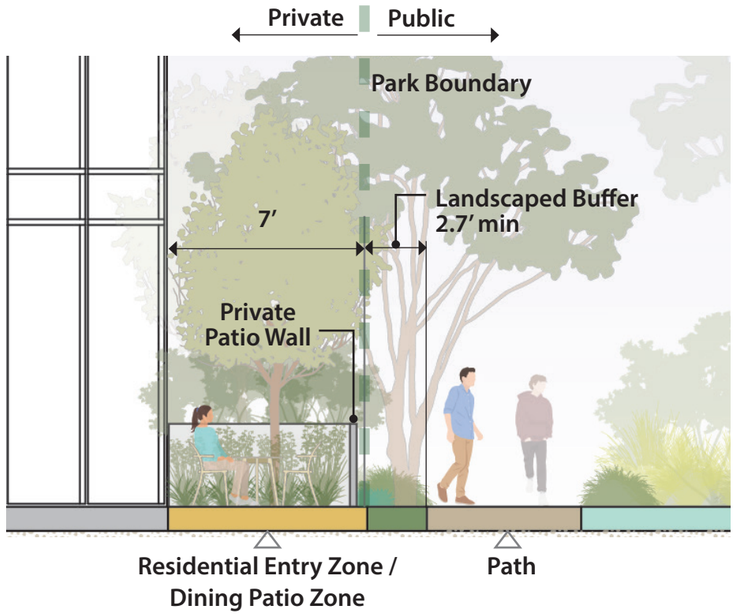


*Figure 38 - Residential Entry / Dining Patio Zone**

*This image is conceptual and is shown for illustrative purposes only

SDR-29- Parks and Public Spaces

The *applicant* shall construct the following *parks* and *public spaces*, as specified in Table 2 and as follows:

a) The Green

1. The Green shall have the following dimensions as shown on Figure 38:

A. A minimum average width of 67 feet measured from the outer edge of the *residential entry / dining patio* zones; and

B. A minimum area of 2.32 acres (101,059 square feet).

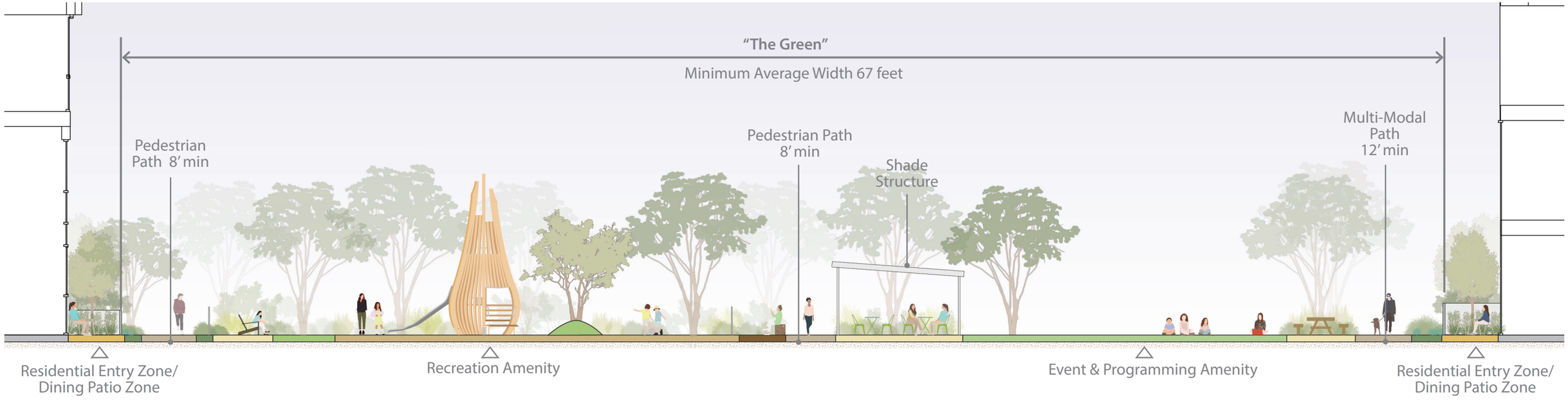


*Figure 39 - Conceptual Section of "The Green"**

**This image is conceptual and is shown for illustrative purposes only*

b) <u>The Square</u>

1. The Square shall have the following dimensions as shown on Figure 40:
   A. A minimum width of 90 feet (measured from the face of the Entertainment Center to an opposing building's *residential entry / dining patio zones*; and

   B. A minimum area of 2.93 acres (127,630 square feet).

2. The Square shall include frontage on Sports Arena Boulevard.
3. The Square shall include a fire access lane.

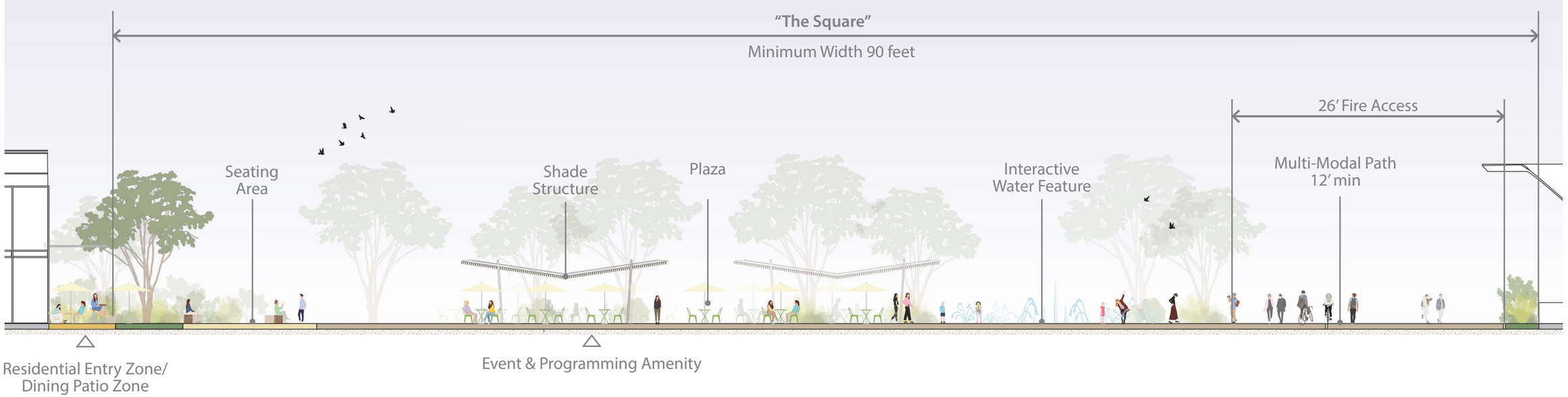


*Figure 40 - Conceptual Section of "The Square**

**This image is conceptual and is shown for illustrative purposes only*

c) The Plaza

1. The Plaza shall have the following dimensions as shown on Figure 41:

   A. A minimum width of 27 feet measured from the frontage of *residential entry / dining patios zones*,

   B. A minimum area of 0.54 acres (23,520 square feet).

2. The Plaza may include a fire access lane.



*Figure 41 - Conceptual Section of "The Plaza**

d) Paseo Greens

1. Paseo Greens shall have the following dimensions as shown on Figure 42:

   A. A minimum width of 36 feet measured from the frontage of the *residential entry / dining patio zones*,

   B. A minimum area of 1.06 acres (46,174 square feet).

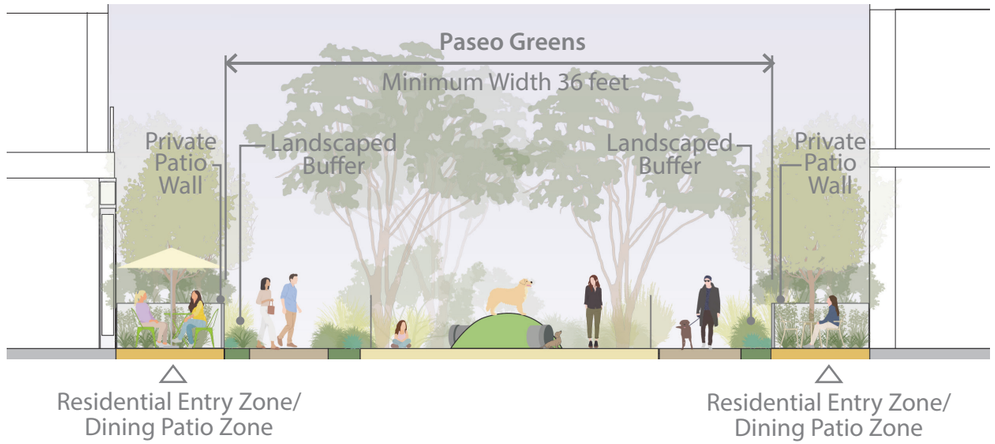


Figure 42 - Conceptual Section of Paseo Greens

e) Paseo Greenways

1. Paseo Greenways shall have the following dimensions as shown on Figure 43:

   A. A minimum width of 45 feet measured from the frontage of the *residential entry / dining patio zones*,

   B. A minimum area of 1.27 acres (55,321 square feet).

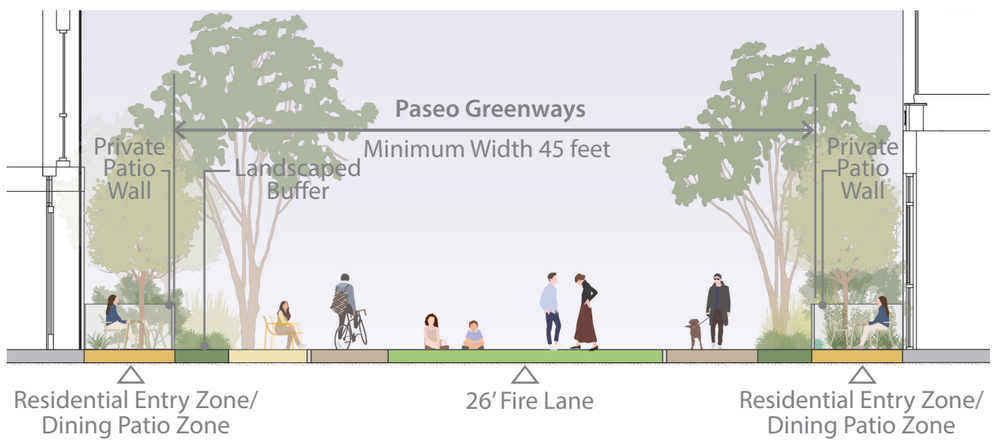


Figure 43 - Conceptual Section of Paseo Greenways

**This image is conceptual and is shown for illustrative purposes only*

f) Parks and Public Space Staging

1. The *applicant* shall provide the acreage for the *parks* and *public space* as listed in Table 2.
2. The *applicant* shall construct and complete the *parks* and *public space* improvements with amenities that meet or exceed the Recreational Value Points for each stage prior to issuing a certificate of occupancy beyond the residential unit threshold as specified in Table 4.
3. The Recreational Value Points for the amenities shall be calculated using the scoring methodology in the Parks Master Plan.
4. The City Manager may exempt deed-restricted affordable homes from the Parks and Public Space Staging Supplemental Development Regulation to allow for the construction of the deed-restricted affordable homes.

STAGE	RECREATIONAL VALUE POINTS (RVPS)	CERTIFICATE OF OCCUPANCY RESIDENTIAL DWELLING UNIT THRESHOLD
1	Total of 153 RVPs	1,064
2	Cumulative Total of 244 RVPs	1,702
3	Cumulative Total of 366 RVPs	2,552
4	Cumulative Total of 458 RVPs	3,191
5	Cumulative Total of 610 RVPs	4,000

Table 4 - Parks and Public Space Staging

g) *Parks* and *Public Space* Amenities

1. The Green, the Square, the Plaza, Paseo Greens, and Paseo Greenways and shall include one or more of the general amenities as listed in Table 5 to comply with the recreation value scores.
2. The Square and the Green shall include one or more of the amenities as listed in Table 5 in addition to the general amenity.

GENERAL AMENITIES	SQUARE AMENITIES	GREEN AMENITIES
• Play Area • Nature Exploration Playground • Multi-Purpose Turf Area • Active Recreation Fields • Hardcourt Areas • Specialty Recreation Areas • Lighting • Multi-use Pathways • Bike Path or Cycle Track • Fitness Circuit • Off-Leash Dog Area • Community Garden • Food Area/Concessions/ Café/ Restaurants • Performance/Event Space • All-weather Shade Cover/Pavilion with tables/seating • Seating Area with movable seats • Restroom Building • Amphitheater • Wayfinding Signage System • Interactive/Technology Element • Public Art/Placemaking Elements • Native Planting Restoration Area	• Seating Areas with fixed and movable seating • Shade Structure/Pavilion with seating • Interactive Water Feature • Multi-modal Shared Use Path	• Recreational Amenity • Seating Area • Shade Structure/Pavilion with seating • Performance or Event Space • Multi-modal Shared Use Path

Table 5 - Parks and Public Space Amenities

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APPENDIX

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A APPENDIX

Appendix A: Climate Action Plan Consistency

Sustainability is integral to the Midway Rising Specific Plan, aligning with location and connectivity goals of sustainable design and Smart Growth to meet the City of San Diego's Climate Action Plan goals.

- **Location:** The Midway Rising Specific Plan is at a geographic center of the city, near and connected to transportation, jobs, housing, and regional open space. Community services are abundant in this area, with retail, restaurant, grocery, parks and other community services within a mile radius of the Specific Plan area. It is an area rich with transit services, including the San Diego Trolley Line, with a station at the Old Town Transit Center that includes commuter rail, light rail, bus, and trolley.
- **Connectivity**: Existing connectivity is reinforced and strengthened in this Specific Plan, enhancing the ideal location by incorporating strong pedestrian, bicycle and vehicular connections to surrounding districts, trails, bicycle infrastructure and transit services. Mobility is supported through internal drives, paseos, and multi-use paths.
- **Mix of Uses:** The Specific Plan incorporates a healthy mix of uses that includes 4,254 new homes, including at least 2,000 affordable homes, an Entertainment Center, retail, restaurant, and other supporting commercial uses to promote a jobs-housing balance and encourage a 24/7 active community for its residents and visitors.
- **Building Efficiency:** The Midway Rising Project(s) will meet the adopted building code requirements (California Code of Regulations Title-24 and California Green Building Standards Code "CalGreen" Title-24, Part 11) related to Building Efficiency (energy) at the time of permitting for each project.
- **On-Site Renewable Energy:** The Midway Rising Project(s) will meet the adopted building code requirements (California Code of Regulations Title-24 and California Green Building Standards Code "CalGreen" Title-24, Part 11) at the time of permitting for each project for On-Site Renewable Energy, including required rooftop and parking photovoltaic panels and battery storage.
- **Electrical Vehicle Charging:** The Midway Rising Project(s) will meet the adopted building code requirements (California Code of Regulations Title-24 and California Green Building Standards Code "CalGreen" Title-24, Part 11) at the time of permitting for each project for charging infrastructure for Electric Vehicles (EV) Capable Spaces, EV Ready Spaces, or EVSE Spaces.
- **GHG Emissions Reporting:** The Midway Rising Project(s) will meet the adopted building code requirements (California Code of Regulations Title-24 and California Green Building Standards Code "CalGreen" Title-24, Part 11) for GHG Emissions Reporting at the time of permitting for each project.
- **Fossil Fuels Elimination Plans:** The Midway Rising Project(s) will meet the adopted building code requirements (California Code of Regulations Title-24 and California Green Building Standards Code "CalGreen" Title-24, Part 11) for elimination of Fossil Fuels at the time of permitting for each project and will require all buildings to use clean energy from San Diego Community Choice Program.
- **Fleet Charging Plans:** The Midway Rising Project(s) does not include City of San Diego Fleet vehicles and therefore is exempt from these requirements.

<u>Additional measures proposed include:</u>

a) Utilize 100 percent renewable power from utility providers, when such power is available, including but not limited to San Diego Community Power.

b) Install rooftop solar on all buildings (except the Entertainment Center).

c) Capture rainwater where possible.

d) Provide waste diversion plans showing how a building or set of buildings will reduce single-use plastic/ Styrofoam and increase recycling, compost collection, and adequate waste disposal consistent with San Diego Municipal Code standards at the time of permitting.

e) Include Wi-Fi access to support telecommuting and equitable access to information in all public areas.

f) Provide community gardens with potential food production and recovery within public space areas.

g) Design building appliances to be all-electric except for emergency generators and commercial kitchen equipment at eating and drinking establishments.

h) Utilize LED lighting for all exterior lighting

**This image is conceptual and is shown for illustrative purposes only*

Appendix B: Signage

Issuance of any sign permit in the Specific Plan area shall require prior approval of a Detailed Sign Plan by the Development Services Department in accordance with Process One Substantial Conformance Review. A Detailed Sign Plan shall demonstrate conformance with the regulations in the San Diego Municipal Code that apply to Municipal Code Sign Category A or the modified sign regulations as allowed in this Appendix. A Detailed Sign Plan shall identify the specific location for signs and detail sign criteria (including, but not necessarily limited to, size, sign copy, sign copy area, number of signs, and sign type) to facilitate review by the Development Services Department of sign permits as they are submitted for City approval.

Any application that is not consistent with an approved Detailed Sign Plan and either Appendix B or the Municipal Code Sign Category A, shall require a Neighborhood Use Permit in accordance with SDMC Section 126.0203. Prior to submitting an application for the Detailed Sign Plan, the applicant shall demonstrate to the Development Services Department that it has obtained a determination from the City Manager that the Detailed Sign Plan is consistent with the requirements applicable to exterior signage included in the applicable horizontal or vertical ground lease entered into pursuant to the Midway Rising Disposition and Development Agreement.

a) Sign Types: The following types of signs are permitted in the Specific Plan area:

- District Identity Pylon (Ground Sign)
- District Identity Monument (Ground Sign)
- Entertainment Center Identity Pylon (Ground Sign)
- Freestanding Project Identity and Wayfinding Monument Sign (Ground Sign)
- Building-Mounted Sign (Wall Sign)
- Roof-Mounted Identity Sign (Roof Sign)
- Retail Tenant-Mounted Blade Signs (Projecting Sign)
- Retail Tenant-Mounted Awning Signs (Wall Sign)
- Digital Display Video Board (Wall Sign)

b) Sign Specifications: The following provides the location and maximum size of signs permitted in the Specific Plan area and as shown conceptually in Figure 44 - Conceptual Signage Locations:

District Identity Pylon: A Ground Sign called a District Identity Pylon may be located in the public right-of-way or in the Specific Plan area at the intersection of Kurtz Street and Hancock Street as shown in Figure 19 of the Mobility chapter and Figure 44 below. The District Identity Pylon shall not exceed 300 square feet in sign copy area. If permitted by applicable law, a maximum structure height of 50 feet shall be allowed. The sign shall comply with additional requirements relevant to its location which may include, but are not limited to, those related to affording appropriate traffic visibility (e.g., of vehicles, pedestrians, and bicycles) and emergency vehicle access, to the satisfaction of the City Engineer.

District Identity Monument: A Ground Sign called a District Identity Monument may be located in the area shown in Figure 44 below. The primary function of the monument is to identify the project with the brand mark and identify the vehicular entrance to the Community Village. The sign shall neither exceed 20 feet in structure height nor 100 square feet in sign copy area on any side.

Entertainment Center Identity Pylon: A Ground Sign called an Entertainment Center Identity Pylon may be located in the area called "The Square" shown in Figure 44 below and shall neither exceed 50 feet in structure height nor 300 square feet in sign copy area on any side.

Freestanding Project Identity and Wayfinding Monument Signs: These Ground Signs may be located in the area shown in Figure 44 below and shall neither exceed 20 feet in structure height nor 100 square feet in sign copy area on any side.

Building-Mounted Signs: Wall Signs called Building-Mounted Signs are one-sided signs that may be located in the area shown in Figure 44 below and the sign copy area shall neither exceed 600 square feet in area nor a vertical dimension of 20 feet.

Roof-Mounted Identity Sign: A Roof-Mounted Identity Sign that is no larger than the roof of the Entertainment Center (which maximum area is 74,200 square feet) may be placed on the roof of the Entertainment Center in the location shown in Figure 44 below and may contain letters and logo(s), provided the sign face is mounted flat to the roof, wholly on the roof, not visible from the public right-of-way, and designed to be visible only from the air.

Retail Tenant-Mounted Blade Signs: Projecting signs called Retail Tenant-Mounted Blade Signs may be located in the area shown in Figure 44 below and the sign copy area shall neither exceed 20 square feet in area nor a vertical dimension of 4 feet on any side.

Retail Tenant-Mounted Awning Signs: Wall signs called Retail Tenant-Mounted Awning Signs may be located in the area shown in Figure 44 below and the sign copy area shall neither exceed 20 square feet in area nor a vertical dimension of 4 feet on any side.

Digital Display: Wall Signs called Video Boards or Digital Displays are one-sided signs that may be mounted to or adjacent to the Entertainment Center as shown in Figure 44 below and the sign copy area for each display shall neither exceed 1,400 square feet in area nor a vertical dimension of 50 feet.

c) Copy Regulations:

- Signs within the Specific Plan may contain on-premises messaging in accordance with Municipal Code Section 142.1210(a)(1)(A).
- For the purpose of determining whether a message is consistent with the Municipal Code requirement that messaging be solely for "on-premises" purposes, the City shall consider the Specific Plan area as the premises.
- The Roof-Mounted Identity Sign, the primary purpose of which is to identify a building location, may carry the name of a business that, through the appropriate process, secures naming rights to the Entertainment Center. Although it may constitute marketing for that business, it does not constitute prohibited advertising for the purposes of this section.

d) Digital Signs:

- The following signs may be digital or contain automatic changing copy:
  - District Identity Pylon
  - District Identity Monument
  - Entertainment Center Identity Pylon
  - Freestanding Project Identity and Wayfinding Monument Signs
  - Video Boards

**This image is conceptual and is shown for illustrative purposes only*

B APPENDIX

Appendix B: Signage

- The following signs may contain animation:
  - District Identity Pylon
  - Entertainment Center Identity Pylon
  - Video Boards (on which animation may include broadcast or recorded content such as sporting events, films, and performing arts exhibitions)
- The City shall be entitled to use space on such signs for no cost on an "as available" basis, as determined by the owner, for public service messages.
- Such signs shall be made available to the National Emergency Network in order to provide emergency information, including child abduction alerts (e.g., "Amber Alerts"), in accordance with local and regional first responder protocols.

e) Number of Signs: The number of signs allowed in the Specific Plan area shall be the number of signs permitted by the Municipal Code, except that the quantities of signs for the following types shall be:

- 1 District Identity Pylon;
- 1 District Identity Monument;
- 1 Entertainment Center Identity Pylon;
- As many Freestanding Project Identity and Wayfinding Monument Signs as are determined to be appropriate for safe and optimal navigation by a professional wayfinding study but shall not exceed a combined total of 100 Freestanding Project Identity and Wayfinding Monument Signs;
- 5 Building-Mounted Signs for the Entertainment Center and 2 Building-Mounted Signs for each building other than the Entertainment Center; and
- 1 Roof-Mounted Identity Sign;
- 1 Retail Tenant-Mounted Blade Sign per Establishment;
- 2 Retail Tenant-Mounted Awning Signs per Establishment; and
- 2 Video Boards.

f) Miscellaneous Provisions:

- Signage located along public streets, private drives, and driveways shall not exceed the minimum sight distance required for adequate traffic visibility (e.g., of vehicles, pedestrians, and bicycles), to the satisfaction of the City Engineer.
- This Appendix does not contain an exhaustive list of all signs that can be permitted. The project is expected to include and the Detailed Sign Plan may include signs other than those listed above, including, but not limited to, street signs and address numbers, which shall be consistent with the regulations in the San Diego Municipal Code that apply to Municipal Code Sign Category A
- All signage shall conform to applicable federal and state laws.
- Changes to a previously approved sign at the same location may be permitted through a ministerial sign permit and shall not require a Detailed Sign Plan if the sign copy area does not exceed the sign copy area of the previously approved sign.

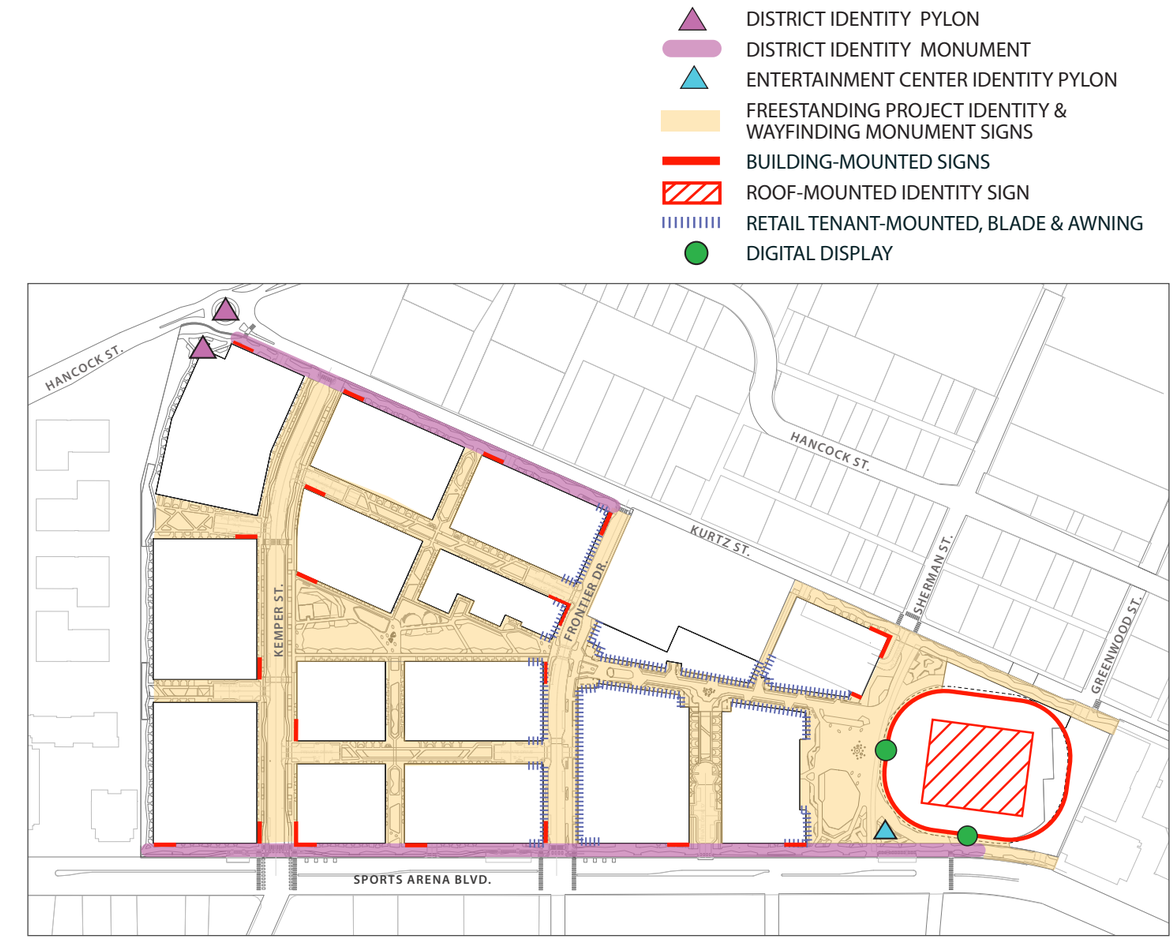


*Figure 44 - Conceptual Signage Locations**

*This image is conceptual and is shown for illustrative purposes only

Appendix C: Wall and Fence Plan

Figure 45 - Wall and Fence Plan illustrates the location and types of fences and walls within the Specific Plan area.



*Figure 45 - Wall and Fence Plan**

**This image is conceptual and is shown for illustrative purposes only*

D APPENDIX

Appendix D: Plant Palette

Figure 46 - Tree Planting Zone Diagram hereafter illustrates varying tree palettes for the Midway Rising community village. Native and adaptive trees with the following characteristics have been selected for consideration: abundant shade canopy, drought- tolerance, low maintenance, and seasonal interest.



*Figure 46 - Tree Planting Zone Diagram**

*This image is conceptual and is shown for illustrative purposes only

Tree species within the Specific Plan area may include, but are not limited to, the following:

Sports Arena Boulevard Streetscape & Promenade
Arbutus x 'Marina'- Marina Strawberry Tree
Platanus mexicana - Mexican Sycamore*
Platanus racemosa - California Sycamore*
Pinus torreyana - Torrey Pine*
Quercus spp. - Oak species*
Tipu tipuana - Tipu Tree
Tristania conferta - Brisbane Box
Ulmus parvifolia 'Drake' - Drake Elm

Kemper Streetscape & Promenade
Tristania conferta - Brisbane Box
Quercus spp. - Oak species*
Platanus mexicana - Mexican Sycamore*
Platanus racemosa - California Sycamore*
Tipu tipuana - Tipu Tree
Arbutus x 'Marina'- Marina Strawberry Tree
Ulmus parvifolia 'Drake' - Drake Elm

Kurtz Streetscape & Promenade
Tristania conferta - Brisbane Box
Quercus spp. - Oak species*
Platanus mexicana - Mexican Sycamore*
Platanus racemosa - California Sycamore*
Tipu tipuana - Tipu Tree
Arbutus x 'Marina'- Marina Strawberry Tree
Ulmus parvifolia 'Drake' - Drake Elm
Pinus torreyana - Torrey Pine*

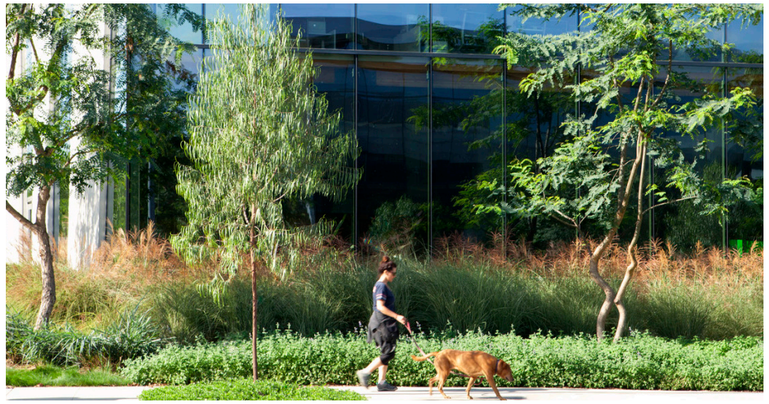
Frontier Drive Streetscape & Promenade
Ulmus parvifolia 'Drake' - Drake Elm
Tabebuia chrysotricha - Golden Trumpet Tree
Tristania conferta - Brisbane Box
Platanus mexicana - Mexican Sycamore*
Tipu tipuana - Tipu Tree

The Green
Chilopsis linearis - Desert Willow*
Quercus spp. - Oak species*
Platanus racemosa - California Sycamore*
Pinus torreyana - Torrey Pine*
Tabebuia chrysotricha - Golden Trumpet Tree
Tristania conferta - Brisbane Box
Tipu tipuana - Tipu Tree

The Square and the Plaza
Tristania conferta - Brisbane Box
Quercus spp. - Oak species*
Platanus mexicana - Mexican Sycamore*
Platanus racemosa - California Sycamore*
Tipu tipuana - Tipu Tree
Ulmus parvifolia 'Drake' - Drake Elm
Tabebuia chrysotricha - Golden Trumpet Tree
Olea europaea 'Swan Hill' - Swan Hill Fruitless Olive
Phoenix dactylifera - Date Palm

Paseo Greens; Paseo Greenways And Residential Buffer
Arbutus x 'Marina'- Marina Strawberry Tree
Agonis flexuosa - Peppermint Tree
Callistemon 'Cane's Hybrid' - Cane's Bottlebrush
Chilopsis linearis - Desert Willow*
Juniperus scopulorum 'Tolleson's Blue Weeping' Juniper
Laurus nobilis - Bay Laurel
Maytenus boaria - Mayten Tree
Platanus racemosa - California Sycamore*
Pinus torreyana - Torrey Pine*
Prosopis chilensis - Chilean Mesquite
Tabebuia chrysotricha - Golden Trumpet Tree
Tipu tipuana - Tipu Tree

* California Native Species







*This image is conceptual and is shown for illustrative purposes only

APPENDIX

Planting Palette (cont.)

Native and adaptive plants with one or more of the following characteristics have been identified for consideration: native, drought- tolerance, low maintenance, visual/seasonal interest, habitat generator, pollinators, and growth habits. Plant species for the Midway Rising community village may include, but are not limited to, the following:

Shrubs For Screening And Hedges:
Arbutus unedo 'Compacta' - Dwarf Strawberry Tree
Acanthus mollis - Bear's Breech
Artemesia x 'Powis Castle' - Powis Castle Artemesia
Ceanothus thyrsiflorus - Skylark Ceanothus*
Heteromeles arbutifolia - Toyon*
Mahonia nevinii - Nevin's Barberry*
Myrica californica - Pacific Wax Myrtle*
Olea europaea 'Montra' - Little Ollie Olive
Podocarpus henkelii - Long-leafed Yellowwood
Philodendron xanadu - Xanadu Philodendron
Rhus integrifolia - Lemonade Berry*
Rhamnus californica 'Eve Case' - Eve Case Coffeeberry*
Rosmarinus officinalis - Upright Rosemary
Westringia fruticosa 'Mundi' - Low Coast Rosemary
Westringia fruticosa 'Wynyabbie Gem' - Coast Rosemary

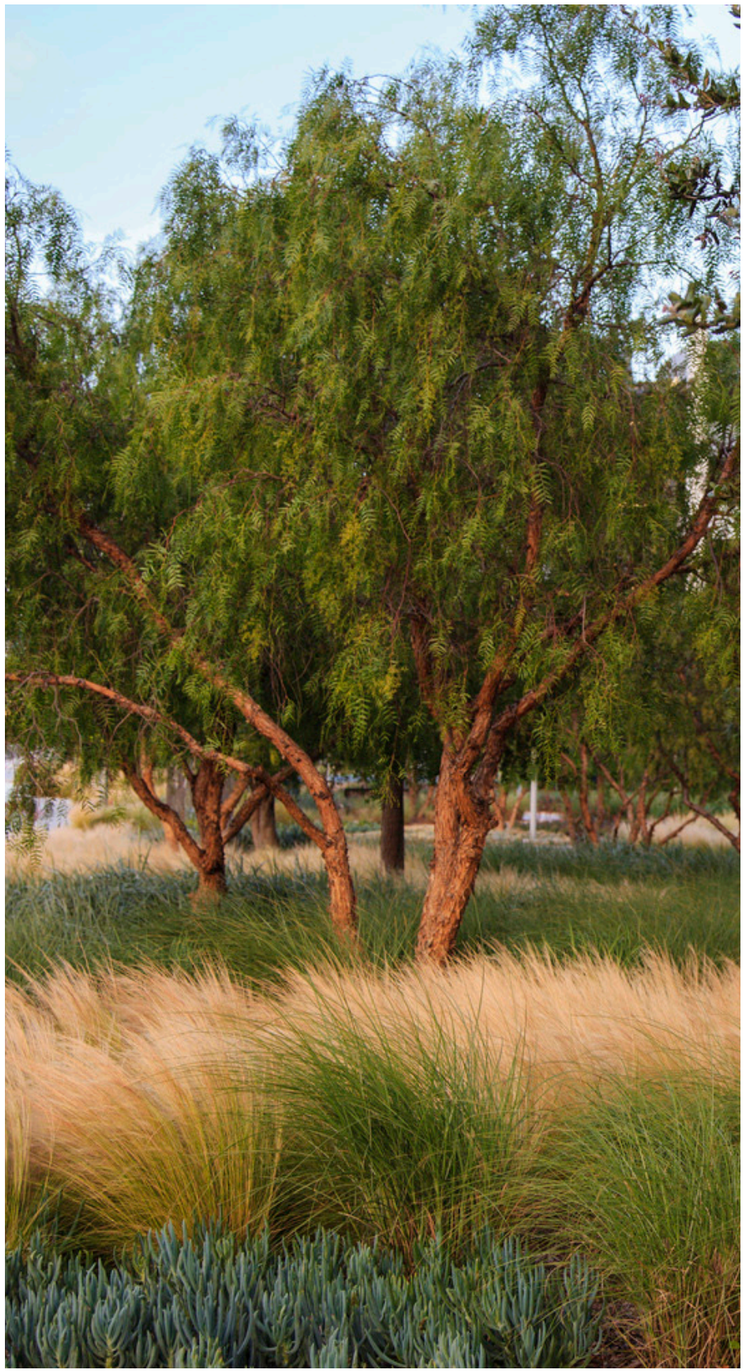
Shrubs And Perennials
Achillea millefolium - Yarrow*
Asclepias fascicularis - Narrowleaf Milkweed*
Asclepias speciosa - Showy Milkweed*
Dudleya edulis - Lady Fingers*
Encelia californica - Canyon Sunflower*
Eriogonum arborescens - Santa Cruz Buckwheat*
Heuchera maxima - Island Alum Root*
Mimulus gutttatus- Monkeyflower*
Penstemon margarita 'BOP' - Foothill Penstemon*
Salvia apiana - White Sage*
Salvia clevelandii - Cleveland Sage*
Salvia leucantha 'Santa Barbara' - Santa Barbara Sage*
Salvia mellifera - Black Sage*
Solidago californica - California Goldenrod
Sphaeralcea ambigua - Desert Mallow*
Trichostema lanatum - Wooly Blue Curls*
Verbena lilacina 'De La Mina' - Lilac Verbena*
Viguiera laciniata - San Diego Sunflower*

Groundcovers:
Acacia redolens 'Low Boy' - Low Boy Bank Catclaw
Arctostaphylos Pacific Mist - Pacific Mist Manzanita*
Baccharis pilularis 'Pigeon Point' - Pigeon Point Coyote Brush*
Ceanothus 'Centennial' - Centennial Ceanothus*
Erigeron glaucus x 'Wayne Roderick Daisy' - Wayne Roderick Daisy
Salvia 'Point Sal' - Low Purple Sage'*
Salvia spathacea - Hummingbird Sage*
Salvia sonomensis - Creeping Sage*
Rosmarinus officinalis 'Prostratus'
Senecio mandraliscae - Blue Chalksticks
Vinca minor - Periwinkle

Bioretention:
Anemopsis californica - Yerba mansa*
Dwarf Coyote Bush +
Baccharis Pilularis "Pigeon Point" +
Carex praegracilis - Clustered Field Sedge*
Carpenteria Californica – Bush Anemone +
Chondropetalum tectorum - Small Cape Rush
Iris Douglasiana – Douglas Iris+
Juncus patens- California Grey Rush*
Mimulus cardinalis - Scarlet Monkeyflower*

Vines:
Bauhinia corymbosa - Phanera Vine
Ficus pumila - Fig Vine
Hardenbergia vilacea - Purple Vine Lilac
Passiflora vitifolia - Passion Flower Vine
Petrea volubilis - Queen's Wreath
Stephanotis floribunda - Madagascar Jasmine
Trachelospermum jasminiodes - Chinese Star Jasmine

* California Native Species
+ Per City of San Diego Stormwater Standards Plant List for Bioretention/ Biofiltration BMPs



*This image is conceptual and is shown for illustrative purposes only

Planting Palette (cont.)

Cactus & Succulents:
Aeonium urbicum - Dinner Plate Aeonium
Agave attenuata - Foxtail Agave
Agave americana - Century Plant
Agave x 'Blue Flame' - Blue Flame Agave
Agave x 'Blue Glow' - Blue Glow Agave
Agave vilmoriniana - Octopus Agave
Aloe barbadensis - Aloe Vera
Aloe 'Hercules' - Hercules Aloe
Aloe thraskii - Coast Aloe
Aloe striata - Coral Aloe
Echniocactus grusonii - Golden Barrell Cactus
Hesperaloe 'Brakelights' - Red Yucca
Opuntia santa rita - Santa Rita Pricklypear
Sanseveria zeylanica - Bowstring Sanseveria
Yucca elephantipes - Soft Tip Yucca
Yucca whipplei - Chapparral Yucca

Ferns:
Dryopteris erythrosora - Autumn Fern
Microlepia strigosa - Lace Fern
Polystichum munitum - Western Sword Fern*
Rumohra adiantiformis - Leatherleaf Fern

Grasses And Grass-Like Species:
Aristida purpurea - Purple Three-Awn
Carex divulsa- Berkeley Sedge*
Chondropetalum tectorum - Small Cape Rush
Chondropetalum elephantium - Large Cape Rush
Dianella revoluta 'Clarity Blue' - Clarity Blue Dianella
Hybrid Bermuda - Turf Sod
Leymus condensatus - Giant Wildrye*
Lomandra longifolia 'Breeze' - Dwarf Mat Rush
Miscanthus sinensis 'Gracillimus' - Maiden Grass
Muhlenbergia dubia - Pine Muhly*
Muhlenbergia rigens - Deer Grass*
Sesleria autumnalis - Autumn Moor Grass
Sisyrinchium bellum - Blue Eyed Grass*

* California Native Species









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APPENDIX

Appendix E: Implementation Tracking Table

Table 6 - Implementation Tracking Table hereafter should be included with the application and development plans at the time of building permit application. The table will assist applicant and city staff in tracking the implementation of development uses, parks and public spaces, streets and public improvements, and Average Daily Trips in the specific plan.

Building Permit No.	Lot #	Dwelling Units		Commercial (Gross Floor Area)	Entertainment	Parks and Public Space	10% Height Allowance	Circulation		Average Daily Trips (Driveway ADT)	AM Peak Hour (ADT)		PM Peak Hour (ADT)	
		Market Rate	Affordable					Public Streets	Private Drives		In	Out	In	Out
Running Totals														
Overall Maximum Density/ Intensity		2,254 dwelling units	2,000 dwelling units	130,000 gross floor area	16,000 seats	14.54 acres	214,446 square feet	5.74 acres	1.31 acres					
Total Remaining														

Table 6 - Implementation and Tracking Table

**This image is conceptual and is shown for illustrative purposes only*

Appendix F: Development Blocks and Lots

Figure 47 shows the development blocks and lots for the Specific Plan Area for illustration purposes only.



Figure 47 - Development Blocks and Lots

Not to Scale

*This image is conceptual and is shown for illustrative purposes only

G APPENDIX

Appendix G: Site Historical Overview

The following provides an historical overview of the Specific Plan site. For more detailed historical information about the Specific Plan site, see:

- Midway-Pacific Highway Community Plan, City of San Diego
- Historical Resources Technical Report for San Diego International Sports Arena, San Diego, San Diego County, California – prepared by Emily Steele, M.S. Architectural Historian, Sarah Stringer Bowsher, M.A. Senior Historian, and Shannon Davis, M.A. Director, Architectural History, ASM Affiliates

Midway - Pacific Highway Community Background

(Excerpted from the City of San Diego Midway–Pacific Highway Community Plan)

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.

Early attempts at the 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 the 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 convenient public transportation.

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 the 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 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.

Specific Plan Site Background

(Excerpted from the Historical Resources Technical Report for San Diego International Sports Arena, dated January 2024, pages 8-9)

The Specific Plan site is located west of Interstate 5 and south of Interstate 8, with Old Town a mile to the east and Marine Corps Recruit Depot two miles to the south. Prior to the development of the San Diego International Sports Arena, the area was previously known as the Frontier Housing project, which comprised 3,500 temporary dwellings constructed in 1944 to house WWII workers. The buildings were only meant to be used for up to two years, however, many remained standing for up to 10 years until falling into disrepair, and all were demolished by 1957. As the push for post-WWII development began, the area was cleared of the

*This image is conceptual and is shown for illustrative purposes only

old housing and transformed into a modern design consisting of commercial, industrial, and entertainment buildings. The immediate area around the San Diego International Sports Arena is still characterized by these same uses. Many of the surrounding buildings are newer chain restaurants and department stores. The Project area includes six other buildings more than 50 years old in the Assessor's Parcel Information that have been evaluated under separate cover.

The greatest change to the site area was in the 1960s with 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 (Mark Faders, another architect with the Trepte company applied for the building permit). As early as the 1950s, San Diego had been seeking to attract professional sports franchises. Robert Breitbard acquired the Gulls, then a member of the Western Hockey League, and then laid plans for the construction of an indoor arena. The land 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 for hockey and 16,000 for other sporting and public events. Within a year a professional basketball team, the San Diego Rockets, was added. The Gulls continued to play in the arena until 1995 when the team moved from San Diego. A variety of restaurants were established in the area to feed hungry sports fans before or after games.

Prior to the introduction of major stadiums and arenas to San Diego, smaller venues hosted sporting events such as the Coliseum Athletic Club at 1485 E St. In contrast, the construction of the San Diego International Sports Arena was part of a broad trend of Modern-style stadiums constructed throughout the country during the mid-twentieth century. Having a major league professional sports team was a hallmark for all major cities in the 1960s. The Los Angeles Memorial Sports Arena set the precedent in Southern California. It was constructed in 1959 and was home to many sports teams over its lifetime, including the Lakers and the Clippers basketball teams. It displayed characteristics of the New Formalism architectural style such as monumental size and symmetrical form, however it lacked the luxury boxes and corporate suites that characterize most stadiums today. The design of the San Diego International Sports Arena was inspired by the Los Angeles Memorial Sports Arena and was meant to closely resemble it.

The San Diego International Sports Arena (3500 Sports Arena Blvd) was designated as a historical resource by the City's Historic Resources Board (HRB #1525). Demolition of this designated historical resource requires a Site Development Permit per Municipal Code Section 43.0220. Buildings at 3220, 3240, 3250, and 3350 Sports Arena Boulevard were evaluated for historic significance and were determined not to be historically significant; therefore, demolition of these buildings does not require a Site Development Permit. The remaining buildings within the Specific Plan area (3360, 3494, 3570, and 3580 Sports Arena Boulevard) were not evaluated for historical significance because they were under 45 years old as of December 18, 2023. See the table of buildings listed below.

Building Address	Date of Construction	Outcome of Historic Review
3500 Sports Arena Boulevard (San Diego International Sports Arena)	1966	Historical Resources Board Designated Historic Resource
3220 Sports Arena Boulevard	1968	Not Historically Significant
3240 Sports Arena Boulevard	1969	Not Historically Significant
3250 Sports Arena Boulevard	1967	Not Historically Significant
3350 Sports Arena Boulevard	1978	Not Historically Significant
3360 Sports Arena Boulevard	1979	Not evaluated, under 45 years old
3494 Sports Arena Boulevard	2003-2004	Not evaluated, under 45 years old
3570 Sports Arena Boulevard	2002-2003	Not evaluated, under 45 years old
3580 Sports Arena Boulevard	2003-2005	Not evaluated, under 45 years old

**This image is conceptual and is shown for illustrative purposes only*

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