

# LAND USE, VILLAGES & DISTRICTS

2



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# INTRODUCTION

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

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

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

Policies for the districts and villages that relate to land use, as well as urban design, mobility, and parks, are included in this Element due to their importance and interrelation. Multimodal mobility and streetscape improvements are discussed further in the Mobility

and Urban Design Elements. Additional policies regarding design of development and infrastructure to create a pedestrian-oriented public realm are found in the Urban Design Element, and policies regarding parks and recreation are found in the Recreation Element.

## LAND USE GOALS

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



### 2.1 EXISTING LAND USE

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

#### COMMERCIAL

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

#### INDUSTRIAL

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

#### RESIDENTIAL

The community contains 2,076 housing units, of which 2,064 are multifamily and 12 are single-family. A significant portion of existing residents are military families that live in the 464-unit Gateway Village complex. The Orchard Apartments complex, built on City-owned land, provides 563 affordable housing units for seniors.

#### INSTITUTIONAL

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

#### MILITARY

Military installations represent the largest land use, and include the U.S. Marine Corps Recruit Depot and Naval Base Point Loma (NBPL) - SPAWAR complex. The Marine Corps Recruit Depot provides military training facilities and the NBPL - SPAWAR complex contains administrative and research facilities.

#### TRANSPORTATION

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

#### VACANT

Approximately seven acres of land in the community is vacant.



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



## 2.2 LAND USE FRAMEWORK

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

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

### RESIDENTIAL

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

#### BOX 2-1: LAND USE FRAMEWORK

##### **Community Plan Land Use Designations (Table 2-1)**

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

##### **Land Use Map (Figure 2-1)**

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



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





### NEIGHBORHOOD COMMERCIAL

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

### COMMUNITY COMMERCIAL

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

### HEAVY COMMERCIAL

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

### MIXED COMMERCIAL RESIDENTIAL

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

### BUSINESS PARK

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

### LAND USE TERMS DEFINED

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

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

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

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

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



### URBAN INDUSTRIAL

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

### PARK

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

### INSTITUTIONAL

The institutional designation provides for public or semi-public facilities that provide services to the community and/or City. Refer to the Public Facilities, Services, and Safety Element for related policies.

The Community Plan provides secondary land use designations for institutional sites, to provide guidance in the case that existing institutional uses should cease or relocate. Supplemental environmental analysis may be required for infill development at institutional-designated sites where proposed new development is consistent with the site's secondary land use designation as identified in the Community Plan.

### MILITARY

The community plan area includes the U.S. Marine Corps Recruit Depot and the Naval Base Point Loma (NBPL) - SPAWAR complex. These military installations are important components of the community and vital for national defense and the local economy.

### POLICIES

- LU-2.1** Provide adequate separation between areas designated for residential use and adult entertainment businesses.
- LU-2.2** Encourage residential mixed-use in areas designated Neighborhood Commercial - Residential Permitted to support pedestrian-scale activity nodes for neighborhood livability.
- LU-2.3** Encourage residential mixed-use in areas designated Community Commercial - Residential Permitted.
- LU-2.4** Support live/work and shopkeeper units in Heavy Commercial areas to allow space for arts and innovation.
- LU-2.5** Allow ground-floor shopkeeper units to be incorporated on the primary street frontage within buildings with residential as the primary use.
- LU-2.6** Support the inclusion of on-site affordable housing units in residential developments.
- LU-2.7** Support the development of workforce, affordable, senior, and military housing in proximity to transit stations.
- LU-2.8** Design mixed employment-residential use developments in areas designated Business Park - Residential Permitted with employment use as the primary use to maintain an employment base in the community.
- LU-2.9** Limit retail in Urban Industrial designated areas to the sale of goods manufactured or produced on site.
- LU-2.10** Support live/work quarters in Urban Industrial designated areas to support artisans and innovators.
- LU-2.11** Support small lot development within residential areas.
- LU-2.12** Consider proposals to develop mixed use villages in areas designated Community Commercial - Residential Prohibited in order to support the economic viability and vitality of the community's commercial areas.



FIGURE 2-1: LAND USE MAP

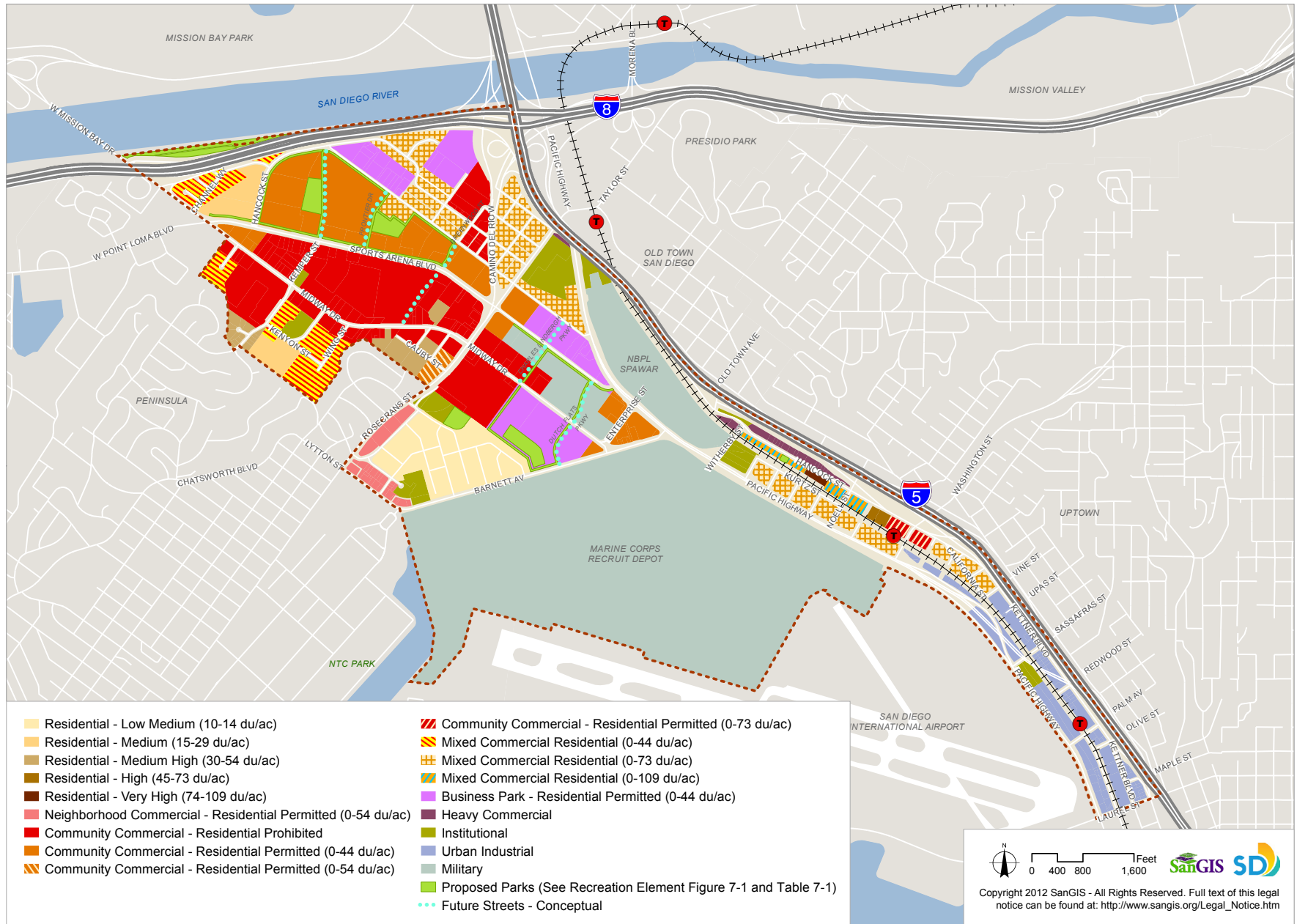




TABLE 2-1: MIDWAY - PACIFIC HIGHWAY COMMUNITY PLAN LAND USE DESIGNATIONS

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



## CHART 2-1: DEVELOPMENT TYPES AND LAND USE CLASSIFICATIONS

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

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



### Residential - Medium (15-29 du/ac)

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



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

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



### Residential - High (45-73 du/ac)

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







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

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

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



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

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



### Community Commercial - Residential Prohibited

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



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

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





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

### Mixed Commercial Residential

(0-44 du/ac)  
(0-73 du/ac)  
(0-109 du/ac)

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



### Business Park - Residential Permitted

(0-44 du/ac)

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



### Heavy Commercial - Residential Prohibited

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



### Urban Industrial

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





**TABLE 2-2: MIDWAY - PACIFIC HIGHWAY  
POTENTIAL DEVELOPMENT**

	EXISTING (2015)	FUTURE CHANGE	HORIZON TOTAL
Household Population	4,600	22,475	27,075
Employment (Jobs)	15,200	4,300	19,500
Residential (Dwelling Units)	1,935	9,650	11,585
Non-Residential (Square Feet)	9.8 million	300,000	10.1 million

*Data Source - Existing: SANDAG 2015 Estimate*

*Data Source - Horizon: City of San Diego Planning Department*



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

## 2.3 PLANNING HORIZON

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

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





## 2.4 VILLAGES AND DISTRICTS

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

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

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

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



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



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



FIGURE 2-2: VILLAGES AND DISTRICTS MAP







## 2.4.1 SPORTS ARENA COMMUNITY VILLAGE

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

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

DRAFT December 2017

## POLICIES

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

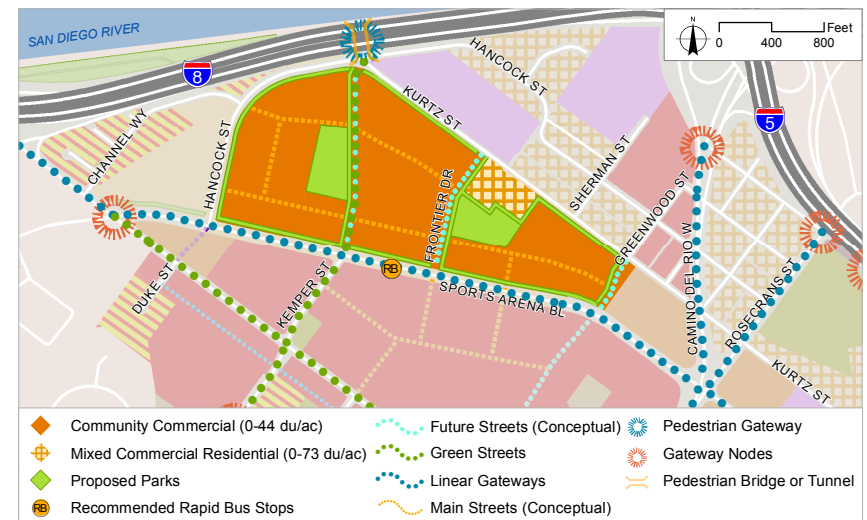
### Vision

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

### Uses

- B. Identify a mix of entertainment, office, retail, residential, recreational, public, and park uses.
- C. Include an entertainment venue which could consist of the existing Sports Arena building, a new arena, or another entertainment facility.

FIGURE 2-3: SPORTS ARENA COMMUNITY VILLAGE





- D. Encourage on-site affordable housing.
- E. Support the continuation of existing retail uses in the village, including a swap meet or other outdoor retail market use.

### **Mobility**

- F. Incorporate a new street, pedestrian, and bicycle network within the superblock to create a walkable scale for new development and improve public north-south access.
- G. Provide pedestrian paths that create connections between adjacent developments and/or properties.
- H. Coordinate with SANDAG and MTS to incorporate a future Rapid Bus station with a mobility hub into the village to create a strong transit connection.
- I. Encourage the use of shared structured parking serving multiple uses to efficiently meet parking needs.

### **Parks**

- J. Identify the type, size, and location of a mix of parks and/or park equivalencies that meet the population-



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

based park needs of residential uses located within the village, which can include plazas, urban greens, linear parks, and other park and recreational amenities as addressed in the Recreation Element. Include a central green or square as a focal point for the village.

- K. Create a multi-use urban path and linear park along Sports Arena Boulevard and the extension of Kemper Street, to enhance the public realm and provide a pedestrian and bicycle link to a future connection across I-8 as part of the Bay-to-Bay Link.

### **Urban Design and Public Realm**

- L. Incorporate a main street with pedestrian-oriented retail uses.
- M. Provide active ground-floor uses in buildings with frontages along streets, public spaces, and parks.
- N. Incorporate space for an outdoor market, which can be on public right-of-way along main streets or at another public space.
- O. Improve Sports Arena Boulevard as the gateway to the village with a multi-use urban path and linear park.
- P. Consider raising the grade of new development to reduce the potential for future flooding.

### **Coastal Access**

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

### **Implementation**

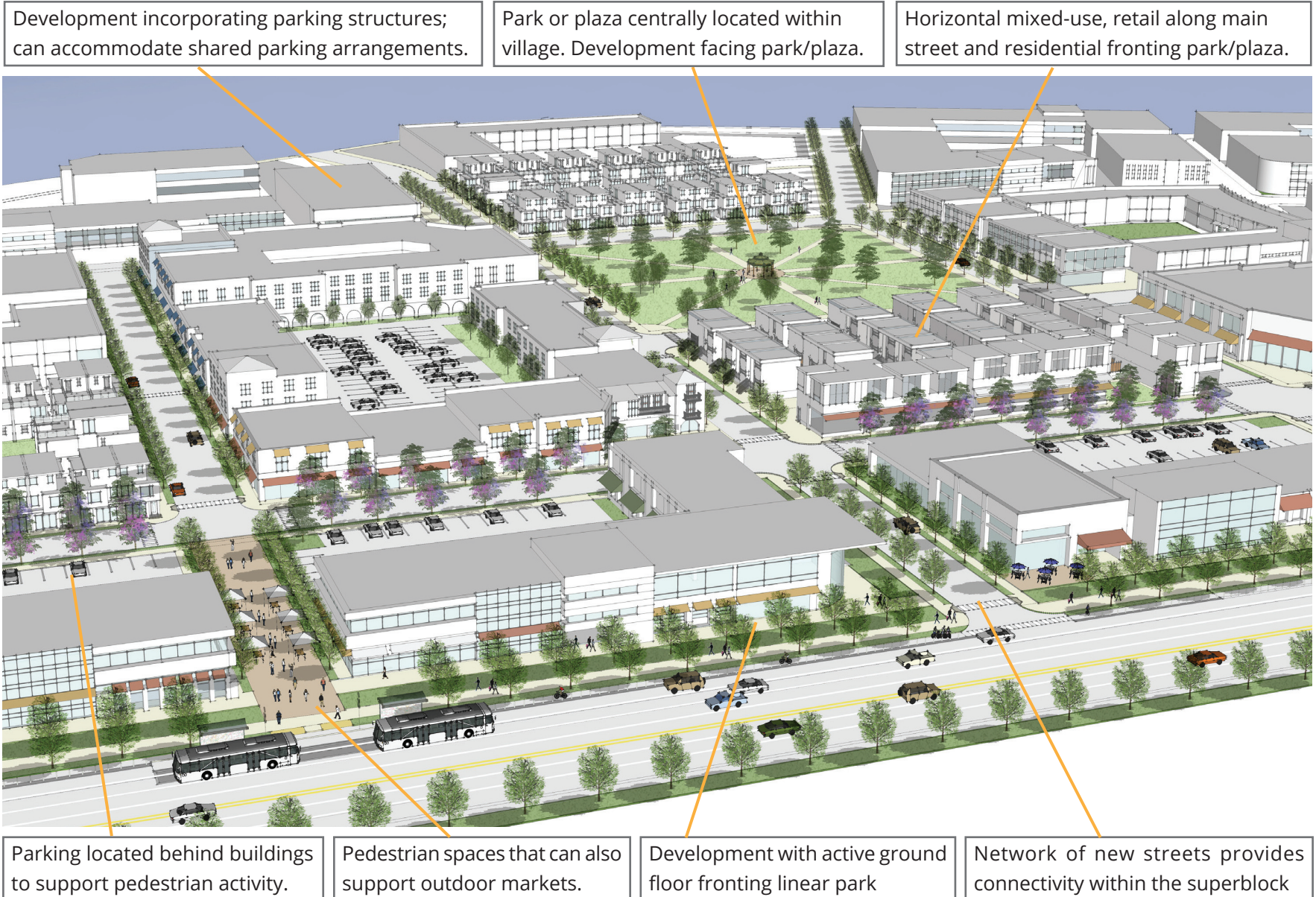
- R. Provide a development phasing and implementation program that considers the existing long-term city property leases and addresses the implementation of public facilities, including on-site parks to serve residential uses.





### FIGURE 2-4: SPORTS ARENA COMMUNITY VILLAGE DEVELOPMENT VISION

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





## 2.4.2 DUTCH FLATS URBAN VILLAGE

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

The integration of retail, park, public space, and residential uses within the village along new streets (Charles Lindbergh Parkway and Dutch Flats Parkway) and pedestrian and bicycle infrastructure will create a walkable, transit-oriented, mixed-use employment village. Plazas or urban greens will function as focal points within the village by providing social and recreation opportunities for residents, employees, and visitors. The public spaces will be connected via the community's green street and multi-use urban path networks to other parks, San Diego

Bay, the San Diego River, and Mission Bay. To encourage pedestrian activity, buildings will front onto streets, pedestrian paths, and public spaces and incorporate active street-level uses. Improved pedestrian and bicycle facilities along Pacific Highway will facilitate access to the Old Town Transit Center, and the integration of a rapid bus station into the village will support transit use by employees, residents, and visitors. This vision for Dutch Flats Urban Village is illustrated in Figure 2-6.

## POLICIES

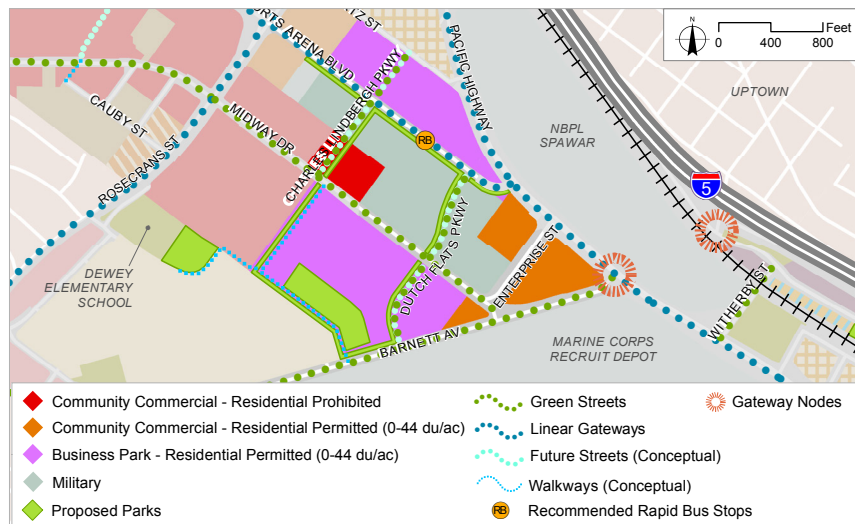
### Vision

- LU-4.2** Establish a pedestrian- and transit-oriented urban village with an employment emphasis and a mix of commercial and residential uses to complement the employment uses.
- LU-4.3** Support the continued operation of the U.S. Navy's Regional Plant Equipment Office.
- LU-4.4** Support the continued use of the Navy's Regional Plant Equipment Office site for military purposes, and encourage new development on the site to integrate the complex into the village while maintaining security and force protection.

### Uses

- LU-4.5** Provide employment uses which can include a mix of space for office, research and development, innovation, logistics, and technology uses.
- LU-4.6** Encourage the integration of residential uses with the employment uses in the village.
- LU-4.7** Encourage neighborhood-serving retail and dining uses within the business park-designated areas to reduce the need for employees and residents to drive.

FIGURE 2-5: DUTCH FLATS URBAN VILLAGE







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

### **Mobility**

- LU-4.9** Incorporate new streets and pedestrian and bicycle facilities within the superblock to create a walkable scale for new development and improve north-south access.
- LU-4.10** Provide pedestrian paths that create connections between adjacent developments and/or properties.
- LU-4.11** Integrate a Rapid Bus station with a mobility hub into the village to create a strong transit connection.
- LU-4.12** Utilize shared structured parking serving multiple uses to efficiently meet the parking needs of the village.

### **Urban Design and Public Realm**

- LU-4.13** Improve Midway Drive as the gateway to the village with a multi-use urban path.
- LU-4.14** Incorporate a main street with pedestrian-oriented retail uses.
- LU-4.15** Provide active ground-floor uses in buildings with frontages along streets, public spaces, and parks.
- LU-4.16** Incorporate green street improvements along Midway Drive, Dutch Flats Parkway, Charles Lindbergh Parkway, and Barnett Avenue.

### **Parks**

- LU-4.17** Provide a mix of parks that meets the population-based park needs of residential uses located within the village, which can include plazas, urban greens, linear parks, and other park and recreational amenities as addressed in the Recreation Element.
- LU-4.18** Provide public spaces as focal points for recreation, events, and outdoor eating for employees.
- LU-4.19** Improve Charles Lindbergh Parkway and a portion of Barnett Avenue with linear parks.
- LU-4.20** Create a linear park and multi-use urban path along Sports Arena Boulevard and Dutch Flats Parkway, and a multi-use urban path along Barnett Avenue, to serve as a pedestrian and bicycle connection for the Bay-to-Bay link.
- LU-4.21** Provide a linear park and pedestrian walkway along the village's southwestern boundary from Barnett Avenue to the Dewey Elementary School, and along its western boundary from Dewey Elementary to Midway Drive.

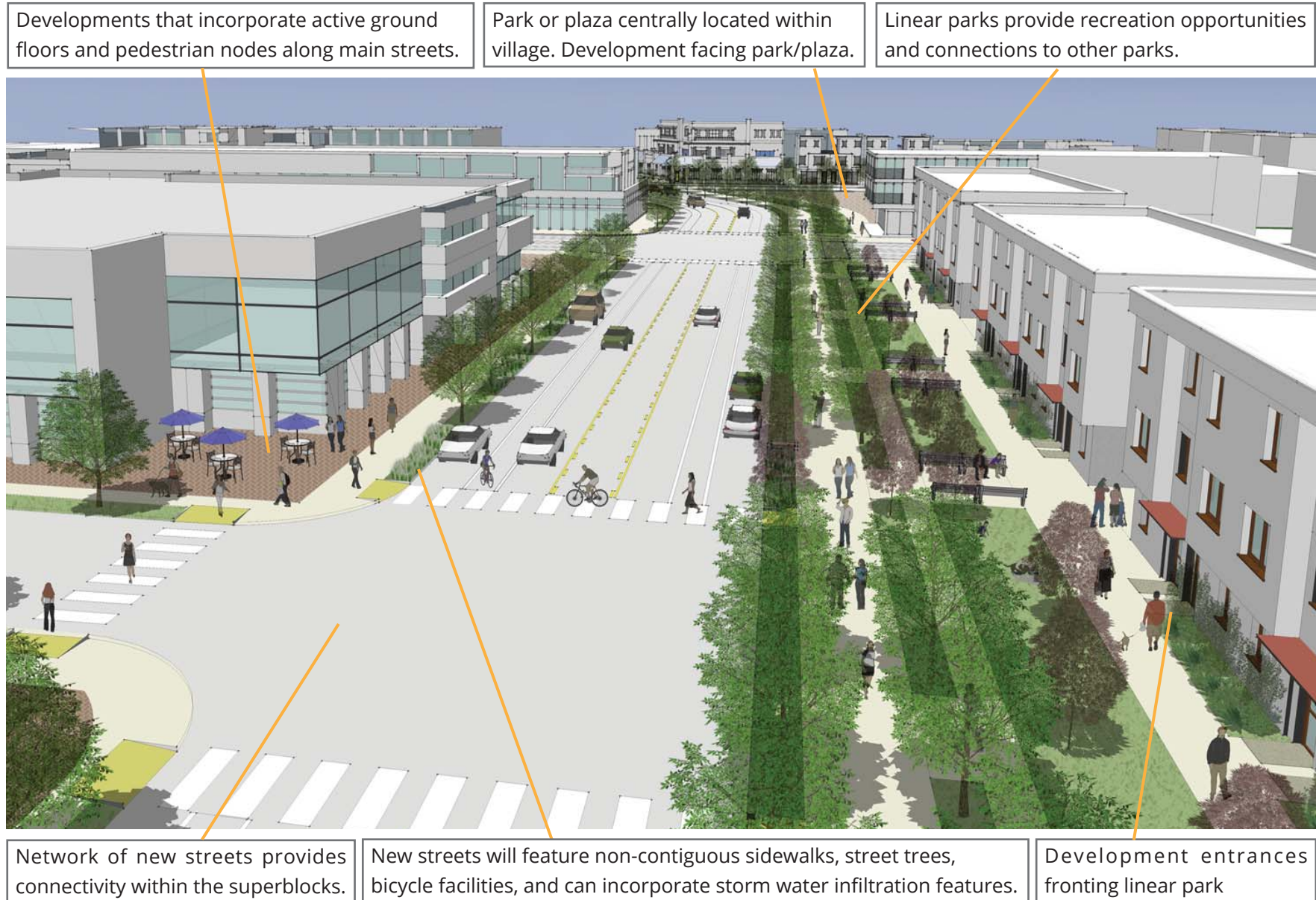


*Business park and other complementary uses will be developed with public spaces as focal points in the Dutch Flats Urban Village.*



FIGURE 2-6: DUTCH FLATS URBAN VILLAGE DEVELOPMENT VISION

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





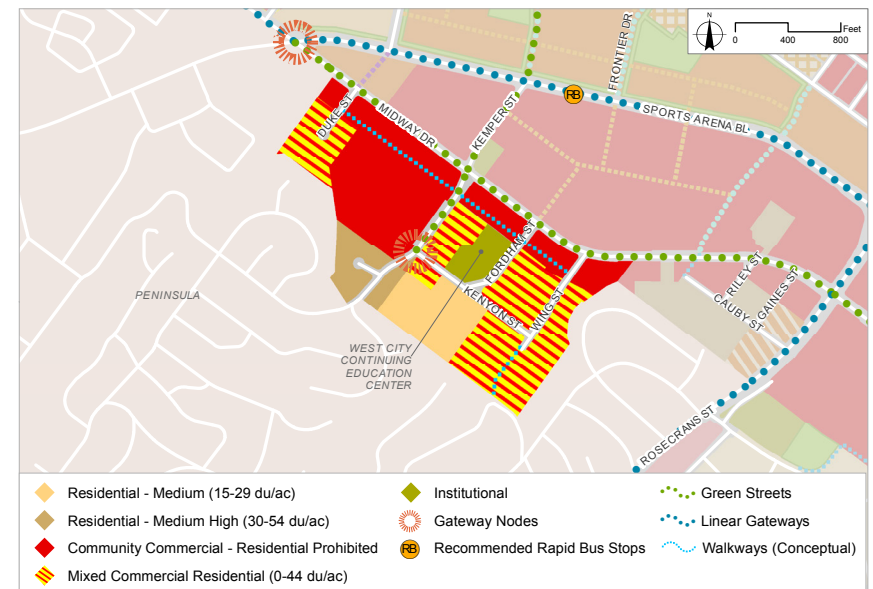
### 2.4.3 KEMPER NEIGHBORHOOD VILLAGE

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

#### POLICIES

- LU-4.22** Encourage the incorporation of a public space activity node in the village for passive recreation, events, and outdoor eating, such as a plaza, pocket park, or urban green, as part of an office, visitor-oriented commercial, and/or residential use development.
- LU-4.23** Create a multi-use urban path along Midway Drive to serve as a pedestrian and bicycle connection for the Midway linear gateway.
- LU-4.24** Retain the Continuing Education Center as a public educational use and strengthen it as a focal point of the village.
  - A.** Design development adjacent to the Continuing Education Center to provide enhanced sidewalks along Fordham Street and Kemper Street frontages and provide pedestrian connections to the Continuing Education Center site.
  - B.** Apply the Mixed Commercial Residential land use designation at a density of 0-44 dwelling units without a community plan amendment should the Continuing Education Center relocate or close.
- LU-4.25** Encourage the construction of a walkway connecting Wing Street to Duke Street.
- LU-4.26** Encourage the integration of commercial uses fronting Midway Drive with the abutting uses by providing pedestrian access to a walkway connecting Wing Street to Duke Street.
- LU-4.27** Encourage future development to provide a landscaped setback along the slope that abuts single family residences in the Peninsula Community Plan area.

FIGURE 2-7: KEMPER NEIGHBORHOOD VILLAGE





## 2.4.4 ROSECRANS DISTRICT

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

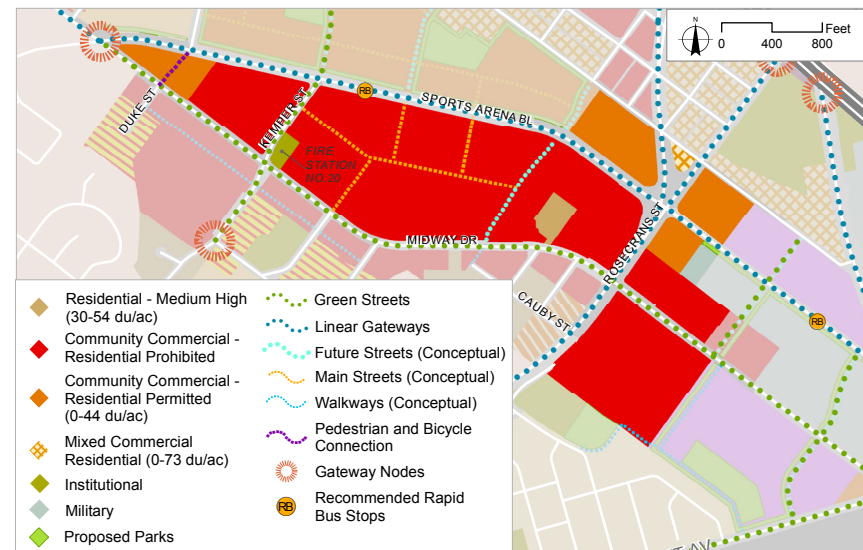
The superblock between Midway Drive and Sports Arena Boulevard is envisioned to be retrofitted with a pedestrian-oriented commercial main street lined with smaller infill retail uses and public spaces. Public or private streets and internal drives within the superblock can frame new and existing commercial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

### POLICIES

- LU-4.28** Redesign existing commercial centers into pedestrian-oriented shopping, dining, and entertainment areas with public spaces as focal points.
- LU-4.29** Encourage active pedestrian-oriented streetfront retail uses for shopping, dining, and gathering along Sports Arena Boulevard, Midway Drive and Rosecrans Street.
- LU-4.30** Apply the Community Commercial - Residential Prohibited land use designation without a community plan amendment should Fire Station No. 20 relocate to another site in the community.

- LU-4.31** Encourage the transformation of the superblock bounded by Sports Arena Boulevard, Midway Drive, Kemper Street, and Rosecrans Street into to a pedestrian-, bicycle-, and transit-friendly commercial area.
  - A.** Provide a pedestrian design orientation that cohesively integrates a variety of active commercial uses along public and private streets and internal driveways.
  - B.** Develop a network of public or private streets and internal driveways with pedestrian and bicycle paths to break up the superblock and create a pedestrian scale for new development.
  - C.** Encourage the development of parking structures to reduce the amount of surface parking.
  - D.** Provide public spaces that serves as a focal point for passive recreation, events, and outdoor eating, such as plazas or urban greens.
- LU-4.32** Create multi-use urban paths along Sports Arena Boulevard and the south side of Rosecrans Street.

**FIGURE 2-8: ROSECRANS DISTRICT**







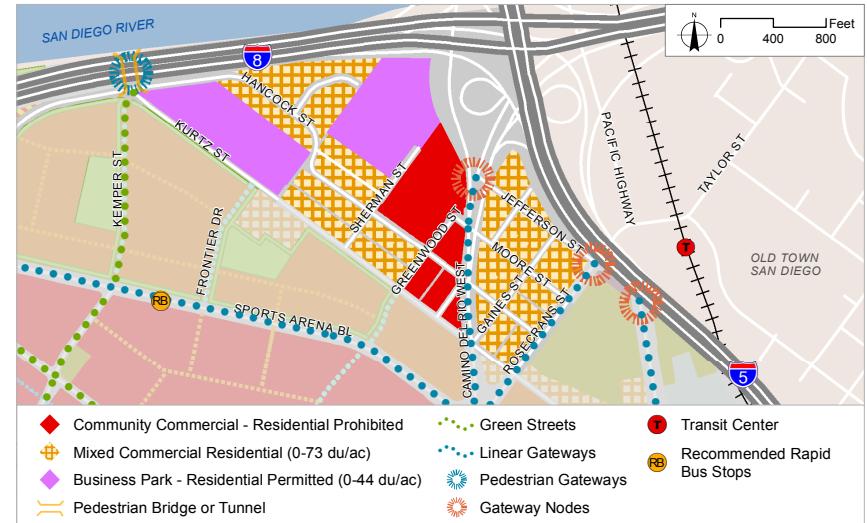
## 2.4.5 CAMINO DEL RIO DISTRICT

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

### POLICIES

- LU-4.33** Support the development of a mix of office, commercial, artisan food and beverage manufacturing, and urban residential uses.
- LU-4.34** Support of the development of flex space for business and light industry uses and complementary residential uses in the Business Park - Residential Permitted areas.
- LU-4.35** Support the development of retail, office, and visitor-oriented commercial uses along Camino Del Rio West and Rosecrans Street.
- LU-4.36** Encourage renovation, reuse and infill development along Camino Del Rio West and Rosecrans Street that contributes to the improvement of these community gateways by incorporating notable architecture and building design and gateway architectural elements.
- LU-4.37** Encourage streetscape treatments along Camino Del Rio West and Rosecrans Street to enhance the community's visual identity and incorporate community gateway elements that could include gateway signs.
- LU-4.38** Encourage development with varying building facades with a pedestrian scale, without a front setback or with a limited setback to form a defined street wall.

FIGURE 2-9: CAMINO DEL RIO DISTRICT



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



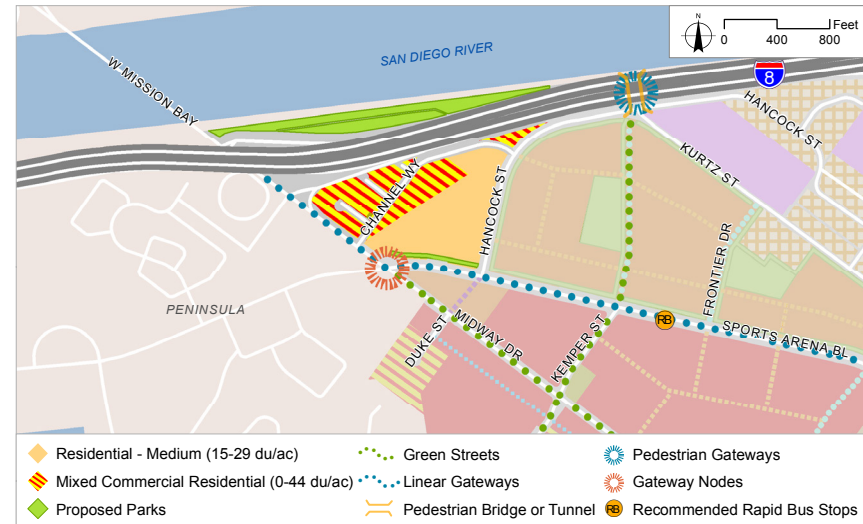
## 2.4.6 CHANNEL DISTRICT

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

### POLICIES

- LU-4.39** Maintain and consider increasing the supply of affordable housing residential uses on the City-owned land within the Channel District.
- LU-4.40** Support the development of residential, retail, office, and visitor-oriented commercial uses along Sports Arena Boulevard and Channel Way.
- LU-4.41** Incorporate building and streetscape design along Sports Arena Boulevard that enhance the pedestrian and bicycle environment and incorporate community gateway elements to highlight the gateway from Mission Bay Park and San Diego River.

FIGURE 2-10: CHANNEL DISTRICT



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





## 2.4.7 CAUBY DISTRICT

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

### POLICIES

- LU-4.42** Encourage distinct and varying building facades with a pedestrian scale and a landscaped setback along neighborhood streets.
- LU-4.43** Support the use of excess right-of-way at Riley Street and Midway Drive to create a pedestrian plaza.
- LU-4.44** Create a multi-use urban path along Midway Drive to serve as a pedestrian and bicycle connection for the Midway link.
- LU-4.45** Encourage the development of a walkway from the western end of Cauby Street to Midway Drive.
- LU-4.46** Encourage the integration of the commercial uses fronting Midway Drive with the abutting residential uses by providing pedestrian access paths or walkways.
- LU-4.47** Encourage development to provide a landscaped setback abutting the single family residences in the Peninsula Community Plan area.

FIGURE 2-11: CAUBY DISTRICT



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



## 2.4.8 KURTZ DISTRICT

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

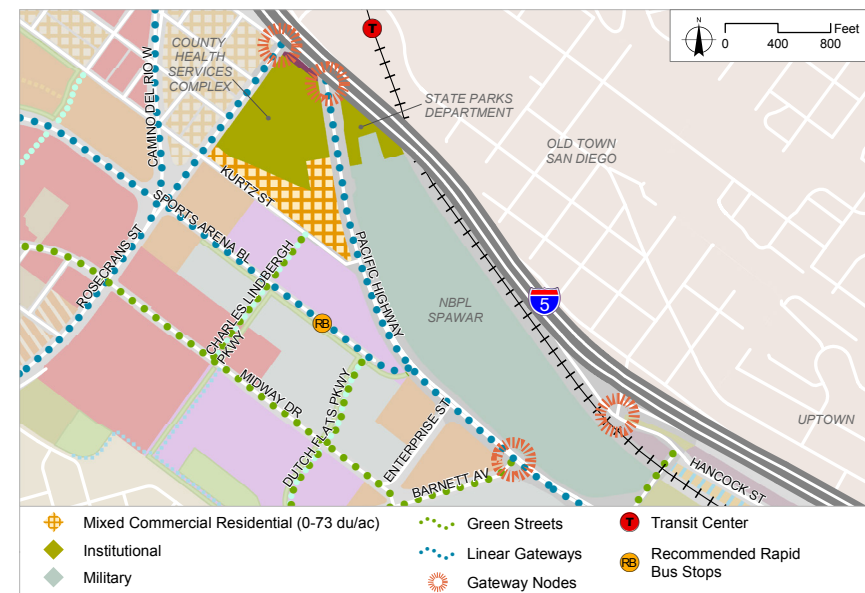
## POLICIES

- LU-4.48** Incorporate building and streetscape design along Rosecrans Street and Pacific Highway that enhance the pedestrian and bicycle environment and incorporate community gateway elements to highlight the gateways from Old Town San Diego.
- LU-4.49** Work with the U.S. Navy to improve the streetscape and pedestrian and bicycle environment along Pacific Highway and Witherby Street fronting the NBPL - SPAWAR complex without compromising security.
- LU-4.50** Maintain the presence of the NBPL - SPAWAR complex in the community as the U.S. Navy's premier research and development facility.
  - A.** Should the U.S. Navy elect to redevelop the existing NBPL - SPAWAR complex, encourage the Navy to consult the Community Plan's vision of development that could serve as the focal point of the district while maintaining security and policies regarding pedestrian-oriented urban design and mobility improvements.

- B.** Consult and coordinate with the U.S. Navy regarding any proposed development projects or public improvements adjacent to the NBPL - SPAWAR complex.

- LU-4.51** Apply the Business Park - Residential Permitted land use designation at a density of 0-44 dwelling units per acre without a community plan amendment should the County Health Services Complex relocate in whole or in part.
- A.** Consider extending Hancock and Moore Streets through the site to improve mobility connections for vehicles, pedestrians and bicycles.
  - B.** Encourage new development to provide park space to serve any proposed residents.

**FIGURE 2-12: KURTZ DISTRICT**





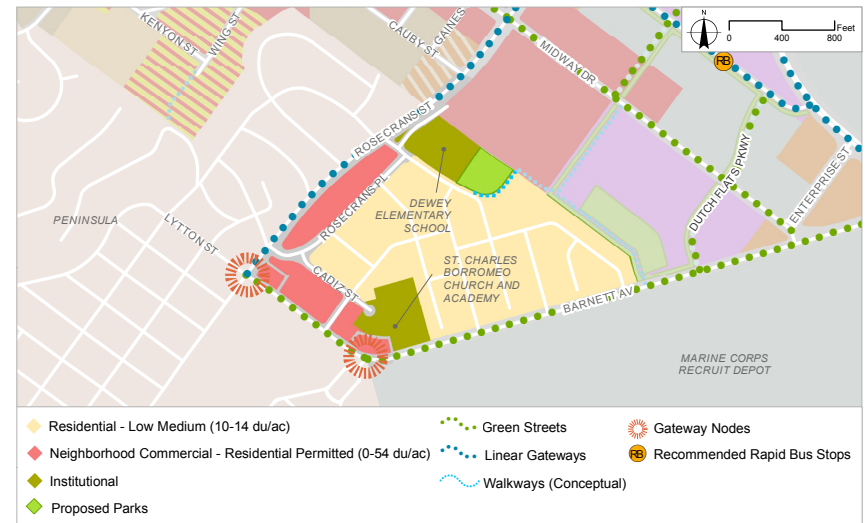
### 2.4.9 LYTTON DISTRICT

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

### POLICIES

- LU-4.52** Encourage mixed-use neighborhood commercial uses along Rosecrans Street and residential uses along Rosecrans Place as part of single- or multiple-building developments.
- LU-4.53** Encourage the adaptive reuse of the Loma Theater for residential and neighborhood-serving commercial uses while preserving the exterior form of the building.
- LU-4.54** Encourage mixed-use neighborhood commercial and residential uses along Lytton Street and residential along Cadiz Street as part of single- or multiple-building developments that propose to consolidate properties between Lytton Street and Cadiz Street.
- LU-4.55** Encourage distinct and varying building facades with a pedestrian scale and a landscaped setback along Cadiz Street.
- LU-4.56** Incorporate a pedestrian and bicycle connection between Rosecrans Street, Liberty Station, and Dutch Flats Urban Village via Lytton Street and Barnett Avenue.
- LU-4.57** Incorporate a pedestrian and bicycle connection between the Peninsula community and the Old Town Transit Center via Rosecrans Street.
- LU-4.58** Encourage incorporation of park space and pedestrian walkways to connect Shoup Drive and Dewey Elementary School to the conceptual linear park along the boundary between the Lytton District and Dutch Flats Urban Village.
- LU-4.59** Should Dewey Elementary School relocate, the site should be considered for use as a public space, park, or recreational facility. If development of a public space, park or recreational use is infeasible, apply a Residential land use designation at a density of 30-54 dwelling units per acre without a community plan amendment and require on-site public park space to meet population-based needs.
- LU-4.60** Apply a Residential land use designation at a density of 30-54 dwelling units per acre without a community plan amendment should the St. Charles Borromeo Church, Convent, and Academy relocate.

FIGURE 2-13: LYTTON DISTRICT



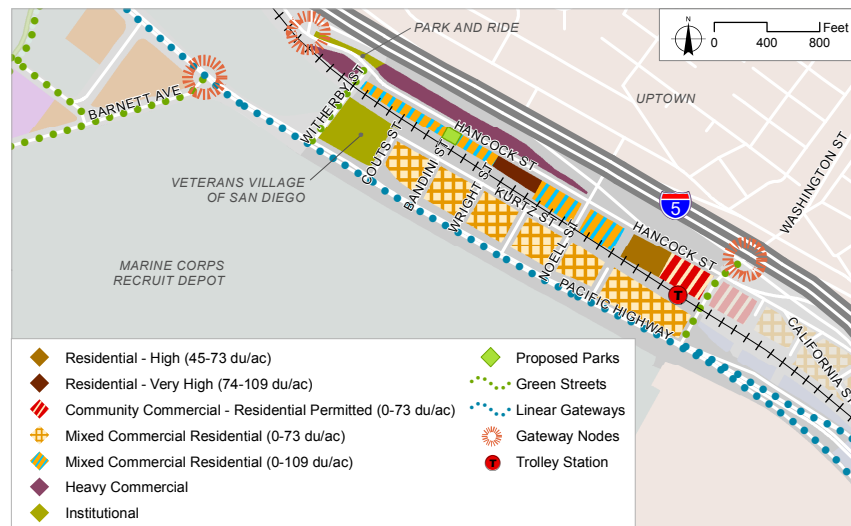




## 2.4.10 HANCOCK TRANSIT CORRIDOR

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

FIGURE 2-14: HANCOCK TRANSIT CORRIDOR



## POLICIES

- LU-4.61** Support the incorporation of residential and commercial uses within the historic Mission Brewery building while preserving the exterior form of the building.
- LU-4.62** Support the construction of live/work quarters (for adaptive reuse of an existing building) and shopkeeper units (for new development) suitable for artists, innovators, craftspeople, and other businesses.
- LU-4.63** Support the development of residential and/or office uses at the MTS storage yard property adjacent to Hancock Street should the property become available for development.
  - A.** Incorporate a plaza or pocket park open to the public to provide a view corridor to Bandini Street.
  - B.** Encourage the site plan and building massing to maintain the grid block pattern.
  - C.** Consider the construction of a new trolley station should MTS/SANDAG relocate the Washington Trolley Station to the potential Intermodal Transit Center.
- LU-4.64** Encourage development with varying building facades and a pedestrian scale, without a front setback or with a limited setback to form a defined street wall.
- LU-4.65** Maintain the grid block pattern along Pacific Highway to promote pedestrian activity.
- LU-4.66** Support landscaping and walkways adjacent to the rail right-of-way that are compatible with rail operations to facilitate pedestrian connections to the Washington Trolley Station.
- LU-4.67** Enhance the pedestrian and bicycle environment along Hancock Street and Pacific Highway to support connections to the Washington Street Trolley Station, Old Town San Diego, and Downtown.



- LU-4.68** Encourage building and streetscape design along West Washington Street to enhance the pedestrian environment and community identity as gateway to the Pacific Highway Corridor and the Coastal Zone area.
- LU-4.69** Consider the development of pedestrian plazas and public or recreational space at unused right-of-way along Hancock Street, Pacific Highway, or at cross streets bisected by the rail corridor.
- LU-4.70** Consider development of a park and ride facility adjacent to the Washington Street Trolley Station and Pacific Highway.
- LU-4.71** Work with property owners along Hancock Street to provide a mini park at the former alignment of Bandini Street east of the rail corridor.
- LU-4.72** Apply a Community Commercial - Residential Permitted land use designation at a density of 45-74 dwelling units per acre without a community plan amendment to the Veterans Village of San Diego site should the facility close or relocate.



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

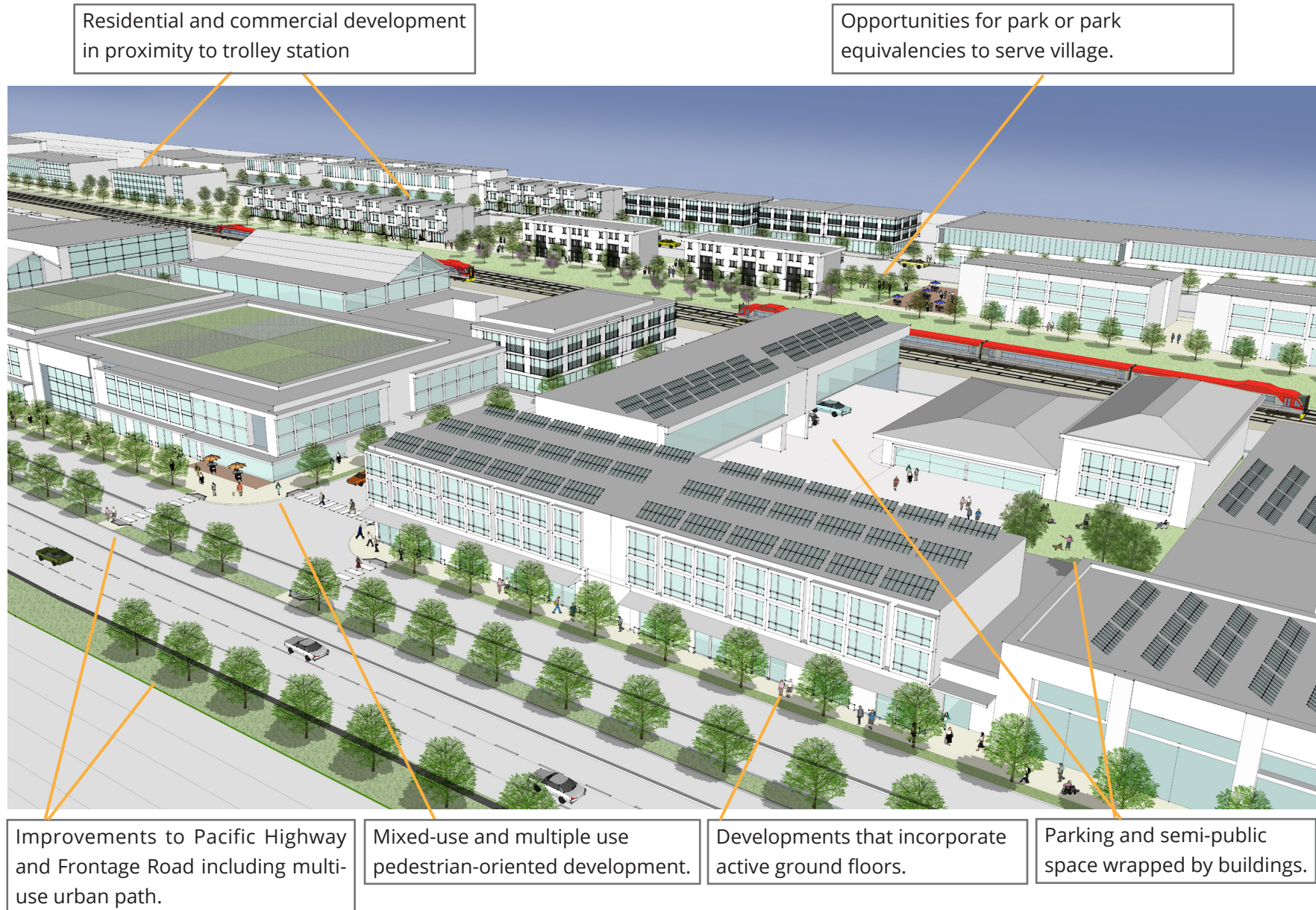


*Pedestrian-oriented development that incorporates building facades with visual interest and a human scale will encourage and support pedestrian activity and neighborhood vitality in the Hancock Transit Corridor.*



FIGURE 2-15: HANCOCK TRANSIT CORRIDOR DEVELOPMENT VISION

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





## 2.4.11 KETTNER DISTRICT

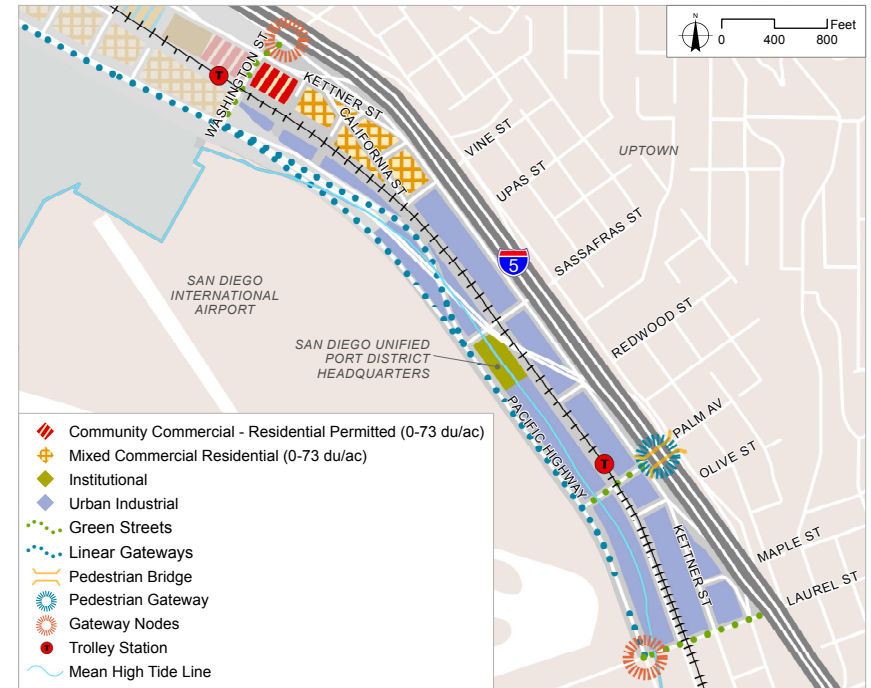
The Community Plan envisions the Kettner District with a mix of residential, visitor, office, and commercial uses that benefit from access to transit at the Middletown Station and the Intermodal Transit Center (ITC), the San Diego International Airport, and Downtown (see Figure 2-16). The Pacific Highway corridor will evolve into a linear gateway through infrastructure and design improvements to function as a community gateway and pedestrian and bicycle link to Downtown and the San Diego Bay.

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

A portion of the Kettner District is within the Coastal Zone and is subject to the California Coastal Act. The policies of the Coastal Act are implemented by the Midway - Pacific Highway Local Coastal Program (incorporated into this Community Plan). Not including street and rail right-of-way, Coastal Zone applies to 10.5 acres of San Diego Unified Port District tideland property and 1.5 acres of private property along Pacific Highway within the District. The San Diego Unified Port District has land use jurisdiction on tideland property.

The San Diego International Airport Land Use Compatibility Plan limits land uses, building intensities and residential densities, and structure heights due to the proximity of the Kettner District to the airport runway.

FIGURE 2-16: KETTNER DISTRICT



## POLICIES

- LU-4.73** Encourage residential and mixed commercial and residential development between West Washington Street and Vine Street north of the rail corridor.
- LU-4.74** Encourage the development of office and industrial space suitable for technology, green, and innovative businesses within Urban Industrial designated areas.
- LU-4.75** Encourage office and visitor commercial uses adjacent to the Middletown Trolley Station.
- LU-4.76** Support business, visitor-oriented, and public land uses within the Port Tideland consistent with the San Diego Port Master Plan.





- LU-4.77** Ensure that future uses, building intensity, and structure heights are compatible with the safety zones, noise contours, and airspace protection surfaces identified in the Airport Land Use Compatibility Plan for San Diego International Airport.
- LU-4.78** Emphasize Pacific Highway as a linear gateway with streetscape, signage, pedestrian, and bicycle improvements.
- LU-4.79** Enhance the pedestrian and bicycle environment and building frontages along Kettner Boulevard, Palm Street, Sassafras Street, and Pacific Highway.
- LU-4.80** Encourage development with varying building facades and a pedestrian scale, without a front setback or with a limited setback to form a defined street wall.
- LU-4.81** Provide and emphasize physical and visual access to San Diego Bay.



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

- LU-4.82** Emphasize Laurel Street and Palm Street as connections between I-5 and San Diego Bay through streetscape enhancements.
- LU-4.83** Support the development of an Intermodal Transit Center as a major transportation hub for the region.
  - A.** Encourage building and site design that creates a focal point for the district, which can include providing active frontages, limiting blank walls, and creating a street wall with varying facades.
  - B.** Enhance pedestrian and bicycle mobility within the district by supplementing planned multi-modal facilities.
  - C.** Provide vehicle parking within a parking structure (above or below ground) and/or at a shared airport parking facility on airport property.
  - D.** Provide public space that could include a plaza.
  - E.** Maintain view corridors to San Diego Bay.
- LU-4.84** Coordinate planning efforts with the San Diego Unified District Port District and the San Diego County Regional Airport Authority.
  - A.** Encourage buildings and streetscape improvements that enhance the visual character along Pacific Highway.
  - B.** Encourage the installation of pedestrian and bicycle improvements along Pacific Highway.
  - C.** Encourage the development of a shared parking structure for Port tenants and visitors and commercial and industrial businesses to minimize the area devoted to surface parking lots on Port Tidelands.
  - D.** Encourage the implementation of Transportation Demand Management programs by Port tenants.
  - E.** Encourage the adaptive reuse of the Unified Port District office building for commercial use should the Port relocate its administrative center to another location.



### 2.4.12 MARINE CORPS RECRUIT DEPOT

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

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

#### POLICIES

- LU-4.85** Support and retain the U.S. Marine Corps Recruit Depot San Diego as a recruit training installation for national defense.
- LU-4.86** Consult and coordinate with U.S. Marine Corps regarding any proposed development projects or public improvements adjacent to the U.S. Marine Corps Recruit Depot San Diego.
- LU-4.87** Assure continuity and compatibility between the City and the U.S. Marine Corps through the coordination of planning efforts.
- LU-4.88** Prepare a specific plan to address the reuse of the property should the U.S. Marine Corps Recruit Depot San Diego close and the federal government determines that the property is not needed for another military use.

### 2.5 AIRPORT LAND USE COMPATIBILITY

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

#### POLICY

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





## 2.6 COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE

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

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

### SPORTS ARENA COMMUNITY VILLAGE CPIOZ - TYPE B

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

### SPORTS ARENA COMMUNITY VILLAGE CPIOZ - TYPE B SUPPLEMENTAL DEVELOPMENT REGULATIONS

#### **Requirement**

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

#### **Incentive**

**SDR-2** Allow development on properties within the Sports Arena Community Village CPIOZ to calculate maximum allowable residential density and/or floor area based on the entire parcel area including the public right-of-way provided for new streets and the area provided for new parks, linear parks, and other park equivalencies.



### SPORTS ARENA BOULEVARD STREETSCAPE CPIOZ - TYPE A

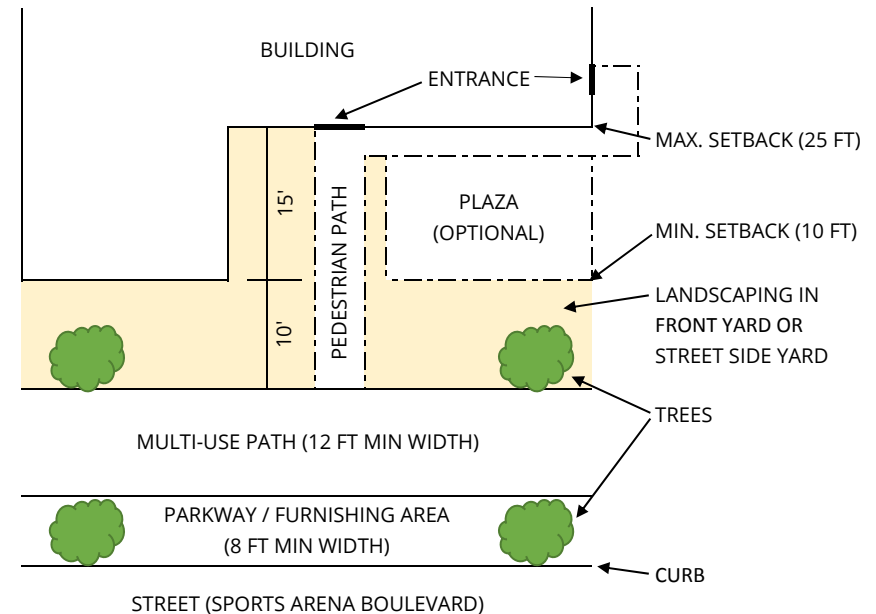
The intent of the Sports Arena Boulevard Streetscape CPIOZ - Type A is to create a streetscape along Sports Arena Boulevard that reflects its importance as part of the Bay-to-Bay connection and provides continuity between planned linear parks in the Sports Arena and Dutch Flats villages. The supplemental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

### SPORTS ARENA BOULEVARD STREETSCAPE CPIOZ - TYPE A SUPPLEMENTAL DEVELOPMENT REGULATIONS

#### Requirements

- SDR-3** Development shall provide 20 feet of public right-of-way from the curb to the property line. Within the 20 feet of public right-of-way, development shall provide a multi-use path with a minimum width of 12 feet and, between the curb and the multi-use path, a parkway / furnishing area with a minimum width of 8 feet that incorporates tree wells.
- SDR-4** Development shall provide street trees in the tree wells within the public right-of-way consistent with the Community Plan's street tree palette for Sports Arena Boulevard (refer to Appendix A).

### FIGURE 2-17: SPORTS ARENA BOULEVARD STREETSCAPE DIAGRAM



- SDR-5** Development shall observe a minimum front setback or street side setback of 10 feet and a maximum front setback or street side setback of 25 feet along Sports Arena Boulevard (see Figure 2-17).
- A.** Within the front yard or street side yard along Sports Arena Boulevard, development shall provide a row of trees parallel to the multi-use path, equal in number to the required street trees; and consistent with the street tree palette for Sports Arena Boulevard in Appendix A; and landscaping.
  - B.** Within the front yard or street side yard between the minimum setback and the maximum setback (if applicable), development may provide publicly accessible, privately owned pedestrian path(s), plaza space, and/or landscaping.



**SDR-6** Development shall provide a pedestrian path from the sidewalk on Sports Arena Boulevard to the building entrance.

#### **Incentive**

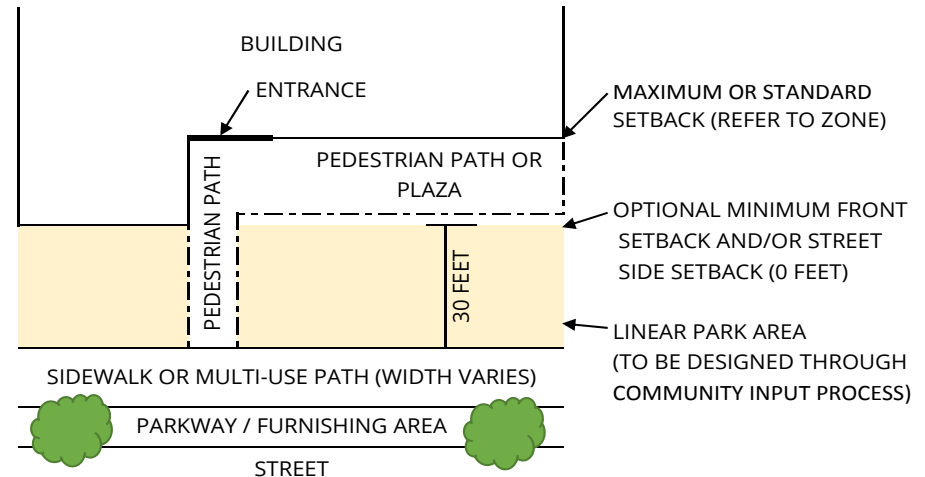
**SDR-7** Allow development on properties within the Sports Arena Boulevard Streetscape CPIOZ to calculate maximum allowable residential density and/or floor area based on the entire parcel area including the public right-of-way provided for the enhanced streetscape.

### **DUTCH FLATS URBAN VILLAGE CPIOZ - TYPE A**

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

Figure 2-18 illustrates the supplemental development regulations regarding planned linear parks. All public linear parks will be required to provide population-based park amenities and components as identified in General Plan Table RE-2, Park Guidelines. The amenities and components will be identified in a general development plan to be prepared in accordance with Council Policy 600-33, "Community Notification and Input for City-Wide Park Development Projects." The area covered by pedestrian paths that cross the linear park area should be limited to ensure the continuity and usability of the planned linear parks.

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



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

### **DUTCH FLATS URBAN VILLAGE CPIOZ - TYPE A SUPPLEMENTAL DEVELOPMENT REGULATIONS**

#### **Requirements - Planned Linear Parks**

**SDR-8** Development on properties identified as Dutch Flats Urban Village CPIOZ - Type A shall dedicate in fee ownership or record a recreation easement for the public linear park area adjacent to the public right-of-way where a linear park is planned. The public linear park area dedicated or within the recreation easement shall be a minimum of thirty (30) feet in width measured from the public right-of-way.





- SDR-9** Walkways abutting proposed buildings shall be located outside of the linear park area.
- SDR-10** Proposed buildings shall orient a primary façade or entrance to the public linear park.
- SDR-11** The square footage of the pedestrian paths across the public linear park to proposed development shall not exceed 10 percent of the square footage of the public linear park.
- SDR-12** The number of curb cuts and driveways across the public linear park shall not exceed the maximum number permitted by the Municipal Code.
- SDR-13** The land reserved for a public linear park shall be exempt from the City's Landscape Regulations. Minimal landscaping and groundcover shall be provided as an interim condition prior to park planning and development.

### ***Incentives***

- SDR-14** Allow development on properties within the Dutch Flats Urban Village CPIOZ to calculate maximum allowable residential density and/or floor area based on the entire parcel area including the public right-of-way provided for new streets and the area provided for new parks, linear parks, and other park equivalencies.
- SDR-15** Allow development on properties where land is reserved for a public linear park to reduce the minimum front setback and/or minimum side setback to zero feet abutting the planned public linear park.



FIGURE 2-19: MIDWAY - PACIFIC HIGHWAY CPIOZ

