



## Issues and Options

CPG Subcommittee Meeting

February 12, 2016

3:00 – 3:30: Present Issues and Options Paper

3:30 – 4:30: Discussion

## 1. ISSUE

# Fostering Coherent, Interconnected Neighborhoods

- Many residential developments face inward
- Commercial development is often set back from the street by large parking lots
- Many blocks are too large to comfortably navigate by foot (approx. 1/2 mile long)



## 1. OPTIONS

# Fostering Coherent, Interconnected Neighborhoods

- Promote connectivity and fine-grained block and lot patterns
- Require site planning and building characteristics that promote walkability
- Implement active street design
  - *Sidewalk standards*
  - *Amenities for pedestrians, cyclists, transit riders*
- Create community gathering places





## 2. ISSUE

# Promoting Connections Across Physical And Natural Barriers

- The river and hillsides create barriers
- Freeways and arterials present obstacles and deter pedestrians and cyclists
- Community members have expressed safety concerns



## 2. OPTIONS

# Promoting Connections Across Physical And Natural Barriers

- Build pedestrian bridges
- Transform underpasses into vibrant public spaces
- Build on existing assets
  - *San Diego River*
  - *Trolley*
- Retrofit streets and intersections
  - *Crosswalks and median refuges*
  - *Countdown timers*
  - *Curb extensions and bulb-outs*
  - *Sidewalk widening*
  - *Bike facilities*



## 2. OPTIONS

# Promoting Connections Across Physical And Natural Barriers

- Require new streets and intersections as a part of new development
- Provide wayfinding and signage
- Protect view corridors
- Connect Mission Valley with an aerial tram
- Rethink major arterials





### 3. ISSUE

## Need for a “Main Street”/Appropriateness of Camino de la Reina

- Centers of activity are regionally-focused malls
- A main street could enhance Mission Valley’s sense of place and provide a pedestrian-oriented local destination

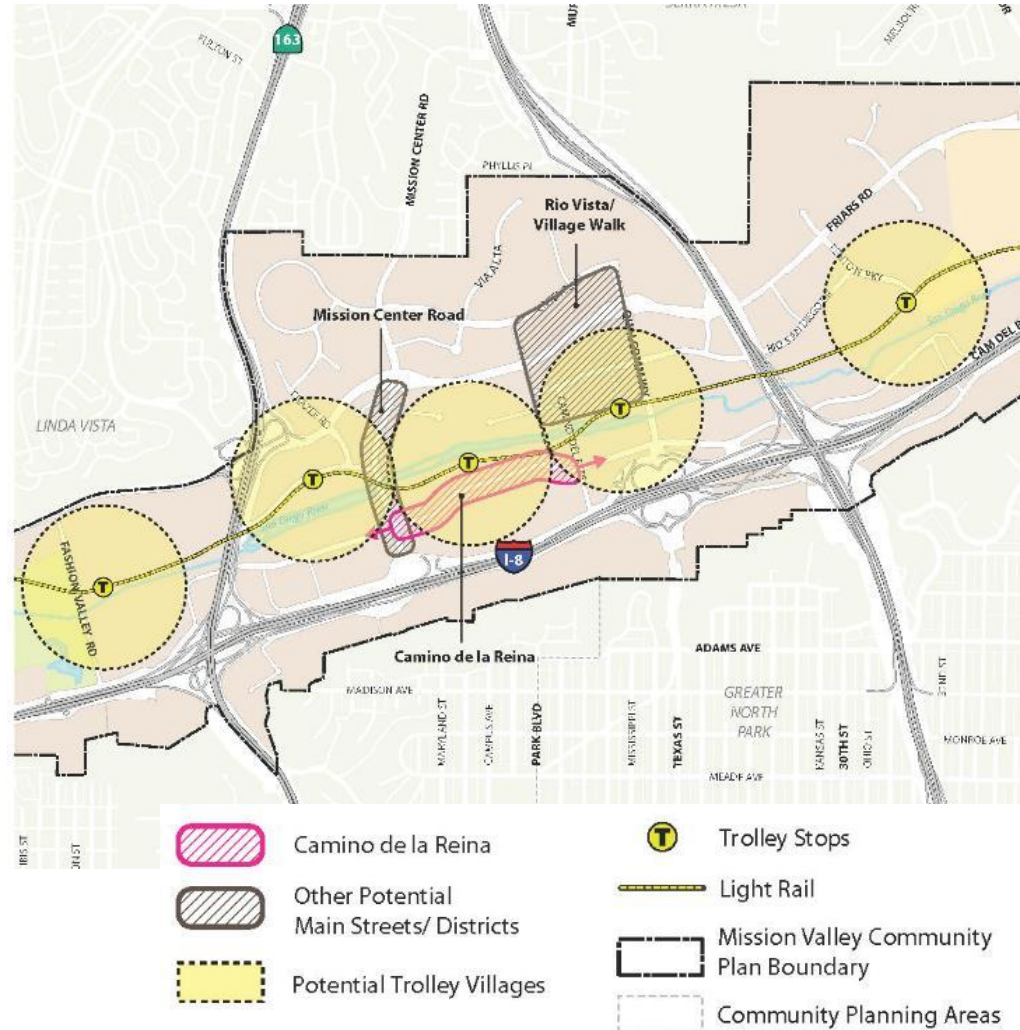




### 3. OPTIONS

## Need for a “Main Street”/Appropriateness of Camino de la Reina

- Create a Main Street along Camino de la Reina
- Mission Center Road as the community's main street
- Rio Vista/Village Walk as the community's “downtown”
- Embrace localized main streets
- Riverfront main street
- Trolley Station villages



### 3. OPTIONS

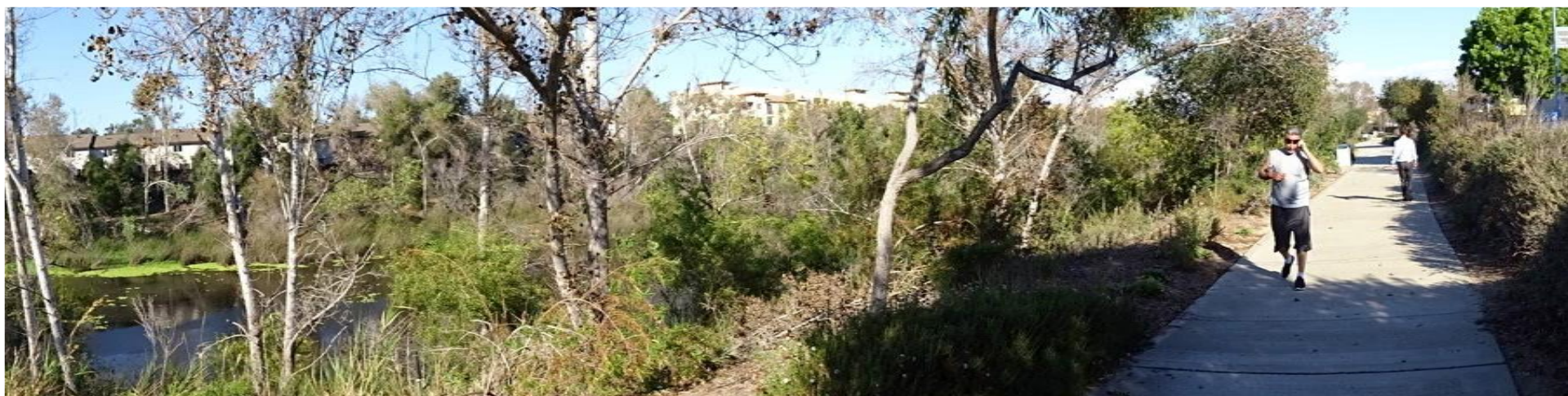
## Need for a “Main Street”/Appropriateness of Camino de la Reina

- Creating a Main Street Environment along Camino de la Reina: Opportunities
  - *Central location*
  - *Trolley access*
  - *Relationship to river*
  - *Large potential development sites*
  - *Two-sided development potential*
- Challenges
  - *Traffic and street width*
  - *Separated from community north of river*
  - *Consolidated ownership*
  - *One-sided potential on some segments*

#### 4. ISSUE

## Opportunities for an Interconnected Park and Open Space System

- Insufficient parkland for Mission Valley's existing residents
- Lack of active recreational space
- Incomplete open space system along the San Diego River





## 4. OPTIONS

# Opportunities for an Interconnected Park and Open Space System

- Develop a range of parks, recreation facilities, and open spaces
- Create a continuous, accessible greenway and trail system along the river
- Enhance connections and visibility between the river, canyons, and citywide open space system
- Integrate existing and new development with the open space system
- Create green streets



## 4. OPTIONS

# Opportunities for an Interconnected Park and Open Space System

## Create Green Streets

Continuous and Accessible Greenway and Trail System along the river

New Parks of Community Significance





## 5. ISSUE

# Maintaining the Vitality of Retail

- Mission Valley's strengths include: its central location, critical mass retail area, and growing residential population
- Challenges include:
  - *Lower performing retail centers*
  - *Transforming retail centers into the walkable environments increasingly favored by tenants and consumers*





## 5. OPTIONS

# Maintaining the Vitality of Retail

- Promote intensification and/or reinvestment in the central area of Mission Valley
- Identify underperforming retail centers and older car dealerships, and evaluate alternative uses
- Promote the intensification of local/neighborhood-serving retail and service uses
- Consider a designated auto center overlay

## 6. ISSUE

# Prospects for Future Office Development

- Strengths include: attractive to many tenants, proximity to large and diverse labor force, new desirable housing
- Current rents do not support Class A office construction
- Lack of walkable urban environments increasingly favored by office workers



## 6. OPTIONS

# Prospects for Future Office Development

- Promote intensification of and/or reinvestment in Mission Valley's central area
- Expand office market beyond "back office" uses
- Encourage office developments to be walkable, mixed-use projects





## 7. ISSUE

# Opportunities on Large Sites

## Hazard Center East, Friars Mission Center

- Arterial roads serve as barriers
- Hazard Center Trolley station is underutilized
- Hazard Center Drive is discontinuous



## 7. OPTIONS

### Opportunities on Large Sites

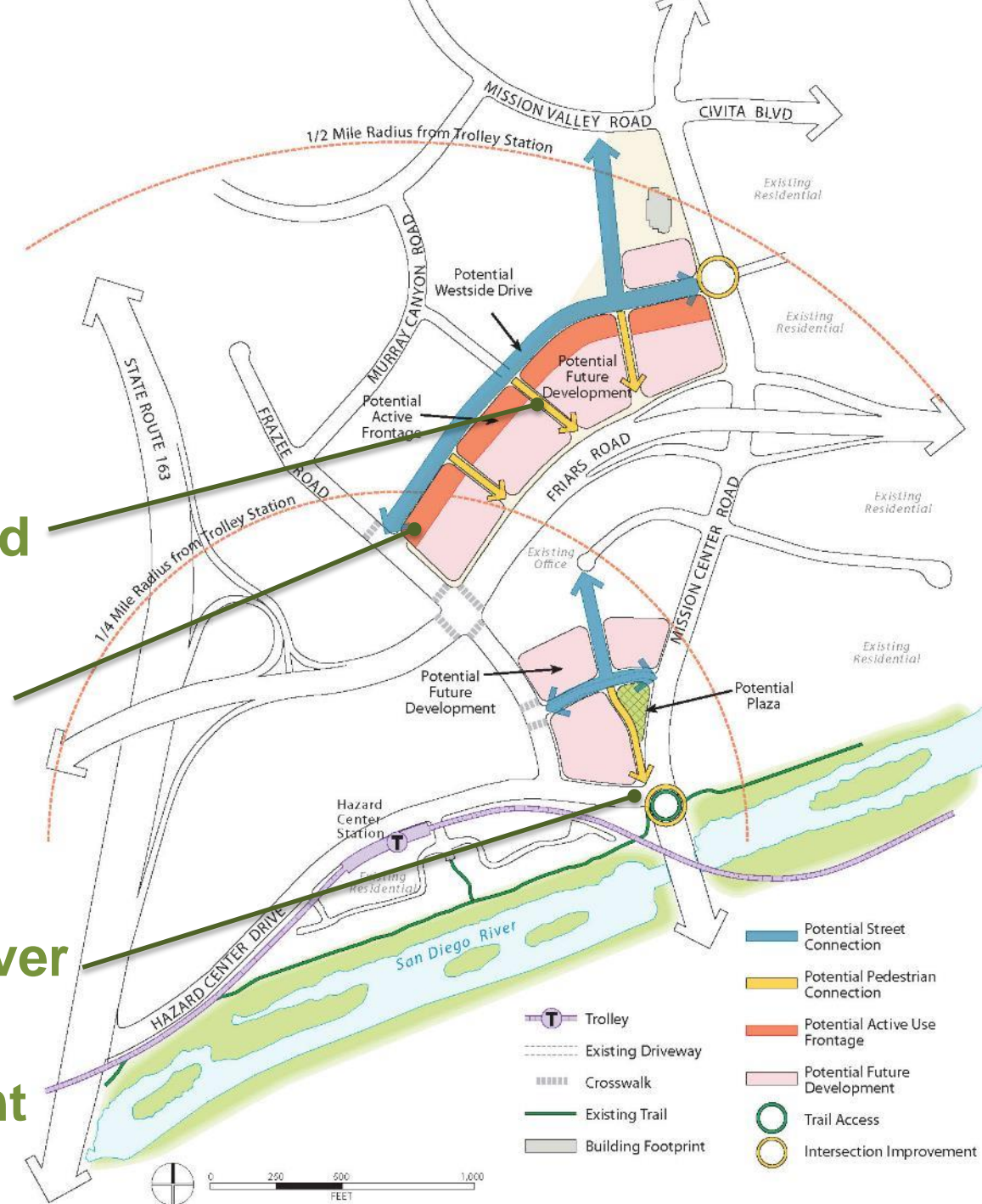
Hazard Center East,  
Friars Mission Center

Create a connected,  
more fine-grained grid

Create a high-quality  
pedestrian realm

Create pedestrian  
connections to the river

Intensify development





## 7. ISSUE

# Opportunities on Large Sites

## Westfield Mission Valley, Westfield Mission Valley West, Park Valley Center





## 7. ISSUE

# Opportunities on Large Sites

Westfield Mission Valley, Westfield Mission Valley West, Park Valley Center

- Auto-oriented street environment
- Westfield Mission Valley turns its back to the street
- Park Valley Center site does not address the river
- Trolley line is a barrier



## 7. OPTION

# Opportunities on Large Sites

Westfield Mission Valley, Westfield Mission Valley West, + Park Valley Center

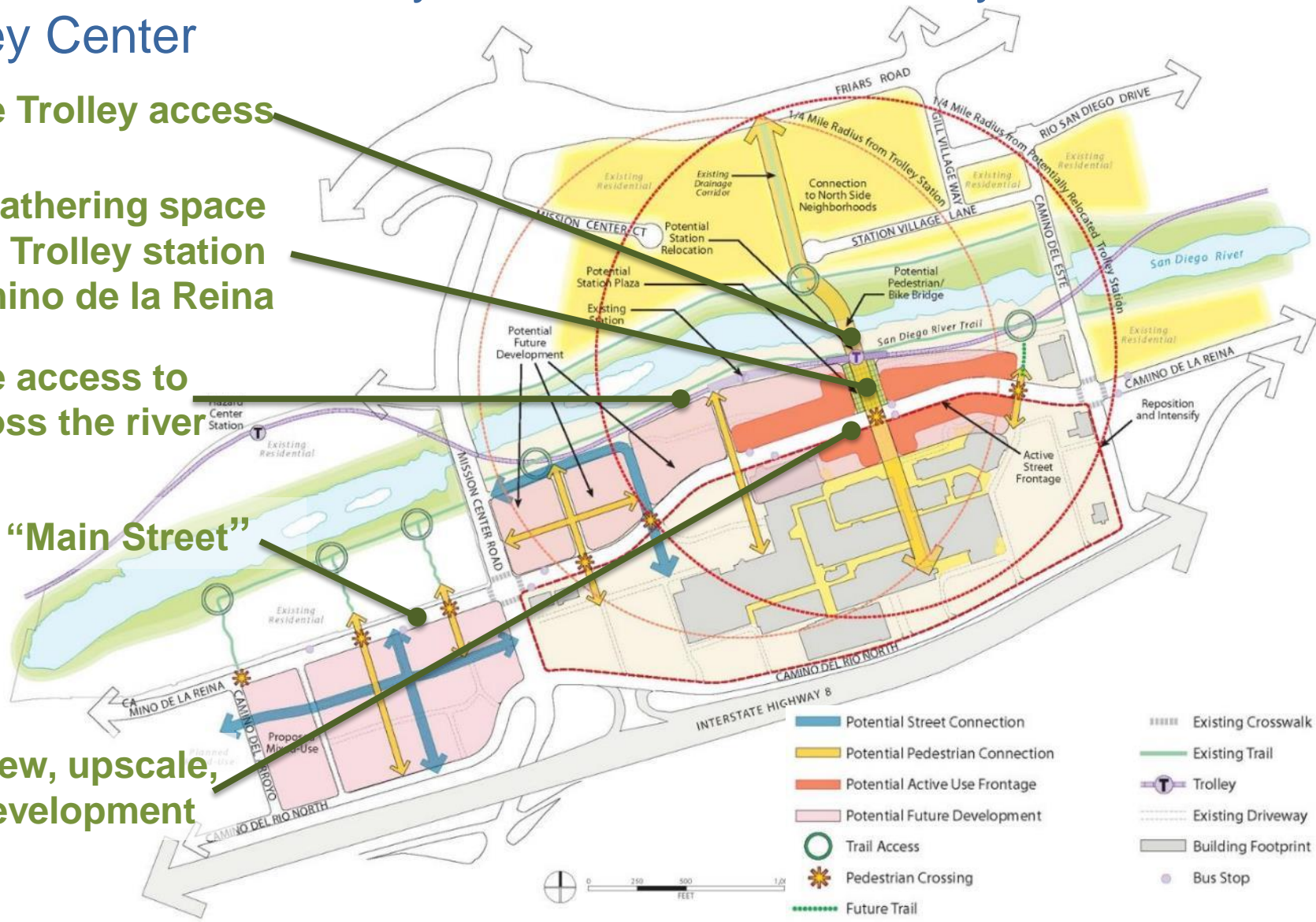
Enhance Trolley access

Create gathering space between Trolley station and Camino de la Reina

Enhance access to and across the river

Develop “Main Street”

Foster new, upscale, urban development



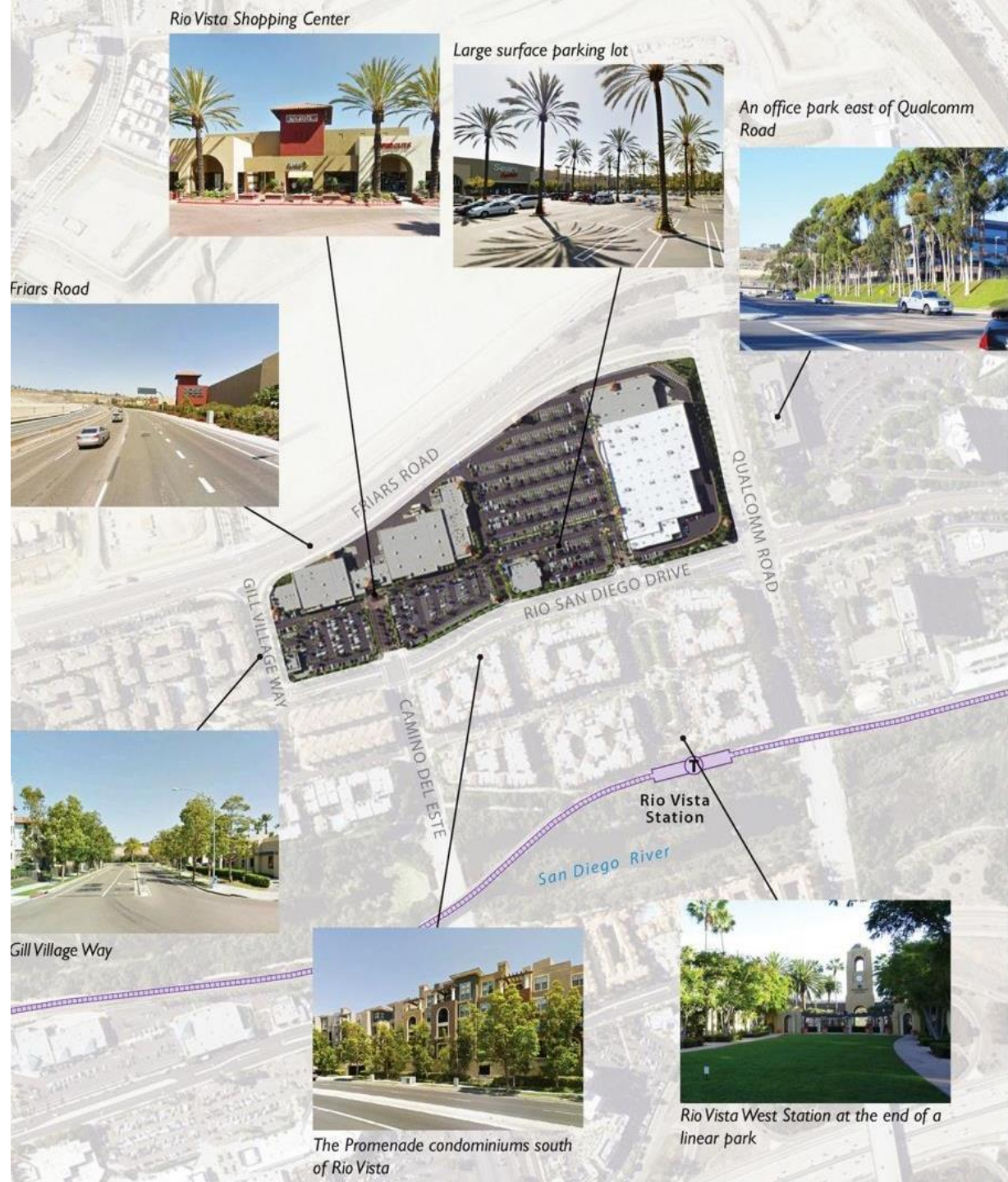


## 7. ISSUE

# Opportunities on Large Sites

## Rio Vista Shopping Center

- Limited pedestrian access
- No visibility at Trolley station
- Major grade-separated roadways create barriers





## 7. OPTION

# Opportunities on Large Sites

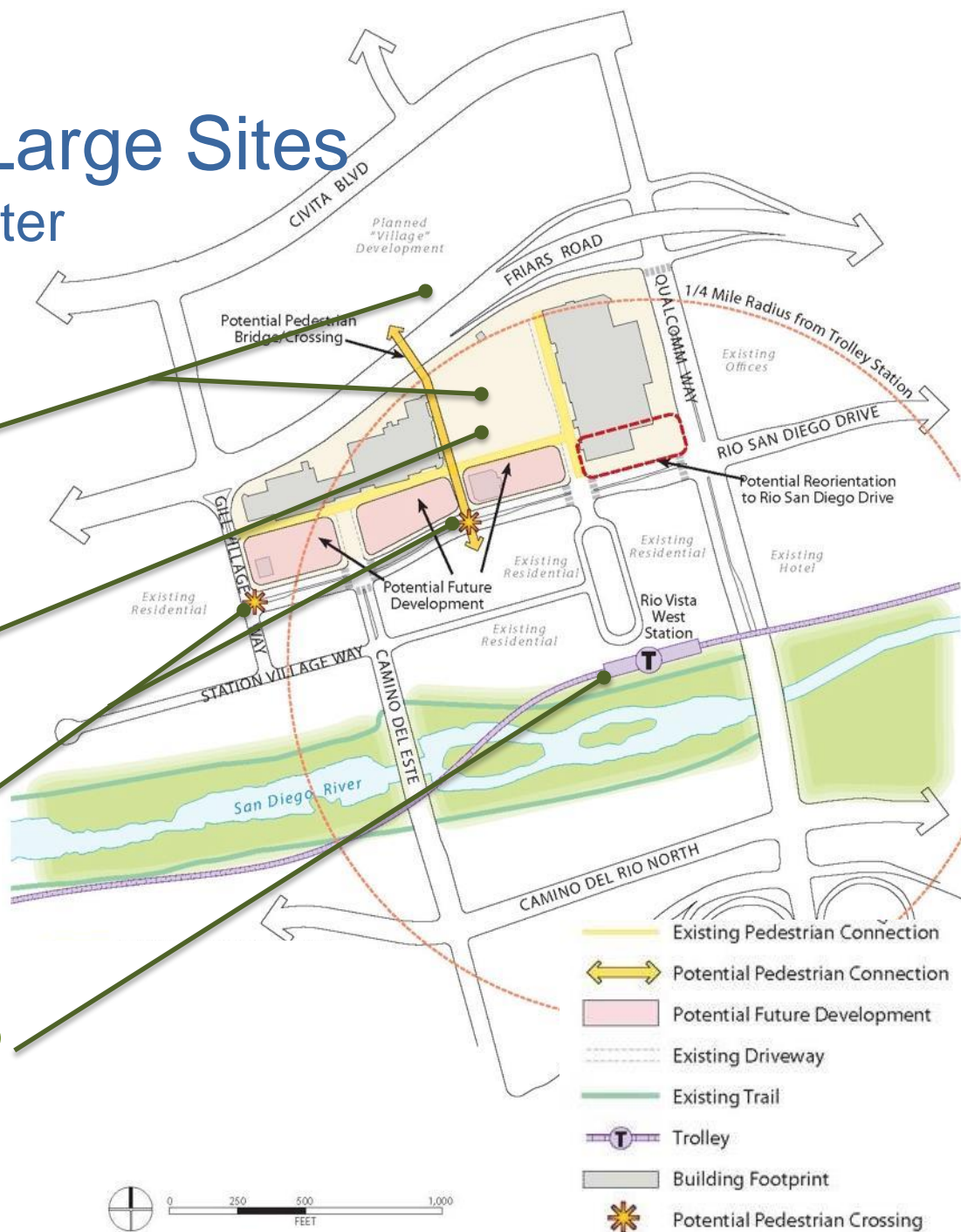
## Rio Vista Shopping Center

Establish a community shopping hub on both sides of Friars Road

Create high-intensity mixed use district

Improve pedestrian access

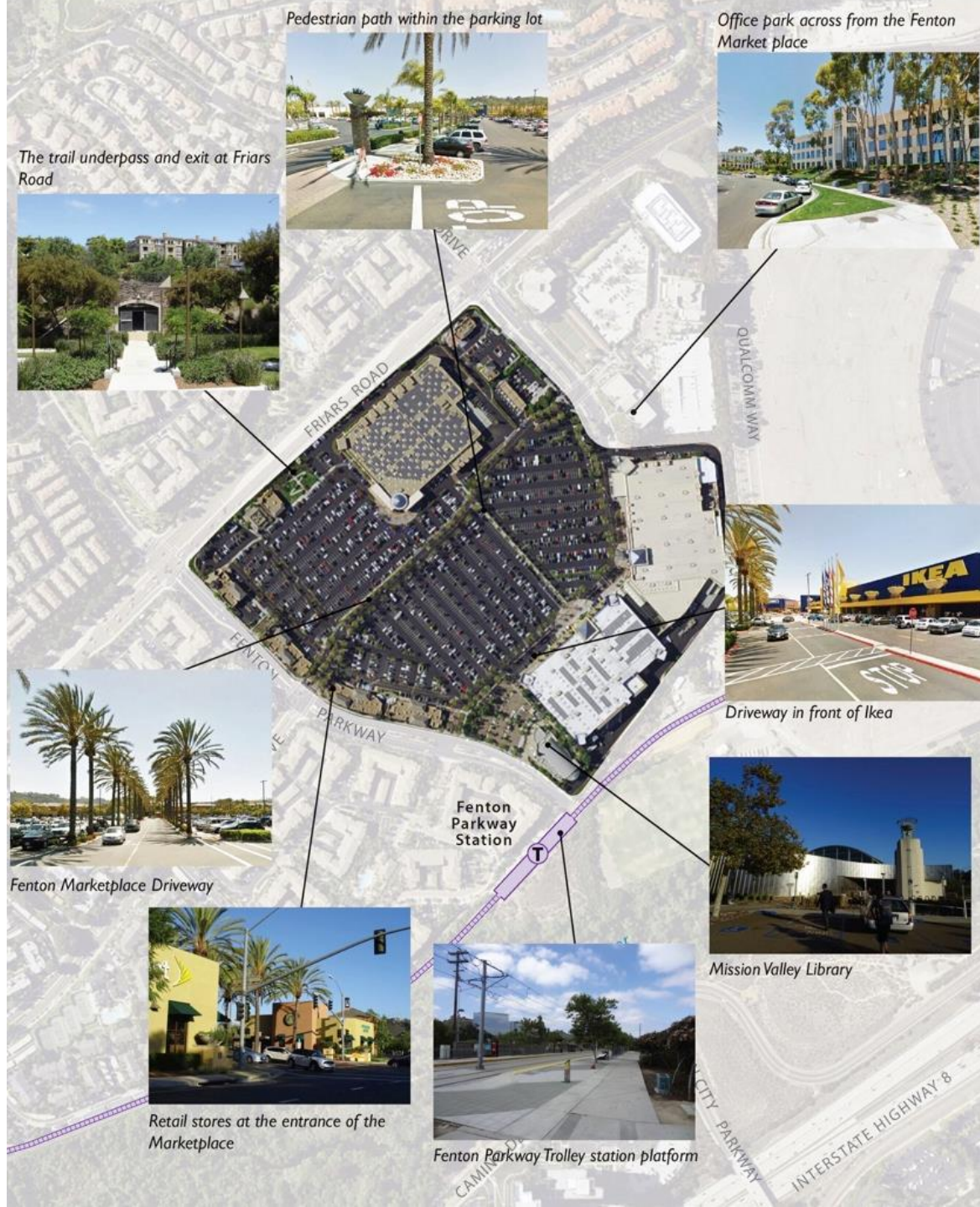
Strengthen connections to the Trolley station and the street grid



## 7. ISSUE

# Opportunities on Large Sites Fenton Marketplace

- Little connectivity between the Marketplace and Trolley station
- Trail under Friars Road is underutilized
- Commercial buildings do not activate the street
- Suburban layout

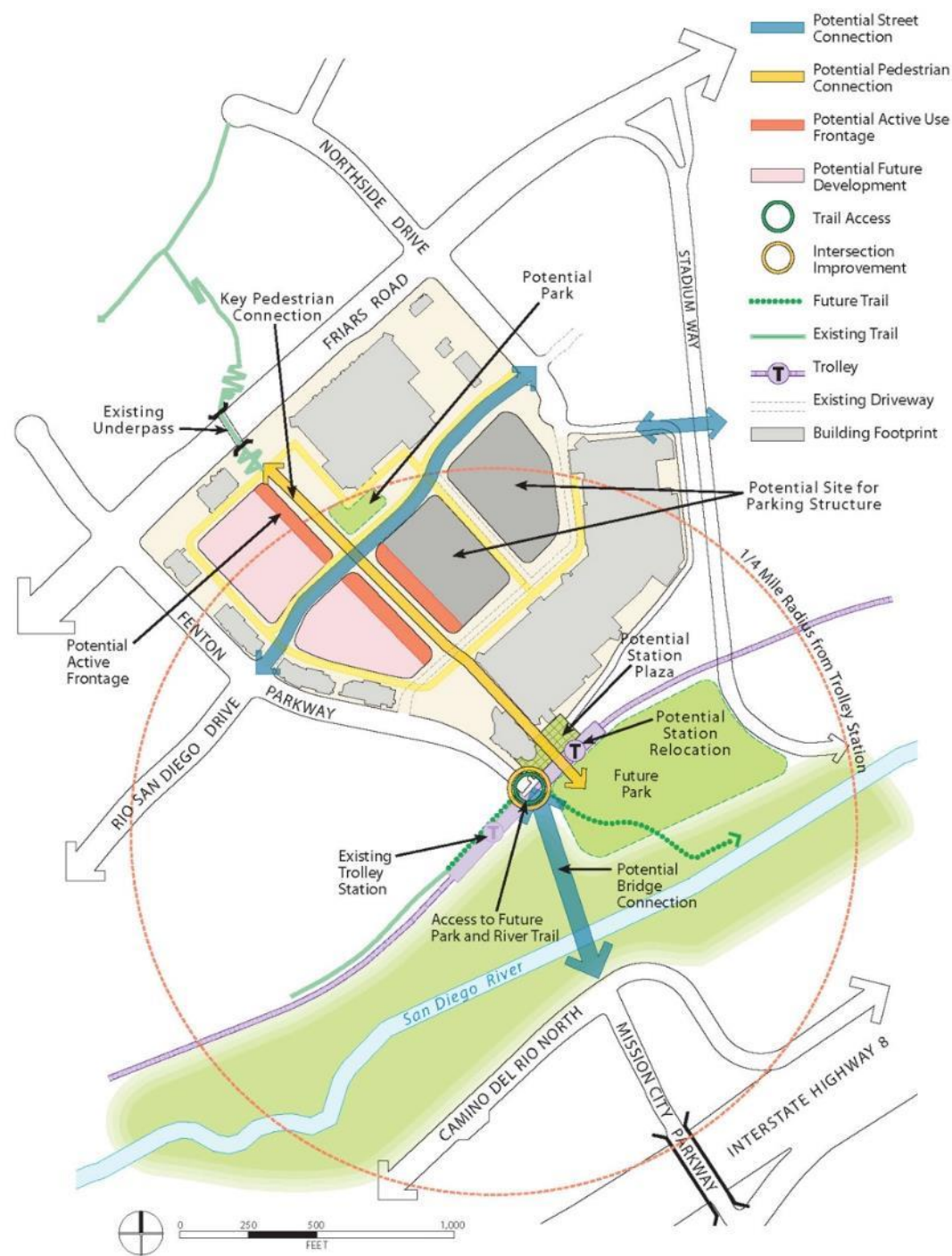




## 7. OPTIONS

# Opportunities on Large Sites Fenton Marketplace

- Intensify as a regional commercial center
- Transition Marketplace into a pedestrian-oriented neighborhood center
- Create a mixed-use district
- Enhance Trolley station area and connections to it
  - *Station arrival plaza*
  - *Extension of Fenton Parkway (Milly Way Bridge)*





## 8. ISSUE

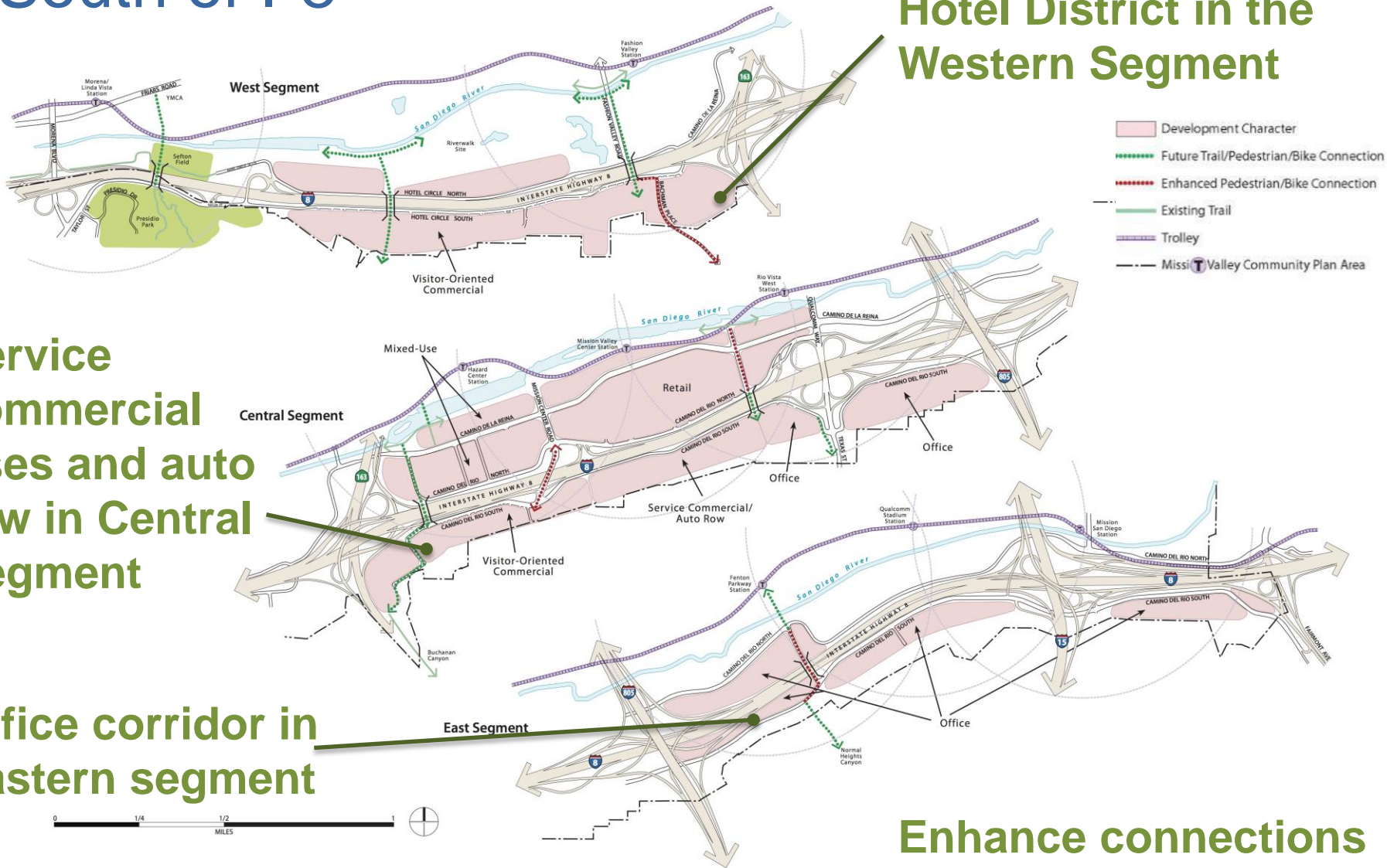
# Appropriate Land Uses South of I-8

- The South of I-8 corridor is disconnected
- The area has limited access to amenities
- Circulation system is limited almost entirely to one street
- Adjacency to I-8 results in air quality and noise impacts



## 8. OPTIONS

# Appropriate Land Uses South of I-8



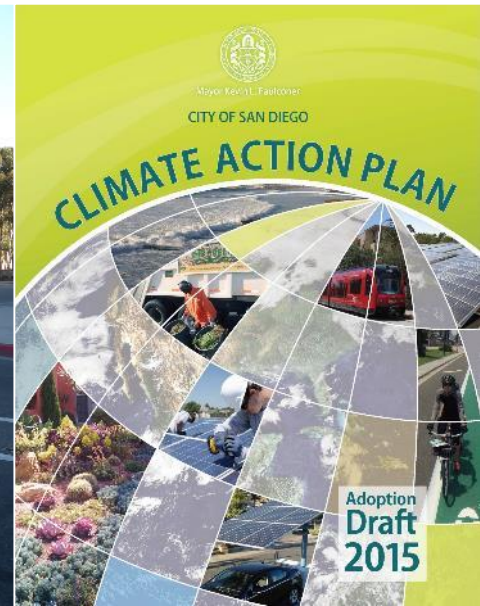


## 13. ISSUE

# Strategies to Reduce Greenhouse Gas Emissions

San Diego's Climate Action Plan (adopted December 2015) identifies strategies or reducing GHG emissions

- *Energy- and water-efficient buildings*
- *Clean and renewable energy*
- *Bicycling, walking, transit, and land use*
- *Waste management*
- *Urban tree planting*



## 13. OPTIONS

# Strategies to Reduce Greenhouse Gas Emissions

- Energy- and water-efficient building
  - *Require buildings to exceed CALGREEN standards, or to be LEED certified or GreenPoint Rated*
  - *Incentivize green building*
- Clean and renewable energy
  - *Generate renewable energy*
  - *Require EV charging stations*
- Reduce waste
  - *Facilitate waste reduction, reuse*
  - *Embrace Leave No Trace*





## 14. ISSUE

# Opportunities for Urban Agriculture

Backyard gardens, community gardens, community supported agricultural operations (CSAs), and farmers' markets can:

- *Improve access to healthy foods*
- *Absorb runoff*
- *Reduce CO<sub>2</sub> emissions*
- *Promote community bonds*
- *Synthesize the community's agrarian past with its increasingly urban future*



## 14. OPTIONS

# Opportunities for Urban Agriculture

- Create community gardens on publicly-owned land and as part of future parks
- Facilitate community gardens in new development
- Make it easier to establish agricultural uses and operations
- Support urban foraging





## 15. ISSUE

# Opportunities to Grow the Tree Canopy

- Draft Urban Forest Management Plan estimates that Mission Valley has capacity for 19,800 street trees
- Tree planting can contribute to the community's and specific corridor's identities



## 15. OPTIONS

# Opportunities to Grow the Tree Canopy

- Increase overall tree canopy
- Undertake Community Street Tree Master Plan
- Select an appropriate and useful tree palette
- Require new development to retain existing, mature trees and plant new trees
- Maintain existing trees and new plantings





# Discussion