



Zoning and Land Use



GENERAL PLAN LAND USES

The General Plan land uses are based on the adopted Community Plan land uses for the Midway-Pacific Highway Corridor. The General Plan land uses generalized the more detailed Community Plan land uses into the following: commercial employment, retail, and services; industrial employment; institutional; military; multiple use; parks, open space, and recreation; and residential; as illustrated on the following page.

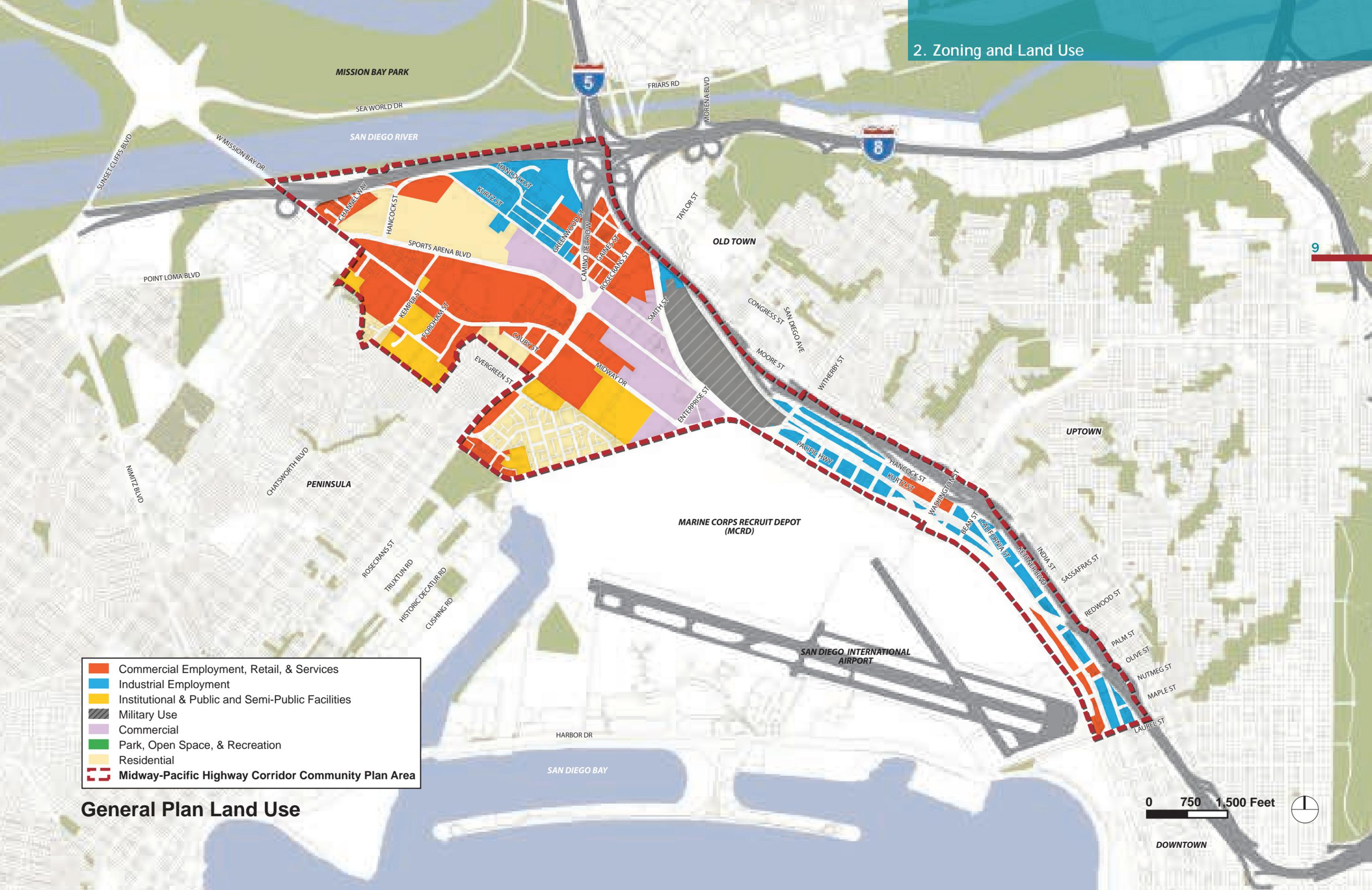
Approximately 35 percent of the land is designated for commercial uses, 17 percent for residential uses, and 17 percent for industrial uses. Of the remaining land, approximately 12 percent is designated for multiple use, 10 percent for institutional, public and semi-public facilities, and 8 percent for military use. There is no land within the Plan Area that is designated for park, open space, and recreation in the General Plan.

GENERAL PLAN LAND USE	ACRES	% of Total	% of Parcels
Commercial Employment, Retail, & Services	212.09	23.1%	36.0%
Industrial Employment	98.10	10.7%	16.6%
Institutional & Public and Semi-Public Facilities	59.60	6.5%	10.1%
Military Use	46.45	5.1%	7.9%
Multiple Use	71.31	7.8%	12.1%
Park, Open Space, & Recreation	0.00	0.0%	0.0%
Residential	101.91	11.1%	17.3%
Subtotal	589.45	64.1%	100.0%
Transportation Right-of-Way	330.16	35.9%	-
Total in Midway Community Plan Area	919.61	100.0%	-

- Parcels and Land use provided by SanGIS January 2011.
- To reflect multiple designations on a single property, some parcels have been split for analysis purposes only.
- Duplicates for condos or parcels with duplicates were removed.

- Commercial Employment, Retail, & Services
- Industrial Employment
- Institutional & Public and Semi-Public Facilities
- Military Use
- Commercial
- Park, Open Space, & Recreation
- Residential
- Midway-Pacific Highway Corridor Community Plan Area

General Plan Land Use



0 750 1,500 Feet



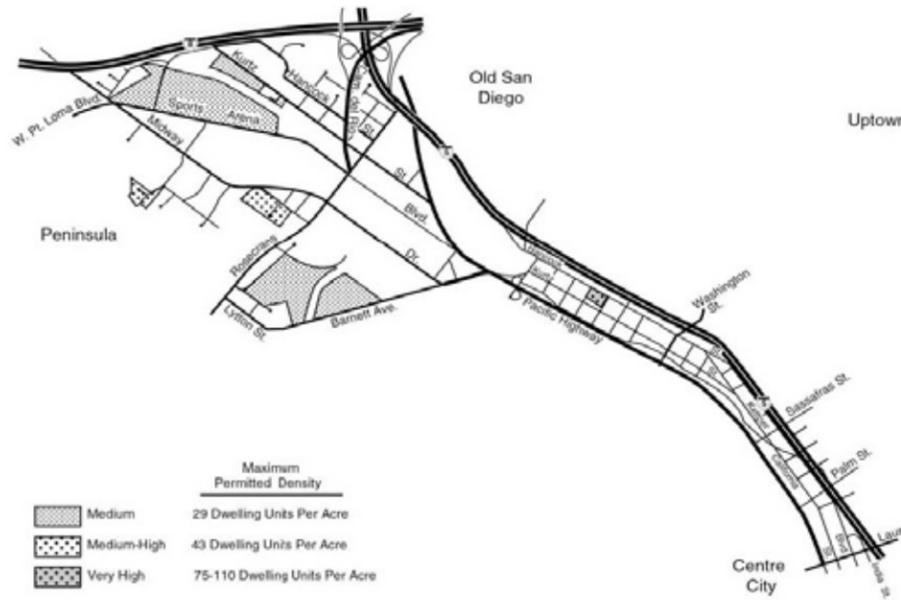
DOWNTOWN

COMMUNITY PLAN LAND USES

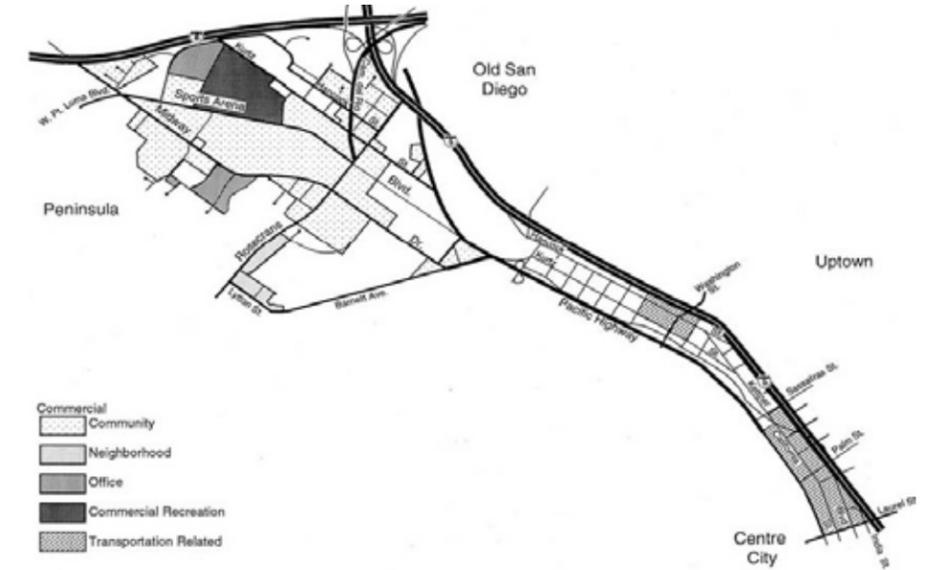
The adopted Community Plan designates a range of uses throughout the Plan Area, including: medium, medium-high, and very high density residential; neighborhood commercial, community commercial, office commercial, and transportation related commercial; multiple use; industrial park and light industrial; institutional, utility, and canal alignment (related to the Bay-to-Bay connection), as illustrated at right and on the following page.

Over 20 percent of the land is designated for commercial uses, 11 percent for residential uses, and 15 percent for industrial uses. Of the remaining land, approximately 6 percent is designated for multiple use, 6.5 percent for institutional and 4.4 percent for canal alignment. There is no land within the Plan Area that is designated for park, open space, and recreation in the Community Plan.

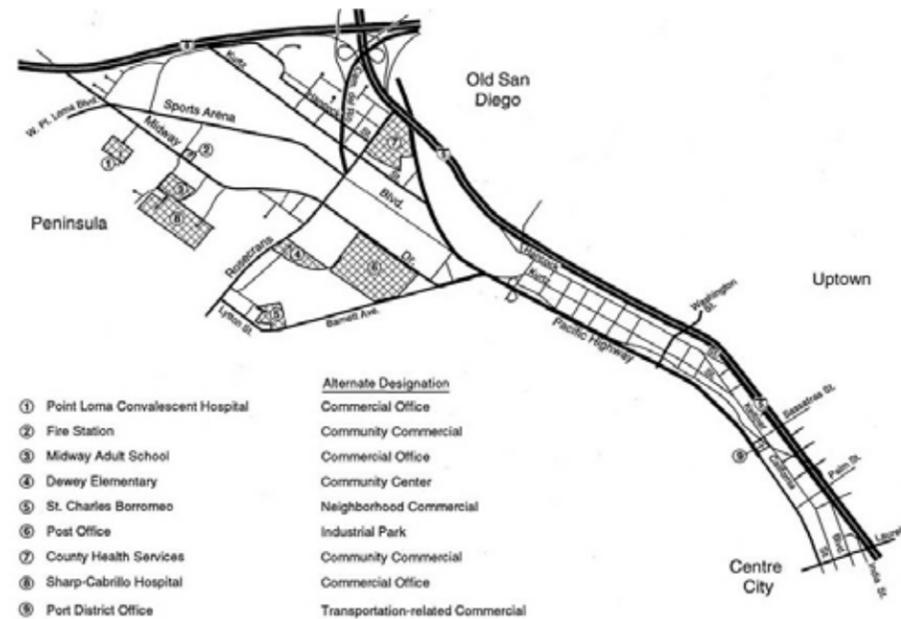
COMMUNITY PLAN LAND USE	ACRES	% of Total
Medium Density Residential (29 du/ac)	91.38	9.9%
Medium High Density Residential (43 du/ac)	9.95	1.1%
Very High Density Residential (75-110 du/ac)	0.88	0.1%
Neighborhood Commercial	11.91	1.3%
Community Commercial	149.73	16.3%
Office Commercial	19.28	2.1%
Commercial - Visitor	6.34	0.7%
Transportation Related Commercial	14.93	1.6%
Multiple Use	58.97	6.4%
Industrial Park	50.70	5.5%
Light Industrial	89.10	9.7%
Institutional	60.03	6.5%
Utility	0.00	0.0%
Canal Alignment (approximate)	40.38	4.4%
Transportation Right-of-Way	316.04	34.4%
Total in Plan Area	919.61	100.0%



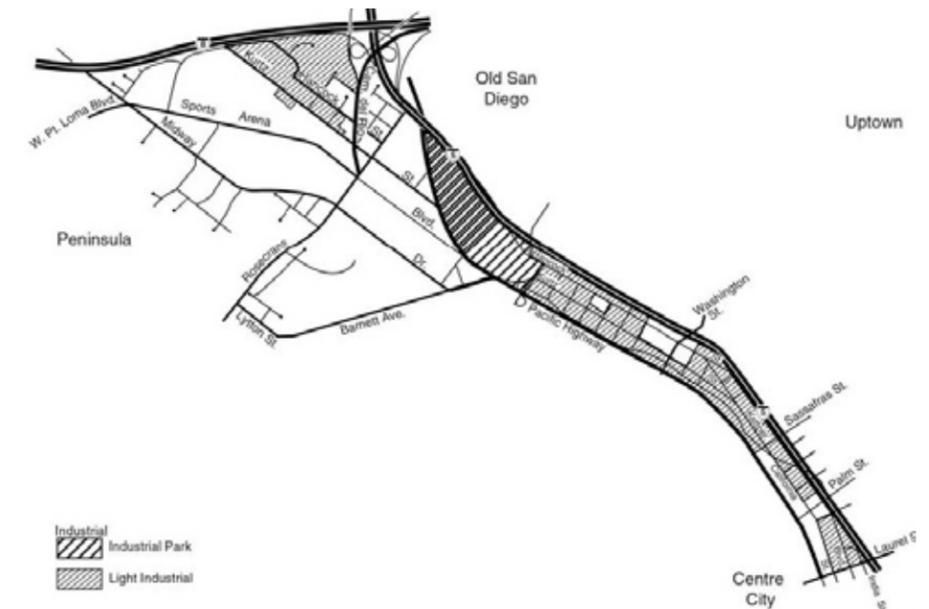
Community Plan: Residential Land Uses



Community Plan: Commercial Land Uses



Community Plan: Institutional Land Uses



Community Plan: Industrial Land Uses

	Medium Density Residential (29 du/ac)		Industrial Park
	Medium High Density Residential (43 du/ac)		Light Industrial
	Very High Density Residential (75-110 du/ac)		Multiple Use
	Community Commercial		Institutional
	Neighborhood Commercial		Transportation Related Commercial
	Office Commercial		Canal Alignment (approximate)
	Commercial - Visitor		
	Midway-Pacific Highway Corridor Community Plan Area		

Community Plan Land Use

0 750 1,500 Feet



DOWNTOWN



ZONING

The City of San Diego Land Development Code (Chapters 11-15 of the Municipal Code) contain all of the City’s planning, zoning, subdivision, and building regulations. Chapter 13 - Zones establishes base zones that regulate all private property in the City. Zoning is used to implement community plan land uses because it shapes individual development projects and has a large role on how the urban form of an area develops over time.

Base zones specify certain allowable uses within each zone, and development regulations that correspond to each zone such as density, intensity, and the size of buildings. Floor area ratio (FAR) and density (dwelling units per square feet) are used to measure and regulate development within each base zone.

FAR is defined as “the numerical value obtained by dividing the gross floor area of all buildings on a premises by the total area of the premises on which the buildings are located (§113.0103).” Density is defined as “the relationship between the number of dwelling units existing or permitted on a premises and the area of the premises (§113.0103).” The table presented on the following pages, “Generalized Summary of Development Regulations that Apply to Property within Midway-Pacific Highway Corridor Community by Base Zone”, provides an overview of the density and FAR regulations by base zone. The Municipal Code measures density as dwelling units per square feet. However, for the purposes of the table only the density regulations have also been converted to dwelling units per acre.

Base Zoning Designations within the Community Plan Area

Within the Community Plan Area, there are five types of residential base zones, nine types of commercial base zones, and two types of industrial base zones. Portions of parcels are within the land use jurisdiction of the Unified Port District of San Diego and do not have a zoning designation. Each zone category has a subcategory: commercial includes community commercial (CC), commercial neighborhood (CN), commercial office (CO), commercial parking (CP), commercial visitor (CV); industrial includes: industrial park (IP) and industrial small lot (IS); and residential includes: single family (RS) and multi-family (RM). The base zones with the same category, such as commercial, have the same general purpose, but the subcategory provides distinct regulations for size, intensity, and design to reflect the variety of the desired development patterns within the community.

As described in the table at left, the plan area includes 564 acres of zoned parcels, of which approximately 50 percent is zoned for commercial, 20 percent for residential uses, and 30 percent for industrial uses. A detailed summary of each of the base zones is provided on the following pages. Maximum structure heights for the base zones are shown, but would be limited due to the Coastal Height Overlay Zone as addressed in the “Overlay Zones” discussion of this Report.

The Land Development Code also specifies both minimum setbacks and standard or maximum setbacks. Setbacks are the area between a property line and the buildings on the property. In commercial community or commercial neighborhood zones, setbacks are not required, allowing for potential development at the street or property line.

Distribution of Zoning Designations by Parcelized Area within the Plan Area

ZONING	ACRES	% of Total
Residential - All	118.14	20.9%
RM-1-1	15.72	2.8%
RM-2-5	91.22	16.2%
RM-3-7	10.61	1.9%
RM-4-10	0.33	0.1%
RS-3-7	0.25	0.0%
Commercial - All	280.88	49.8%
CC-1-3	122.96	21.8%
CC-3-4	16.88	3.0%
CC-4-2	46.73	8.3%
CC-4-5	1.36	0.2%
CC-5-2	31.86	5.6%
CN-1-2	14.00	2.5%
CO-1-2	40.62	7.2%
CP-1-1	0.13	0.0%
CV-1-2	6.34	1.1%
Industrial - All	164.42	29.2%
IP-2-1	77.50	13.7%
IS-1-1	86.92	15.4%
Subtotal	563.44	100.0%
Transportation Right-of-Way	341.55	-
Port Tidelands	14.61	-
Total in Plan Area	919.60	

- Acreage calculated by zone is based on parcelized area only and does not include right-of-way.
- Port lands may also include transportation rights-of-way.
- Parcels and Land use provided by SanGIS January 2011.
- To reflect multiple designations on a single property, some parcels have been split for analysis purposes only.
- Duplicates for condos or parcels with duplicates were removed.

	Commercial - Community		Industrial
	Commercial - Neighborhood		Residential - Single-Family
	Commercial - Office		Residential - Multi-Family
	Commercial - Visitor		Open Space
	Commercial - Parking		
	Unified Port District of San Diego (included in Port Master Plan)		
	Unified Port District of San Diego Inland Boundary		
	Midway-Pacific Highway Corridor Community Plan Area		

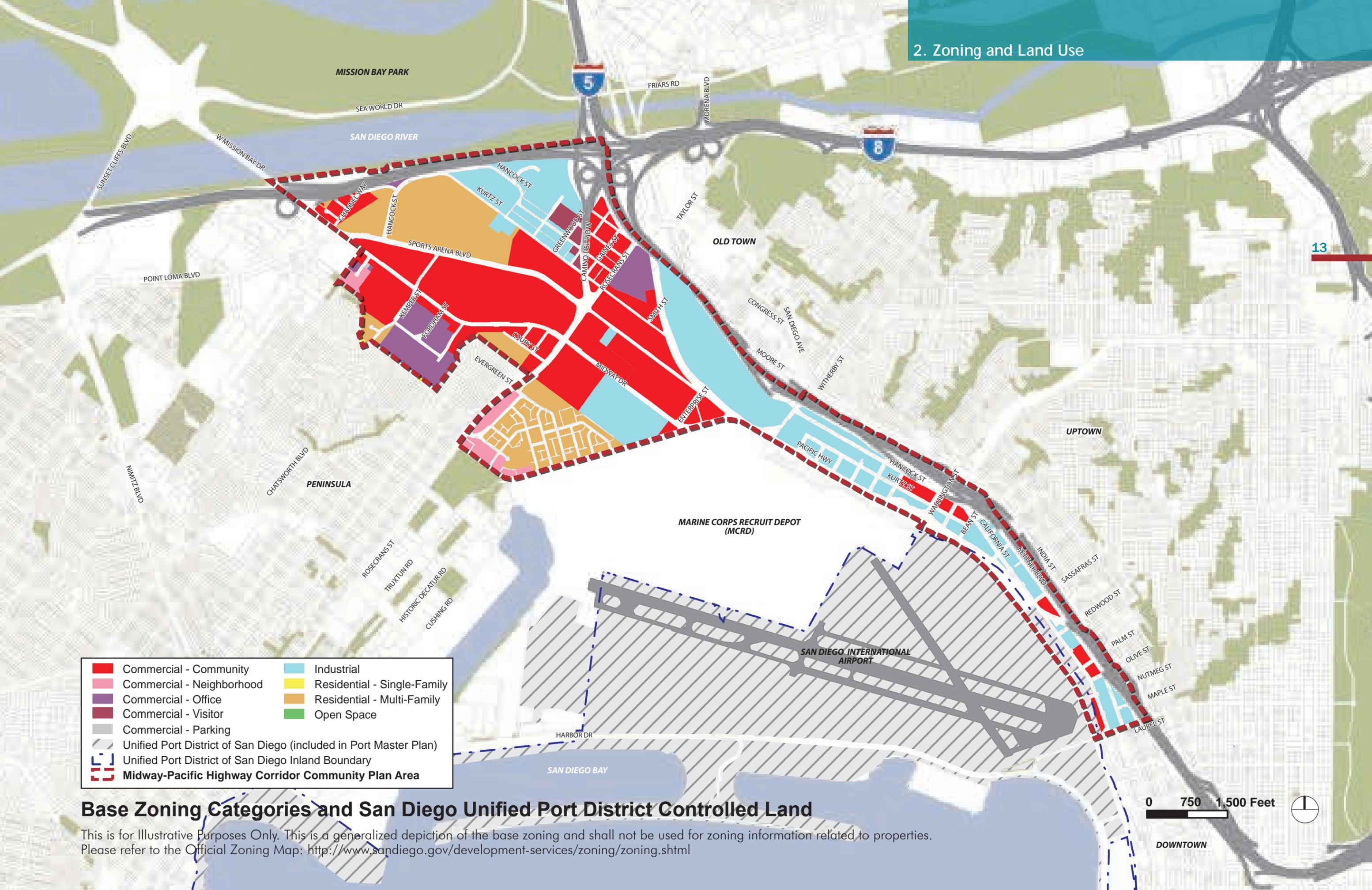
Base Zoning Categories and San Diego Unified Port District Controlled Land

This is for Illustrative Purposes Only. This is a generalized depiction of the base zoning and shall not be used for zoning information related to properties. Please refer to the Official Zoning Map: <http://www.sandiego.gov/development-services/zoning/zoning.shtml>

0 750 1,500 Feet



DOWNTOWN



GENERALIZED SUMMARY OF DEVELOPMENT REGULATIONS THAT APPLY TO PROPERTY WITHIN MIDWAY-PACIFIC HIGHWAY CORRIDOR COMMUNITY BY BASE ZONE

Commercial Base Zones

Category	Zoning District	Purpose	Density Allowable		Max FAR	FAR Bonus for MU/ Min % of Bonus Req'd for Res Use
			max units per sf	max units per acre		
Commercial Community The purpose of the CC zones is to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. The CC zones are intended to provide for a range of development patterns from pedestrian-friendly commercial streets to shopping centers and auto-oriented strip commercial streets. Some of the CC zones may include residential development. Property within the CC zones will be primarily located along collector streets, major streets, and public transportation lines.	CC-1-3	Is intended to accommodate development with an auto orientation, with a mix of community-serving commercial uses and residential uses	1 per 1500	30	0.75	.75/75
	CC-3-4	Is intended to accommodate development with a pedestrian orientation, with a mix of pedestrian-oriented, community-serving commercial uses and residential uses	1 per 1500	30	1.00	.5/50
	CC-4-2	Is intended to accommodate development with high intensity, strip commercial characteristics, allowing heavy commercial uses and residential uses	1 per 1500	30	2.00	--
	CC-4-5	Is intended to accommodate development with a high intensity, pedestrian orientation, allowing heavy commercial uses and residential uses	1 per 1500	30	2.00	2/50
	CC-5-2	Is intended to accommodate development with high intensity, strip commercial characteristics, allowing a mix of heavy commercial and limited industrial uses and residential uses	1 per 1500	30	2.00	--
Commercial Neighborhood The purpose of the CN zones is to provide residential areas with access to a limited number of convenient retail and personal service uses. The CN zones are intended to provide areas for smaller scale, lower intensity developments that are consistent with the character of the surrounding residential areas. The zones in this category may include residential development. Property within the CN zones will be primarily located along local and selected collector streets.	CN-1-2	Allows development with an auto orientation	1 per 1500	30	1.00	0.75/50
Commercial Office The purpose of the CO zones is to provide areas for employment uses with limited, complementary retail uses and medium to high density residential development. The CO zones are intended to apply in larger activity centers or in specialized areas where a full range of commercial activities is not desirable.	CO-1-2	Allows a mix of office and residential uses with a neighborhood scale and orientation	1 per 1500	30	1.50	1.5/50
Commercial Parking The purpose of the CP zone is to provide off-street parking areas for passenger automobiles. The CP zone is intended to be applied in conjunction with established commercial areas to provide needed or required off-street parking.	CP-1-1	To provide off-street parking areas for passenger automobiles. The CP zone is intended to be applied in conjunction with established commercial areas to provide needed or required off-street parking.	--	--	1.00	--
Commercial Visitor The purpose of the CV zones is to provide areas for establishments catering to the lodging, dining, and recreational needs of both tourists and the local population. The CV zones are intended for areas located near employment centers and areas with recreational resources or other visitor attractions.	CV-1-2	Allows a mix of visitor-serving uses and residential uses with a pedestrian orientation	1 per 1500	30	2.00	--

For information purposes only. This is a generalized summary of the development regulations and shall not be used for zoning information related to properties. Please refer to the Land Development Code for specific zoning information: <http://www.sandiego.gov/city-clerk/officialdocs/legisdocs/muni.shtml>

GENERALIZED SUMMARY OF DEVELOPMENT REGULATIONS THAT APPLY TO PROPERTY WITHIN MIDWAY-PACIFIC HIGHWAY CORRIDOR COMMUNITY BY BASE ZONE

Industrial Base Zones

Category	Zoning District	Purpose	Density Allowable		Max FAR
			max units per sf	max units per acre	
Industrial Park	IP-2-1	Provides for high quality science and business park development, intended to create a campus-like environment characterized by comprehensive site design and substantial landscaping. Restrictions on permitted uses and signs, to minimize commercial influence. This particular zone allows for a mix of light industrial and office.	n/a	n/a	2.00
Industrial Small Lot	IS-1-1	Provides for small scale industrial activities within urbanized areas. It is intended that the IS zones permit a wide range of industrial and nonindustrial land uses to promote economic vitality and a neighborhood scale in development. Provides reduced lot area, landscaping, and parking requirements.	n/a	n/a	2.00

Residential Base Zones

Category	Zoning District	Purpose	Density Allowable		Max FAR
			max density	max units per acre	
Residential Multiple Unit	RM-1-1	Provides for multiple dwelling unit development at varying densities; each zone establishes development criteria that consolidates common development regulations, accommodates specific dwelling types, and responds to locational issues regarding adjacent land uses.	1 unit/3000sf of lot area	15	0.75
Residential Multiple Unit	RM-2-5	Provides for multiple dwelling unit development at varying densities; each zone establishes development criteria that consolidates common development regulations, accommodates specific dwelling types, and responds to locational issues regarding adjacent land uses.	1 unit/1500sf of lot area	30	1.35
Residential Multiple Unit	RM-3-7	Provides for multiple dwelling unit development at varying densities; each zone establishes development criteria that consolidates common development regulations, accommodates specific dwelling types, and responds to locational issues regarding adjacent land uses.	1 unit/1000sf of lot area	44	1.80
Residential Multiple Unit	RM-4-10	Provides for multiple dwelling unit development at varying densities; each zone establishes development criteria that consolidates common development regulations, accommodates specific dwelling types, and responds to locational issues regarding adjacent land uses.	1 unit/400sf of lot area	109	3.60
Residential Single Unit	RS-3-7	Provides for appropriate regulations for the development of single dwelling units that accommodates a variety of lot sizes and residential dwelling types. It is intended for these zones to provide for flexibility in development regulations that allow reasonable use of property while minimizing adverse impacts to adjacent properties. RS zones are differentiated based on minimum lot size.			

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OVERLAY ZONES

In addition to the base zones previously described, there are seven overlay zones that apply to portions of the Community Plan Area. The purpose of overlay zones is to provide supplemental regulations that have been tailored to specific geographic areas of the City. Overlay zones are applied in conjunction with a base zone and modify or add to the regulations of the base zone to address specific issues such as development adjacent to airports, special height or parking requirements, or supplemental processing requirements.

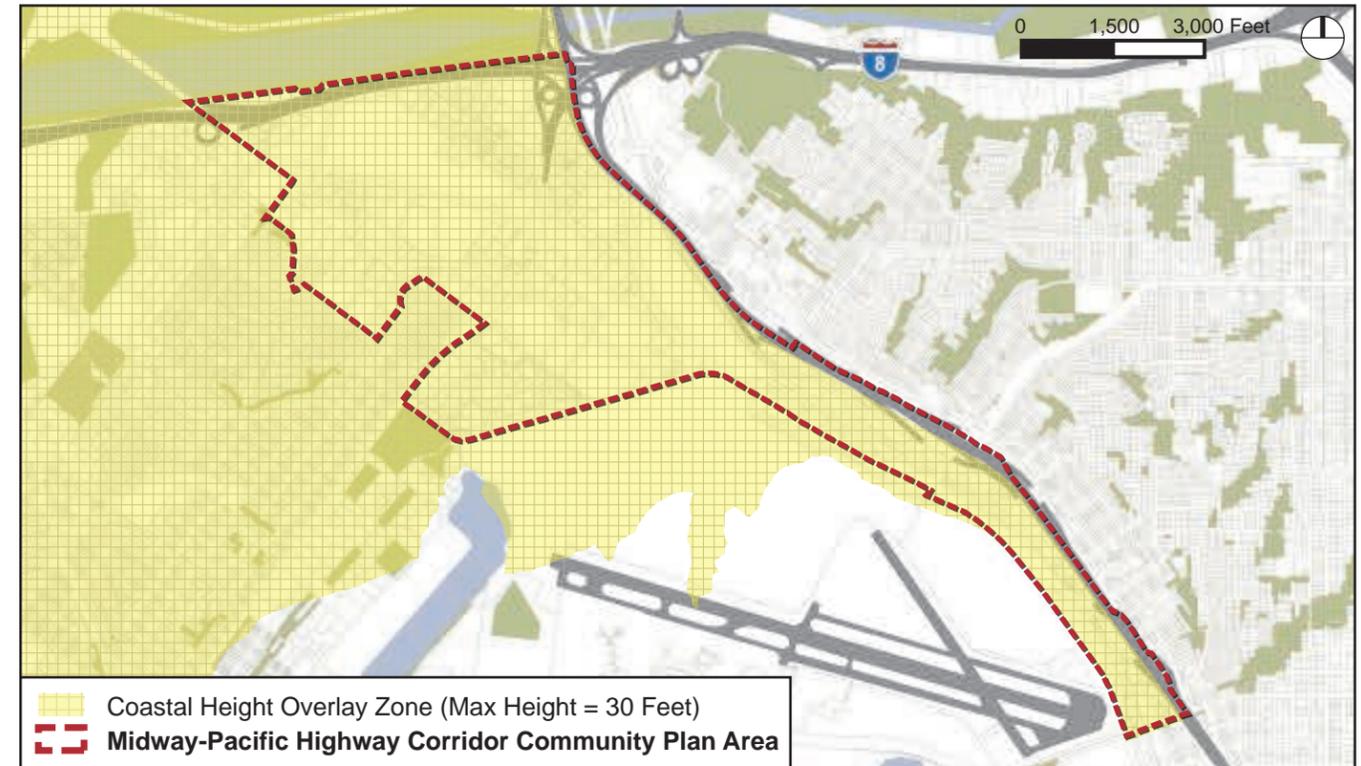
The Community Plan Implementation Overlay Zone (CPIOZ), shown on page 17, provides supplemental development regulations to ensure that development proposals are reviewed for consistency with the use and development criteria that have been adopted for specific sites as part of the Community Plan update process. Regulations related to CPIOZ require a public hearing for proposed development projects.

Within the community there are two CPIOZ B areas. It applies as a mechanism for implementing the Bay-to-Bay connection linking San Diego and Mission Bays. The Community Plan envisioned a 400 foot wide canal influence area, including a mix of passive, park-like amenities, walking and bicycling paths, as well as hotel and retail uses oriented to the water and pedestrian-friendly in design, and linking to other areas such as the Presidio in Old Town, the La Playa area in Point Loma, linear greenways in Downtown, and the San Diego River corridor in Mission Valley.

CPIOZ B also applies along Pacific Highway from the intersection of Sassafras St. and California St. south to Laurel St. The existing Community Plan recommends applying commercial development criteria to allow heavy commercial and residential, to help improve the visual appearance of the area and the visitor and airport-related image of the City, ensure maintenance of view corridors to the waterfront, and incorporate pedestrian-oriented features and landscaping of visible parking structures, while promoting airport-related uses. Additionally, development criteria and design guidelines specify that commercially zoned areas adjacent to the trolley stops should devote a majority of ground floor development to commercial, in order to promote pedestrian activity, and commercial redevelopment along Pacific Highway should not obstruct scenic vistas and/or should provide and maintain view corridors from all public rights of way.

The Transit Area Overlay Zone (TAOZ), shown on page 17, provides supplemental parking regulations for areas receiving a high level of transit service. The intent of the overlay zone is to identify areas with reduced parking demand and to lower off-street parking requirements accordingly.

The Coastal Height Limit Overlay Zone (CHLOZ), shown on this page, provides supplemental regulations that limit new development to a maximum height of 30 feet above ground level. Exceptions to the height limit can only be made by a majority vote of the voters of the City of San Diego.



Coastal Height Overlay Zone

The Residential Tandem Parking Overlay Zone (RTPOZ), shown on page 17, provides supplemental parking regulations that allow tandem parking in single or multi-family housing, and may be counted as two parking spaces in the calculation of required parking. At least one of the spaces must be completely enclosed; both spaces should be assigned to the same unit.

The Airport Approach Overlay Zone (AAOZ), as shown on page 19, provides supplemental regulations to implement building height restrictions to protect the approach paths to the San Diego International Airport. The AAOZ affects the height and FAA notification procedures for all development within the zone. Due to the 30 foot height limit mandated by the CHLOZ, the height limitations mandated by the AAOZ mainly affects proposed structures near the end of the runway that could be less than 30 feet in height. Additionally, the AAOZ requires notification to the FAA to determine if a proposed structure would be a hazard to air navigation.

The Airport Environs Overlay Zone (AEOZ) provides supplemental regulations to implement the Airport Land Use Compatibility Plan (ALUCP) defined noise contours. While the AEOZ uses 1999 noise contours, ALUCP uses noise contours from 1990. The figure San Diego International Airport Noise Contours (1990) on page 19 shows that the 1990 noise contours cover most of the plan area. The Airport Authority, as the Airport Land Use Commission, is in the process of updating the ALUCP for SDIA. The updated ALUCP will include 2030 Airport Noise Contours and policies that address land use compatibility for noise, safety, overflight, and airspace protection.



Transit Area Overlay Zone (TAOZ)



Residential Tandem Parking Overlay Zone (RTPOZ)



Community Plan Implementation Overlay Zone (CPIOZ)

NORTH BAY REDEVELOPMENT PROJECT AREA*

The North Bay Redevelopment Project Area is approximately 1,360 acres and encompasses much of the Midway-Pacific Highway Corridor Plan Area. The figure at right, North Bay Redevelopment Project Area Land Use Plan, shows the relationship between the North Bay Redevelopment Project Area and the Midway-Pacific Highway Corridor Plan Area. In accordance with California Community Redevelopment Law (CCRL), the City's Redevelopment Agency is able to use special legal and financial mechanisms designed to eliminate blight and improve economic and physical conditions within the North Bay Project Area. The Redevelopment Agency has identified the following primary development objectives for the North Bay Redevelopment Area:

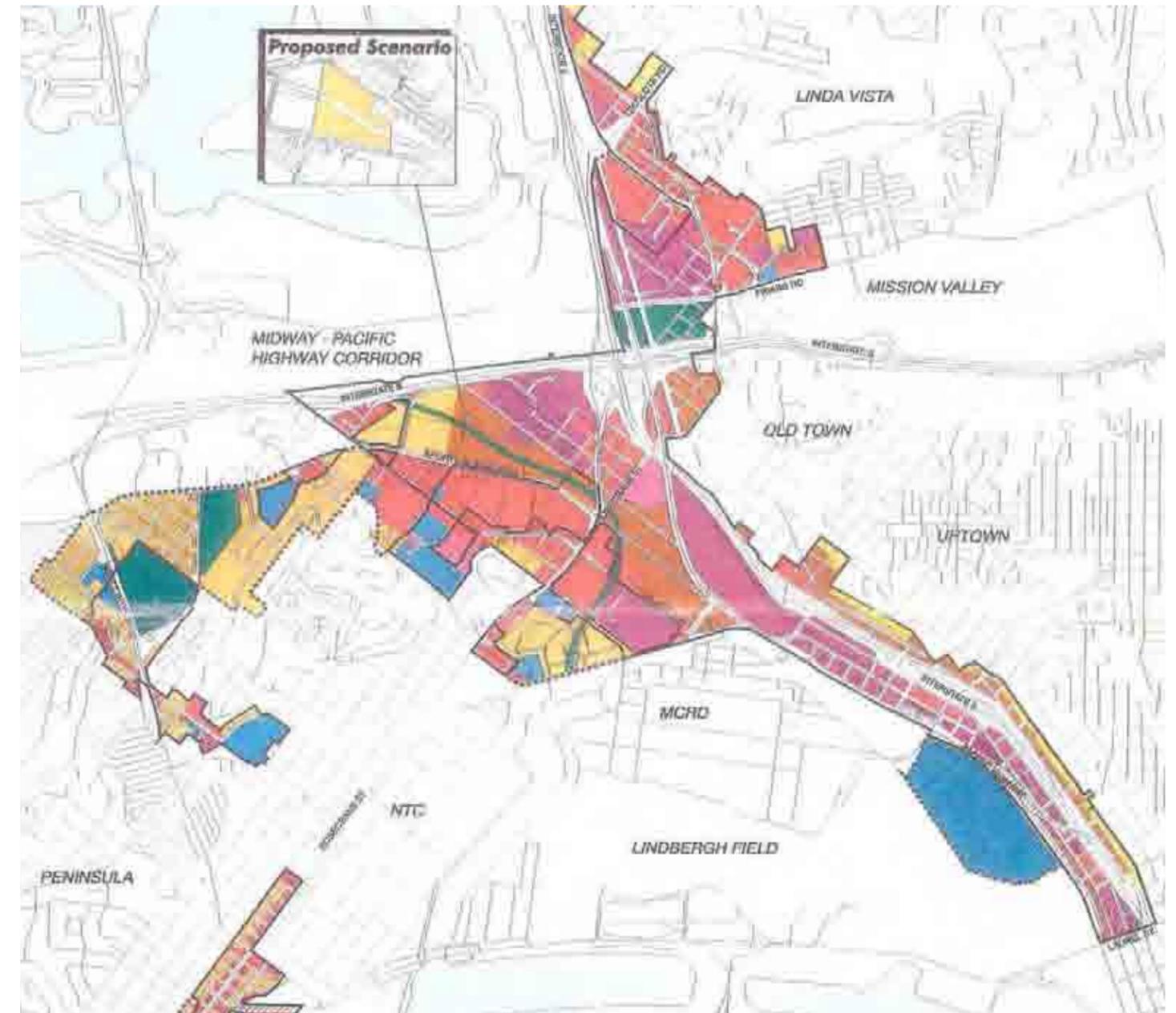
- Encourage new mixed-use and multi-family residential projects including affordable housing projects
- Improve the area's business environment and create high-tech industrial and office uses to compliment the Space and Naval Warfare Systems Command (SPAWAR) and the Naval Training Center Re-Use Project
- Attract light industrial manufacturing and neighborhood commercial centers

The Redevelopment Area Plan includes a Land Use Plan for the project area, shown at right. The Plan recommends the rehabilitation of housing within the Midway-Pacific Highway Corridor Plan Area, additional housing to connect to existing single-family neighborhoods outside the Plan Area, and limited multi-family housing in the range of 29 - 43 du per acre in density. Industrial uses are recommended for significant portions of the plan area. Multiple uses are recommended for a significant central portion of the plan area, which would include a mix of retail, visitor serving commercial, office, multi-family and limited research and development, with the potential of promoting a 24 hour cycle of activity.

Note: In 2011 the California Supreme Court upheld the elimination of redevelopment agencies. As such, references to the Redevelopment Project Area, are for information only, and may be subject to new requirements based on future legislation.



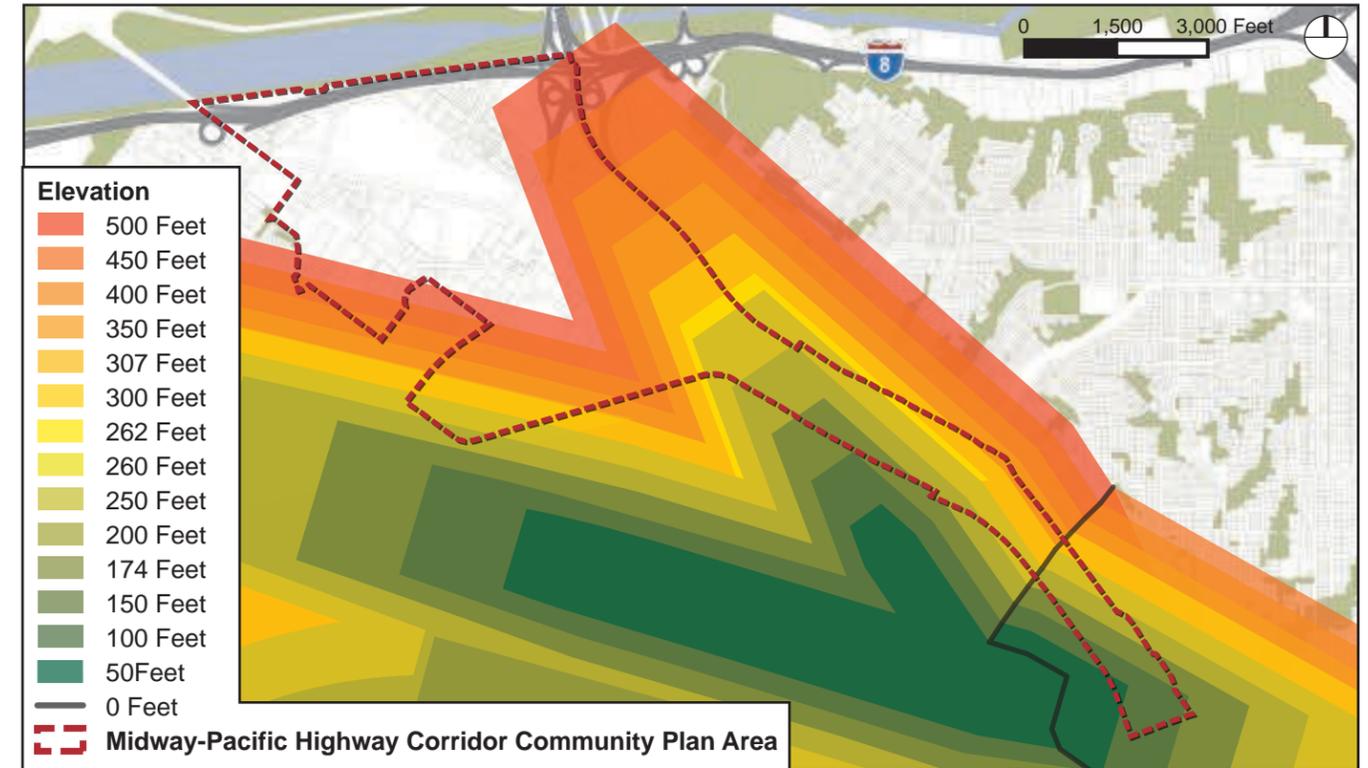
North Bay Redevelopment Project Area



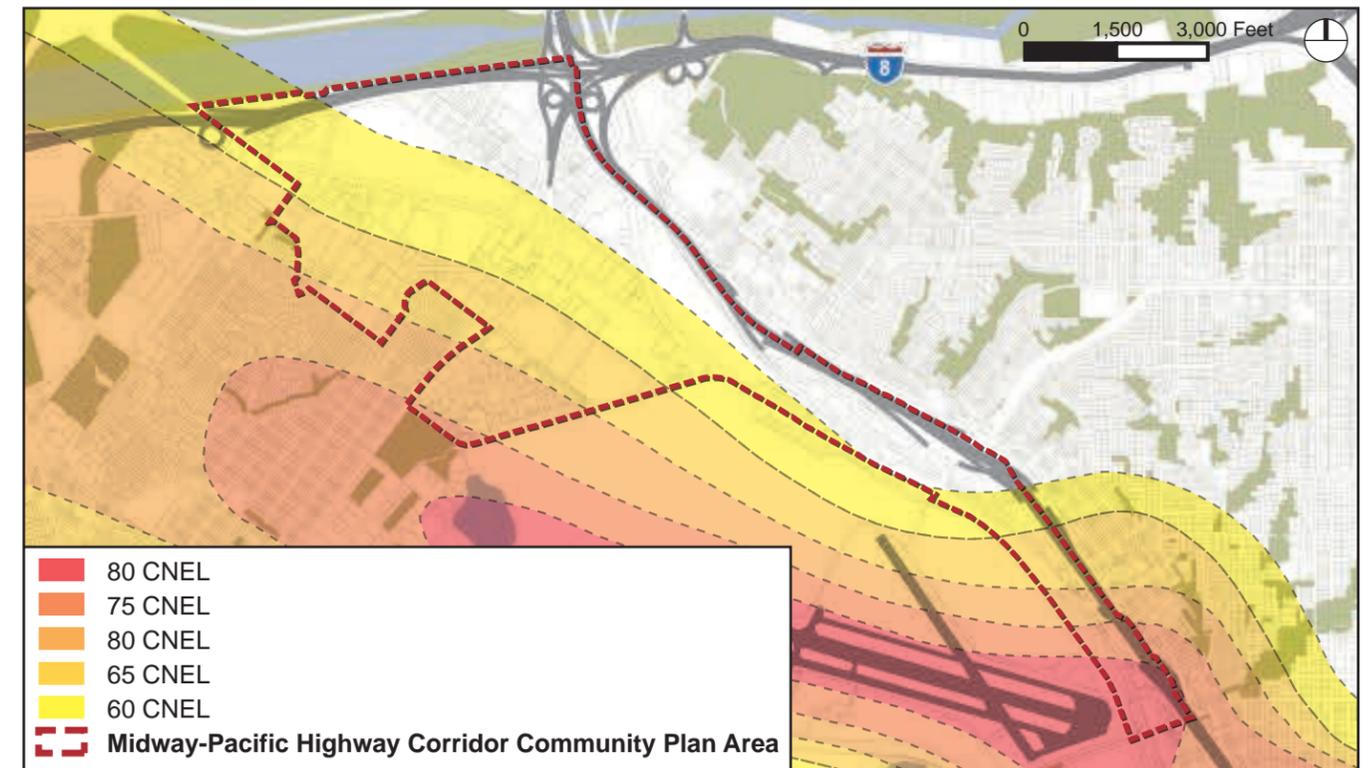
North Bay Redevelopment Project Area Land Use Plan

SAN DIEGO INTERNATIONAL AIRPORT

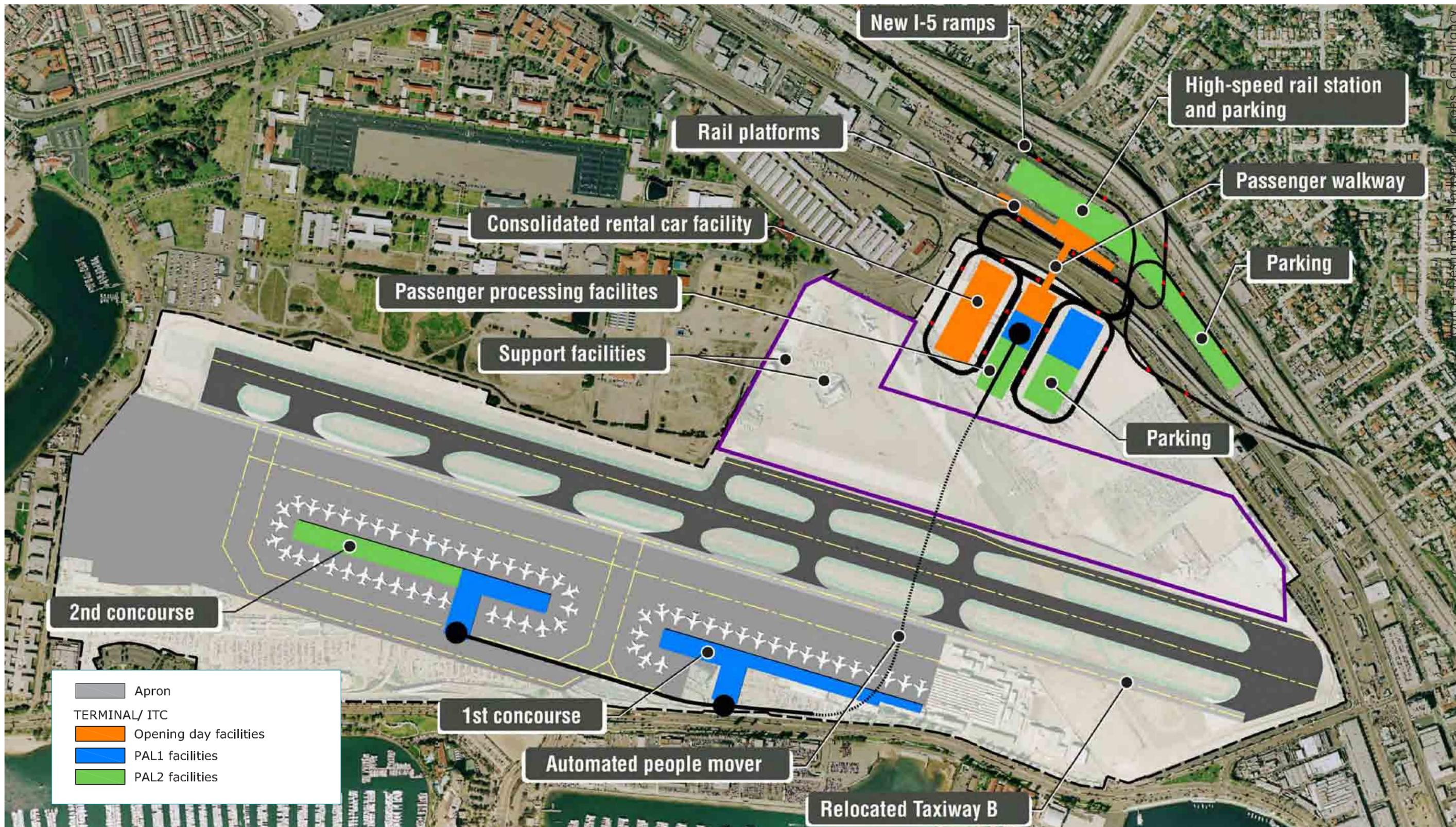
The Midway-Pacific Highway Corridor is influenced by San Diego International Airport (SDIA). There are two recent planning efforts focusing on the San Diego International Airport, Destination Lindbergh and San Diego Airport Intermodal Transit Center. The Destination Lindbergh planning study was conducted by the San Diego County Regional Airport Authority in conjunction with the City and the San Diego Association of Governments (SANDAG) to assess the viability of relocated airport passenger processing from Harbor Drive to Pacific Highway to improve access to and from the I-5. The Intermodal Transportation Center (ITC) study was also conducted in conjunction with SANDAG and focused on creating an intermodal transportation center adjacent to the airport. The ITC would provide Amtrak, Coaster, trolley, bus and possibility high-speed rail access to the airport. SANDAG is in the process of refining the ITC concept which could be located generally between Washington Street and Sassafras Street.



Airport Approach Overlay Zone (AAOZ)



San Diego International Airport Noise Contours (1990)



Destination Lindbergh Conceptual Plan

Source: Destination Lindbergh, Jacobs Consultancy