

## CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

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TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: DEBORAH LEE, SOUTH COAST DEPUTY DIRECTOR  
SHERILYN SARB, DISTRICT MANAGER, SAN DIEGO OFFICE  
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SUBJECT: STAFF RECOMMENDATION ON CITY OF SAN DIEGO MAJOR LCP  
AMENDMENT NO. 2-98B (North Bay Redevelopment Plan)

SYNOPSISSUMMARY OF AMENDMENT REQUEST

The City of San Diego has submitted its third request of 1998 to amend its certified Local Coastal Program (LCP). The request consists of three separate items: Part A addresses the Lodge at Torrey Pines site on Torrey Pines Mesa within the North City LCP segment; Part B addresses the North Bay redevelopment, which includes conceptual approval of a channel which would ultimately connect to San Diego and Mission Bays; Part C requests modification of the City's Planned District Ordinances, to make them compatible with the Zoning Code changes addressed in Major Amendment No. 1-98. This staff recommendation addresses only Part B; Part A was addressed at the Commission's August, 1998 meeting and Part C will be reviewed at a subsequent Commission hearing.

Part B, which is the subject of this report, would modify several community plans within the City of San Diego to implement the City's North Bay Redevelopment Plan. The bulk of the redevelopment area is within the portions of the City that are located outside of the coastal zone. Only three of the community plan areas are within the coastal zone and they are: Linda Vista, Midway/Pacific Highway Corridor and Peninsula. Of these plan areas, only a very small portion of the proposed redevelopment area lies within the coastal zone (reference Exhibit Nos. 1 & 2). A summary of the proposed changes in the coastal zone area are as follows: For the Linda Vista Community Plan area, the Light Industrial land use designation and M-1A zone will be retained with a number of new goals to be applied to the industrial areas which include changes to the Community Plan Implementation Overlay Zone (CPIOZ) design standards, retention of the 30-foot height limit in the coastal zone, reduction in sidewalk width from seven to five feet, requirements to enclose trash storage areas, and provisions for a variation from development standards for rehabilitation or minor alterations of existing structures in order to encourage revitalization. For the Midway/Pacific Highway Corridor planning area, a few blocks in

the Pacific Highway corridor are proposed for rezoning from commercial to light industrial use, and for the removal of the CPIOZ overlay. The plan document features a "bay-to-bay canal" prominently which is proposed to connect San Diego and Mission Bays; however, it largely traverses through non-coastal areas. Various rezones and land use redesignations are proposed for properties along the proposed canal route including designation of the proposed canal route as "canal/open space" which may be developed as a linear park in the interim; however, none of this area is within the coastal zone. In the future, connections to the San Diego Bay and San Diego River are proposed to occur in portions of the coastal zone which will require further Coastal Commission review as well as future amendments to the certified Mission Bay Park Master Plan, and the Naval Training Center Redevelopment Plan if it is incorporated into the City's LCP. For the Peninsula Community Plan area, language is being added identifying existing view corridors, street closures and provisions for a street tree plan, street furniture and parking. Also included in the LCP amendment request is a proposal to rezone properties from commercial use to residential use to reflect existing residential uses.

### **SUMMARY OF STAFF RECOMMENDATION**

Staff recommends denial of the land use plan portion of the amendment request as submitted, then approval with suggested modifications. It is further recommended that the proposed rezone be approved as submitted. The appropriate resolutions and motions begin on page 4. The suggested modifications begin on page 6. The findings for denial of the Land Use Plan Amendment as submitted begin on page 8. The findings for approval of the plan, if modified, begin on page 15. The findings for approval of the implementation plan, as submitted, begin on page 17.

### **BACKGROUND**

The City of San Diego Local Coastal Program (LCP) was segmented into twelve geographic areas, corresponding to community plan boundaries, with separate land use plans submitted and certified (or certified with suggested modifications) for each segment. The Implementing Ordinances were submitted and certified with suggested modifications, first in March of 1984, and again in January of 1988. Subsequent to the 1988 action on the implementation plan, the City of San Diego incorporated the suggested modifications and assumed permit authority for the majority of its coastal zone on October 17, 1988. Isolated areas of deferred certification remain, and will be submitted for Commission certification once local planning is complete. There have been numerous amendments to the certified LCP; these are discussed further under LCP History in the report.

### **ADDITIONAL INFORMATION**

Further information on the City of San Diego LCP Amendment 2-98B may be obtained from Laurinda R. Owens, Coastal Planner, at (619) 521-8036.

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## PART I. OVERVIEW

### A. LCP HISTORY

The City of San Diego has a long history of involvement with the community planning process; as a result, in 1977, the City requested that the Coastal Commission permit segmentation of its Land Use Plan (LUP) into twelve (12) parts in order to have the LCP process conform, to the maximum extent feasible, with the City's various community plan boundaries. In the intervening years, the City has intermittently submitted all of its LUP segments, which are all presently certified, in whole or in part. The earliest LUP approval occurred in May, 1979, with others occurring in 1988, in concert with the implementation plan. The final segment, Mission Bay Park, was certified in November, 1996.

When the Commission approved segmentation of the LUP, it found that the implementation phase of the City's LCP would represent a single unifying element. This was achieved in January, 1988, and the City of San Diego assumed permit authority on October 17, 1988 for the majority of its coastal zone. Several isolated areas of deferred certification remained at that time; some of these have been certified since through the LCP amendment process. Other areas of deferred certification remain today and are completing planning at a local level; they will be acted on by the Coastal Commission in the future.

Since effective certification of the City's LCP, there have been twenty-seven major amendments and seven minor amendments processed for it. These have included everything from land use revisions in several segments, to the rezoning of single properties, and to modifications of city-wide ordinances. While it is difficult to calculate the number of land use plan revisions or implementation plan modifications, because the amendments often involve multiple changes to a single land use plan segment or ordinance, the Commission has reviewed a significant number of both land use plan revisions and ordinance amendments. Most amendment requests have been approved, some as submitted and some with suggested modifications; further details can be obtained from the previous staff reports and findings on specific amendment requests.

### B. STANDARD OF REVIEW

The standard of review for land use plans, or their amendments, is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP or LUP amendment if it finds that it meets the requirements of Chapter 3 of the Coastal Act. Specifically, it states:

#### Section 30512

(c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided

in paragraph (1) of subdivision (a), a decision to certify shall require a majority vote of the appointed membership of the Commission.

Pursuant to Section 30513 of the Coastal Act, the Commission may only reject zoning ordinances or other implementing actions, as well as their amendments, on the grounds that they do not conform with, or are inadequate to carry out, the provisions of the certified land use plan. The Commission shall take action by a majority vote of the Commissioners present.

### C. PUBLIC PARTICIPATION

The City has held Planning Commission and City Council meetings with regard to the subject amendment request. All of those local hearings were duly noticed to the public. Notice of the subject amendment has been distributed to all known interested parties.

## PART II. LOCAL COASTAL PROGRAM SUBMITTAL - RESOLUTIONS

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to each resolution.

- A. RESOLUTION I (Resolution to deny certification of the City of San Diego Land Use Plan Amendment 2-98B [North Bay Redevelopment Plan], as submitted)

### MOTION I

I move that the Commission certify the City of San Diego Land Use Plan Amendment 2-98B, as submitted.

### Staff Recommendation

Staff recommends a **NO** vote and adoption of the following resolution and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

### Resolution I

The Commission hereby denies certification of the amendment request to the City of San Diego Land Use Plan amendment to the Midway/Pacific Highway Corridor, Linda Vista and Peninsula Community Plans, and adopts the findings stated below on the grounds that the amendment will not meet the requirements of and conform with the policies of Chapter 3 (commencing with Section 30200) of the California

Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; the land use plan, as amended, will not be consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c); and certification of the land use plan amendment does not meet the requirements of Section 21080.5(d)(2)(A) of the California Environmental Quality Act; as there would be feasible measures or feasible alternatives which would substantially lessen significant adverse impacts on the environment.

- B. RESOLUTION II (Resolution to approve certification of the City of San Diego Land Use Plan Amendment 2-98B [North Bay Redevelopment Plan], if modified)

MOTION II

I move that the Commission certify the City of San Diego Land Use Plan Amendment 2-98B, if it is modified in conformance with the suggestions set forth in this staff report.

Staff Recommendation

Staff recommends a YES vote and adoption of the following resolution and findings. An affirmative vote by a majority of the appointed Commissioners is needed to pass the motion.

Resolution II

The Commission hereby certifies the amendment request to the City of San Diego Land Use Plan amendment for the North Bay Redevelopment Plan, if modified, and adopts the findings stated below on the grounds that the amendment will meet the requirements of and conform with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act; the land use plan, as amended, will be consistent with applicable decisions of the Commission that shall guide local government actions pursuant to Section 30625(c); and certification of the land use plan amendment does meet the requirements of Section 21080.5(d)(2)(A) of the California Environmental Quality Act; as there would be no feasible measures or feasible alternatives which would substantially lessen significant adverse impacts on the environment.

- C. RESOLUTION III (Resolution to reject certification of the City of San Diego LCP Implementation Plan Amendment 2-98B, as submitted)

### **MOTION III**

I move that the Commission reject the City of San Diego Implementation Plan Amendment 2-98B, as submitted.

#### **Staff Recommendation**

Staff recommends a **NO** vote and adoption of the following resolution and findings. An affirmative vote by a majority of the Commissioners present is needed to pass the motion.

#### **Resolution III**

The Commission hereby approves certification of the amendment request to the City of San Diego Local Coastal Program Implementation Plan, on the grounds that the amendment conforms with, and is adequate to carry out, the provisions of the certified land use plan. There are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impacts which the approval would have on the environment.

### **PART III. SUGGESTED MODIFICATIONS**

Staff recommends adoption of the following suggested revisions to the proposed Land Use Plan (North Bay Redevelopment Plan) amendment. The underlined sections represent language that the Commission suggests be added, and the ~~struck-out~~ sections represent language which the Commission suggests be deleted from the language as originally submitted.

#### **Midway/Pacific Highway Corridor LUP**

On page p. 40, the City's amendment should be revised as follows:

- 1) Add to page 43 as follows:

#### **Bay-to-Bay Canal**

- ~~Plans for the eventual d~~ Development of a canal linking San Diego Bay to Mission Bay via the San Diego River would provide an opportunity for a renewed vitality and upscale image for the Midway Pacific Highway Corridor community. ~~However,~~ development of Before plans for such a canal can be developed and incorporated into the City's Local Coastal Program, the City shall conduct additional environmental assessment of the impacts of such a canal, including, but not limited to, the impacts to the tidal regimes, biological productivity, and water quality of Mission Bay and San Diego Bay. Completion of that assessment will be followed by a request that the

Coastal Commission certify amendments to the Midway/Pacific Highway Corridor Land Use Plan and the certified Mission Bay Park Master Plan that reflect the alignment of the canal links to the San Diego River. In addition, if by that time the Coastal Commission has certified a Land Use Plan for the former Naval Training Center, such LUP shall also require amendment to reflect linkage of the canal with San Diego Bay.

- An alternative to the Bay-to-Bay canal is the development of a linear park or waterway without connections to the San Diego Bay or Mission Bay in the Midway/Pacific Highway Corridor community planning area.

On page 41, the City's amendment should be revised as follows:

- 2) Add the following new element:

#### BAY TO BAY CONNECTION

Development of a canal linking San Diego and Mission Bays through the Midway community would be is a critical step towards revitalization of the community. The idea of a bay-to-bay link was documented as early as 1926, when the connection was mentioned in the City's General Plan. The landmark 1974 report *Temporary Paradise?* renewed calls for a water connection between the two bays.

Recently the closure of the Naval Training Center, re-use of the former Plant 19 site (renamed as the Navy's Old Town Campus) for Space and Naval Warfare Research, and the real possibility that the former main Post Office and the Sports Arena may be relocated or down-sized have revised interest in the bay-to-bay link as a way of bringing in new and exciting development to the community. A series of public workshops in 1994 resulted in a report recommending that the water link be built. In 1997, the North Bay Revitalization Advisory Committee recommended that the water link be included in future land use plans.

However, development of a canal linking San Diego and Mission Bays could result in adverse impacts to endangered species, wetlands, and environmentally sensitive habitat areas. Therefore, until further assessment of potential environmental impacts are completed, the goal of developing a canal linking San Diego and Mission Bays is conceptual only and cannot be incorporated into the Midway/Pacific Highway Corridor or the certified Mission Bay Park Master Plan as a planned development. Development of this area as a linear park or waterway is a plan alternative that does not require future amendments to the City's Midway/Pacific Highway Corridor Land Use Plan.

#### POLICY

Complete development of plans for Develop a Bay-to-Bay water link through the community as an urban and recreational amenity to improve the image of the community

and stimulate revitalization and development. Such a water link would connect San Diego Bay, from the end of the NTC boat channel, to the San Diego River by constructing a canal that can be navigated by small hand-powered and motorized water craft. Completion of such plans will require further environmental assessment and amendment of the City's certified Land Use Plans. Develop this area as a linear park or waterway if plans for the Bay-to-Bay water link are not approved.

### FURTHER

- Designate the preferred canal alignment as "canal" as a 200-foot wide corridor. Until such time as the canal is constructed, develop the alignment as a greenbelt system, with water features where appropriate, which will serve as a park linkage.
- Ensure that the design of the potential bay-to-bay canal is the least environmentally-damaging alternative and that environmental impacts to sensitive resources are avoided and/or minimized consistent with the habitat protection policies of the Coastal Act. Feasible mitigation measures shall be incorporated to minimize adverse impacts to sensitive resources.
- Identify a 400-foot wide "canal influence area" within which appropriate uses may occur.
- Ensure that development adjacent to the canal sets aside the appropriate right-of-way to accommodate the canal, is oriented to the water, and is pedestrian-friendly in its design.
- Link the bay-to-bay canal to other open spaces, including Presidio Park in Old Town, the La Playa area in Pt. Loma, linear greenways in Centre city, and the San Diego River corridor in Mission Valley.

### SPECIFIC RECOMMENDATIONS

#### Canal Alignment

The canal alignment is conceptual at this time: and subject to further environmental assessment and amendments to the City's certified Land Use Plans. The most likely alignment is shown on the following figure. However, there are potential variations, particularly in Reach 1 (from the NTC channel to Rosecrans Street).

Reach 1 and 2 [no change]

#### Reach 3

The In developing plans for the final canal segment, the goal is to locate this segment will occur is conceptually proposed to be located in the San Diego River flood control channel. The potential bay-to-bay canal would be constructed as a separate facility within the flood



control channel; a jetty separating the two channels would be required. The potential bay-to-bay canal would likely be parallel to the flood control channel along the southern rock jetty, and then cross north to enable water craft to exit the channel to the Pacific Ocean and/or Mission Bay. A gate or lock would will probably be needed to protect the bay-to-bay canal from flooding during storm events. However, until further environmental studies are completed, the development of plans for a canal connecting San Diego and mission Bays cannot be completed. Thus, this segment of the canal may not be realized.

On page 44 of the City's submittal, revise as follows:

### 3) Canal Design

The bay-to-bay canal would be is designed as a tidal canal connecting two tidal bodies of water. It is anticipated that the canal would will ebb and flow with the daily tides. The canal would be is designed as a 200-foot wide facility because a narrow canal would have a ditch-like appearance at low tide. However, a detailed engineering study is needed to analyze currents, sediment transport, and amplitude differences between the two water bodies. The study would recommend the optimal canal cross-sections and roughness, and evaluate the need for remedial structures, such as locks or gates, to avoid flooding, sedimentation, and currents within the canal. The engineering study will evaluate whether a canal with locks would be more cost effective than a tidal canal. Advantages to the lock systems are that the width of the canal could be reduced, the depth may be reduced if the water level is trapped at a higher tide situation; and flooding may be easier to control. The disadvantages are the cost of installing the locks and the difficulty of providing continuous access to the two water bodies through the lock systems. Additional studies are needed to assess the impact of the canal on wetlands, and the tidal regimes and water quality of Mission Bay and San Diego Bay. Any properties along the proposed canal alignment that redevelop before the engineering study and other environmental assessment are is complete must comply with the conceptual design recommended by this community plan.

Ultimate design and construction of the canal shall ensure that environmental impacts to sensitive resources are avoided and/or minimized consistent with the habitat protection policies of the Coastal Act and that any necessary mitigation will occur as close to the area of impact as possible. The City will work closely with the United States Fish and Wildlife Service, United States Army Corps of Engineers, California Department of Fish and Game, California Coastal Commission, as well as other governmental agencies and organizations in designing the canal to achieve the best design possible to minimize identified impacts. Should the canal be designed as a linear park or waterway without connections to the San Diego Bay or Mission Bay, such that it is located outside the Coastal Zone, consultation with the California Coastal Commission is not necessary.

**PART IV. FINDINGS FOR DENIAL OF CERTIFICATION OF THE CITY OF  
SAN DIEGO LAND USE PLAN AMENDMENT 2-98B, AS  
SUBMITTED**

**A. AMENDMENT DESCRIPTION**

The City is proposing amendments to five of seven community planning areas (Midway/Pacific Highway Corridor, Old Town, Peninsula, Clairemont Mesa, and Linda Vista) to implement its North Bay Redevelopment Plan. As noted previously, three of these plan areas, contain land within the coastal zone: the Midway/Pacific Highway Corridor, Linda Vista and Peninsula. The redevelopment plan area encompasses approx. 1,361 acres of land. The redevelopment/revitalization plan would increase residential units, commercial, industrial, office and recreation/open spaces uses in the revitalization area. The goal of the proposed public and private improvements is to eliminate economically blighted areas that currently include deteriorated and obsolete buildings, declining property values, incompatible land uses, irregular and inadequately sized lots, insufficient off-street parking and a proliferation of adult entertainment uses. The redevelopment plan is intended to attract new businesses and improve development. Obsolete and undersized structures will be replaced with structures that meet current design standards and provide for more effective use of the land.

As noted in the project EIR, the proposed revitalization activities are anticipated to result in an increase of approx. 67,000 sq.ft. of commercial uses, 170,000 sq.ft. of industrial uses, 273,000 sq.ft. of office uses, 653,000 sq.ft. of commercial uses (within the multiple-use category), 35,000 sq.ft. of recreation/open space uses, and approximately 3,164 dwelling units. A decrease of approximately 287,000 sq.ft. of public/institutional uses is also anticipated.

Redevelopment of sites to current standards is expected to improve appearance, landscaping and buffering from adjacent uses compared to existing development. Key features include designation for development of a waterway (the Bay-to-Bay canal), redesignation of land uses and development standards for properties adjacent to the canal, recommendations for new streets, bicycle lanes and pedestrian paths, and street tree guidelines. A summary of the proposed changes within the coastal zone are as follows:

**Linda Vista Community Plan** - The segment of this plan area lying within the coastal zone is located just north of Interstate-8 and the San Diego River Floodway on the east side of Interstate-5 just west of the railroad tracks. This narrow corridor extends to the north until it reaches the Clairemont Mesa community plan area which is not a part of the proposed redevelopment plan. The Linda Vista plan area will retain its Light Industrial land use designation and M-1A zone. A number of new goals are being applied to the industrial areas and some changes to the Community Plan Implementation Overlay Zone (CPIOZ) design standards. The 30-foot height limit is retained in the coastal zone. Sidewalk width is proposed to be reduced from seven to five feet; enclosed trash storage will be required; and a variation from development standards is provided for rehabilitation

or minor alterations of existing structures. These changes are proposed to encourage revitalization.

Midway/Pacific Highway Corridor LUP - For this plan area, a few blocks in the Pacific Highway corridor are proposed for rezoning from commercial to light industrial use, and for the removal of the CPIOZ overlay. The Bay-to-Bay canal is featured prominently within the community plan, but it is located in non-coastal areas of the Midway community. As written, the LUP anticipates that future connections to the San Diego Bay and San Diego River will occur in portions of the coastal zone. As submitted, the LUP addresses variations of the proposed northern link of the canal where it is proposed to be connected to Mission Bay or the San Diego River channel. Each of the proposed alignments has been identified to result in adverse impacts to wetlands. As such, the LUP includes language indicating that additional environmental and engineering studies will be required in order to determine the exact alignment of the northern connection to Mission Bay or the San Diego River. However, the land area required to connect the canal to Mission and San Diego Bays is not included within the Midway/Pacific Highway Corridor LUP. The northern connection would require Coastal Commission approval of an amendment to the certified Mission Bay Master Plan. The southern connection which would occur through portions of the former Naval Training Center (NTC), may also require a future LCP amendment if the NTC Redevelopment Plan is incorporated into the City's LCP.

Linda Vista Community Plan - The segment of this plan area lying within the coastal zone is located between east side of the Interstate 5 freeway and the railroad tracks that are located a short distance inland from the freeway. This area will retain its Light Industrial land use designation and M-1A zone. A number of new goals are being applied to the industrial areas and some changes to the Community Plan Implementation Overlay Zone (CPIOZ) design standards. The 30-foot height limit is retained in the coastal zone. Sidewalk width is proposed to be reduced from seven to five feet; enclosed trash storage will be required; and a variation from development standards is provided for rehabilitation or minor alterations of existing structures. These changes are proposed to encourage revitalization.

#### B. CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds, pursuant to Section 30512.2b of the Coastal Act, that portions of the Land Use Plan as set forth in the preceding resolutions, are not in conformance with the policies and requirements of Chapter 3 of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act which states:

The legislature further finds and declares that the basic goals of the state for the Coastal Zone are to:

a) Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.

b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.

c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.

(d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.

(e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The Commission therefore finds, for the specific reasons detailed below, that the proposed land use plan amendment does not conform with Chapter 3 of the Coastal Act or the goals of the state for the coastal zone with regards to

**C. NONCONFORMITY OF THE CITY OF SAN DIEGO LAND USE PLAN  
AMENDMENT 2-98B WITH CHAPTER 3 POLICIES**

Many Coastal Act policies address the provision, protection and enhancement of public access opportunities through maintenance of adequate parking and traffic circulation, protection of environmentally sensitive resource areas, and visual resources. Most pertinent to the subject LUP amendment request are listed below, in part:

**Section 30231**

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainments, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetated buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

**Section 30233**

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible

mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

[...]

(3) In wetland areas only, entrance channels for new or expanded boating facilities; and in degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities, if in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.

[...]

**Section 30240**

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

**Section 30251.**

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. new development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

**Section 30252.**

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the

potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

#### Midway/Pacific Highway Corridor LUP

##### a) Bay-to-Bay Link

The proposed LUP amendment consisting of a redevelopment plan is unusual in that it encompasses several planning areas within the City of San Diego (reference Exhibit No. 1). A major component of the plan (Midway/Pacific Highway Corridor segment) is to lay the groundwork for acceptance of a bay-to-bay link (San Diego Bay to Mission Bay) which would consist of an approx. 200-foot wide long canal which is a little less than two miles long. The proposed waterway would be navigable by small hand powered watercraft (e.g., kayaks, canoes, outriggers) and by small motor craft (water taxis, trailerable boats). Several alignments for the canal have been considered and none has been selected as yet. However, the entire alignment including portions inside and outside the coastal zone is discussed in the proposed LUP revisions. Even though the Midway/Pacific Highway Corridor LUP which is the subject of this LCP amendment, includes only the portion of the canal which is located outside the coastal zone, the canal is referenced throughout the LUP as the bay-to-bay canal which infers construction within the coastal zone.

As described in the LUP, the general alignment would commence at the San Diego River flood channel just north of Interstate 8 and will run in a southeasterly direction between Sports Arena Boulevard and Kurtz Street exiting to the south at Barnett Avenue at the old Naval Training Center (NTC) premises. The canal is planned to consist of three reaches (reference Exhibit No. 3). Only a portion of Reach 1 and 2 are part of the subject LCP amendment and both reaches are outside of the coastal zone. The southern link to the San Diego Bay of the proposed canal is through NTC which is the subject of a redevelopment plan currently in progress. However, this area is not a part of the subject LCP amendment or redevelopment plan area. Reach 3 is within the coastal zone but lies within the certified Mission Bay Park Master Plan area and is not a part of the subject LCP amendment nor redevelopment plan area.

The EIR has identified significant impacts to existing wetland habitats at the San Diego River for the proposed northern link (Reach 3) of the proposed canal. The City acknowledges that this segment of the canal is not being reviewed at this time as part of the subject LCP amendment request and that further environmental studies will be necessary before approval of the bay-to-bay link/canal can occur. The LUP indicates that the alignment of the canal is subject to further engineering studies to assure that it will not be located in an area that will adversely impact environmentally sensitive resources and that any required mitigation occur as closely to the project site as possible.

Therefore, the degree of the impacts is largely unknown at this time as is the mitigation that may be required for such impacts, if they are accepted at all. Because there is insufficient information to determine whether or not the canal can be constructed consistent with Chapter 3 policies of the Coastal Act, the portion of the LCP amendment which refers to a bay-to-bay canal cannot be found consistent with the Coastal Act. For this reason, the Commission cannot even conceptually approve the northern and southern links of the proposed canal, as a part of the subject amendment. The Commission must also take issue with any references to a bay-to-bay canal which acknowledge the need for further environmental studies but do not acknowledge that the ultimate alignment is subject to approval by the Coastal Commission through future amendments to the City of San Diego's certified LCP.

The City may, at its own choice, develop a canal along that portion of the Midway/Pacific Highway Corridor near the Sports Arena that does not include the connections to Mission Bay or San Diego Bay. Proposed policies in the plan document indicate that water features as part of linear park be strongly encouraged including self-contained lakes that may eventually be incorporated into the canal. As part of the redevelopment plan, the City is redesignating land uses adjacent to the future canal outside the coastal zone in the eastern portion of Midway Drive to multiple use, emphasizing visitor-serving and entertainment commercial, office and research and development uses (reference Exhibit No. 4). The plan also redesignates some property from commercial and industrial use in the western portion of the community (near the Sports Arena) to medium density residential use. The area of the proposed canal is proposed to be designated as "canal/open space" and is proposed to be developed as a linear park in the interim until such time that construction of a canal is determined to be feasible.

In a letter dated 8/5/98 from the San Diego Audubon Society (reference Exhibit No. 6), concerns are expressed with regard to the significant impacts that will occur to wetlands as a result of the northern link of the proposed canal to the San Diego River. In addition, it is requested that the bay-to-bay connection be eliminated from the proposed LUP amendment due to concerns that by approving the LUP as submitted, a commitment will be made toward implementing the bay-to-bay link through procurement of rights-of-way, rezoning and changes to land use designations, etc. Given that the links to the bays are not approved herein as part of the subject LCP amendment, any proposed redesignation of land use, rezoning and procuring of rights-of-way must be performed at the City's discretion with the full understanding that the ultimate approval of a bay-to-bay link may never occur if significant environmental impacts will occur. Furthermore, it must be made clear that any future construction of the canal and its northern and southern connections to San Diego Bay or Mission Bay must be independently reviewed in compliance with CEQA and the Coastal Act.

b) Traffic/Parking Circulation/Coastal Access

With regard to potential traffic and circulation impacts, through environmental review, impacts on various street segments and intersections in the redevelopment area were analyzed. With regard to street segments, the EIR recommended that nine different segments be improved to meet a level of service D or better. Currently, these street segments operate at LOS E or F. Identified mitigation measures in the EIR include widening several of these streets and re-striping to increase the road capacities. Of the nine segments identified, only four are in the coastal zone: Barnett Avenue from Midway Drive to Pacific Highway, Laurel Street from Pacific Highway to Kettner Boulevard (only that portion between the railroad right-of-way and Pacific Highway), Pacific Highway from Palm Street to Laurel Street, and Rosecrans Street from Lytton Street to Nimitz Boulevard. Implementation of mitigation measures will reduce the impact of implementation of the redevelopment plan to a less than significant level, however, these measures may be infeasible due to aesthetic considerations, availability of right-of-way, scarcity of funding, etc. As such, the cumulative traffic impacts to street segments is expected to remain significant. However, the identified potential impacts to these identified road segments are not a direct result of the proposed LUP revisions, thus, it is not anticipated that decreases in level of service associated with the proposed redevelopment plan will impact traffic circulation for beach visitors to any greater degree than current conditions. Furthermore, given that the street segments are not located in areas adjacent to environmentally sensitive resources where impacts could occur, the proposed mitigation measures can be found consistent with Coastal Act policies.

With regard to impacts to major traffic intersections, several intersections in the redevelopment area were evaluated:

I-5 NB ramp/Tecolote Road  
I-5 SB ramp/Sea World Drive  
Sports Arena Blvd./Midway Dr.  
Nimitz Blvd./W. Pt. Loma Blvd.  
Camino del Rio/Rosecrans  
Sports Arena  
Rosecrans St./Midway Dr.  
Rosecrans St./Lytton St.  
Linda Vista Rd./Napa St.  
Morena Blvd./Tecolote Rd.

In all cases, the existing level of service (LOS) at these intersections is either at E or D and will become LOS F or remain the same. However, of these intersections, only four are in the coastal zone. The Nimitz Blvd./West Pt. Loma Blvd. and Rosecrans St./Lytton Street intersections in the coastal zone and proposed improvements include widening portions of these roads and/or re-striping to improve turn lanes. However, they raise no issues with regard to potential adverse environmental impacts. The other two intersections in the coastal zone are the I-5 northbound and southbound on- and off-ramps at Sea World Drive and Tecolote Road (reference Exhibit No. 2). The City has indicated that the North Bay Redevelopment Plan is adding trips to three of the four movements (northbound off-



and on-ramps and southbound off-ramp) while reducing trips on the southbound on-ramp. The increases are all in the 1,300 to 1,500 ADT range. The reduction for the fourth movement is 1,600 ADT.

The identified mitigation measures for this interchange include widening the freeway bridge to provide three eastbound left turn lanes and widening the northbound on-ramp to I-5 to provide three traffic lanes. However, due to safety concerns, triple left turn lanes are not desirable. In addition, in order to prevent on-ramp traffic backing up into the intersection, addition of a northbound auxiliary freeway lane between Tecolote Road and Clairemont Drive may be necessary. The I-5 southbound on-ramp/Tecolote Road would involve widening the southbound off-ramp to provide two right turn lanes and two left turn lanes. It is further identified however that while implementation of these mitigation measures may reduce the project-specific impact to a less than significant level, the measures may be infeasible due to constraints such as availability of right-of-way and funding, etc.

Nonetheless, the proposed improvements to this interchange could result in adverse environmental impacts as it is located in close proximity to Tecolote Creek. The existing northbound off-ramp crosses over Tecolote Creek and widening this off-ramp could potentially adversely affect environmentally sensitive resources in the creekbed. The City has indicated that the creekbed has had a history of problems with bad water quality and there may not be critical habitat value at this location. Nevertheless, this assessment would rely on a project-specific EIR and it is not known at this time if any of the proposed mitigation measures will be implemented. The City has also indicated that presently, there is no physical access to connect Tecolote Canyon on the east side of I-5 with Mission Bay to the west and that in the future the City may try to construct an accessway under the bridge in connection with any other road improvements at this interchange. This area of the redevelopment plan area is located within the Linda Vista Community Plan area but is not a part of the City's certified LCP. As such, all of the area between the railroad right-of-way and Interstate-5 remains in the Coastal Commission's permit jurisdiction. Therefore, any future mitigation measures which address the interchange or potential pedestrian accessway must be reviewed in compliance with CEQA and the Coastal Act and may not be feasible due to environmental constraints. The City has indicated that the decrease in level of service is not expected to result from the proposed project itself, as the forecasted LOS F for the interchange would occur with or without the proposed plan amendment. As such, the proposed LUP amendment will not cause the proposed level of service to worsen as a result of the proposed land use changes, etc.

**PART V. FINDINGS FOR APPROVAL OF THE CITY OF SAN DIEGO LAND  
USE PLAN AMENDMENT 2-98B, IF MODIFIED**

**A. SPECIFIC FINDINGS FOR APPROVAL**

a) Midway/Pacific Highway Corridor LUP. The previously-cited public access and recreation policies of the Coastal Act collectively require the protection of environmentally sensitive resource areas, visual resources and provision, preservation and enhancement of public access opportunities. As discussed above, due to the potential for adverse environmental impacts to occur to the wetlands of the San Diego River for the northern link of the proposed bay-to-bay canal, the Commission finds that additional environmental studies must be completed before the Commission can approve the bay-to-bay canal segment. As noted in the EIR, the waterway would result in significant impacts to saltwater marsh and freshwater marsh habitats and associated sensitive resources within these habitats. All of the potential variations of the alignment depicted in the EIR would have varying effects on the level of biological impacts that would occur to saltwater marsh and freshwater marsh habitats. Since the magnitude of the impact is unknown at this time, future design, planning engineering and environmental studies will be required before impacts can be quantified. The EIR also indicates that mitigation measures are proposed to minimize the proposed biological impacts which would reduce the impacts to a less than significant level. Such measures would include, in part, minimizing the number and size of crossings, thereby minimizing habitat fragmentation; mitigation for wetland resource impacts within the lower San Diego River watershed within the immediate area of the impact, and avoiding nesting areas of sensitive bird species and providing buffer requirements. Therefore, with the assurance that future studies and Coastal Commission review and approval will be required before any linkages to the bays can occur, through the proposed suggested modifications to the Midway/Pacific Highway Corridor, the Commission can find the amendment request consistent with the cited resource protection policies of the Coastal Act.

Other potential access and recreation concerns raised by the proposed LCP amendment include possible adverse impacts on traffic circulation and access to the beaches. However, as noted in an earlier section of this report, the proposed redevelopment project will not be the cause of or change the level of service of major intersections within the plan area. Although some levels of service will change for various street segments and intersections, the most significant location is the I-5 northbound and southbound ramps at Tecolote Road and Sea World Drive. Since these improvements have the potential to adversely affect Tecolote Creek, the Commission is not endorsing any improvements to construct or widen the northbound off-ramp at Tecolote road at I-5 at this time. Further environmental studies and or other project alternatives must first be considered that would eliminate any adverse impacts to environmentally sensitive habitat areas. Approval from the Coastal Commission will be required, as well, prior to authorization to construct or widen the northbound on-ramp at Tecolote Road and I-5.

With regard to decreases in level of service, while it must be recognized that the southbound off-ramp at I-5 (Sea World Drive) is a major coastal access route leading to the Mission Bay Park recreational areas, the proposed project will not cause the existing traffic conditions to worsen. As noted earlier, the decrease in LOS would occur anyway without the proposed redevelopment plan. The Commission further finds that any decreases in traffic engendered by the proposed changes in land use as a result of the redevelopment project will not have a significant impact on public access/traffic circulation to the shoreline. The decrease in level of service is not expected to result from the proposed project itself, as the forecasted LOS of F for the interchange would occur with or without the proposed plan amendment.

With regard to other rezones within this plan segment in the coastal zone, they are accepted, as submitted as they raise no issues with regard to inconsistencies with the Coastal Act. In summary, the Commission finds the amendment request, as suggested to be modified, consistent with the cited environmental sensitive resource, land use and traffic circulation policies of the Coastal Act.

b) Peninsula Community Plan - As a part of the plan amendment, policy language will be added to the Peninsula Community Plan which will incorporate a street planting plan into various parts of the community planning area. This will serve to visually enhance the older commercially-developed portions of the planning area and will significantly improve aesthetics along major coastal access routes such as Voltaire and Rosecrans Streets. In addition other minor changes to this plan document address recommendations in the plan for the Roseville area that street closings. Presently, the certified LUP provides that street closing should be considered as a means to improve general circulation, enhance pedestrian orientation, and to increase parking opportunities. Existing language also states that in all street closing, public coastal views should be maintained and enhanced. The plan recommendation is being revised through the subject amendment such that any street closing or partial closings may be considered to enhance pedestrian spaces and that if view corridors are maintained and pedestrian access is provided to the bay, street closures may be appropriate as part of the public bay access. Existing language pertaining to protection of public coastal views is being retained, as well. In addition, Figure 19 of the community plan depicting existing physical access and proposed new and/or improved physical access has been revised to include additional existing physical accessways in the Roseville area. In summary, the Commission finds the amendment request, as suggested to be modified, consistent with the cited environmental sensitive resource, land use and traffic circulation policies of the Coastal Act. No adverse impacts to existing public or visual access to the shoreline will result from the proposed plan revisions.

c) Linda Vista Community Plan - Inasmuch as the proposed changes to the small portion of this plan area that lies within the coastal zone merely reflect the addition of new goals for the industrial areas including application of the Community Plan Implementation Overlay Zone (CPIOZ) and other minor changes addressing sidewalk width and enclosure of trash receptacles, etc., this segment of the LUP amendment request can be accepted as

submitted. The proposed changes can therefore be found consistent with Chapter 3 policies of the Coastal Act.

**PART VI. FINDINGS FOR APPROVAL OF THE CITY OF SAN DIEGO  
IMPLEMENTATION PLAN AMENDMENT 2-98B, AS SUBMITTED**

**A. AMENDMENT DESCRIPTION**

The City of San Diego proposes to rezone a portion of the Peninsula Community Plan area from C-1 to R-1000, a single family residential zone. This zoning would reflect past and current use of the area, which currently supports residential development. It would bring the current uses into consistency with the Peninsula Community Plan, by redesignating these areas as residential. The area comprises a roughly four-block area on both the west and east sides of Scott Street, between North Harbor Drive and Nimitz Boulevard (reference Exhibit No. 5).

**B. SPECIFIC FINDINGS FOR APPROVAL**

The standard of review for LCP implementation submittals or amendments is their consistency with and ability to carry out the provisions of the certified LUP.

**Peninsula Community Plan**

a) **Purpose and Intent of the Ordinance.** The RM 3-7 (R-1000) Zone is designed to allow multi-family residential development on minimum 7,000 sq.ft. lots. The purpose of the zone is to provide for multiple family residential development at multiple densities with a maximum of 19 dwelling units per acre .

b) **Major Provisions of the Ordinance.** The proposed zone is one of several residential zones applied throughout the City of San Diego. It includes development standards establishing minimum lot sizes, yard setbacks, lot coverage, landscaping, density and off-street parking.

c) **Adequacy of the Ordinance to Implement the Certified LUP Segments.** The proposed rezone from C-1 to R-1000 is consistent with the certified Peninsula Community Plan. Although the area is presently designated for commercial use, this designation allows for a mix of both commercial and residential uses. The proposed rezone of a part of this commercial area to residential use is designed to reflect existing residential uses. Thus, the proposed zone change will protect the existing neighborhood and provide a more balanced mix of land uses. In addition, it is important to note that the proposed rezone will not affect any visitor-serving commercial or commercial fishing uses which are prevalent in the immediate area as all of the area proposed to be rezoned consists of existing residential development. The Commission therefore finds that the proposed rezoning is consistent with, and able to carry out, the certified LUP, as modified herein.

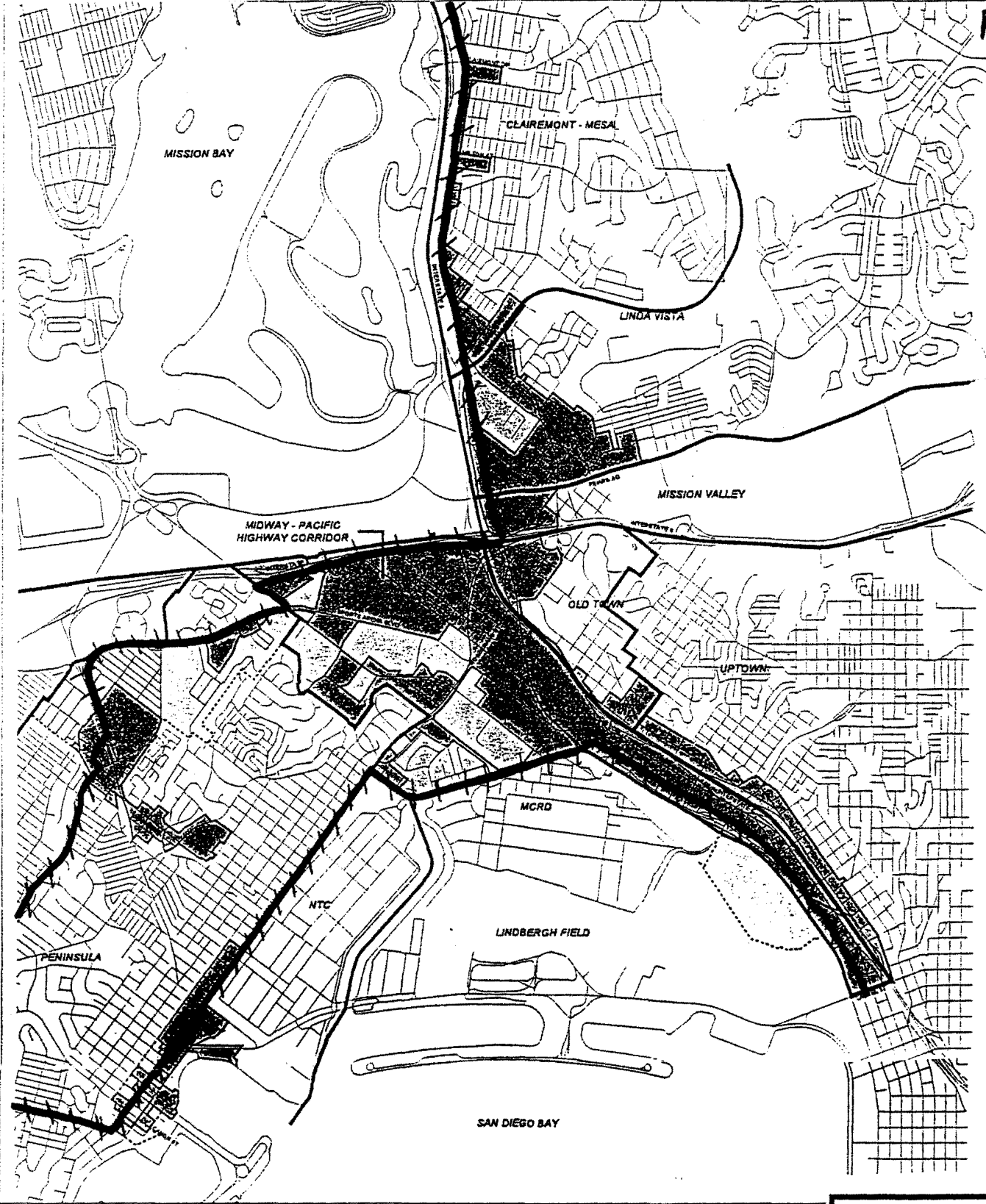
**PART VII. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL  
QUALITY ACT (CEQA)**

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP, as amended, does conform with CEQA provisions. Because the local action on this LCP amendment includes a number of associated local discretionary actions, an Environmental Impact Report was prepared for the proposal and circulated for public review. The only significant unmitigated impacts were the conceptual LUP policy language to provide for a conceptual bay-to-bay canal linking San Diego Bay to Mission Bay and the potential widening of the northbound I-5 on-ramp at Tecolote Road, both of which would result in adverse impacts to environmentally sensitive resources. Although the northern segment of the canal is not a part of the subject LUP amendment, it lays the groundwork for its future consideration and construction. Absent further environmental studies and LCP amendments, the bay-to-bay linkages of the canal cannot be authorized at this time. In addition, the findings also address future improvements to the I-5 on-ramp at Tecolote Road, to ensure that such improvements include environmental review and also future approval from the Coastal Commission to assure adverse environmental impacts will not occur. With regard to the proposed rezoning of the properties in the Peninsula plan area from C-1 to R-1000, these rezones do not raise any significant issues under CEQA or the Coastal Act. Therefore, the Commission has approved the Implementation Plan amendment as submitted by the City.



Fr 6a



LEGEND





-  Influence Area
-  Redevelopment Project Area
-  Community Planning Area Boundary
-  = Coastal Zone Boundary

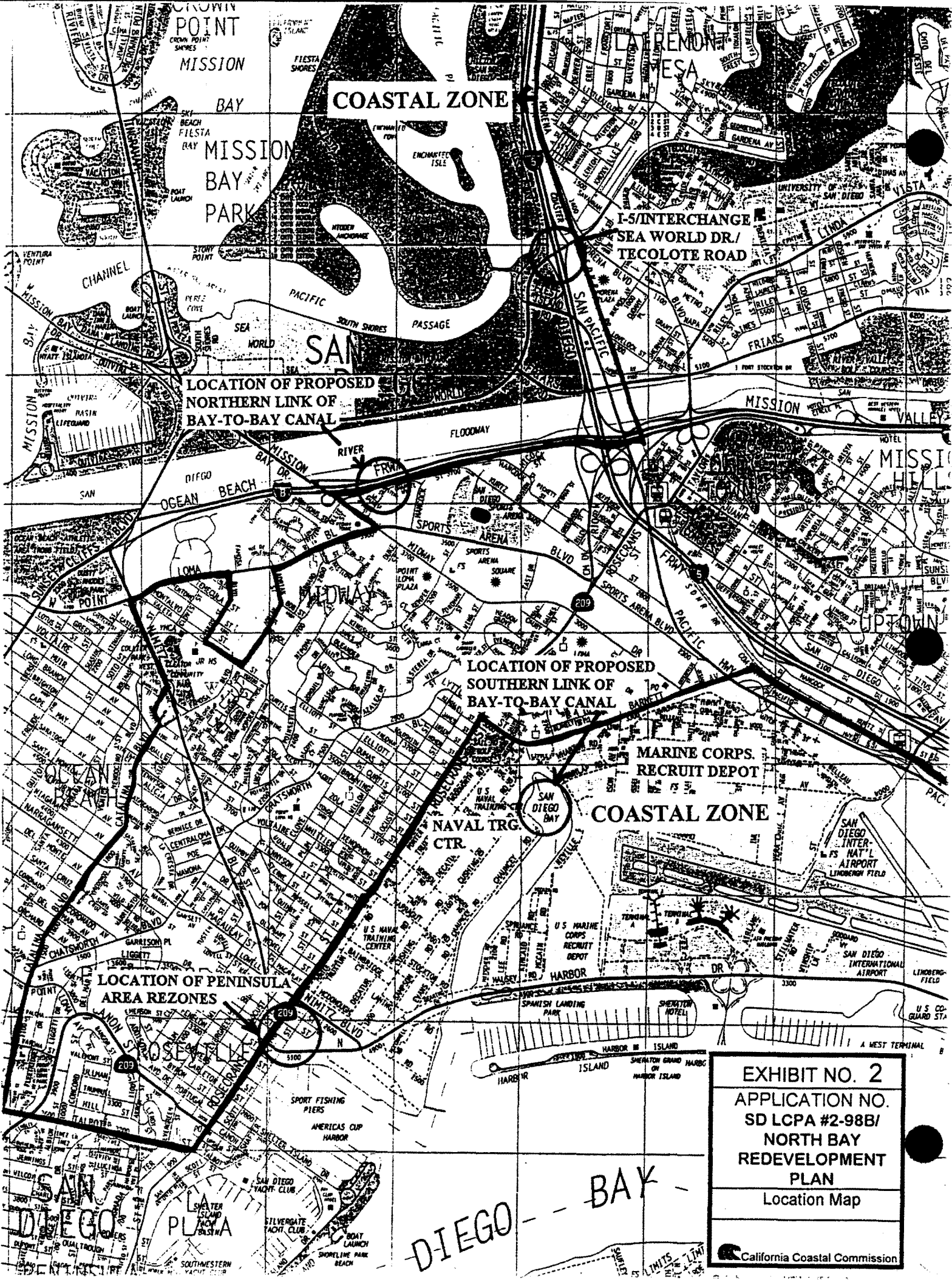


EXHIBIT NO. 1  
APPLICATION NO.  
SD LCPA #2-98B/  
NORTH BAY  
REDEVELOPMENT  
PLAN

Redevelopment  
Area/Community Plan  
Areas/Coastal Zone

Community Plan

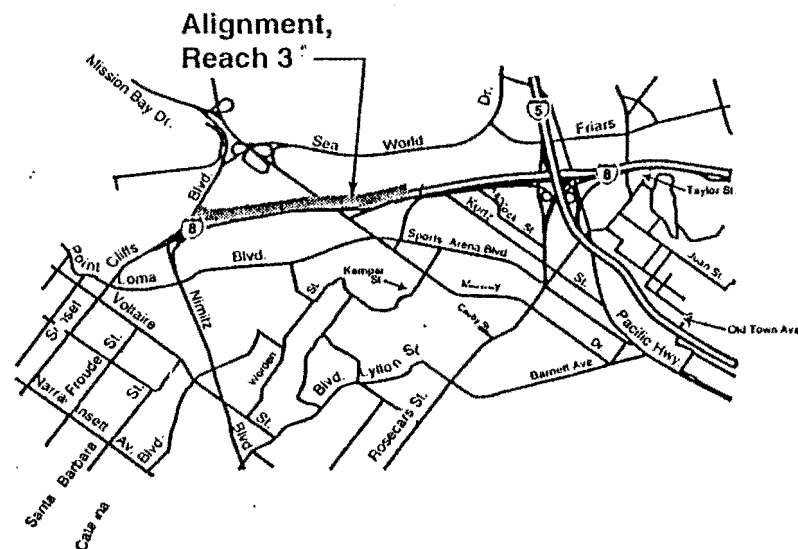
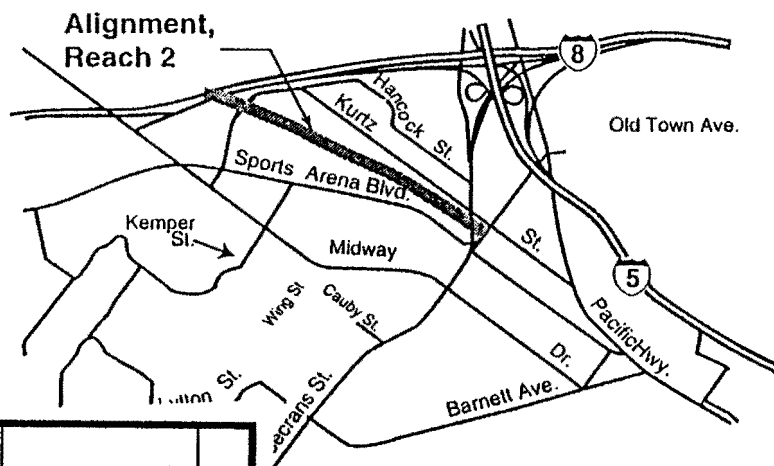
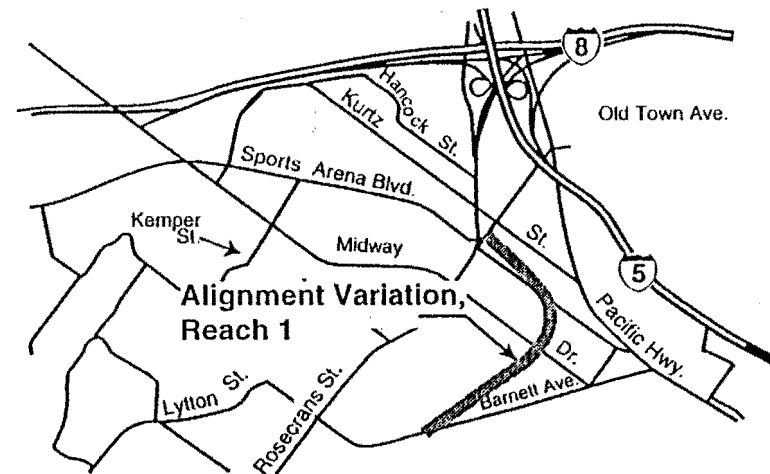
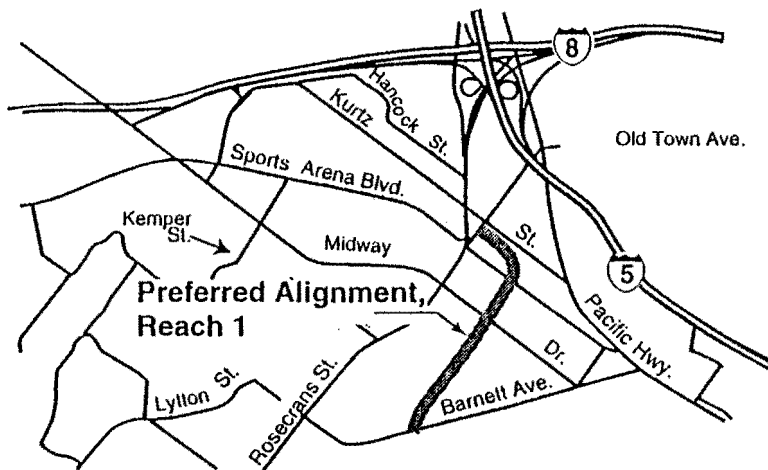




**EXHIBIT NO. 2**  
**APPLICATION NO.**  
**SD LCPA #2-98B/**  
**NORTH BAY**  
**REDEVELOPMENT**  
**PLAN**  
**Location Map**

California Coastal Commission





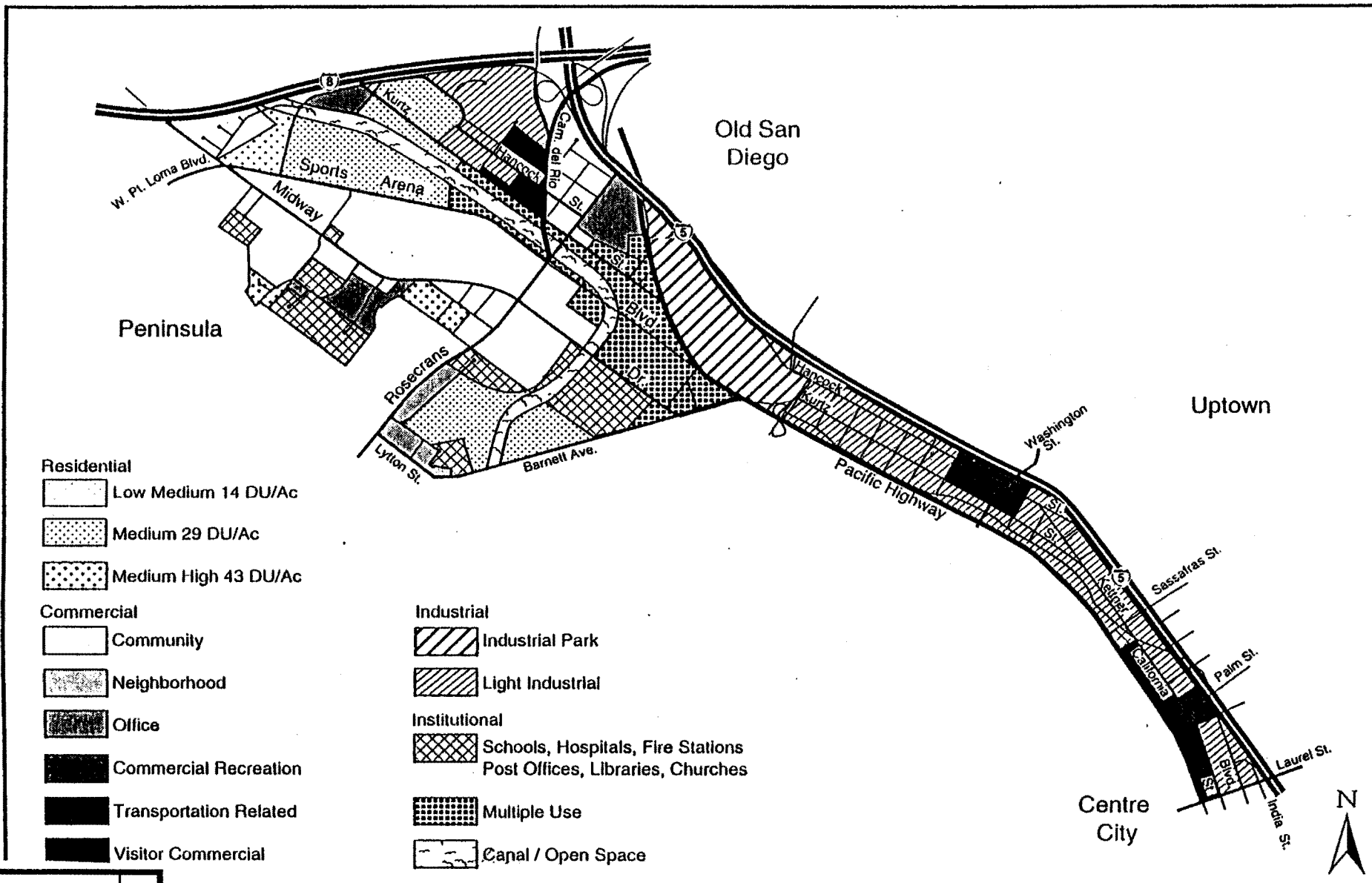
# **ENT, REACH 1, 2 & 3** **cific Highway Corridor Community Plan** **N DIEGO • COMMUNITY AND ECONOMIC DEVELOPMENT**

EXHIBIT NO. 3

APPLICATION NO.  
 SD LCPA #2-98B/  
 NORTH BAY

REDEVELOPMENT  
 PLAN

Proposed Reaches for  
 Potential Bay-to-Bay  
 Canal



# **Proposed Land Use** **Midway / Pacific Highway Corridor Community Plan** **CITY OF SAN DIEGO • PLANNING DEPARTMENT**

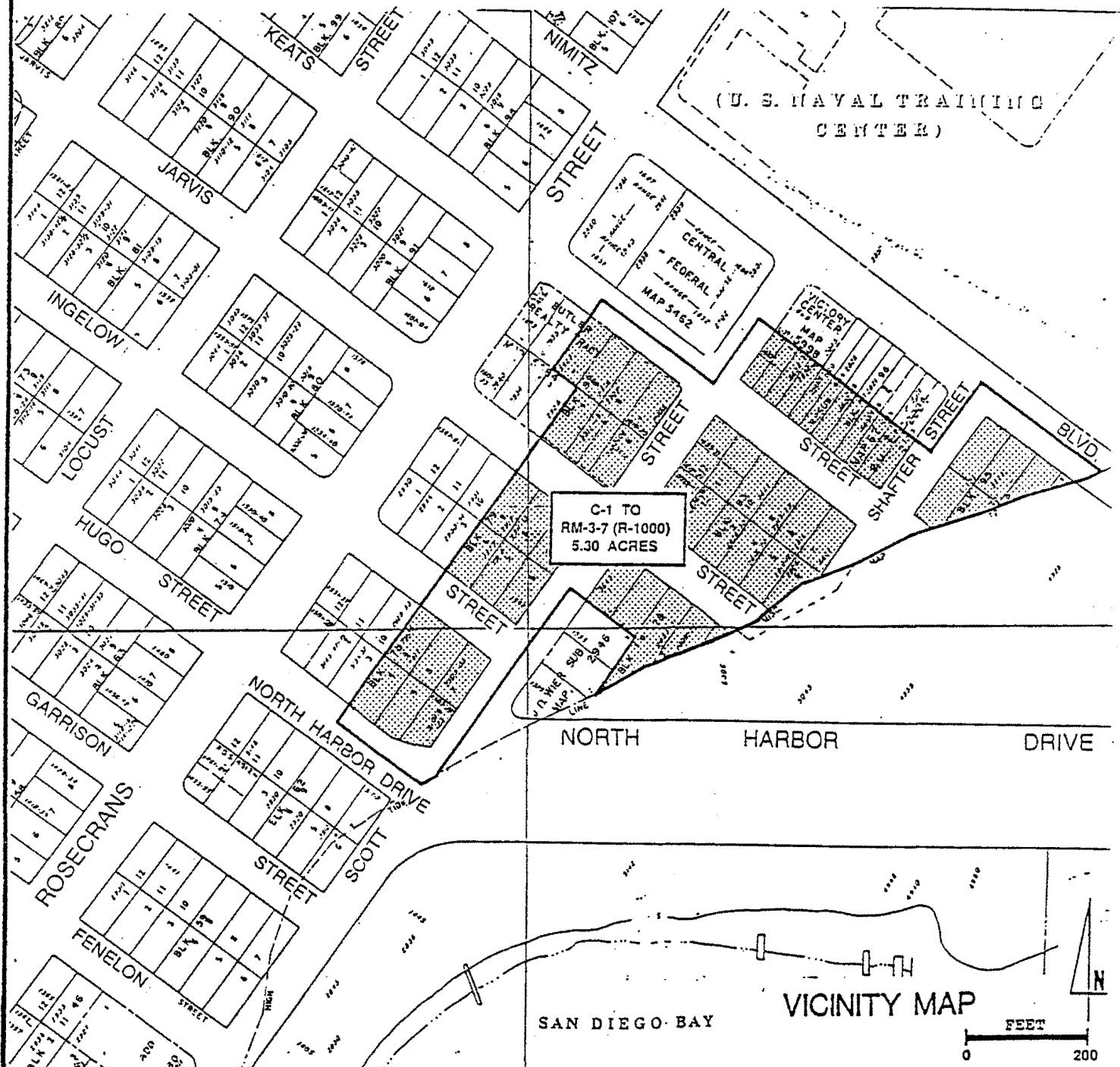
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**Figure 11**  
 1-29-97 JAA  
 MIDWAY11 LandUse

Proposed rezones/ designations near canal route (not in CZ) California Coastal Commission	EXHIBIT NO. 4
	APPLICATION NO. SD LCPA #2-98B/ NORTH BAY REDEVELOPMENT PLAN



# PROPOSED REZONING



## NORTH BAY / ROSEVILLE REZONE

ORDINANCE NO. \_\_\_\_\_  
EFF. DATE ORD. \_\_\_\_\_  
ZONING SUBJ. TO \_\_\_\_\_  
BEFORE DATE \_\_\_\_\_  
EFF. DATE ZONING \_\_\_\_\_  
MAP NAME & NO. \_\_\_\_\_

REQUEST RM-3-5 (R-1000)  
PLAN. COMM.  
RECOMMENDATION  
CITY COUNCIL  
ACTION

CASE

COMM.

B -

APN: 91

(204-16)

EXHIBIT NO. 5

APPLICATION NO.  
SD LCPA #2-98B/  
NORTH BAY  
REDEVELOPMENT  
PLAN

Proposed rezones/  
Peninsula area



# SAN DIEGO AUDUBON SOCIETY

2321 Morena Boulevard, Suite D • San Diego CA 92110 • 619/275-0557

August 5, 1998

**RECEIVED**

AUG 6 1998

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT

VIA FACSIMILE

California Coastal Commission  
3111 Camino del Rio, Suite 200  
San Diego, California 92108-1725

Dear Commissioners:

**SUBJECT: SAN DIEGO NORTH BAY REDEVELOPMENT AREA**

The San Diego Audubon Society urges that the California Coastal Commission not approve the subject project as it stands because of inadequate environmental review. The San Diego River Flood Control Channel is one of the most heavily used coastal wetland habitats left in our region. This project will have significant negative impacts to that habitat and wildlife of the San Diego River Flood Control Channel. The Environmental Impact Report does not describe these impacts, nor does it identify ways to minimize them, discuss alternatives to the project, or assess mitigation needs as required by the California Environmental Quality Act. This information must be provided so the Commission and the public can understand the likely impacts of the project before it is approved.

## IS THE BAY-TO-BAY CANAL PART OF THIS PROJECT?

In the "Project Description," on page 2-7, the EIR states "The primary proposed amendment to the community plan is the addition of a new element entitled, "Bay-to-Bay" which is a planned waterway connecting the San Diego Bay with the San Diego River." This makes it absolutely clear that the canal is a major part of this Redevelopment Plan. The Plan initiates the process of raising funds, acquiring land and rights-of-way, land use changes, and modification of infrastructure for this waterway and other projects.

## ARE THE ENVIRONMENTAL IMPACTS OF THE BAY-TO-BAY CANAL IDENTIFIED?

The EIR (Table 4.6-2) lists habitat impacts that might occur from a generic project in the region, but does not identify or estimate the specific type, value, and quantity of the wetland habitats that would be either dredged, filled, or otherwise impacted in the Flood Control Channel portion (Reach 3) of the Bay-to-Bay Canal. A casual analysis using the figures of the document suggest that about 37 acres of high value wetland habitat are likely to be destroyed and many additional acres would suffer degradation in habitat value due to disturbance resulting from use of the boat channel.

The EIR (Table 4.6-3) lists only generic impacts that a project in this region might have on various sensitive plant and animal species, but fails to identify or estimate the species and populations that will be impacted by the construction and use of the canal. It is likely that endangered and sensitive species will be impacted.

**EXHIBIT NO. 6**

**APPLICATION NO.  
SD LCPA #2-98B/  
NORTH BAY  
REDEVELOPMENT  
PLAN**

Letter of Concern from  
San Diego Audubon  
Society

The EIR does not identify the loss of floodwater carrying capacity, the loss of water quality due to the wetland destruction, and the loss of water quality due to the direct connection to urban runoff sources that are likely to result from the construction of Reach 3.

Many ships enter San Diego Harbor from harbors around the world. Some of them carry invasive marine plants and animals that are dangerous to native marine ecosystems. Providing a direct waterway between San Diego Bay and Mission Bay will substantially increase the likelihood that these invasives will infect habitat in the San Diego River estuary and Mission Bay. The problem of marine invasives is increasing dramatically around the world. See NEWSWEEK, August 10, 1998, page 50 for a discussion of the impacts of marine invasives on indigenous species. These likely impacts and means to control them are not addressed in the EIR.

#### IS THE NECESSARY MITIGATION IDENTIFIED IN THE EIR?

The EIR (page 4.6-15) lists only generic mitigation practices for impacts to biological resources. It does not identify or estimate the quantity, quality, and type of each habitat that will be destroyed and what actual mitigation would be required to offset these impacts, and if the required quantity and type of mitigation is feasible in this area..

The EIR (page 4.6-14) states that "...it is not possible at this level to determine if biological impacts would occur from the implementation of specific actions." To the contrary, it is very clear that the primary element of this project, the Bay-to-Bay waterway, will have significant biological and hydrological impacts. The dimensions given in the EIR can be used to estimate these impacts. They could later be refined when engineering designs are completed.

The Zoning Code Update requires that a four to one mitigation ration be provided for coastal wetlands, about 150 acres for the canal. The EIR states that mitigation should be in the immediate area of the impact. The Flood Control Channel, in the area of the project, is not a viable candidate as it is already a productive coastal wetland. A significant loss of Mission Bay park land might be the only viable way to mitigate. This would have recreation and coastal access impacts. The EIR must identify and discuss mitigation measures, up front.

Reach 3 is within the MSCP Preserve and the Southern Wildlife Preserve of Mission Bay. Constructing a heavily used navigating channel along and across this preserve area is not consistent with either of these commitments. This conflict is not resolved in the EIR.

#### POTENTIAL REMEDIES

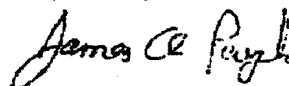
Many of the properties and rights of way to be purchased and infrastructure modifications for a linear park would be significantly different than for a navigable Bay-to-Bay link. It is important to resolve if the navigable link is viable, up front, to avoid wasting public money. We are very concerned that if resources are committed to a Bay-to-Bay link those resources would serve as justification for proceeding with the Bay-to-Bay link in spite of the environmental impacts. To assure that this will not occur we urge the following candidate remedies be incorporated:

- Upgrade the EIR to fully assess the likely environmental impacts of the proposed project,
- modify the project design to eliminate the Bay-to-Bay connection, or
- clearly commit in the EIR that the Redevelopment Agency will take no action toward implementing the Bay-to-Bay link including procuring rights-of-way and property, modifying zoning or land use designations, or modifying infrastructure, until the environmental impacts of the link are thoroughly identified, adequate mitigation is proposed, and the Council has another opportunity to decide if the navigable Bay-to-Bay link is worth the environmental impact and cost based on this information.

#### CONCLUSION

We urge that the Commission require that one of the three remedies above be incorporated into this plan. To do less would be to initiate a major project with immense coastal wildlife and wetland impacts with decision makers and the public having virtually none of the needed environmental information.

Respectfully,



James A. Peugh  
Coastal and Wetlands Conservation Chair

RESOLUTION NUMBER R- 290046ADOPTED ON MAY 04 1998

JUN 8 1998

CALIFORNIA  
STATE COMMISSION  
SOUTHERN COAST DISTRICT

WHEREAS, on April 7, 1998, the Council of The City of San Diego conducted a public hearing to consider proposed amendments to the Linda Vista, Clairemont Mesa, Old Town San Diego, Peninsula, and Midway/Pacific Highway Corridor Community Plans; the Progress Guide and General Plan; the Local Coastal Program Land Use Plan; and associated rezoning of property, along with amendments to the Old Town Planned District Ordinance to implement the North Bay Revitalization Program; and

WHEREAS, the Council of The City of San Diego considered the issues discussed in Environmental Impact Report No. SCH 97091022; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, that it is certified that Environmental Impact Report No. SCH 97091022, on file in the office of the City Clerk, has been completed in compliance with the California Environmental Quality Act of 1970 (California Public Resources Code section 21000 et seq.), as amended, and the State guidelines thereto (California Code of Regulations section 15000 et seq.), that the report reflects the independent judgment of The City of San Diego as Lead Agency and that the information contained in said report, together with any comments received during the public review process, has been reviewed and considered by this Council in connection with the approval of the North Bay Revitalization Program.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081 and California Code of Regulations section 15091, the City Council adopts the

EXHIBIT NO. 7
APPLICATION NO.
SD LCPA #2-98B/
NORTH BAY
REDEVELOPMENT
PLAN
Resolutions of Approval


findings made with respect to the project, a copy of which is on file in the office of the City Clerk as Document No. RR- 290046-1, and incorporated herein by reference.

BE IT FURTHER RESOLVED, that pursuant to California Code of Regulations section 15093, the City Council adopts the Statement of Overriding Considerations, a copy of which is on file in the office of the City Clerk as Document No. RR- 290046-1, and incorporated herein by reference.

BE IT FURTHER RESOLVED, that pursuant to California Public Resources Code section 21081.6, the City Council adopts the Mitigation Monitoring and Reporting Program, or alterations to implement the changes to the project as required by this body in order to mitigate or avoid significant effects on the environment, a copy of which is on file in the office of the City Clerk as Document No. RR- 290046-2, and incorporated herein by reference.

APPROVED: CASEY GWINN, City Attorney

By

  
Richard A. Duvernay  
Deputy City Attorney

RAD:lc:cdk

03/24/98

Or.Dept:Comm.&Eco.Dev.

R-98-1003

Form=eirl.frm



RESOLUTION NUMBER R- 290045

ADOPTED ON MAY 04 1998

WHEREAS, on March 26, 1998, the Planning Commission of The City of San Diego held a public hearing for the purpose of considering amendments to the Linda Vista, Clairemont Mesa, Old Town, Peninsula, and Midway-Pacific Highway Corridor Community Plans and The City of San Diego Local Coastal Program Land Use Plan and the Progress Guide and General Plan; and

WHEREAS, the proposed community plan amendments include applications of rezones, which are indicated on Zone Map Drawings B-4092, C-882, and C-883; amendments to Municipal Code sections 103.0204(B)(5)(a), 103.0204(B)(6)(a), 103.0204(B)(6)(b), 103.0205(B), 103.0205(C), and 103.0205(E); and both the application and rescission of the Community Plan Implementation Overlay Zone to various properties; and

WHEREAS, Council Policy 600-7 provides that public hearings to consider revisions to the Progress Guide and General Plan for The City of San Diego may be scheduled concurrently with public hearings on proposed community plans in order to retain consistency between said plans and the Planning Commission has held such concurrent public hearings; and

WHEREAS, the Council of The City of San Diego has considered all maps, exhibits, and written documents contained in the file for this project on record in The City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

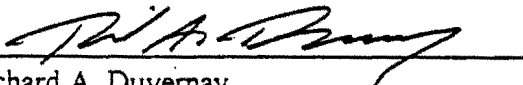
BE IT RESOLVED, by the Council of The City of San Diego, that it adopts amendments to the Linda Vista, Clairemont Mesa, Old Town, Peninsula, and Midway-Pacific Highway Corridor Community Plans, and The City of San Diego Local Coastal Program Land Use Plan.

BE IT FURTHER RESOLVED, that the Council hereby adopts an amendment to the Progress Guide and General Plan for The City of San Diego to incorporate the above updated plan amendments.

BE IT FURTHER RESOLVED, that the Council finds that the proposed plan amendments are consistent with the City-adopted Regional Growth Management Strategy, and directs the City Clerk to transmit a copy of this resolution to SANDAG in its capacity as the Regional Planning and Growth Management Review Board.

BE IT FURTHER RESOLVED, that the community plan amendments, including the associated amendment to the Progress Guide and General Plan, and the application of the Community Plan Implementation Overlay Zone, will become effective immediately, except for those areas within the coastal zone, which will become effective upon California Coastal Commission certification of the amendments, as submitted, to the Local Coastal Program.

APPROVED: CASEY GWINN, City Attorney

By   
Richard A. Duvernay  
Deputy City Attorney

RAD:lc  
03/24/98  
Or.Dept:Comm.&Eco.Dev.  
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# Fr 6a

## Clairemont Mesa Community Plan

*Add to page 50 of the Community Plan:*

### Recommendations for the West Clairemont Plaza - Community Plan Implementation Overlay Zone

The Community Plan Implementation Overlay Zone Type B should apply to the West Clairemont Plaza Shopping Center to ensure that redevelopment of the site is compatible with adjacent residential development, supports use of the future Mid-Coast transit line, enhances the community image, and offers commercial services that are walkable to the surrounding community. The site should be developed with a first class retail and professional center. The existing center is characterized by older structures, underutilized parking areas, poor landscaping, and a lack of walkways to and from residential neighborhoods and throughout the site. Transit services are poorly integrated into the site.

1. Use. Retail and commercial services should be encouraged on the site. Professional offices are also permitted. Residential uses may be permitted on the eastern and southern portions of the lot and above the ground floor throughout the site.

2. Architecture and Site Design. Development should occur with a unifying architectural, signage, and landscaping theme and comprehensive pedestrian and bicycle pathways.

a. Development should capitalize on the site's topography. The rise in elevation should be used to provide below-grade parking, capture views, and reduce apparent building mass. Buildings should terrace down the slope. Great sensitivity should be exercised to minimize view obstruction. Building height is limited to thirty feet.

b. Pedestrian amenities such as landscaping and wide sidewalks (8-10 feet wide) should be provided along the Clairemont Drive edge. This street segment should link the Clairemont community to Mission Bay Park through improved pedestrian access and a landscaping theme that visually relates to Mission Bay Park.

c. Development along the Morena Boulevard frontage should be pedestrian-friendly, with building entrances and windows oriented to the street. A direct pedestrian connection should be made to the future trolley station. Landscaping should link the shopping center with the transit station.

d. The Ingulf Street side shall be developed with sensitivity to the residential areas to the south, minimizing noise impacts and street parking conflicts. Any vehicular entrance on this side should be located between Morena Boulevard and Chicago Street.

### 3. Transportation Improvements

a. Provide clear access points to the shopping center. The primary vehicular access should be from Clairemont Drive. Consolidate curb cuts.

b. Pedestrian pathways should occur throughout the site. The pathways should be landscaped and protected from vehicular interference.

Add to page 48 of the Community Plan:

g. Mexican fan palm trees should be used as a theme street tree in the Community Core, interspersed with broad-headed flowering trees.

*Add to page 68 of the Community Plan:*

(6) Access from Morena Boulevard to I-5 should be improved. The current access route takes motorists from Morena to Clairemont Drive via Ingulf Street, impacting residential neighborhoods. Direct freeway access from Morena Boulevard to I-5 should be provided. A direct ramp from Morena Boulevard to Clairemont Drive should be developed to provide direct access to Interstate 5. This would reduce the through traffic on adjacent residential streets attempting to access the freeway..

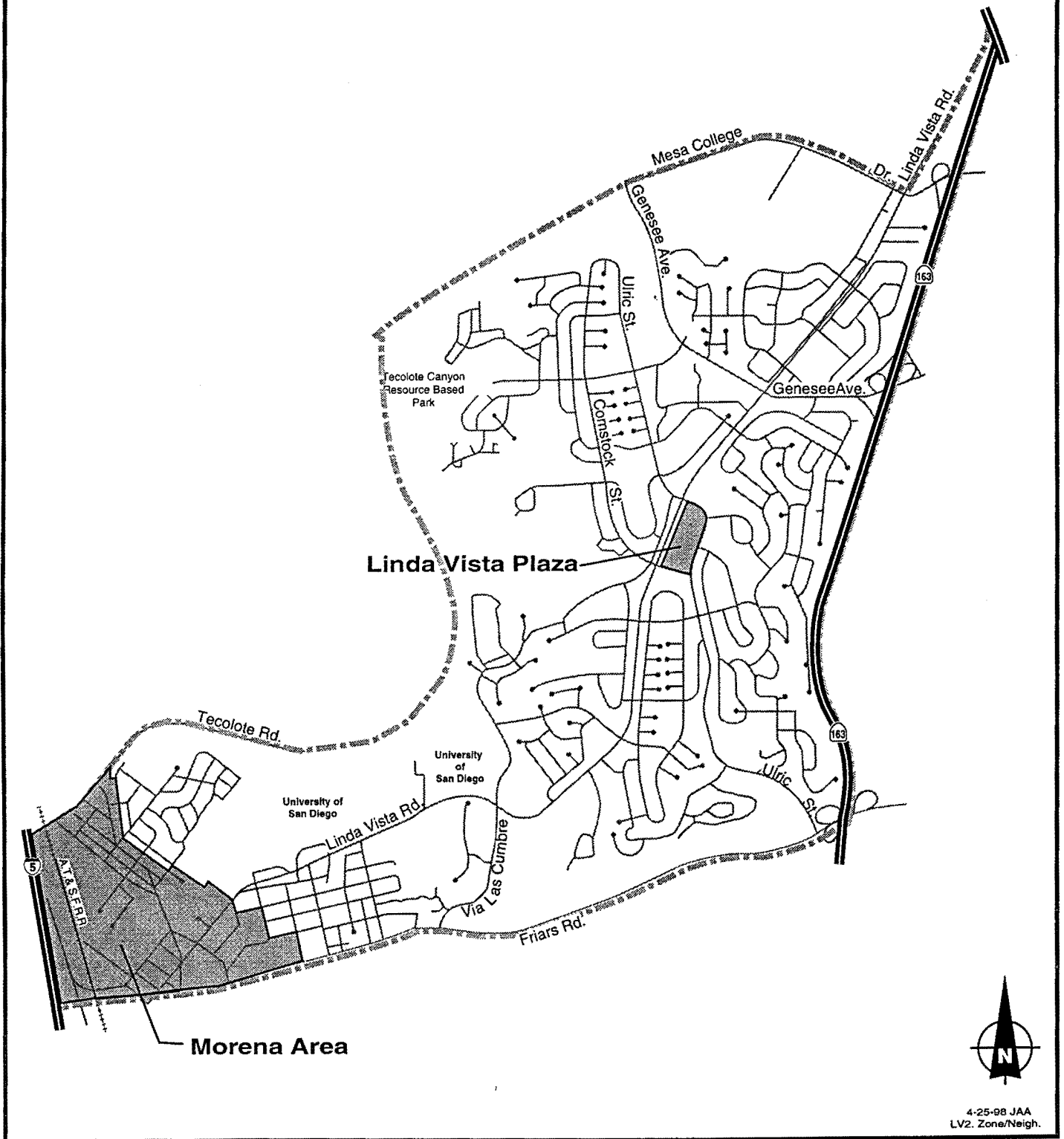
(7) The Knoxville connection will also require the widening of Morena Boulevard from Knoxville Street to Tecolote Road, including the bridge over Tecolote Creek, to provide two northbound turn lanes, one southbound left-turn lane, one southbound through/right turn lane, and an exclusive southbound right turn lane.



## Linda Vista Community Plan

### Goals

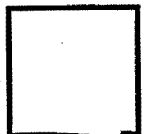
- Retain and enhance commercial usage of the Morena and Linda Vista Plaza areas.
- Retain the existing industrial area west of Morena Boulevard as a diverse employment base for the community and the City. Encourage more utilization of existing rail facilities.
- Ensure that development in the Morena area presents a positive visual image to viewers from Interstate 5, Pacific Highway, Interstate 8, and Mission Bay Park.
- Develop attractive commercial/mixed uses adjacent to the light rail station at Napa Street to encourage transit use, enhance safety around the station, and provide services for transit users.
- Implement development standards which will guide development through a ministerial permit process.
- Create an environment that is business and pedestrian friendly in the community's commercial areas and around transit stations.
- New commercial development near the light rail transit stations and in the central Linda Vista commercial area shall incorporate pedestrian and transit-oriented features into project design.
- New commercial development shall provide landscaping as identified in the streetscape recommendations of this plan.
- The general commercial area along Morena and West Morena Boulevards should be enhanced by a common landscape and signage theme, shared parking, and business promotion.
- Designate the area adjacent to and including the Morena light rail transit station for community-serving commercial use. The trolley site itself (specifically the surplus area) should consist of retail uses on the ground floor and be designed to be pedestrian and transit friendly, blending into both the transit stop and the surrounding area. The trolley site should be developed with a landmark development that helps establish an



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# **Major Commercial and Industrial Areas** **Linda Vista Community Planning Area** City of San Diego • Community and Economic Development



architectural image for this part of the community. Development of the adjacent parcels should emphasize retail uses.

- Designate the Morena Boulevard area for general commercial uses. Apply zoning that permits a wide range of commercial uses. Strengthen the appeal of this area through landscaping, public art, unified signage, and business promotion.
- Designate the mixed residential area on both sides of Naples Street east of Tecolote Road for general commercial use. Apply zoning that permits small to medium scale commercial as well as office and residential uses.
- Designate the remainder of the Morena area for light industrial uses. Apply zoning that permits commercial as well as light industrial uses, but do not permit residential development.

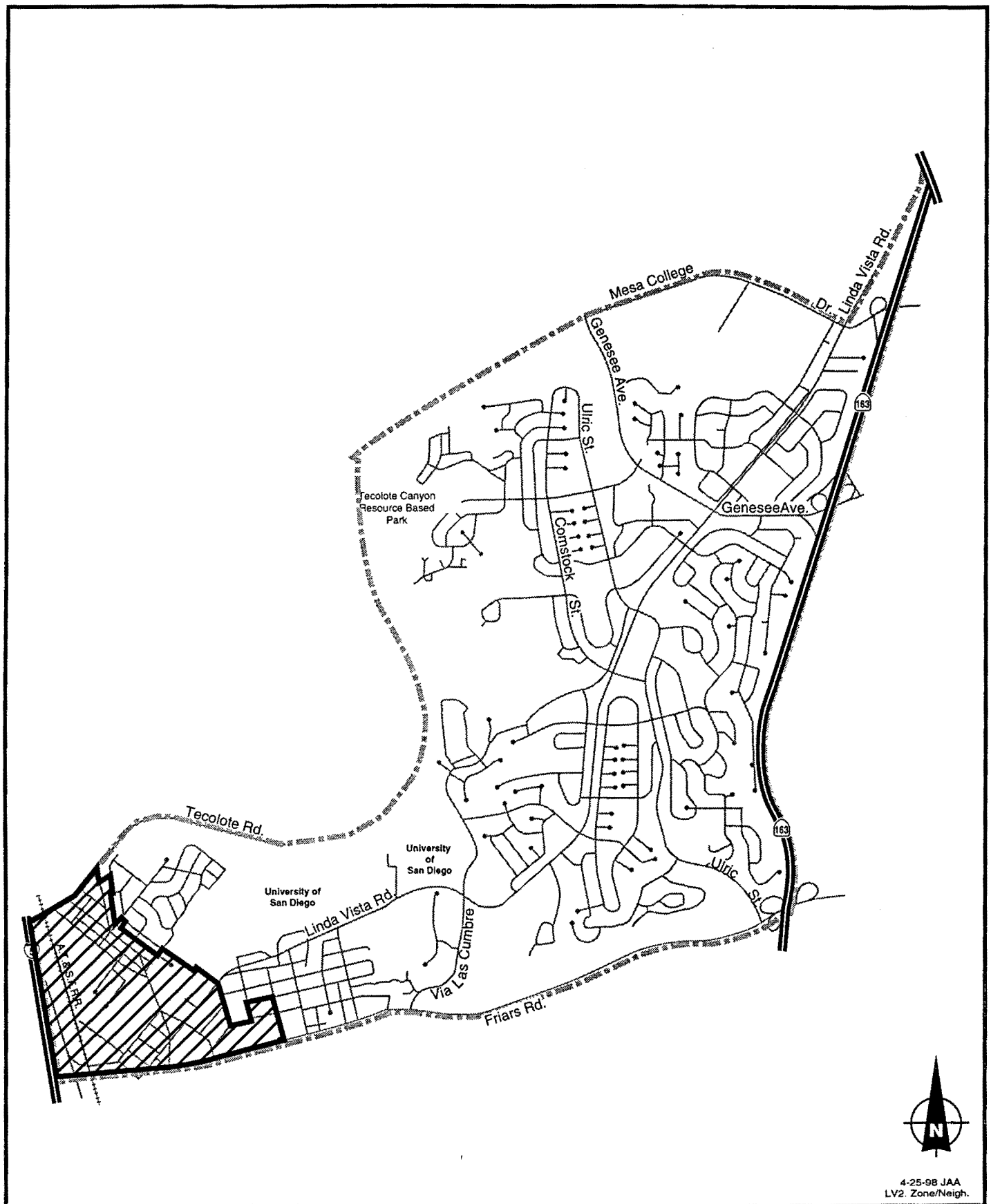
#### Commercial Design Standards

The following standards apply to the area designated for commercial and industrial use in the Morena area (see Figure). These standards are intended to improve the pedestrian environment, provide a greater unity of design, and preserve views from the community to the Presidio and Mission Bay. These standards are to be implemented through a ministerial (Type A) Community Plan Implementation Overlay Zone (CPIOZ) permit procedure.

• The Morena revitalization area shall be rezoned to the M1-A and C-1 zones, and the Community Plan Implementation Overlay Zone (CPIOZ) shall be applied to the entire area. The C-1 zone generally shall be applied to properties with access or orientation to Morena Boulevard, West Morena Boulevard, and Linda Vista Road; the M1-A Zone shall be applied to the balance of the Morena revitalization area. However, properties currently zoned CA, R1-40,000, and M-1A in the industrial sector shall not be included in this rezoning proposal. CPIOZ shall establish supplemental development regulations relating to building height, sidewalks, signs, roof elements, light reflectivity, building facades, refuse collection areas, outdoor storage, off-street parking, and landscaping (provisional) for the purpose of correcting or precluding problems unique to Morena, and the rezonings shall occur for the purpose of implementing the Industrial and Commercial Elements of the community plan. The Type A permit procedure pursuant to CPIOZ (Municipal Code Section 101.0457.2) shall apply whereby applications for development receive ministerial review and approval if deemed in conformance with the forthcoming supplemental regulations.

• ~~No building or addition to a building within the Morena revitalization area (Figure 17) shall be constructed by ministerial approval where the total building height would have a finished floor elevation of no more than 26 feet above grade. The intent of this limit is~~

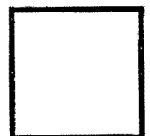




## Area Subject to CPIOZ Regulations

### Linda Vista Community Planning Area

City of San Diego • Community and Economic Development



~~to encourage structures not in excess of three to four stories in order to protect views while maintaining flexibility for a variety of features and roof treatments. Buildings which have at least 25 percent of their gross floor area dedicated for residential use may increase the aforementioned upper floor limit by ten feet with the exclusion of lofts internal to residential units. The Planning Director may only vary up to 20 percent from these height limitations under a discretionary permit and only if public views are not adversely impacted. The purpose of the height limit is to preserve views of the University of San Diego, the Presidio, vistas through Mission Valley from Morena and from Interstate 5, and views of Mission Bay from the University of San Diego, Linda Vista Road, and residential areas to the east.~~

- Building height within the coastal zone. Elsewhere, the maximum allowable building height "by right" shall be 30 feet; however, up to 45 feet may be considered with a discretionary (CPIOZ Type B) permit, and architectural projections may exceed this limit by five feet. In the area designated for Light Industrial use, building heights up to 45 feet may be considered with a discretionary permit.
- ~~No building shall be erected or substantially enlarged unless a sidewalk is provided and maintained with a minimum width of seven feet. Minimum sidewalk width in the designated commercial areas is seven feet, and minimum width in the industrial areas is five feet. Redistribution of the public right-of-way to achieve this requirement shall be considered by the Planning Director; however, additional dedication may in some cases be required.~~
- ~~For the areas depicted, at least 40 percent of the area of first-story building walls that face a public street (excluding Savannah Street and Naples Place) shall be devoted to pedestrian entrances, display windows, or windows offering views into retail, consumer services, office, gallery or lobby space the building's interior.~~
- ~~For the same areas depicted, For each street frontage of commercially developed property, the total of all blank facade elements including garage doors buildings facing public streets (excluding Savannah Street and Naples Place), shall not exceed blank facade segments shall not exceed 80 percent of the street level facade of the structure. Blank facades shall be limited to greater than 15 feet in width, or 30 feet if enhanced by architectural detailing, artwork, or landscaping. Blank facade limitations apply to the area of the facade between four and twelve feet above the sidewalk. Any portion of the facade which is not transparent is considered to be a blank facade.~~
- ~~For purposes of calculating blank wall and transparency requirements, Savannah—Place and Naples Place shall not be considered a street, but in keeping with its—service nature, an alley.~~
- ~~Within the Morena revitalization area no building or portion thereof shall be erected;~~

~~converted, or enlarged unless~~ All mechanical equipment, tanks, ducts, elevator enclosures, cooling towers, and mechanical ventilation shall be completely enclosed in a penthouse, the main building, or a matching accessory building.

- ~~Within the Morena revitalization area no building or portion thereof shall be erected, converted, or enlarged unless~~ All outdoor storage areas shall be completely enclosed by solid walls, fences, or buildings or a combination thereof. The enclosure shall be at least six feet high, and no material shall be stored to a height in excess of the enclosure. No storage shall be permitted in parking areas.
- Enclosed trash storage areas must be provided.
- Off-street parking shall be provided according to the following standards.

<u>Land Use Category</u>	<u>Parking Spaces/Square Feet Floor Area</u>
Medical and dental office	1/250
Professional business office	1/300
Retail and commercial service	1/400
Wholesale, distribution, and manufacturing	1/1500
Residential	R-1500 Zone standards Refer to City-wide regulations
<u>Hotel</u>	<u>1/room</u>

- ~~Parking facilities provided with three or more levels of above grade parking shall be contained within the structure and architecturally enclosed. When unenclosed above grade parking is permitted, the permitted , the perimeter of each parking floor garage floor above street level shall have~~ structures shall include an opaque screen at least 3-1/2 feet high measured from the finished floor of each level, and provide an architectural treatment, such as a finished soffit, shielding any unfinished structural elements, lights, or mechanical appurtenances. Mechanical equipment areas and service areas are allowed as street level uses when screened from the street with the exception that garage doors and access ways may open directly onto the street. shall include architectural details, and shall screen lights and mechanical appurtenances.
- Landscaping shall be required in accordance with the City-wide landscape ordinance using the guidelines included in the streetscape element of this community plan.
- Within the coastal zone, no more than 30 percent of any elevation of a building exterior may be constituted of a material with a light reflectivity of greater than 25 percent.

- For rehabilitation of existing structures or minor alterations, every effort shall be made to comply with these standards, but the City Manager may authorize variations from the standards for parking, landscaping, and sidewalk widths where conditions warrant. Minor alterations involve less than 50 percent of the market value of the structure.

#### Economic Development Proposals

- Form a Business Improvement District or Association (BID/BIA) in the central Linda Vista area and one in the Morena area to coordinate marketing, landscaping, and signage. The BID/BIA has applied for start-up funds from the City's Office of Small Business, but would be subsequently self-financed. The business associations should work in partnership with the City to enhance these two commercial areas. The City's contribution would focus on public improvements (streets, lighting, pedestrian access) and the maintenance of these improvements.
- Local merchants should hire local community members, particularly summer jobs for youth. The Linda Vista Collaborative could coordinate youth employment opportunities. Also, the Collaborative could coordinate with the San Diego Workforce Partnership to access employment training and placement opportunities.

#### Transportation Element

- Napa Street. Napa Street should be widened to a modified four-lane collector street. This would require the widening of Napa Street to provide two westbound lanes, two eastbound left-turn lanes, two eastbound through lanes, and bike lanes but no center median.
- Linda Vista Road at Napa Street. Widen Linda Vista Road to provide an exclusive right-turn lane for southbound traffic. Widen Napa Street west of Linda Vista Road to provide one eastbound left-turn lane, one optional left-turn or through-lane, one eastbound through lane, two westbound through lanes, and bike lanes but no parking allowed.
- Morena Boulevard at Tecolote Road. Widen Morena Boulevard north of Tecolote Road including the bridge over Tecolote Creek, to provide two northbound lanes, one southbound left-turn lane, one southbound through/right turn lane, and an exclusive southbound right-turn lane. Widen Morena Boulevard south of Tecolote Road to include two northbound left-turn lanes and one northbound through lane and a shared northbound through/right-turn lane.
- Install landscaping, public art, and/or neighborhood identification signage on the two triangular asphalt islands at the juncture of Morena and West Morena Boulevards.

Remove unnecessary medians on the north side of West Morena Boulevard. Where sufficient right-of-way exists, widen sidewalks along Morena and West Morena Streets to allow room for street trees.

- Examine whether alternative on-street parking can be provided in the Morena area.
- Rename either Morena Boulevard or West Morena Boulevard to reduce confusion.
- If additional redevelopment above that permitted by this community plan is approved in the Morena area, fees should be assessed for the widening of the Morena Boulevard bridge over Friars Road.
- Require commercial development along transit routes to provide landscaping and passenger waiting areas at transit stops within the public right-of-way.
- Require that commercial redevelopment projects provide an appropriate number of bicycle racks.
- Connect Knoxville Street to West Morena Boulevard in the Clairemont Mesa community to provide a connection to Interstate 5 so that through traffic and truck traffic do not need to use Morena Boulevard to access the I-5 freeway.
- Conduct a sign study and correct any confusing signage leading motorists to Interstate 5 from the Morena area.

## Urban Design Element

- Design the Tecolote LRT Station to maximize pedestrian and bus access to Mission Bay and the Morena Shopping Quarter.
- Adequately landscape the Mid-Coast LRT/Coaster rail corridor.
- Development of the Linda Vista/Morena trolley station site and the blocks immediately surrounding it should be oriented to the streets and provide convenient pedestrian circulation. The five acre station site should be developed as a landmark project that anchors the southern end of the Morena Shopping Quarter and fits in with the image of Linda Vista. It should be developed with uses that provide amenities to transit riders and that help support transit usage. At the same time, it should provide for commercial uses to support local residents and students. Semi-public uses, which may include day care, plazas, outdoor seating areas, and public art should also be incorporated into the project. The development should provide identification kiosks or displays directing passengers to adjacent attractions, including shopping opportunities and the San Diego River to the south. See commercial element.
- Business owners in the Morena district should form a business association to develop common promotional material, landscaping, signage, and design themes. These themes should take advantage of the concentration of home furnishing and home improvement businesses in the area. Examples could include distinctive light fixtures, decorative flags which identify the area as a unique shopping district, and complementary decorative features such as awnings, pavers, and signage. These materials should be provided by local businesses.





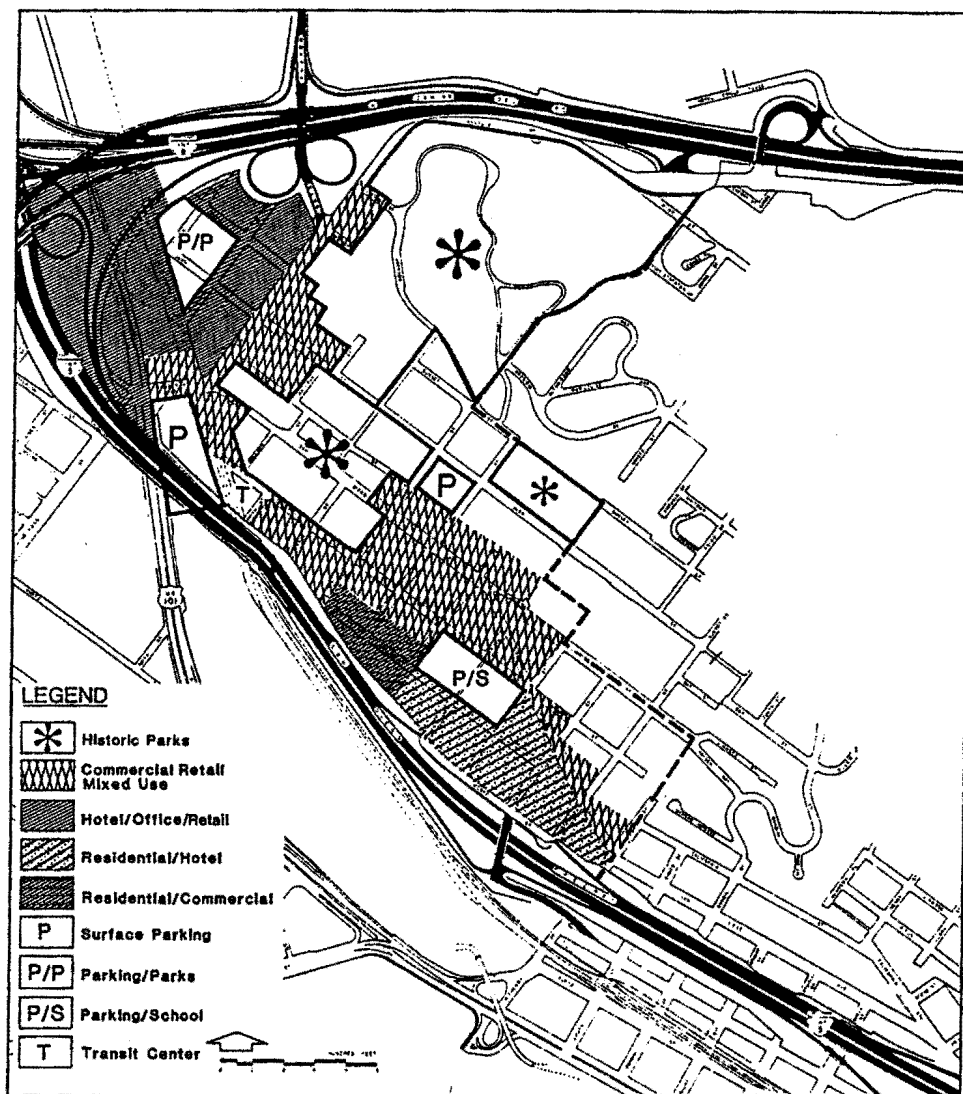


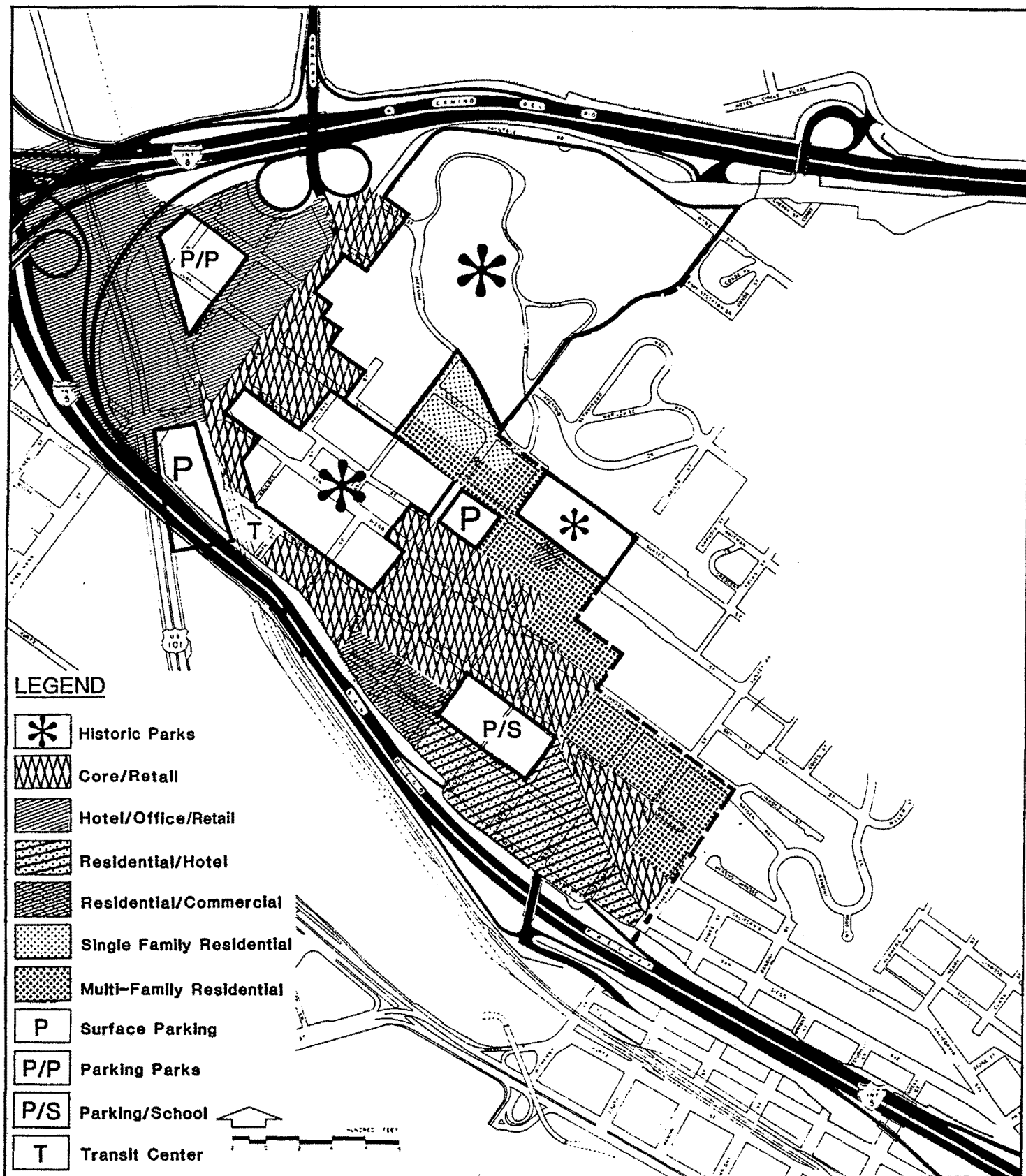


## Old Town San Diego Community Plan

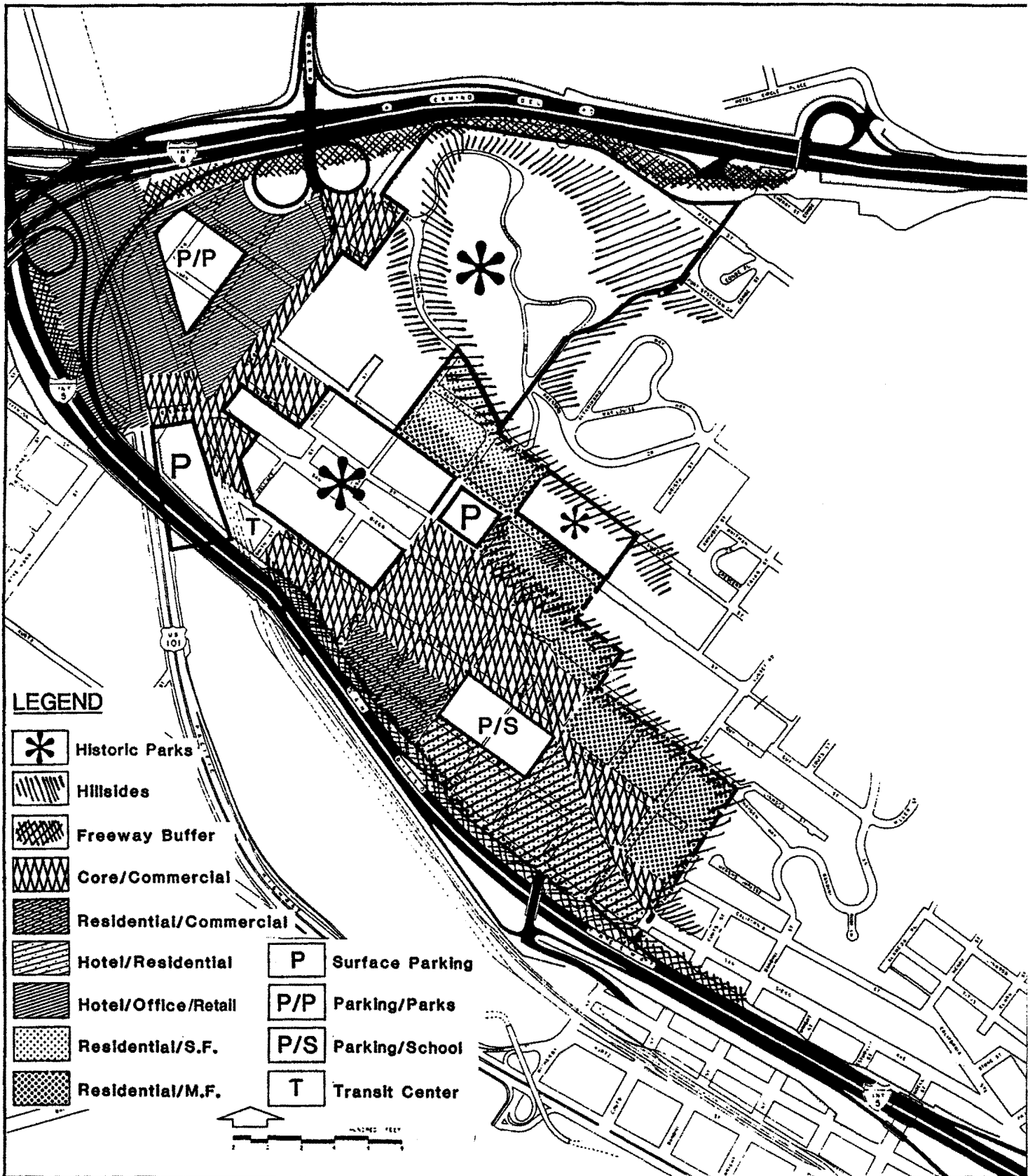
Page 49: Change paragraph 1 to read:

INCREASE THE SIZE OF THE HISTORICAL CORE AREA AND PROVIDE A LOGICAL TRANSITION INTO THE "CORE AREA." Change the boundaries of the "core" area to include the area along San Diego Avenue to Ampudia; and the area between Juan, the railroad, the State Park, and the ~~Taylor Street facing lots~~ lots on the south frontage of Taylor Street.

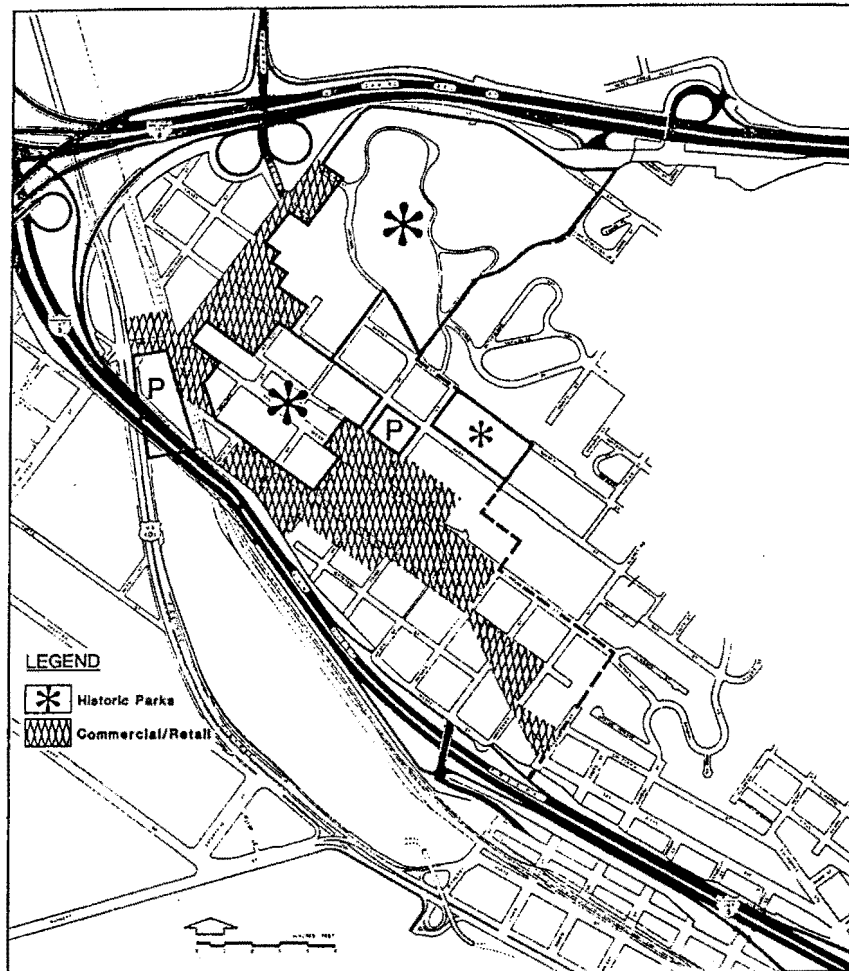




## PLAN LAND USE CONCEPT



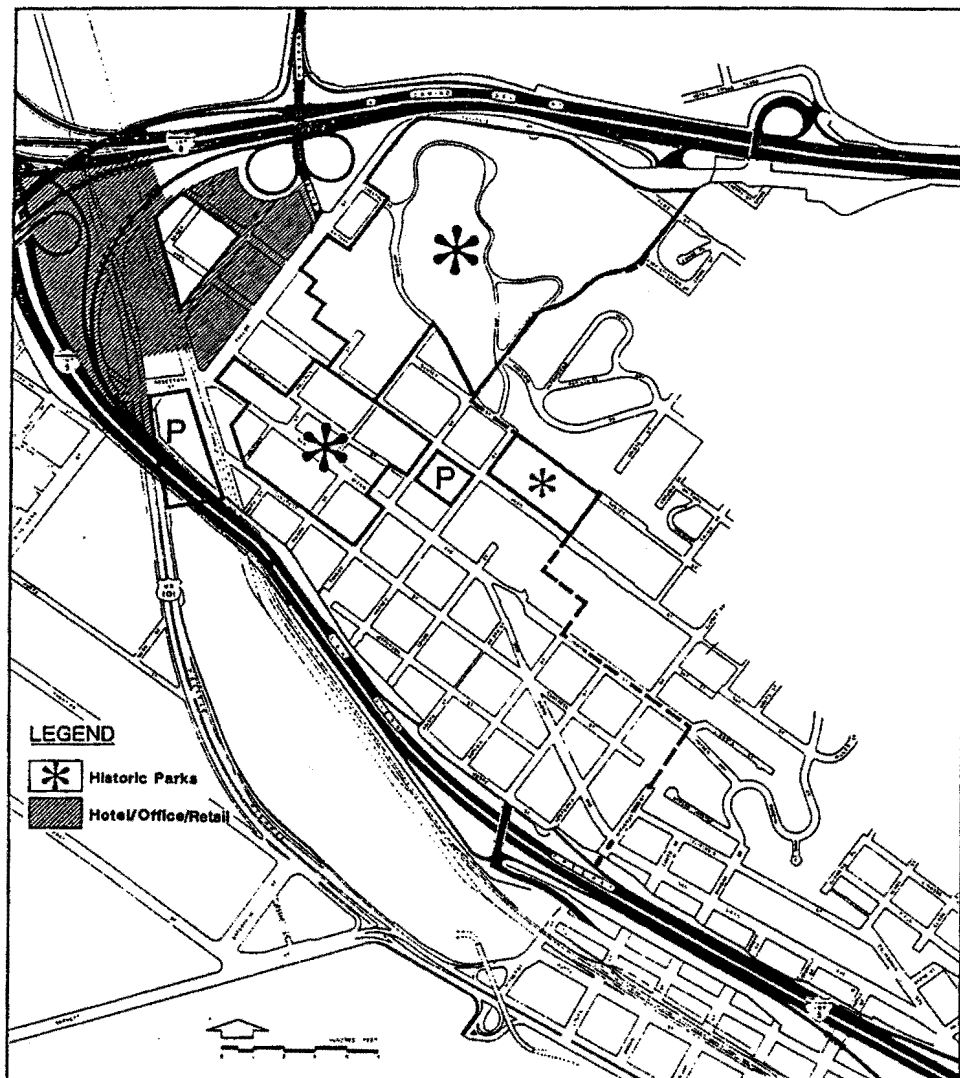
**LONG RANGE PLAN-LAND USE CONCEPT**



DEVELOPMENT SUBAREAS/CORE

Page 55: Add to the current text:

ROSECRANS. Uses such as professional offices, hotels, cultural facilities, and retail activities supportive of the historical core should be located in the area westerly of Taylor Street with access from Interstate 8 freeway, Morena Boulevard and Rosecrans Street. The area's vicinity proximity to Mission Valley, the Morena, and the Midway area at the periphery of Old Town San Diego makes it an excellent site for supportive visitor uses to the historical core of the community. Any retail uses on the site should be oriented to the Taylor Street frontage. Office uses should be located to the rear. Structures parking is encouraged in the site's interior. Development intensity shall not exceed 1.0 FAR, with additional intensity possible for projects including enclosed or underground parking.



DEVELOPMENT SUBAREAS/ROSECRANS

Page 66: Amend paragraph 7 to read:

"PEDESTRIAN ACCESS BETWEEN PRESIDIO PARK THROUGH OLD TOWN TO AND UNDER THE I-5 FREEWAY TO LINK UP TO THE FUTURE BAY-TO-BAY CANAL SHOULD BE PROVIDED. A safe and well-landscaped pedestrian sidewalk along Mason Street between Juan Street and Jackson Street and a pedestrian path through the park to Jackson Street should be maintained."

Page 99: Amend paragraph 2 to read:

Development should re-create the river environment by consolidating lots into large parcels and providing low scale development set into a park-like "riverine" environment. In order to create this riverine environment, at least 70 percent of the site should be landscaped with wetland vegetation species. Buildings on stilts are appropriate for this area. acknowledge the former alignment of the San Diego River through this area and take advantage of its freeway visibility and adjacency to the historic center of Old Town. Development should be medium scale. Landscaping should emphasize wetland species such as sycamore and willow. Retail uses may be included in redevelopment plans, but should be sited along the Taylor Street frontage, while offices and parking should be tucked into the rear of the lots. This area is subject to liquefaction; therefore, development intensity should be reduced for safety reasons; the highest building standards should be followed.





## **Midway/Pacific Highway Corridor Community Plan**

Amend table of contents to insert "Bay-To-Bay/Canal Influence Area and Multiple Use" plan elements.

Amend page 5 to incorporate description of the redevelopment project as follows:

### **REDEVELOPMENT PROJECT**

Much of the Midway/Pacific Highway Corridor community has been included in the North Bay Redevelopment Project Area. In addition to the Midway/Pacific Highway Corridor community, the Project Area includes portions of the communities of Peninsula, Old Town, Uptown, Linda Vista and Clairemont Mesa. The Redevelopment Project was initiated, in part, as a result of the impending closure of the Naval Training Center resulting in a significant physical and economic impact on the above communities, which were already exhibiting characteristics of physical deterioration and economic decline.

Redevelopment, as established by California Redevelopment Law, is a process which gives certain tools to the City of San Diego, property owners, and tenants to correct conditions of blight in an area. Once a redevelopment plan is adopted for a project area, the redevelopment agency (the City of San Diego in this case) has broad powers under State law, except as limited by the redevelopment plan itself. The powers include the ability to assist property owners in the rehabilitation and development of their properties, to undertake and pay for public improvements, to finance redevelopment activities through the issuance of bonds or other forms of borrowing and, if necessary, to acquire property and dispose of it for public and private development. The redevelopment agency can also impose certain controls or restrictions to assure redevelopment of an area.

Similar to a community plan, the redevelopment plan for an area is a development guide. In the case of the Midway/Pacific Highway Corridor community, the redevelopment plan is expected to supplement the recommendations and guidelines of the Midway/Pacific Highway Corridor Community Plan and assist in the Community Plan's implementation. The redevelopment plan contains general land uses and development controls, a full listing of redevelopment agency powers, a listing of public improvements to be provided, provisions for owner participation, and the proposed financing methods.

Redevelopment plans are adopted by first designating a survey area to study the need for possible redevelopment. This is followed by the adoption of a preliminary plan for a selected project area. Several months of detailed analysis will then result in the preparation of a redevelopment plan. In all cases, community businesses and residents are provided an opportunity to comment on the redevelopment project. Following a public hearing which is noticed to all property owners by mail, the City Council may adopt the redevelopment plan, after which the City of San Diego is

charged with the responsibility to carry out the plan.

Activities associated with the implementation of a redevelopment plan could be commercial revitalization programs, code enforcement, rehabilitation, acquisition of land for public facilities or the assembly of sites for redevelopment, and clearance of land for redevelopment.

Add a figure showing the redevelopment project area within the Midway/Pacific Highway Corridor community.

Amend page 11 to incorporate background of the redevelopment and revitalization efforts as follows:

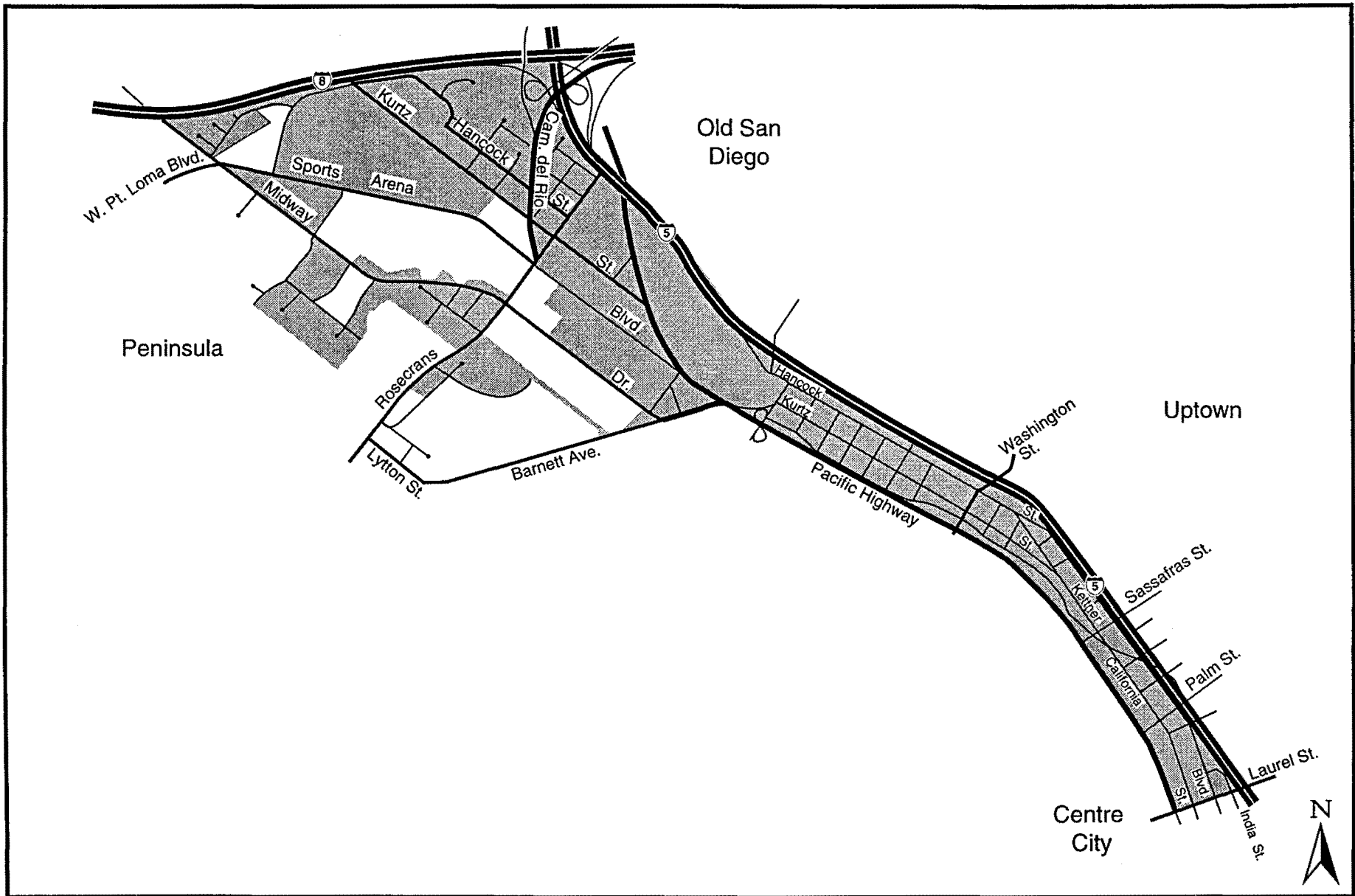
Since the 1960's, the community has continuously suffered from haphazard development which has resulted in the lack of a clear visual form--both in terms of orientation and community legibility...Much of the commercial development built in accordance with the now-rescinded Midway Planned District Ordinance, ~~which includes including retail auto-oriented auto sales and services commercial uses,~~ adult entertainment and drive-through restaurants, now exhibit a general lack of adequate parking, landscaping, and other commercial development amenities.

Although the 1991 Midway/Pacific Highway Corridor Community Plan recommended the redesignation and rezoning of properties in an attempt to consolidate land uses, and further recommended design standards to address the problems identified above, the community has continued to suffer from the effects of past development in the community. The existing parcel sizes and configurations, as well as the degree of economic dislocation resulting from the variety of uses in the community that are mixed in an undesirable manner, have acted as impediments to redevelopment and revitalization. These factors, in addition to the anticipated economic impacts resulting from closure of the Naval Training Center, have served as the basis for the establishment of a redevelopment project which includes much of the community.

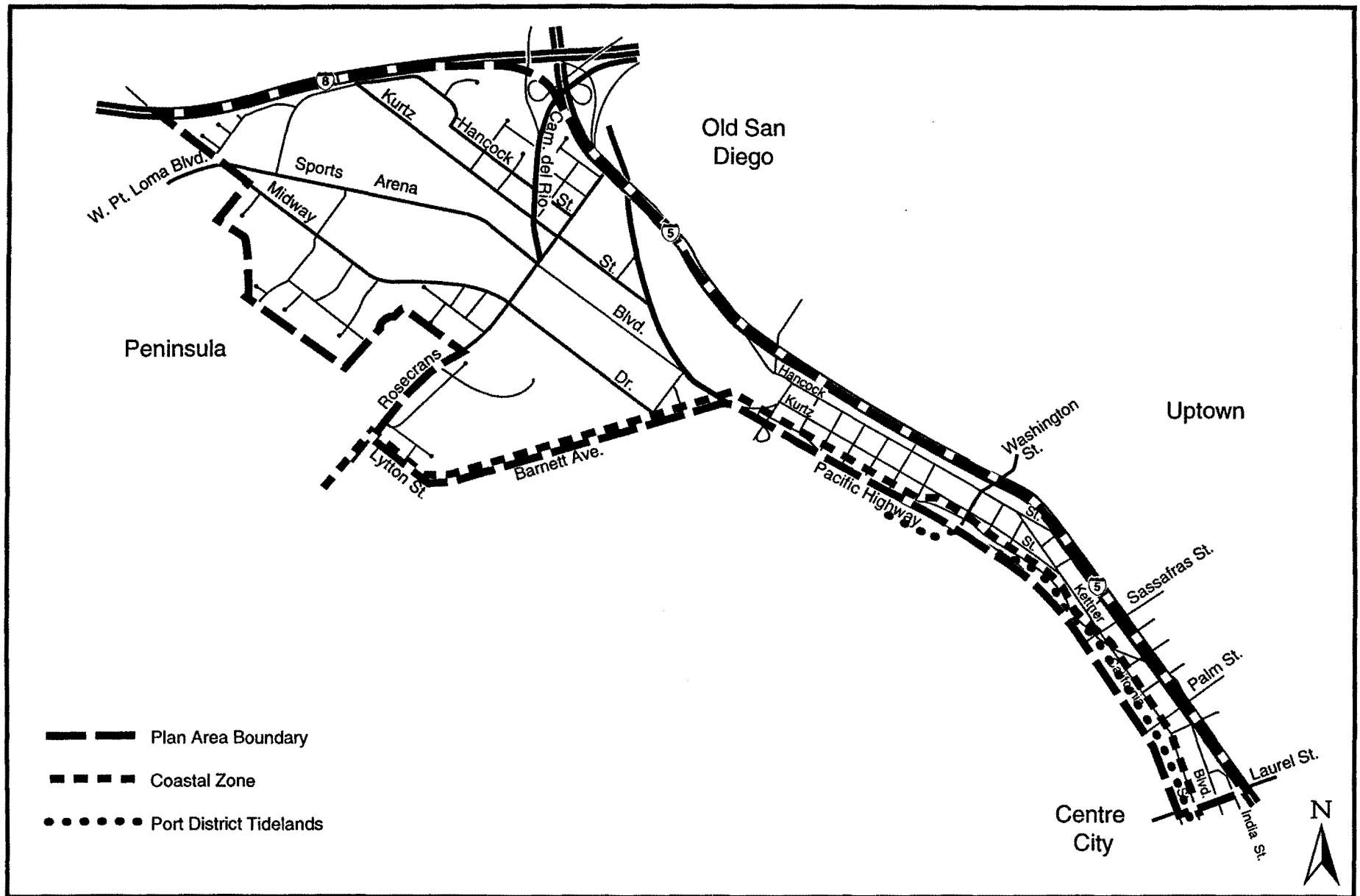
Revise Figure 3 on page 14, removing now-obsolete references of "area added" and "area deleted."

Amend page 17 as follows:

The relationship of this plan to other planning programs and development patterns in the surrounding areas has been considered during the preparation of this plan. The process has incorporated review of the updated Peninsula Community Plan...and the ongoing Environs Comprehensive Land Use Compatibility Plan for Lindbergh Field. As part of the redevelopment plan process, the draft reuse plan for the now closed Naval Training Center and, to the extent possible, the preliminary Lindbergh Field Airport



**Redevelopment Area**  
**Midway / Pacific Highway Corridor Community Plan**  
 City of San Diego • Community and Economic Development



## Planning Area Boundaries

### Midway / Pacific Highway Corridor Community Plan

City of San Diego • Community and Economic Development

Figure

3

Master Plan have also been considered.

Amend page 26 as follows:

~~Due to the abundance of nearby regional-serving recreational areas, the community's need for park space and recreation facilities is difficult to gauge by using standard measures. This community plan designates land for future residential development that is now either vacant or developed with other uses. Since the residential population will ultimately increase from the existing 3,400 residents to approximately 8,000, additional recreational facilities are recommended by this plan. The City's *Progress Guide and General Plan* stipulates that a neighborhood park should be provided for a residential population of 3,500 to 5,000 persons within a half mile radius. Community facilities should serve 18,000 to 25,000 residents within a one and one-half mile radius. This community contains less than 3,400 residents.~~

Amend page 28 as follows:

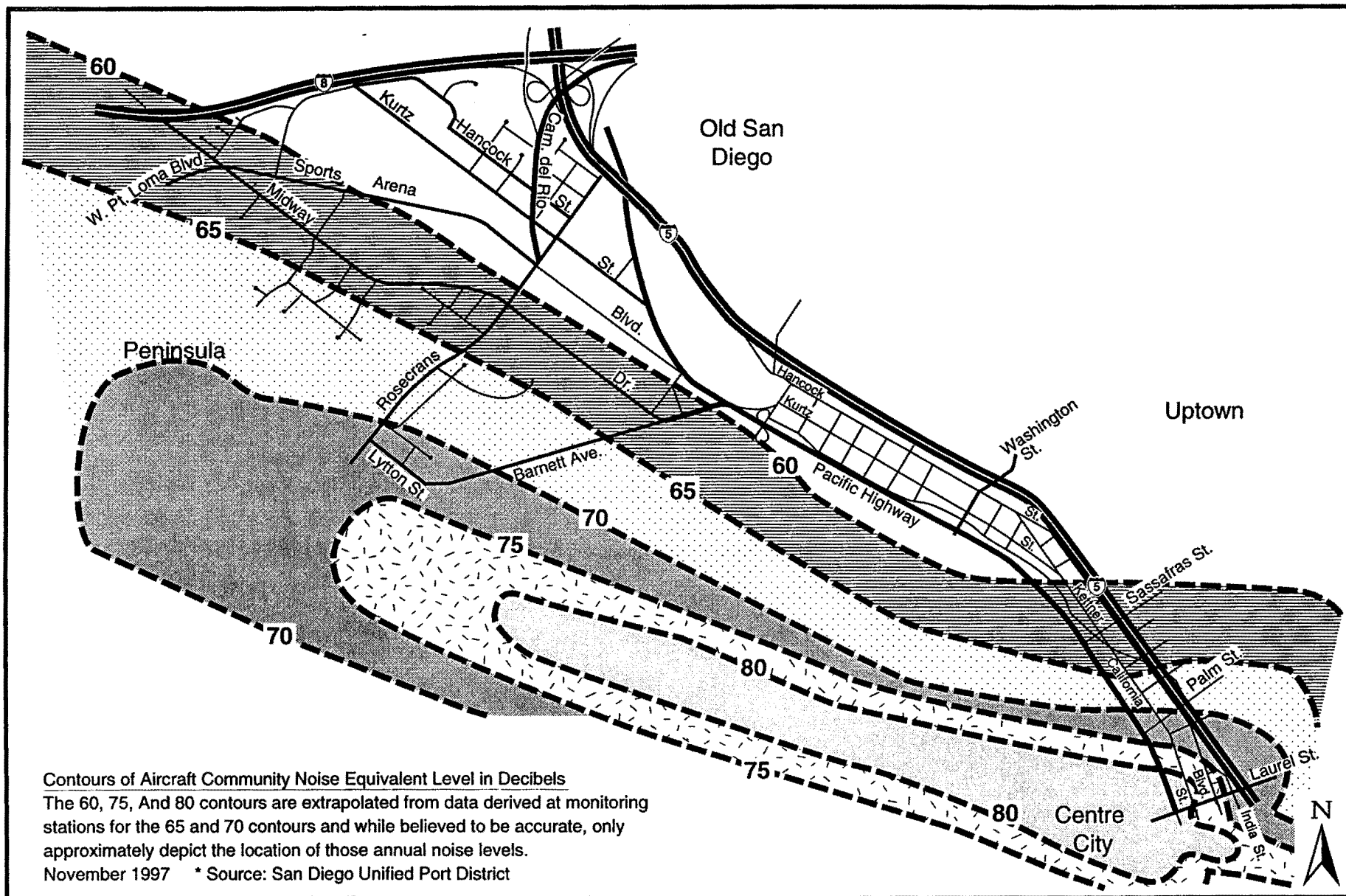
The existing population of 3,400 in the Midway/Pacific Highway Corridor Community does not warrant the establishment of a branch library at this time. However, at residential buildout of the community, development of a branch library should be considered.

Amend page 30, modifying the section on "Noise" as follows:

As shown in Figure 8, that portion of the community which is generally located either west of Pacific Highway and Sports Arena Boulevard or south of Bean Street is subject to significant noise levels which range from 65 to 80 decibels CNEL (Community Noise Equivalent Level). The area along the Pacific Highway Corridor which is closest to the airport is subject to the most intense noise impacts. While noise abatement construction techniques can provide some relief from noise in the interior of a structure, outside areas remain heavily impacted.

Noise contours surrounding Lindbergh Field have continued to shrink over recent years as quieter and more advanced aircraft replace the noisier, earlier craft. The revised noise contours (as depicted on Figure 8) enable the development of land uses not previously compatible with the community's location relative to the airport because proper noise attenuation becomes more economically feasible.

The Port District has embarked upon an effort to update the Master Plan for the airport. The plan is considering future demand, facility needs, and existing airport capacity in order to develop a plan for the airport, including locations for facilities such as terminals, runways, and airport access. The plan is expected to be completed by the end of 1998, and may affect the proposed land uses and circulation recommendations of this



# **Community Noise Levels** **Midway / Pacific Highway Corridor Community Plan** City of San Diego • Community and Economic Development

community plan.

Amend Figure 8 on page 35 to depict more recent noise contours.

Amend pages 40-42 to reflect text changes as follows:

Portions of the community will transform from their current, industrial, retail, and storage-based emphasis to water-oriented retail, entertainment, office, and residential uses as eventual construction of the bay-to-bay canal is undertaken. Several areas within this community are experiencing some type of land use transition and/or have a high potential for future transitions.

2. **Kurtz Street Industrial Area:** ~~This area is~~ Prior to the adoption of the 1991 Community Plan update and associated rezones, this area was ...

3. **Camino del Rio Commercial Area:** A gateway to the Point Loma Community and the Cabrillo National Monument, this industrially commercially zoned area ...

4. **Central Midway Commercial Core:** ~~The central Midway area continues to undergo rehabilitation of commercial shopping areas~~ has experienced relatively high vacancy rates, particularly in the eastern portion. The newer commercial developments, including the large Vons and Ralphs centers, continue to upgrade. This portion of the community also contains various visitor-serving uses such as motels, restaurants, movie theaters, and the City-owned Sports Arena. Redevelopment and revitalization of the area is expected to continue through both private and public redevelopment efforts.

5. **The Navy's Old Town Campus (former Plant 19 Site and adjacent storage yard):** The disposition and eventual rehabilitation and/or redevelopment of these large parcels will depend in large part on the long range plans of the United States Air Force Navy. The size of the parcels, and the area's relatively good access and highly visible location indicate that this may be an appropriate location for ~~the establishment of an industrial park~~ office/research and development uses, as part of a mixed use development that takes advantage of the future bay-to-bay canal.

Delete Figure 10 (Transitional Areas) on page 41.

Add to page 43 as follows:

### **Bay-to-Bay Canal**

● Plans for the eventual development of a canal linking San Diego Bay to Mission Bay via the San Diego River provide an opportunity for a renewed vitality and upscale image for the Midway/Pacific Highway Corridor community.

●The canal would be an amenity that would provide opportunities for recreation, outdoor dining, entertainment, and an enhanced living and working environment.

●Development of the canal presents challenges for automobile circulation.

●Development of the canal is likely to be a long term effort, and implementation will occur in phases.

Amend page 44 as follows:

### **Residential**

●Most of the existing single-family units in this community are in need of repair and/or are inappropriately located within commercial or industrial areas.

●The community is subject to significant noise levels which, in some areas, exceed the 65 CNEL threshold for residential use as recommended by the *Progress Guide and General Plan*, thereby limiting new locations and increased intensities for residential development. However, as quieter aircraft are phased in, additional areas become suitable for residential development because proper noise attenuation becomes more economically feasible.

Amend Figure 11 on page 48 (as well as detailed element land use maps) to reflect recommended land use redesignations.

Amend Figures 12 and 13 on pages 50-51 to reflect proposed rezones and overlay zones, once determined (note: remove Institutional Overlay Zone).

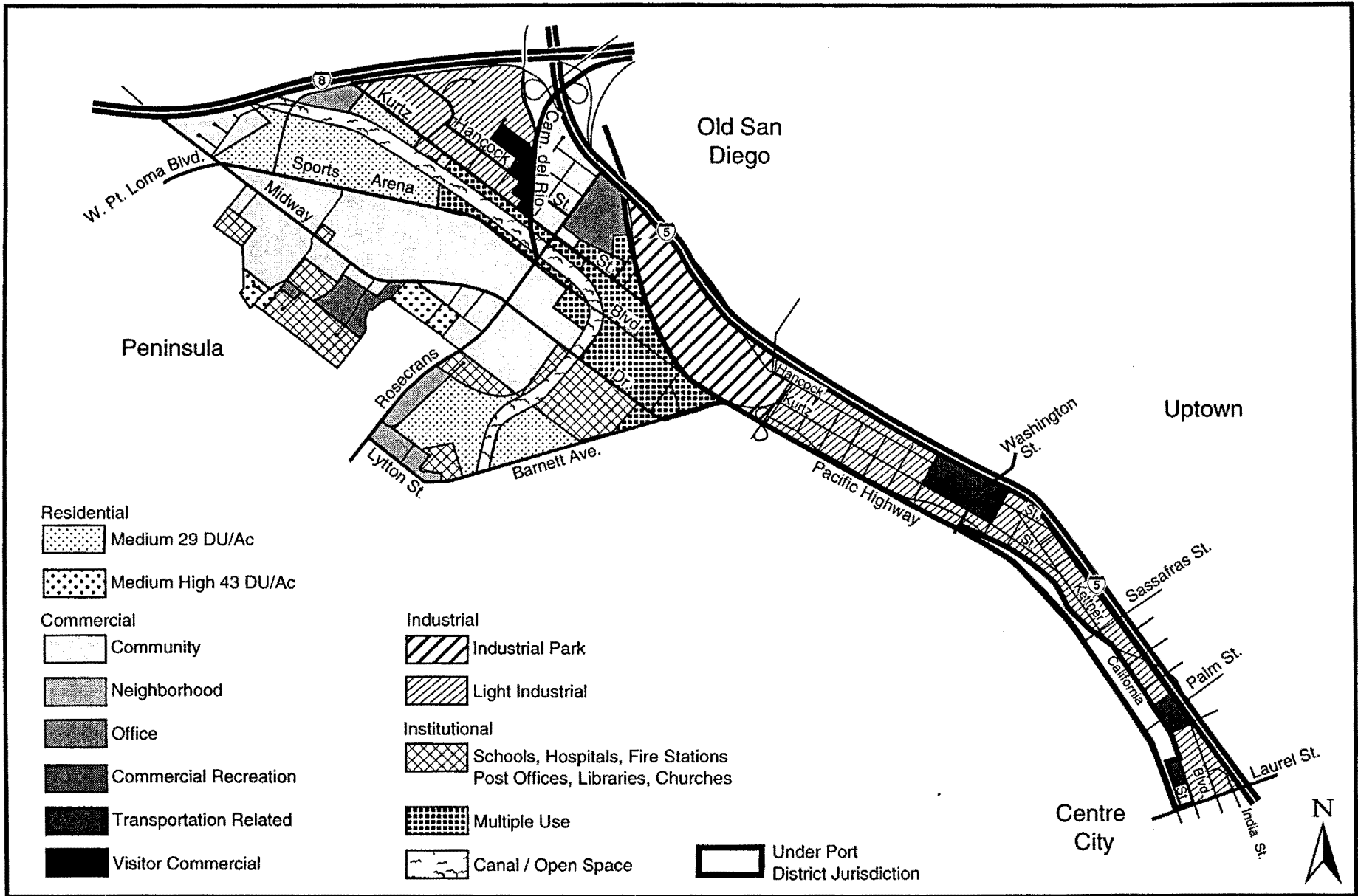
Add the following new element:

### **BAY TO BAY CONNECTION**

Development of a canal linking San Diego and Mission Bays through the Midway community is a critical step towards revitalization of the community. The idea of a bay-to-bay link was documented as early as 1926, when the connection was mentioned in the City's General Plan. The landmark 1974 report *Temporary Paradise?* renewed calls for a water connection between the two bays.

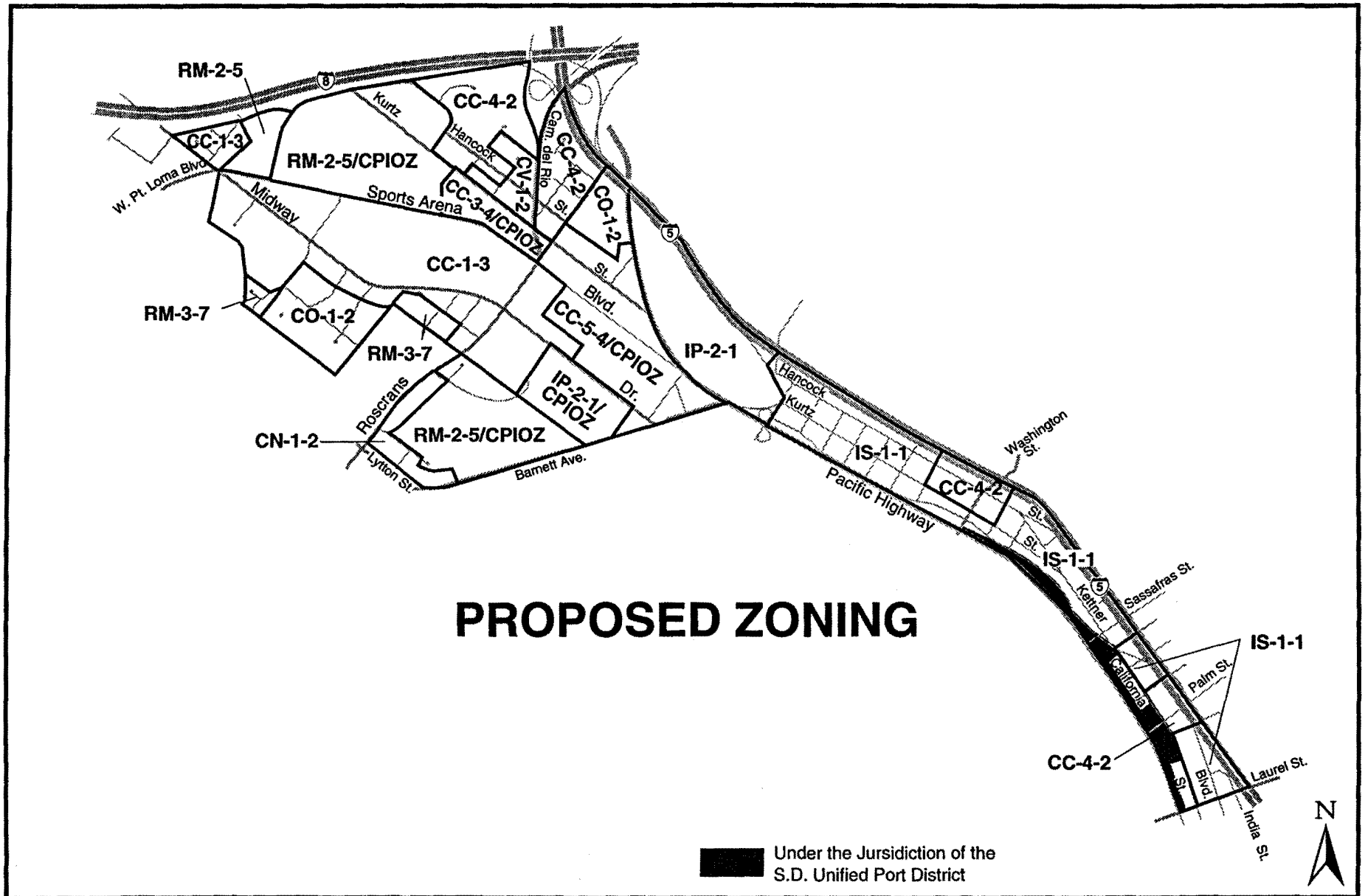
Recently the closure of the Naval Training Center, re-use of the former Plant 19 site (renamed as the Navy's Old Town Campus) for Space and Naval Warfare research, and the real possibility that the former Main Post Office and the Sports Arena may be relocated or down-sized have revived interest in the bay-to-bay link as a way of bringing in new and exciting development to the community. A series of public workshops in





## Proposed Land Use Midway / Pacific Highway Corridor Community Plan

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## Proposed Rezoning

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**Figure**  
**12**

6-10-98 JAA  
MIDWY1.LndUse

1994 resulted in a report recommending that the water link be built. In 1997, the North Bay Revitalization Advisory Committee recommended that the water link be included in future land use plans.

## **POLICY**

Develop a Bay-to-Bay water link through the community as an urban and recreational amenity to improve the image of the community and stimulate revitalization and development. Connect San Diego Bay, from the end of the NTC boat channel, to the San Diego River by constructing a canal that can be navigated by small hand-powered and motorized water craft.

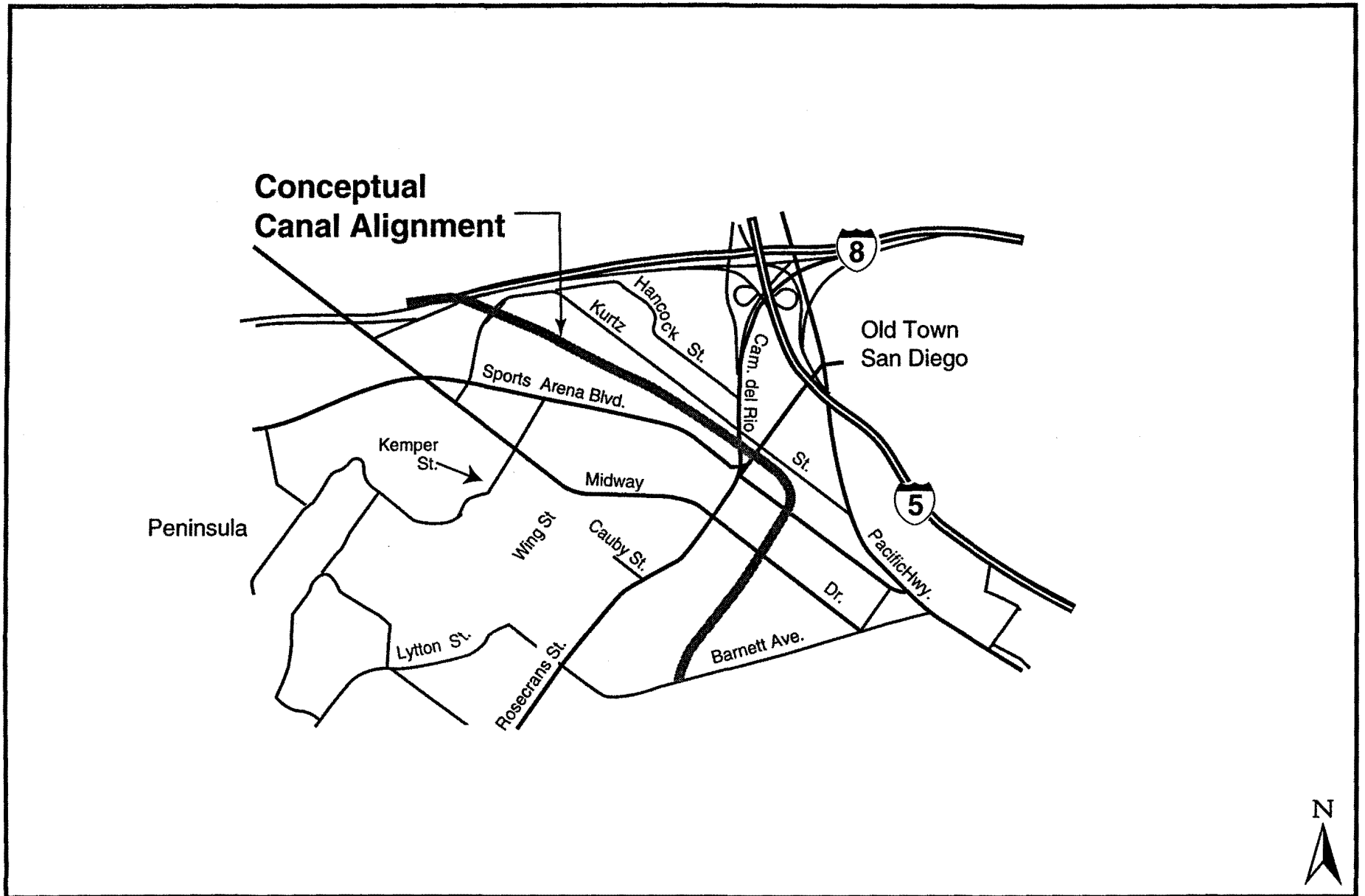
## **FURTHER**

- Designate the preferred canal alignment as "canal" as a 200-foot wide corridor. Until such time as the canal is constructed, develop the alignment as a greenbelt system, with water features where appropriate, which will serve as a park linkage.
- Ensure that the canal is designed to minimize impacts to sensitive resources.
- Identify a 400-foot wide "canal influence area" within which appropriate uses may occur.
- Develop appropriate uses within the canal influence area adjacent to the canal, including a mix of passive, park-like amenities, walking and bicycling paths, as well as hotel, retail and other uses that can take advantage of this unique amenity.
- Ensure that development adjacent to the canal sets aside the appropriate right-of-way to accommodate the canal, is oriented to the water, and is pedestrian-friendly in its design.
- Link the bay-to-bay canal to other open spaces, including Presidio Park in Old Town, the La Playa area in Pt. Loma, linear greenways in Centre City, and the San Diego River corridor in Mission Valley.

## **SPECIFIC RECOMMENDATIONS**

### **Canal Alignment**

The canal alignment is conceptual at this time. The most likely alignment is shown on the following figure. However, there are potential variations, particularly in Reach 1 (from the NTC channel to Rosecrans Street).



## CONCEPTUAL CANAL ALIGNMENT

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### Reach 1

From its terminus in NTC, the canal would exit the base and cross Barnett Street in the vicinity of Gate 1. Crossing Barnett, the canal would then run through the Gateway Village Housing site, with new housing built on the remainder of the parcel around the canal. From here, the canal runs through the paved parking/storage area on the north side of the U.S. Post Office parcel, and then through a portion of the western parcel of the Navy's Old Town Campus (former Plant 19 parking lot), north of the warehouse currently under construction.

A variation of this alignment would keep the canal running through the Marine Corps Recruitment Depot parallel to Barnett Street, then running through the Post Office's south parking lot, and then through a portion of the western parcel of the Navy's Old Town Campus. This alignment is somewhat less likely, because traversing MCRD appears incompatible with Marine operations at this time. Either alignment ends, for this segment, at Rosecrans Street north of Sports Arena Boulevard. Both the preferred alignment and the variation take advantage of existing publicly-owned land and keep the canal at a relatively low and even elevation.

### Reach 2

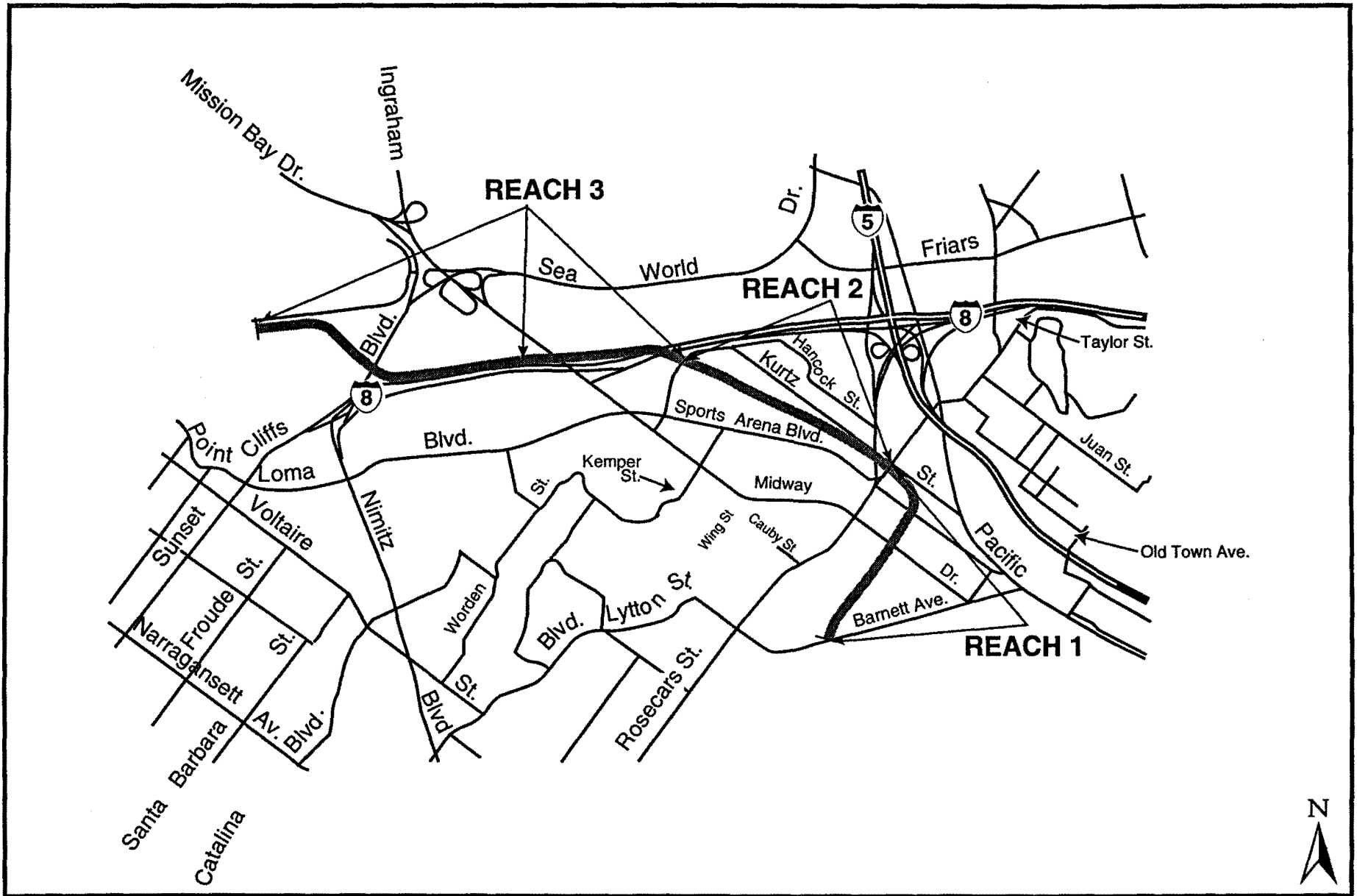
Reach 2 brings the canal from Rosecrans Street to the Interstate 8 freeway. Alignment options in this reach are few. The conceptual alignment is from Rosecrans Street, between Sports Arena Boulevard and Kurtz Street, which contains existing private commercial facilities, and then the City-owned Glasshouse Square retail area, Sports Arena, and Red Lobster retail centers. The canal would exit the community by flowing under Interstate 8 west of the Sports Arena. Since the parcels involved are, for the most part, large sites with numerous development possibilities, the canal can be sited anywhere within those parcels to best suit planned development.

### Reach 3

The final canal segment will occur in the San Diego River flood control channel. The bay-to-bay canal would be constructed as a separate facility within the flood control channel; a jetty separating the two channels would be required. The bay-to-bay canal would likely parallel the flood control channel along the southern rock jetty, and then cross north to enable water craft to exit the channel to the Pacific Ocean and/or Mission Bay. A gate or lock will probably be needed to protect the bay-to-bay canal from flooding during storm events.

### Canal Dimensions

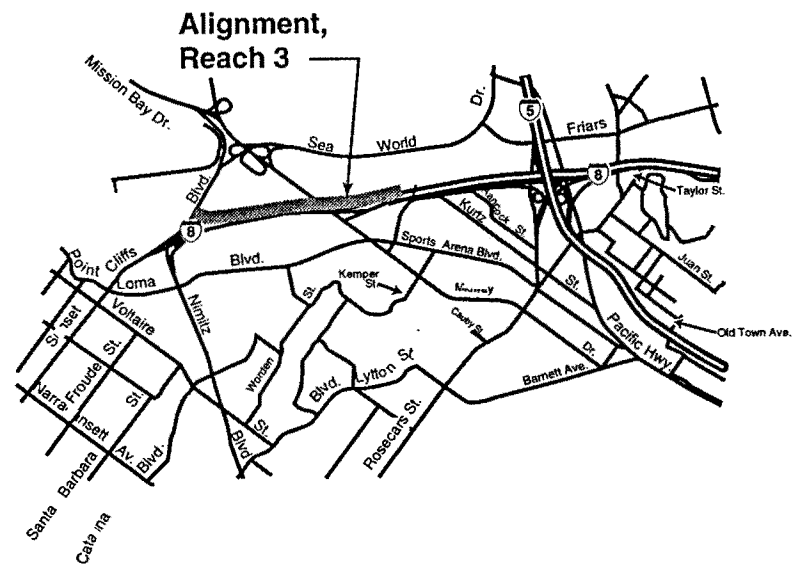
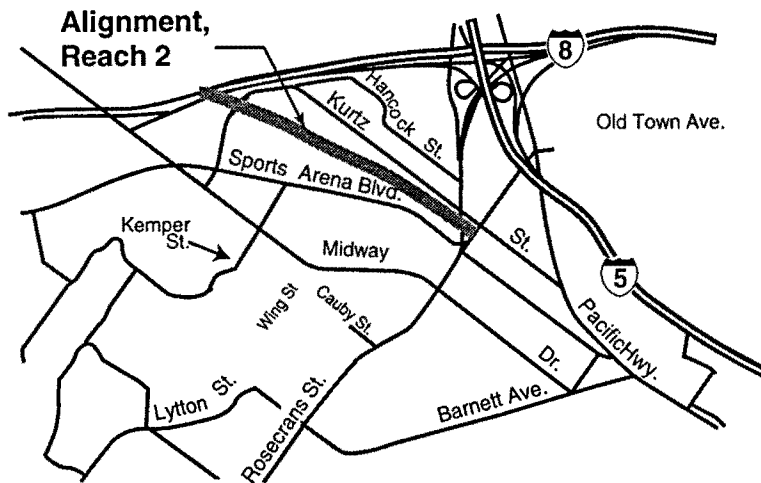
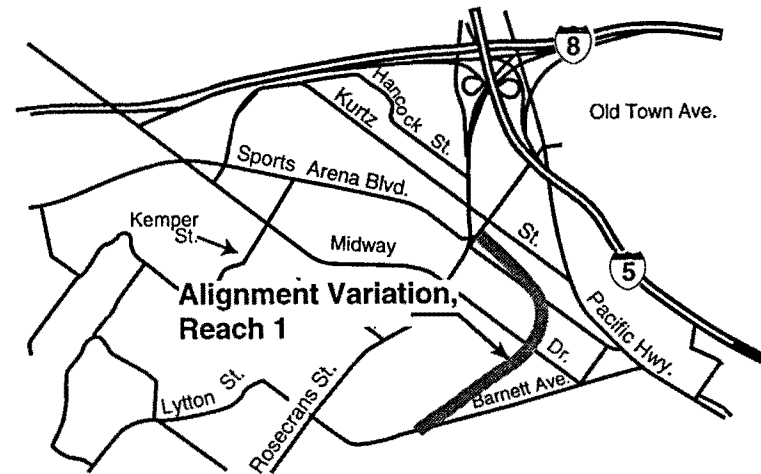
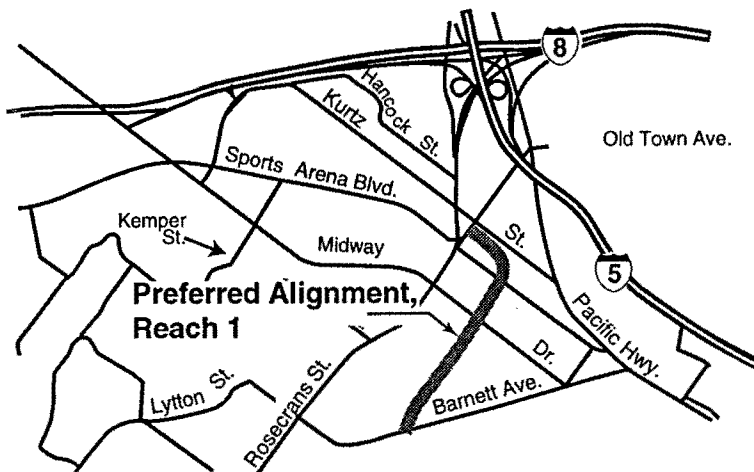
The bay-to-bay canal is envisioned as a waterway navigable by small hand powered watercraft (e.g. kayaks, canoes, outriggers) and by small motor craft (water taxis,



## CANAL SEGMENTS

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## ALIGNMENT, REACH 1, 2 & 3

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trailer-able boats). Wind powered boats could traverse the canal only with sailing masts retracted. This design feature will lower the costs of canal construction (water depth can be reduced) and of bridge construction (clearance can be reduced). The depth of the canal need not exceed ten feet at low tide, and the bridge clearance need not exceed ten feet at high tide.

The conceptual canal design calls for a 200-foot wide canal and associated open space throughout its alignment, although variations in width are expected. These dimensions include a 75-100 foot wide water way, 0-75 feet for canal sides, which may be either sloped back and lined with rip-rap or straight-sided concrete, and 25-50 feet of sidewalk, bike path, and landscaping on one or both sides. Reductions in the width of the canal should be considered when existing development precludes a wider canal; when finger canals or off-shoots bring water elements into adjacent areas; and for small parcels where the full right-of-way would preclude reasonable development. The width of the canal will also be re-evaluated following more detailed engineering studies.

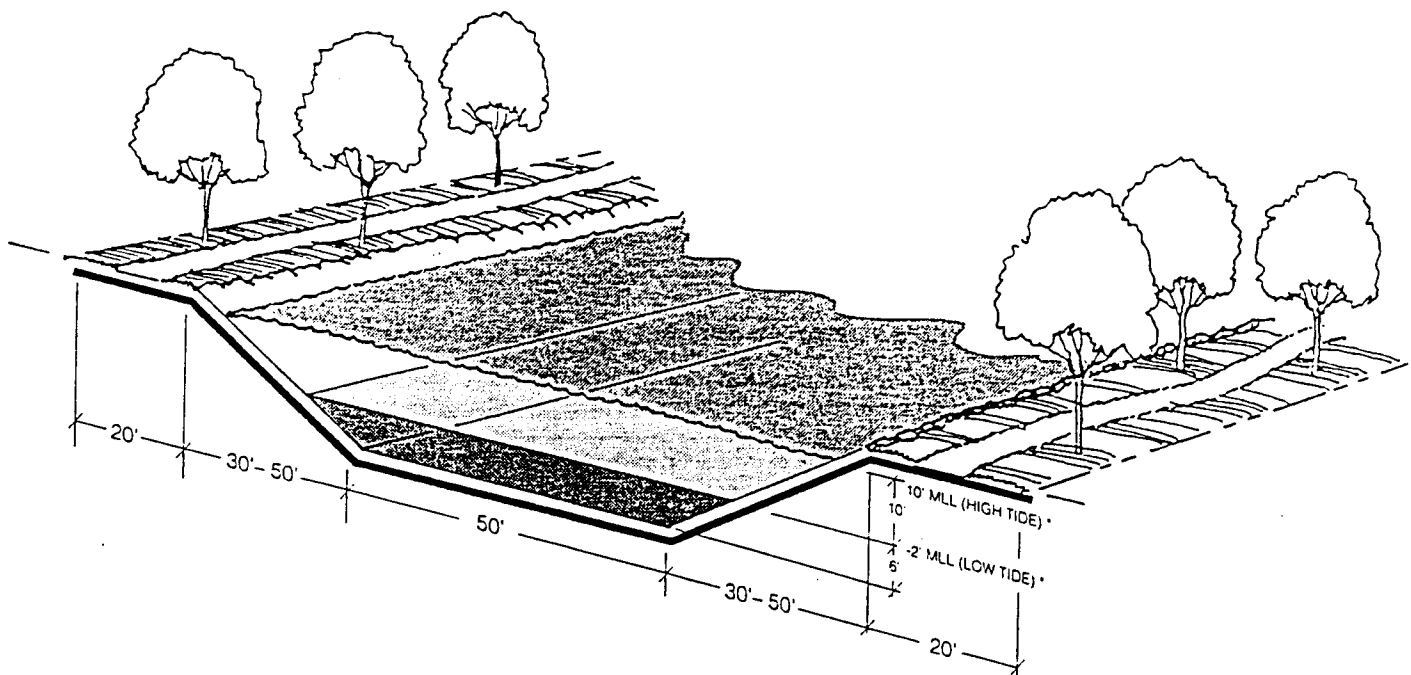
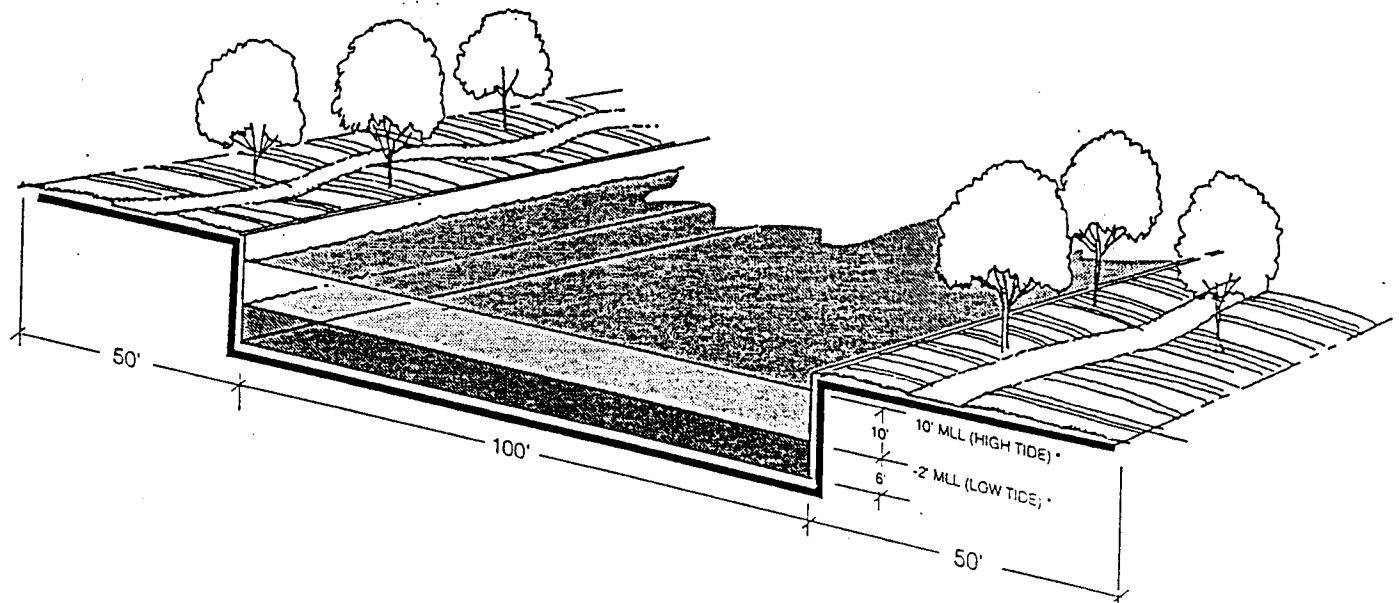
### **Canal Design**

The bay-to-bay canal is designed as a tidal canal connecting two tidal bodies of water. It is anticipated that the canal will ebb and flow with the daily tides. The canal is designed as a 200-foot-wide facility because a narrow canal would have a ditch-like appearance at low tide. However, a detailed engineering study is needed to analyze currents, sediment transport, and amplitude differences between the two water bodies. The study would recommend the optimal canal cross-sections and roughness, and evaluate the need for remedial structures, such as locks or gates, to avoid flooding, sedimentation, and currents within the canal. The engineering study will evaluate whether a canal with locks would be more cost effective than a tidal canal. Advantages to the lock system are that the width of the canal could be reduced, the depth may be reduced if the water level is trapped at a higher tide situation; and flooding may be easier to control. The disadvantages are the cost of installing the locks and the difficulty of providing continuous access to the two water bodies through the lock system. Any properties along the proposed canal alignment that redevelop before the engineering study is complete must comply with the conceptual design recommended by this community plan.

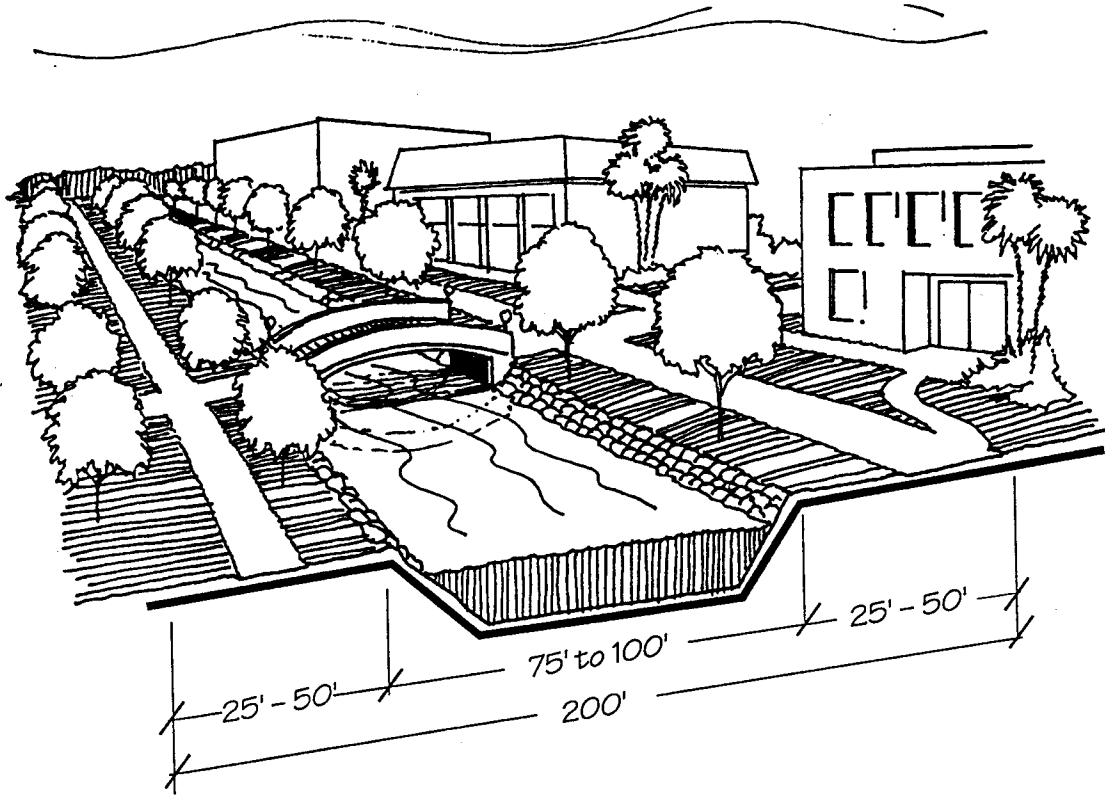
Ultimate design and construction of the canal shall ensure that environmental impacts to sensitive resources are minimized and that any necessary mitigation will occur as close to the area of impact as possible. The City will work closely with the United States Fish and Wildlife Service, United States Army Corps of Engineers, California Department of Fish and Game, as well as other governmental agencies and organizations in designing the canal to achieve the best design possible to minimize identified impacts.



# Canal Dimensions and Perspective



\* Mean Lower Low Water



Canal Dimensions

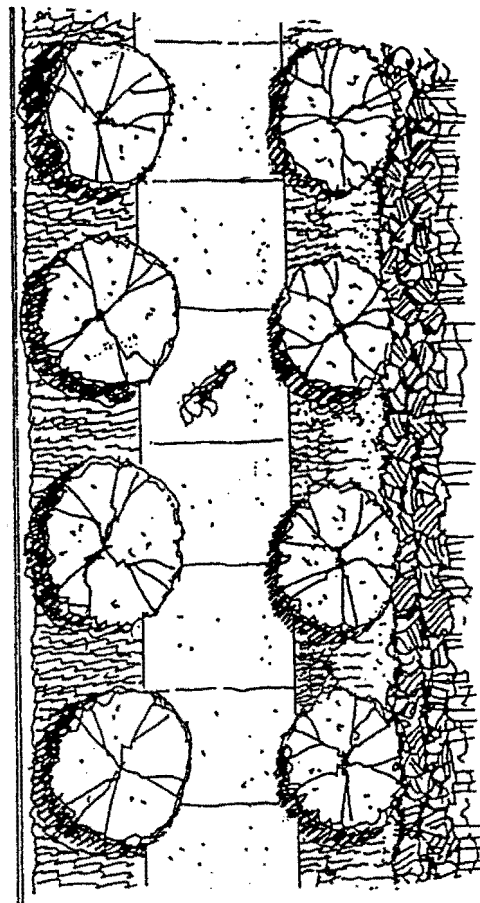
### Development Standards

Apply the Community Plan Implementation Overlay Zone - Type B to properties adjacent to the canal influence area to facilitate the dedication of the necessary right-of-way and comprehensive review of overall site design to implement the supplemental development regulations identified in this community plan.

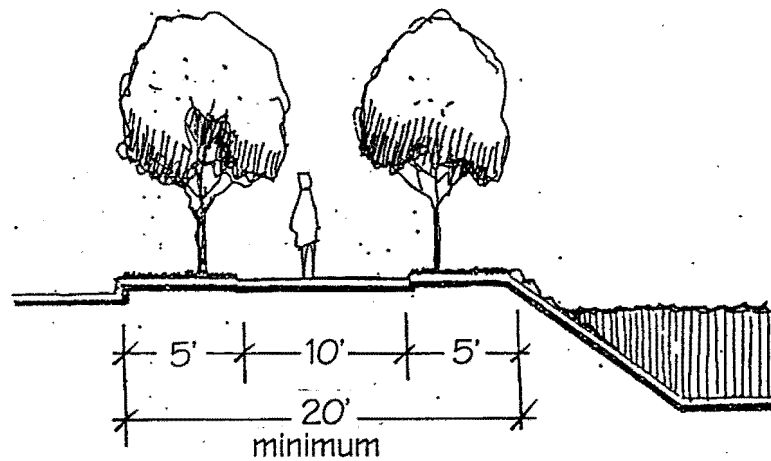
- A. Require pedestrian-friendly and water-oriented design features next to the canal.
  - 1. Sidewalks are required adjacent to the canal. The sidewalk should be at least ten feet wide, flanked by a row of broad canopy trees.
  - 2. Buildings should front on the canal, or at least have secondary entrances onto the canal.
  - 3. Facades fronting the canal should have a minimum 50% transparency on the ground floor.
  - 4. Outdoor seating, retail, and other uses conducive to a pedestrian environment are strongly encouraged to locate immediately adjacent to the canal in the areas designated for commercial and multiple use.
- B. Require that the canal right-of-way be set aside at the time that redevelopment of affected parcels occurs. The right-of-way shall be improved as park-land, leading to the development of a linear park as an interim amenity until the canal itself can be constructed. Water features are strongly encouraged as part of the park design, including self-contained lakes that will eventually be incorporated into the canal.
- C. In exchange for reservation of the canal right-of-way, the City should consider variances for building setbacks and floor area ratio.
- D. Building heights adjacent to the canal may exceed the Proposition D thirty foot height limit, provided the exception results in a superior site design and subject to voter approval.

Amend page 58 as follows:

- I. **The Sports Arena** site represents a major recreational facility and, although redesignated for multi-family residential use, should remain designated for in commercial recreation use until such time that the property is comprehensively redeveloped by the City...Should Once the Sports Arena ceases operation at this site, redevelopment of the property will require a community plan amendment if uses other than commercial recreation are proposed. In any event, no redevelopment should occur without a Planned Development Permit and a series of public hearings to address uses, site design, canal and roadway improvements, as well as conformance with the design standards of the Residential and Bay-to-Bay elements, so that the new development will be exemplary not just in and of



5' 10' 5'



Pedestrian walkway concepts along canal

itself, but in terms of its contribution to the circulation improvements and design standards to of the Midway area as a whole. Upon redevelopment of the Sports Arena site, consider re-designating some of the industrial area north of Kurtz Street to Visitor Commercial uses.

- J. **The Barnett Avenue Commercial Center** should be rehabilitated...Rezone this site from ~~Midway Planned District - Area B~~ to the citywide Commercial C-1 to a community commercial zone which allows a mixture of commercial and limited industrial and residential uses with a residential orientation...

Amend page 59 as follows:

- K. Apply the commercial development criteria of the ~~G-1 zone~~ underlying high-intensity, strip commercial zoning allowing heavy commercial and residential uses, and the urban design criteria of the Community Plan Implementation Overlay Zone (CPIOZ) this element to the **Pacific Highway Corridor between Sassafras and Laurel Street** as well as those areas **immediately adjacent to the Washington Street trolley station**, to help improve the visual appearance of the area and the visitor and airport-related image of the City, in conformance with the Local Coastal Program.

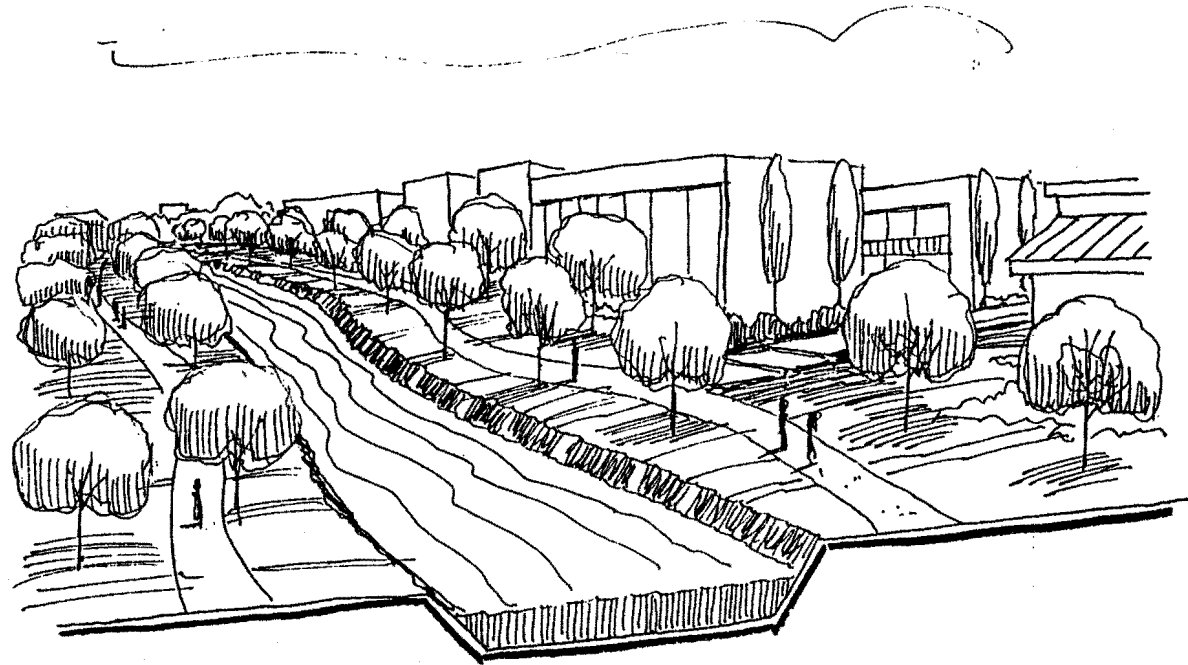
Amend page 64 as follows:

12. ~~Community Plan Implementation Overlay Zone - B~~---In addition to the design criteria provided above, the following guidelines should apply to development in the area of the Pacific Highway Corridor between Sassafras Street and Laurel Street:...

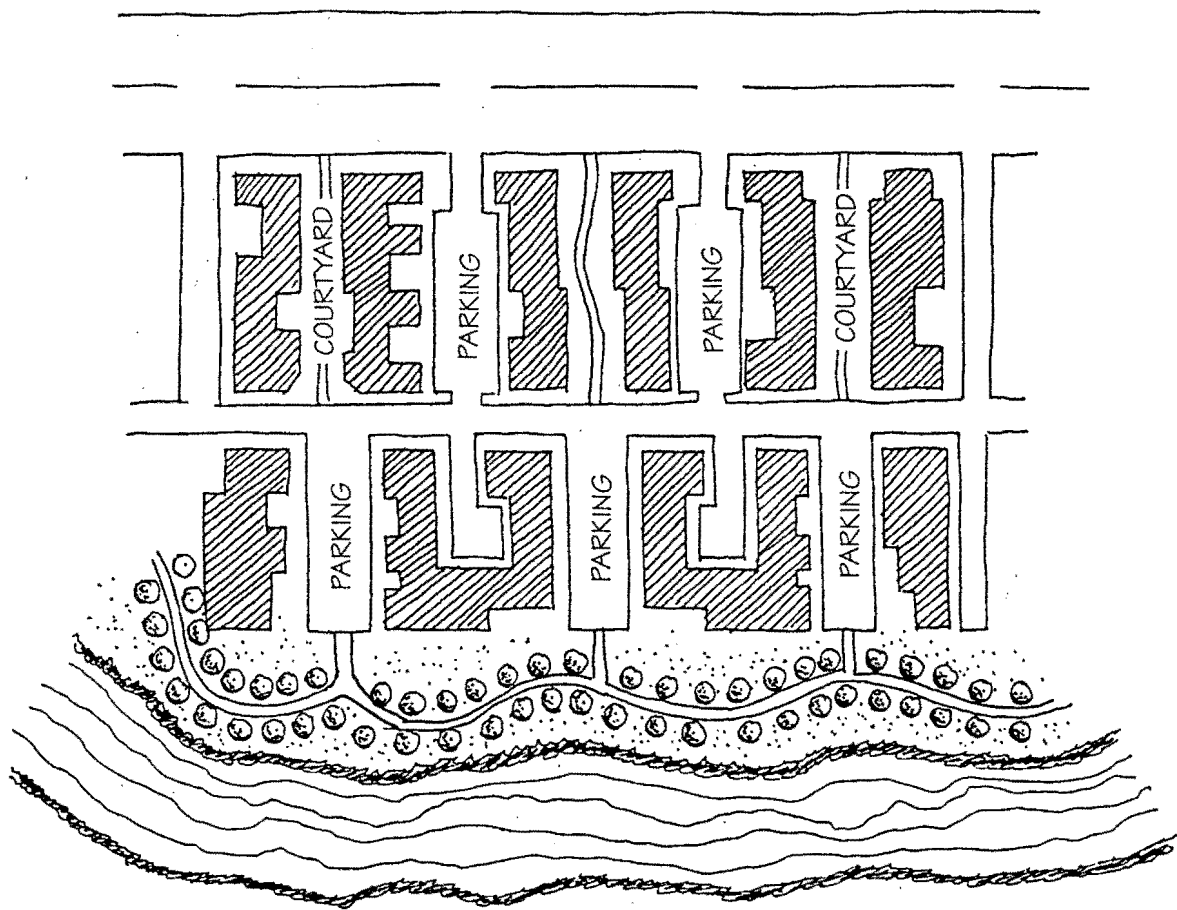
Amend page 75 (INSTITUTIONAL LAND USE) as follows:

F. ~~The U.S. Post Office:~~ ~~Rezone this site from C to Manufacturing Industrial Park (M-IP):~~ The Post Office currently occupies the center portion of this 27 acre parcel, with a small surface parking lot on the southern end and a larger parking lots along with truck storage on the northern portion of the site. The Bay-to-Bay canal may traverse the northern parking lot of this parcel. Should this occur, development of structured parking would probably be needed to serve the facility. In the unlikely event of the relocation of the Post Office, this site single user industrial facility and adjacent area should remain in industrial use be developed with research and development/office uses sited along the canal with an industrial park designation as the alternative designation to institutional use. Further development of the post office site should include a landscaped buffer...

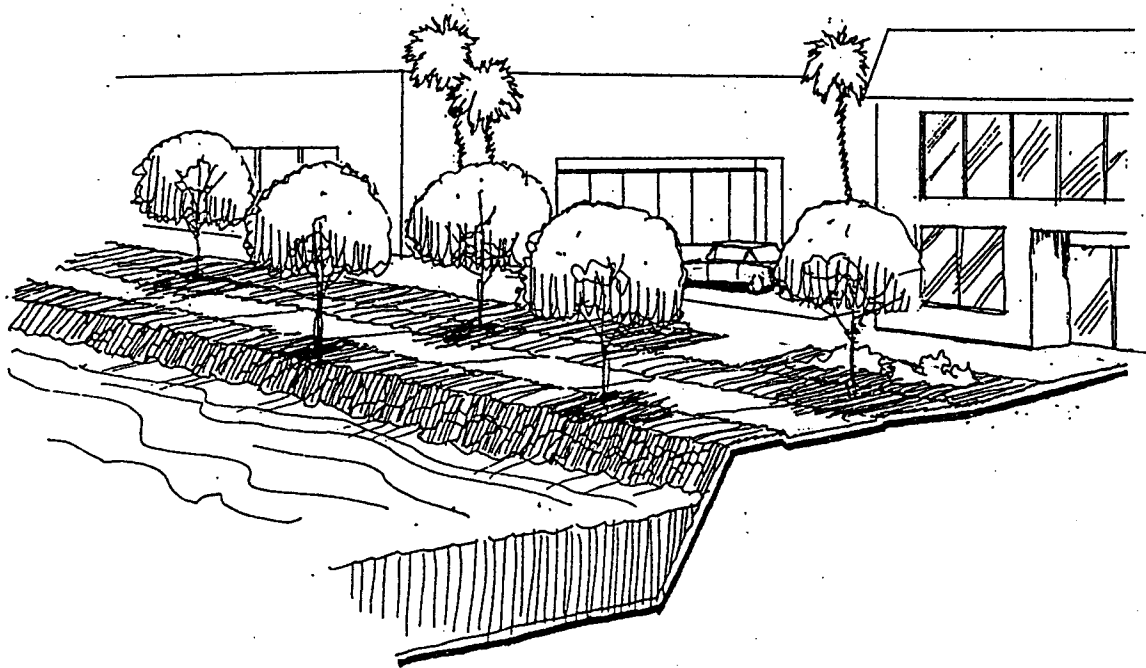
G. **County Health Services Complex:** Rezone this site from ~~Midway Planned District Area B~~ to the CA zone to a commercial office zone, which allows for commercial office uses and apartments ~~prohibits industrial uses~~ and provides adequate commercial development standards. Should the County Department of Health relocate, development of the site should be consistent with the ~~Community Commercial~~



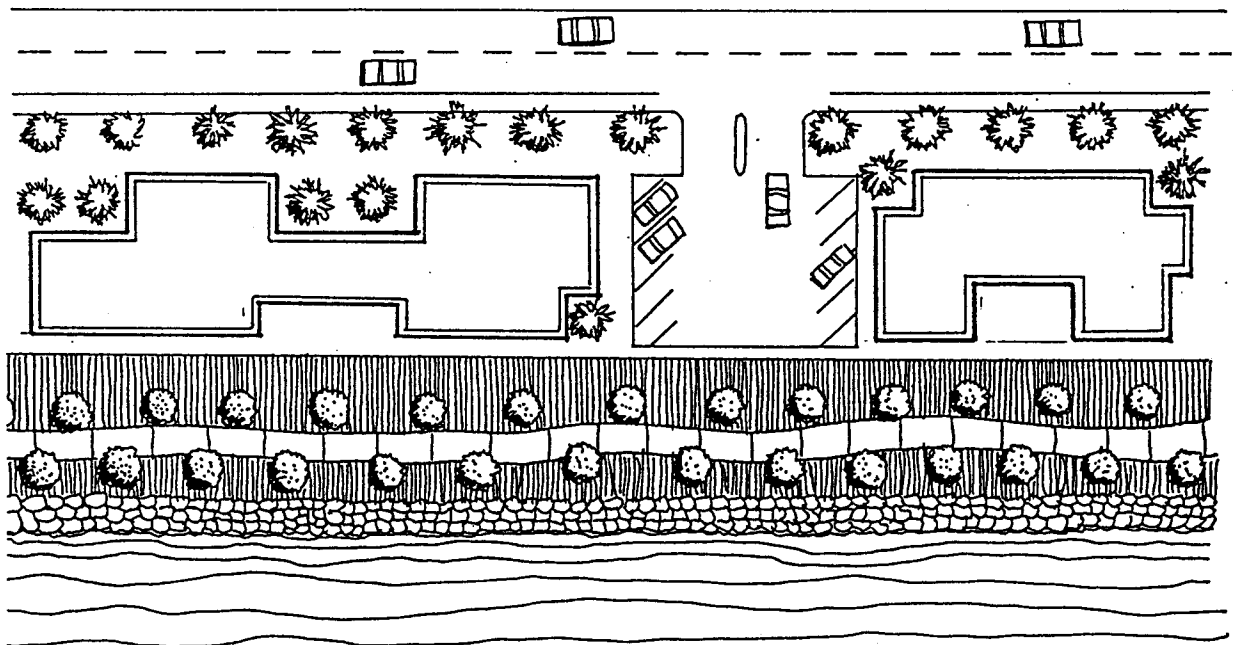
Research and Development Office design  
concepts along canal



Research and Development Office design  
concepts along canal



Research and Development Office design concepts along canal





~~designation of the surrounding area~~ Office Commercial designation.

Add the following new element after the Industrial Use element:

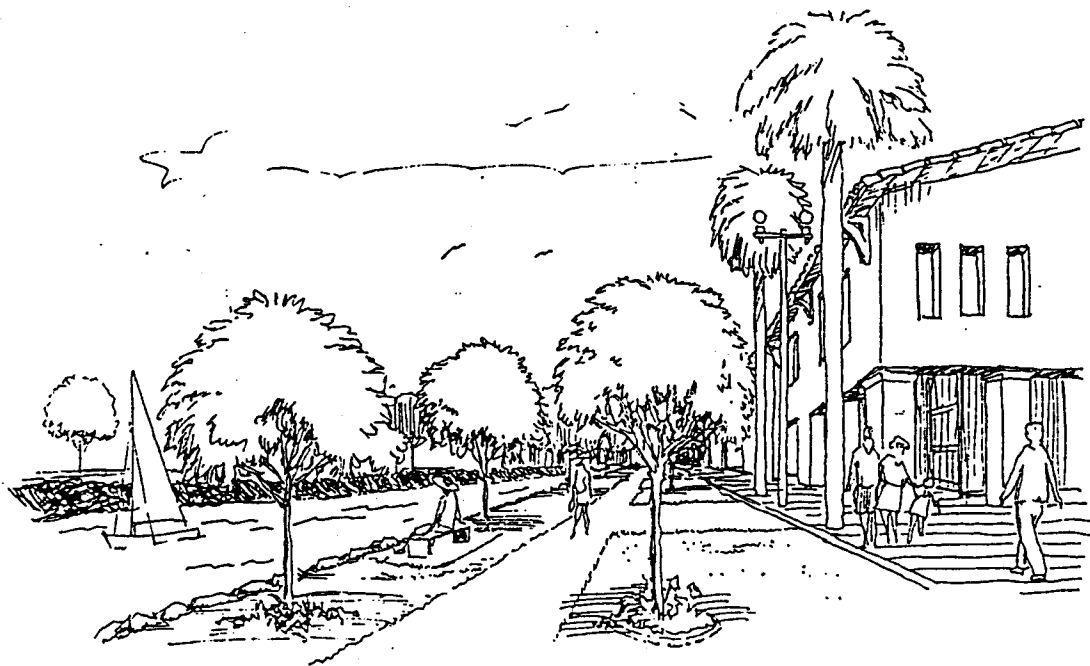
## **MULTIPLE USE**

### **POLICY**

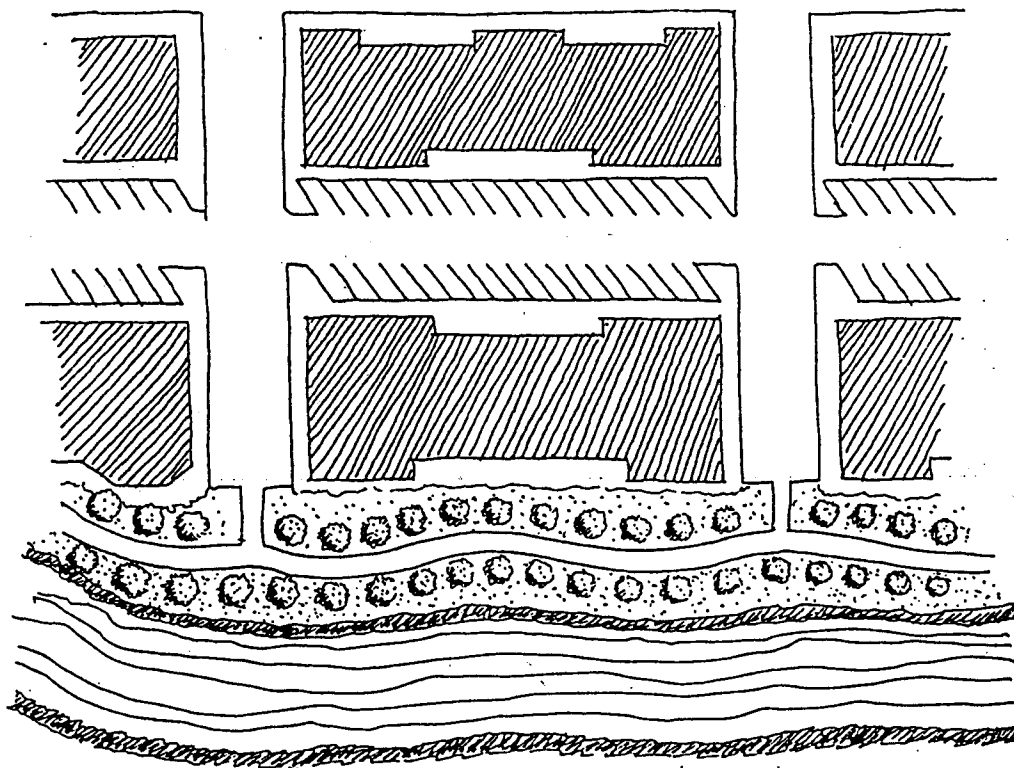
Promote a variety of uses along the alignment of the bay-to-bay canal connection which would be compatible with the proposed development of a canal, promote redevelopment and revitalization of the area, and support the activities of the SPAWAR redevelopment at the Navy's Old Town Campus (former Plant 19 site). Appropriate uses include retail and visitor-serving commercial uses, offices, multi-family residential, and limited research and development uses. As a general guideline, with the exception of the Sports Arena site, no single type of use should represent more than 50% of the total available square footage of the area designated for multiple use.

### **FURTHER**

- Process and evaluate multiple use projects through a discretionary process, such as a site development permit or planned commercial development permit to ensure implementation of the policies and recommendations of this plan.
- Develop comprehensively planned projects which provide a mixture of revenue producing uses.
- Ensure functional and physical integration of the various uses within the multi-use project and between adjacent uses or projects, as well as to the canal influence area.
- Encourage uses within a multiple use project to create a 24-hour cycle of activity.
- Require pedestrian- and transit-oriented features in multiple use projects to improve pedestrian safety, access and ease of circulation to the canal/open space area and throughout the community.
- Unify the streetscape in the community and strengthen the visual connections to and along the canal, utilizing landscaping and other streetscape features along the public rights-of-way as indicated in the streetscape recommendations of this plan.
- Promote mixed-use projects consisting of residential and commercial development in multiple use areas which are not in conflict with General Plan and San Diego Association of Government (SANDAG) noise compatibility standards.



Character Sketch



Development Pattern for Multiple Use  
Retail, Entertainment and Hotel uses

## SPECIFIC RECOMMENDATIONS

- A. Apply commercial zoning that allows a mix of community-serving commercial uses and residential uses which will accommodate development with a pedestrian orientation.
- B. Apply the Community Plan Implementation Overlay Zone to properties adjacent to the canal influence area to implement the supplemental development regulations identified in this community plan.

Amend pages 80-81 (Residential Element) as follows:

## **SPECIFIC RECOMMENDATIONS**

~~Any additional residential construction in this community will probably be limited due to noise levels which are higher than 65 decibels (see Figure 8). Areas with noise levels below 65 decibels include a portion of the Sports Arena site, the Kurtz Street light industrial between Camino del Rio West and Rosecrans Street, and a small area adjacent to the Pacific Highway which is currently occupied by the County Health Services Complex. While residential use on the Sports Arena site or in the Kurtz Street area is not compatible with existing uses, it is possible that new residential opportunities may be created in the future through redevelopment plans.~~

Residential construction in the community is affected by noise levels from Lindbergh Field, with residential uses generally considered incompatible with Community Noise Equivalent Levels exceeding 65 decibels, due to the high cost of construction to mitigate noise impacts. Noise generated from traffic on major streets is also a limiting factor which will likely require additional attenuation. Airport noise contours have shrunk considerably over the last ten years due to the production of quieter aircraft, making noise attenuation more feasible in parts of the community. New residential development will bring additional vitality to the area.

In general, it is recommended that the residential areas be downzoned to their existing density, as recommended below and indicated in Figure 17, so as not to conflict with the standards and criteria for review of projects.....

### **A. Low-Medium Density**

~~Apply this designation to the Gateway Village complex, which is developed at a density of 14 dwelling units per acre. Replace the R-1500 and R-600 zones currently applied to the complex with the R-3000 zoning which is consistent with this designation.~~

### **A. Medium Density**

Rezone areas designated for medium density residential use to R-1500 a multi-family residential zone which permits a maximum of 29 dwelling units per net residential acre.

Rezone the Gateway Village complex to a multi-family residential zone which permits a maximum of 29 dwelling units per net residential acre, to allow for a medium density residential project to be built adjacent to the future canal.

Apply a medium-density designation to the Sports Arena site, including surrounding City-owned land (approximately 69 acres total), to provide for a residential community to be built following eventual relocation of the Sports Arena. Designation of the properties to the north of the Sports Arena site and the three privately-owned Sports Arena outparcels (approximately three acres) for residential use should be re-evaluated upon redevelopment of the Sports Arena site and in consideration of the pending Lindbergh Field Master Plan. Also apply the Community Plan Implementation Overlay Zone - Type B to ensure that the property is redeveloped as an exemplary, comprehensive project that provides quality residential development which conforms to the design recommendations of this community plan. Application of CPIOZ-B will also facilitate the dedication of the necessary right-of-way and comprehensive review of overall site design to accommodate: (1) the bay-to-bay canal; (2) a school site in accordance with standards of the San Diego Unified School District; and (3) the integration of ancillary neighborhood commercial development, either as vertical mixed-use consisting of up to 100,000 commercial square feet, or as one or two neighborhood commercial centers encompassing up to 3 acres, as needed to support the residential development.

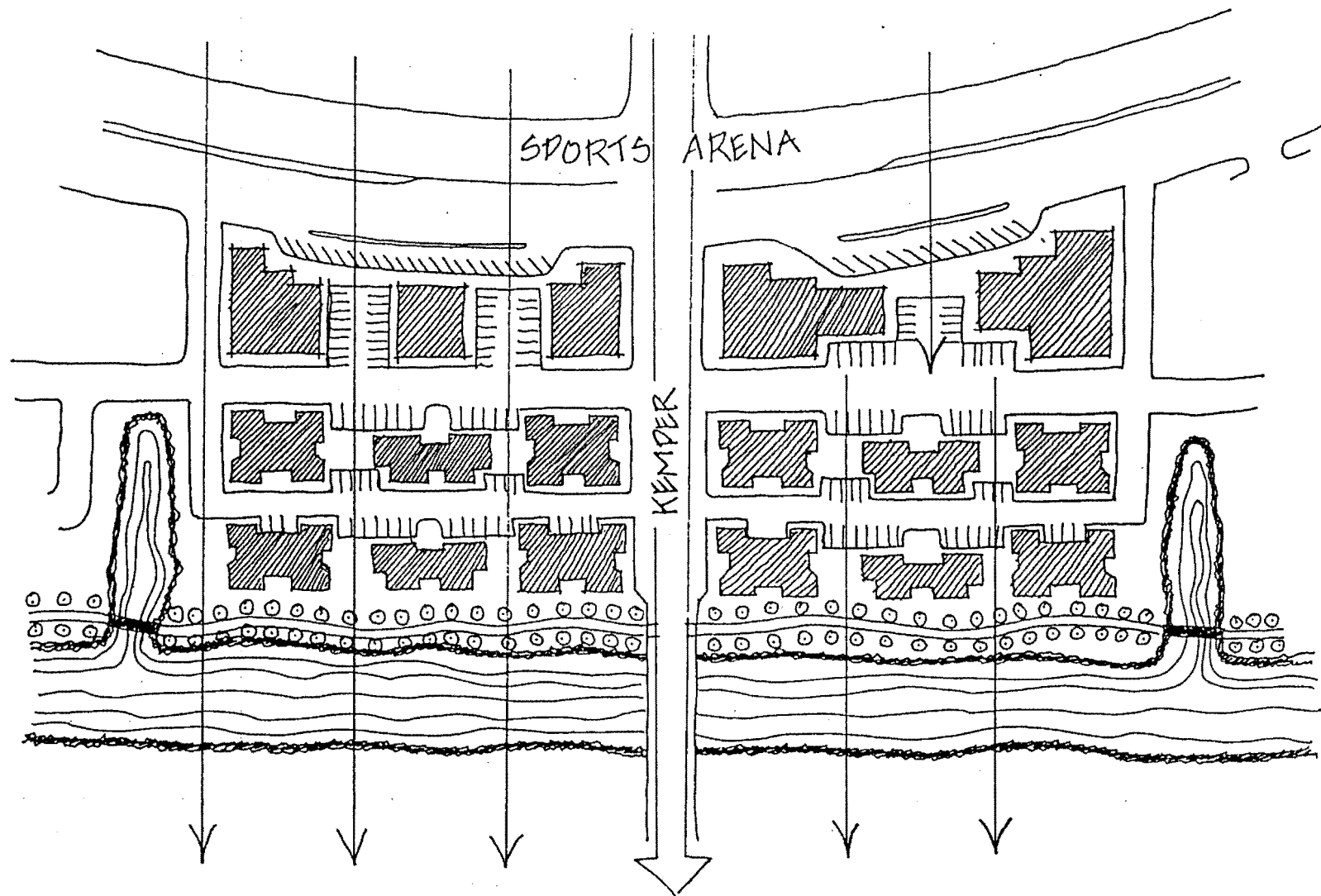
As part of the comprehensive redevelopment process described above, and concurrent with approval of any development project(s), the Sports Arena site and all surrounding residentially designated properties should be rezoned to a multi-family residential zone which permits a maximum of 29 dwelling units per net residential acre.

### **C. Medium-High Density**

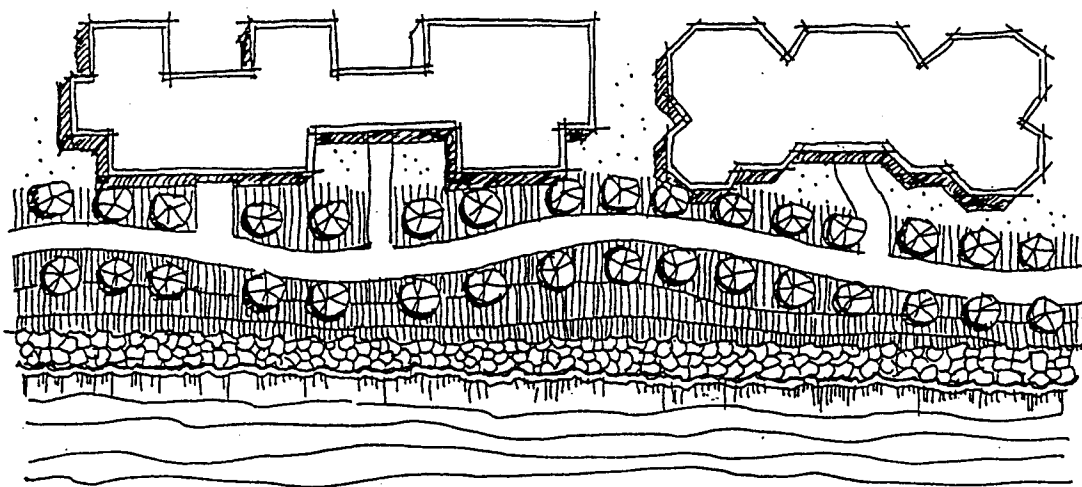
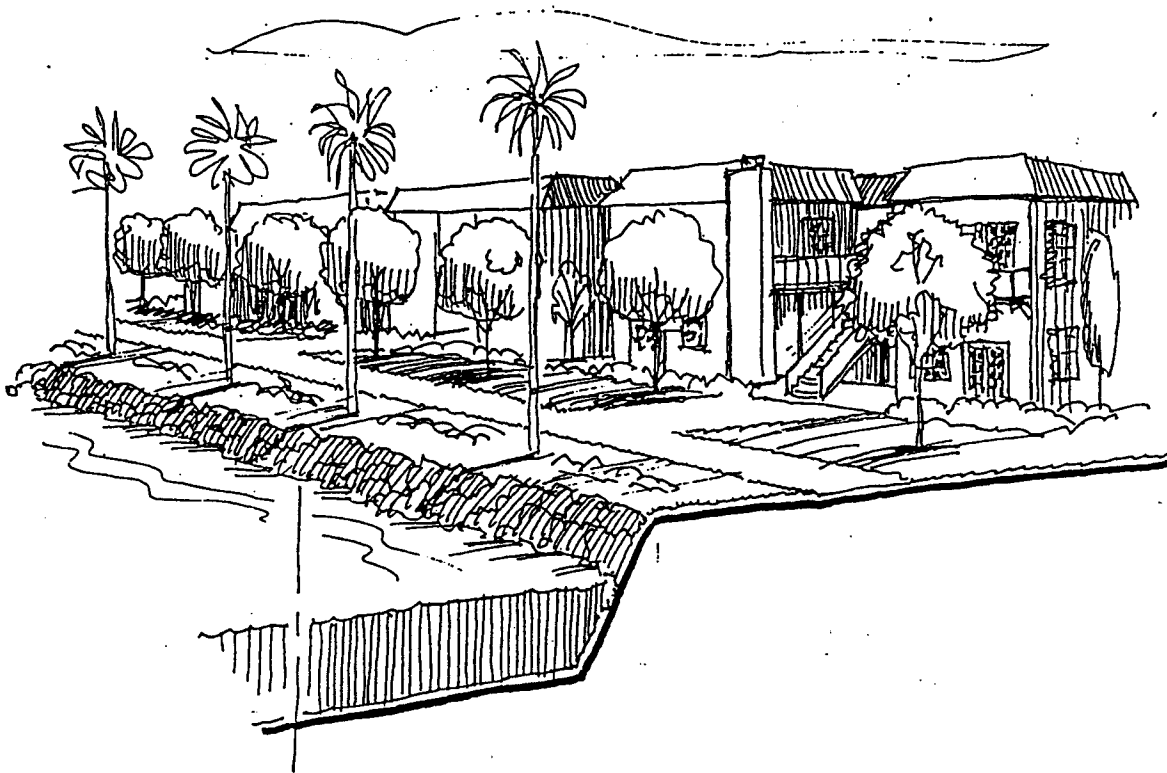
Apply the R-1000 zone a multi-family residential zone which permits a maximum of 43 dwelling units per net residential acre to areas designated as suitable for medium-high density. The R-1000 zone allows a maximum of 43 dwelling units per net residential acre. Designate the following areas for medium-high density residential use...

Amend page 84 to add the following Urban Design Guidelines:

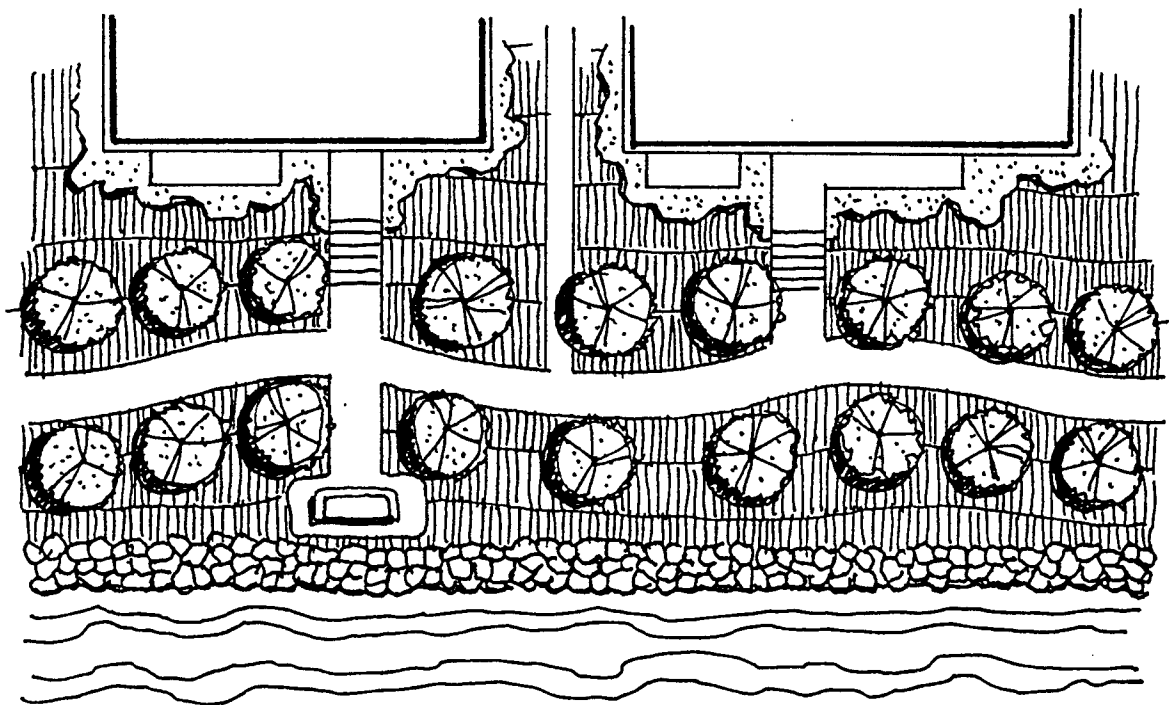
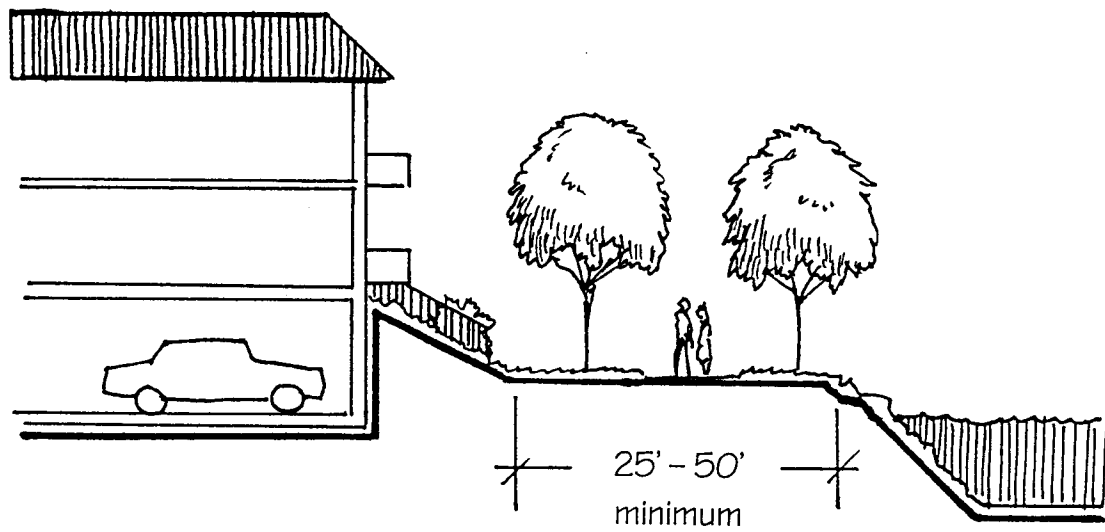
5. Development of housing on and around the Sports Arena site should be designed around off-shoots or "finger" canals to maximize the amount of waterfront property and make the canal amenity available to many residents. The main channel should be designed as described in the Bay-to-Bay element (as a navigable link), but the off-shoots may be narrower and shallower. Dwelling unit types that are permitted in this area are townhouses, row houses, courtyard buildings, and apartments. Buildings should orient to the streets or around central courtyards, with entrances on the street



Multi-Family Residential along canal  
with view corridors



Medium density Multi-Family Residential design concepts  
along canal, Sports Arena Site



High density Residential connection to canal model

side and garages internal. Parking should be underground or structured. Parking lots, driveways, and garage doors are not permitted along the canal. Pedestrian access to the canal should be frequent, convenient, and well-defined. Streets shall be designed as numerous small facilities, rather than major streets and cul-de-sacs. A grid system should be designed, and all streets shall be public. Individual residential projects should incorporate private recreational facilities to serve the needs of residents.

Amend pages 85-113 (Circulation Element) as follows:

*(Page 85 - CIRCULATION)*

Appropriate street design improvements, in concert with logical building placement, site access and rhythmic landscape patterns, can help to delineate and define circulation routes for vehicles, pedestrians, and bicyclists. When properly developed, streetscapes can assist travelers in quickly developing a sense of orientation which enables them to make correct and efficient decisions about direction and mode of travel. Realignment and/or bridging of some streets, such as Camino del Rio West and Rosecrans, can be expected to accommodate the future canal, upon its implementation.

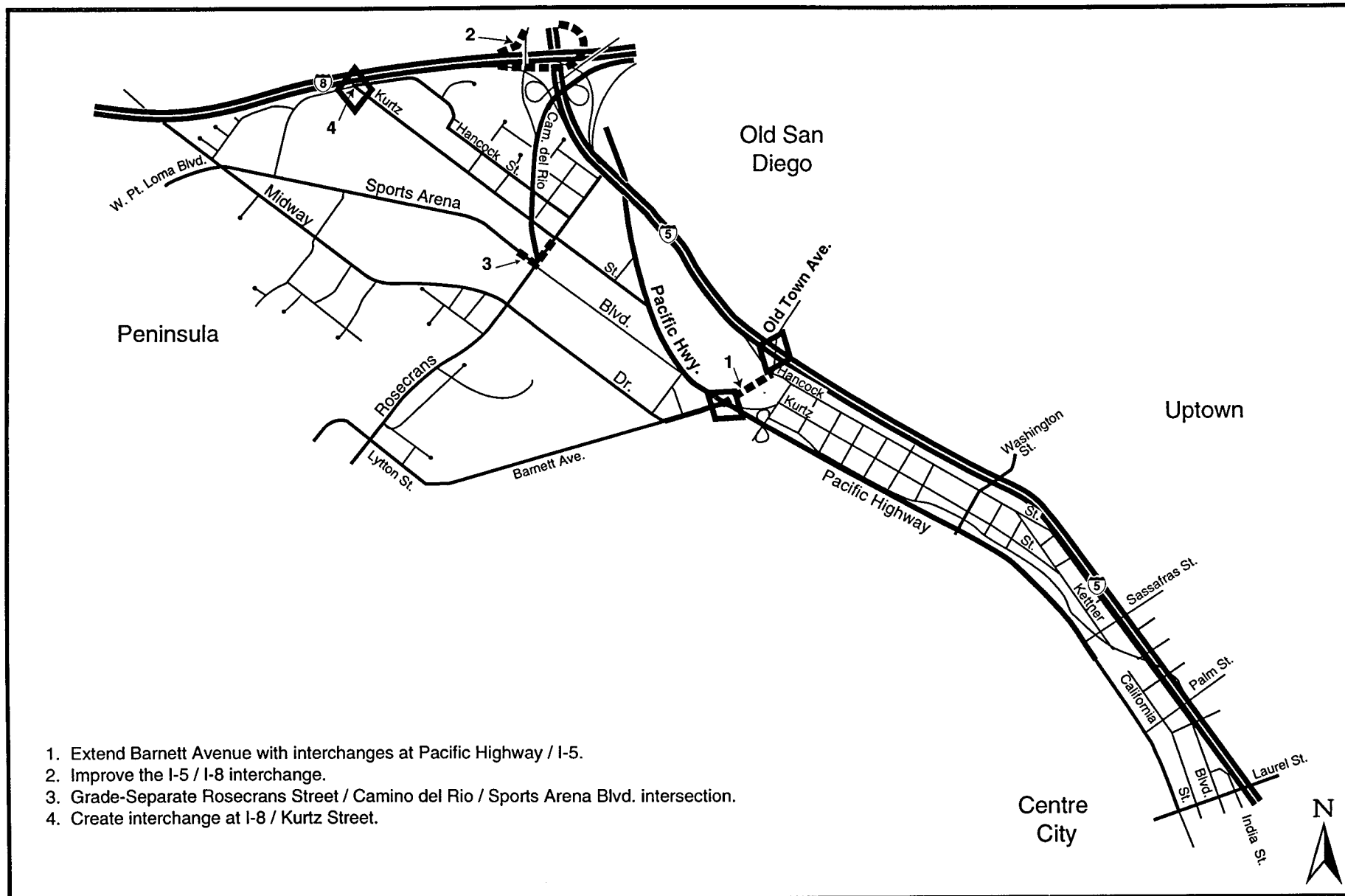
Amend Figure 20 on Page 90 to modify reference to tunnels under Rosecrans Street, to include option for bridge(s) to accommodate bay-to-bay canal.

Amend page 92 as follows:

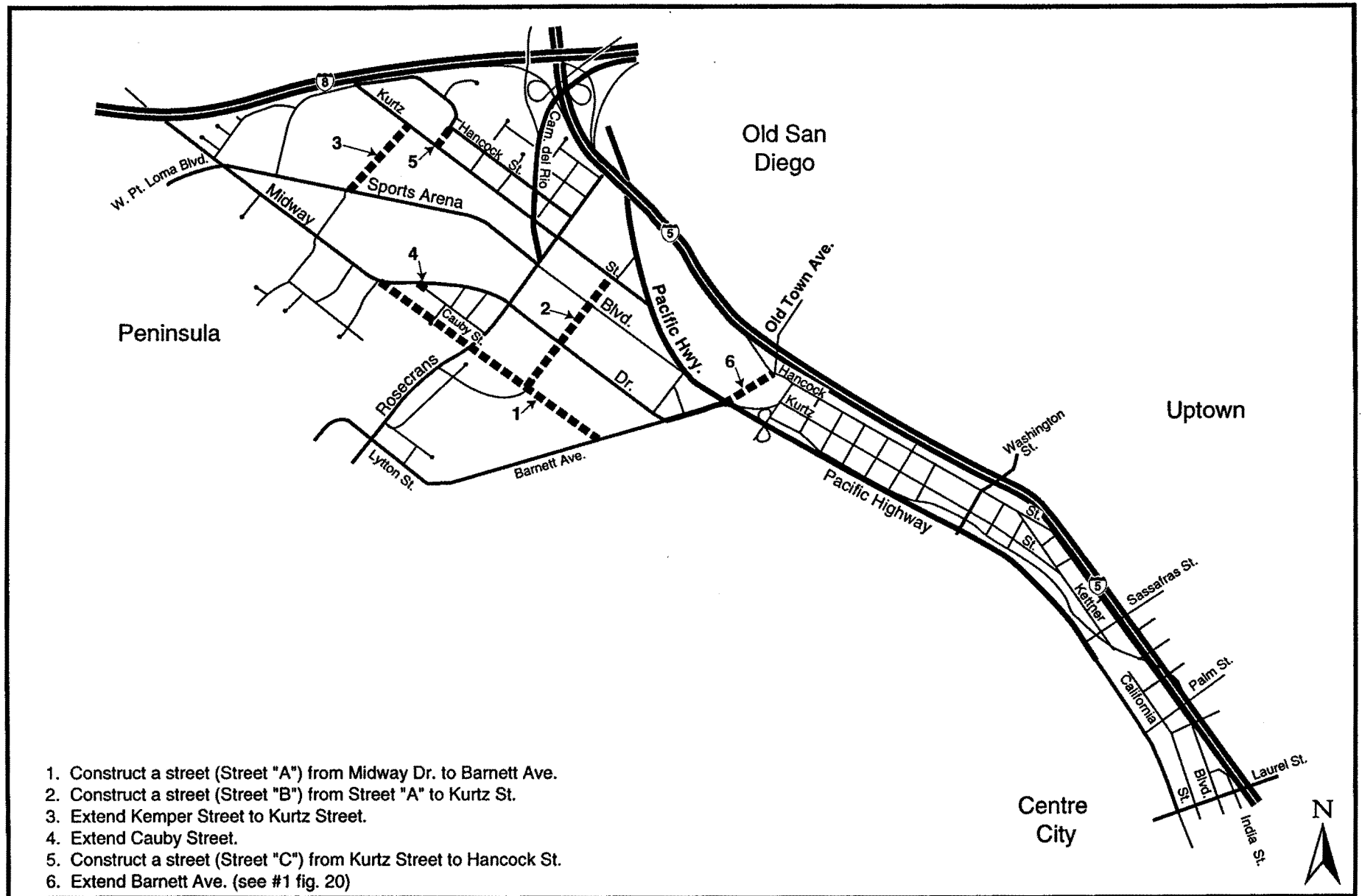
~~Construct tunnels under Rosecrans Street (Route 209) at Midway Drive and Sports Arena Boulevard to mitigate poor levels of service at these intersections. Grade separate Camino del Rio West at the intersection of Rosecrans Street and Sports Arena Boulevard. As part of this intersection improvement, evaluate transportation alternatives with input from the community to eliminate the confusing five-point intersection. Prior to grade separation, improve the intersection by adding a southbound through lane. Also widen Rosecrans Street to add a shared northbound through lane along Rosecrans Street and westbound right turn lane to Sports Arena Boulevard (see Figure 23, No. 1). The improvement grade separation in the form of a bridge or flyover shall only be made when needed to accommodate the canal if it is determined to be a continued need after the completion of all other recommended traffic improvements. In order to avoid the negative impacts that the tunnels grade separation could have on the community's character, construction should conform with the design guidelines provided in this element.~~

Work with CALTRANS to reevaluate the provision of an interchange at Kurtz Street/Hancock Street/Interstate 8 to improve access to the community. This long range improvement may also necessitate reclassifying and widening Kurtz Street to a four lane major street.





# **Locations of Major Improvements** **Midway / Pacific Highway Corridor Community Plan** CITY OF SAN DIEGO • PLANNING DEPARTMENT



## Proposed New Streets

### Midway / Pacific Highway Corridor Community Plan

CITY OF SAN DIEGO • PLANNING DEPARTMENT

Construct a new four lane collector street (Street "A") from Midway Drive to Barnett Avenue north of Dewey Elementary and the Gateway Village Housing development which would functionally serve as a straightened extension of Midway Drive, and construct another new four lane collector street (Street "B") between this street Sports Arena Boulevard to Midway Drive and Kurtz Street, crossing Midway Drive and Sports Arena Boulevard, east of Rosecrans as property redevelops. Alignment options include extensions of Bagley Drive or Smith Street, or opposite the Post Office. Local circulation will improve as a result of this these east-west and north-south access roads.

Construct a new four lane street (Street "C") from Sports Arena Boulevard to Hancock Street west of Sherman Street to improve circulation. Alignment options include an extension of Kemper Street or an improvement of Houston Street.

Extend Cauby Street to Midway Drive to improve local circulation.

Widen Rosecrans Street between Camino del Rio West and Lytton Street to eight lanes, as adjacent properties redevelop.

#### **Intersection Improvement - Short Range**

~~Improve Rosecrans Street northeast of the intersection with Sports Arena Boulevard by adding a southbound left turn lane.~~

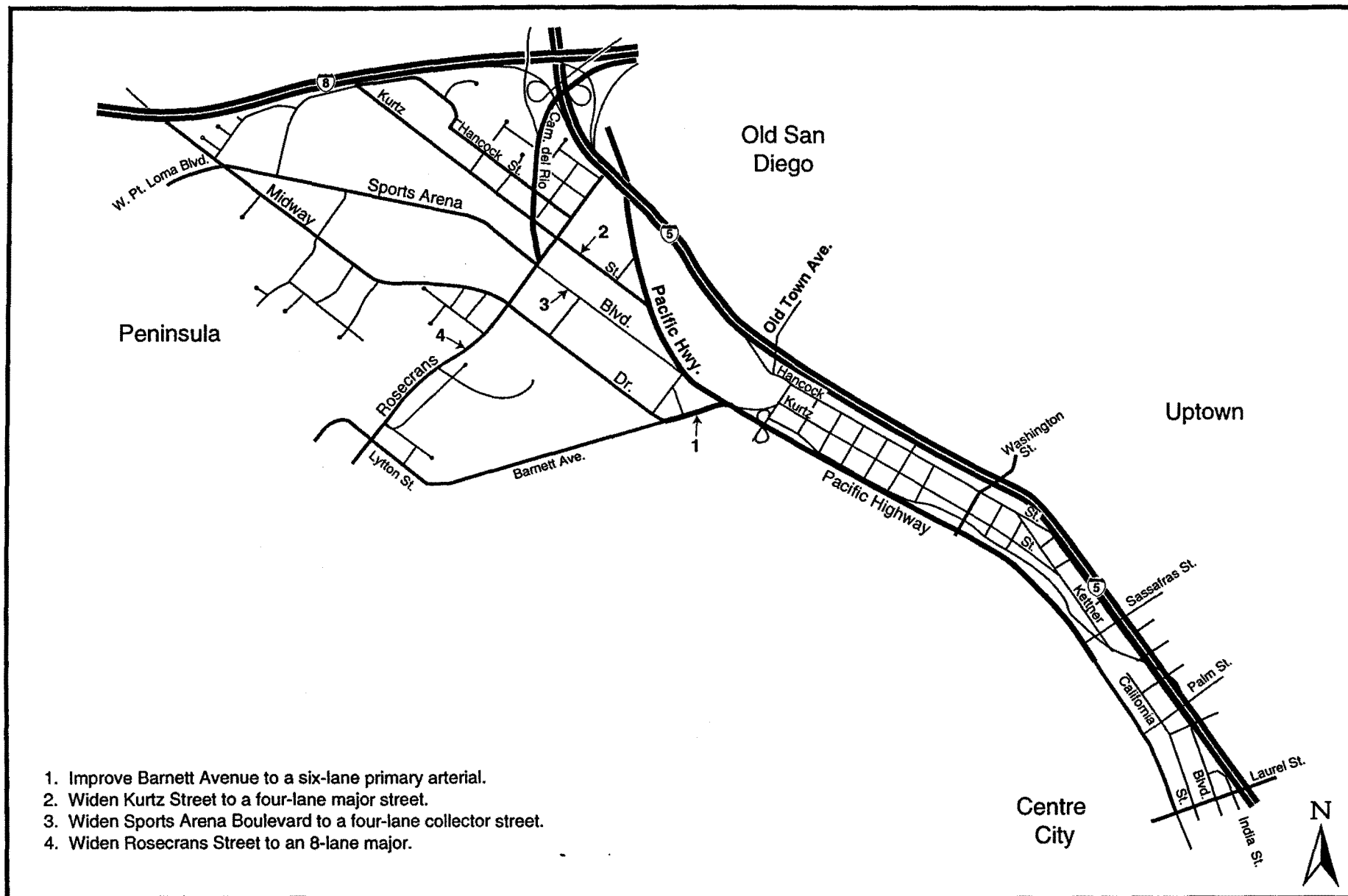
~~Amend Figure 22 on Page 93 to reflect widening of Rosecrans Street.~~

*(Page 94 - Intersection Improvements - Long Range)*

~~If the tunnels, recommended above as a major regional improvement, are not constructed, w~~ Widen the west leg of Midway Drive at the intersection of Rosecrans Street by adding an eastbound through lane. Widen the east leg of Midway Drive at this intersection by adding a westbound through lane. Widen the north leg of Rosecrans Street at Midway Drive to add one southbound to westbound right turn lane, and widen the south leg to add one northbound through lane and one northbound to eastbound right turn lane (see Figure 23, No. 2).

~~Widen the south leg of Midway Drive at the intersection of Sports Arena Boulevard by adding a northbound to westbound left turn lane, and add a through northbound lane. The Midway/Pacific Highway Corridor traffic study further identified the widening of West Point Loma Boulevard to a six lane major street as part of the west leg of this intersection improvement, to be included as a recommendation in the next update of the Peninsula Community Plan.~~

~~Widen the north and south legs of Rosecrans Street at Midway Drive by adding a~~



## Street Widenings

Midway / Pacific Highway Corridor Community Plan

CITY OF SAN DIEGO • PLANNING DEPARTMENT

Figure  
**22**

1-29-98 JAA  
Midway 2 .traff

northbound through lane.

Widen the north leg of **Sports Arena Boulevard** at the intersection of West Point Loma Boulevard and Midway Drive to add one southbound to eastbound left turn lane. Widen **Midway Drive** at this intersection to add two northbound through lanes to Sports Arena Boulevard and one northbound to westbound left turn lane to West Point Loma Boulevard (see Figure 23, No. 3).

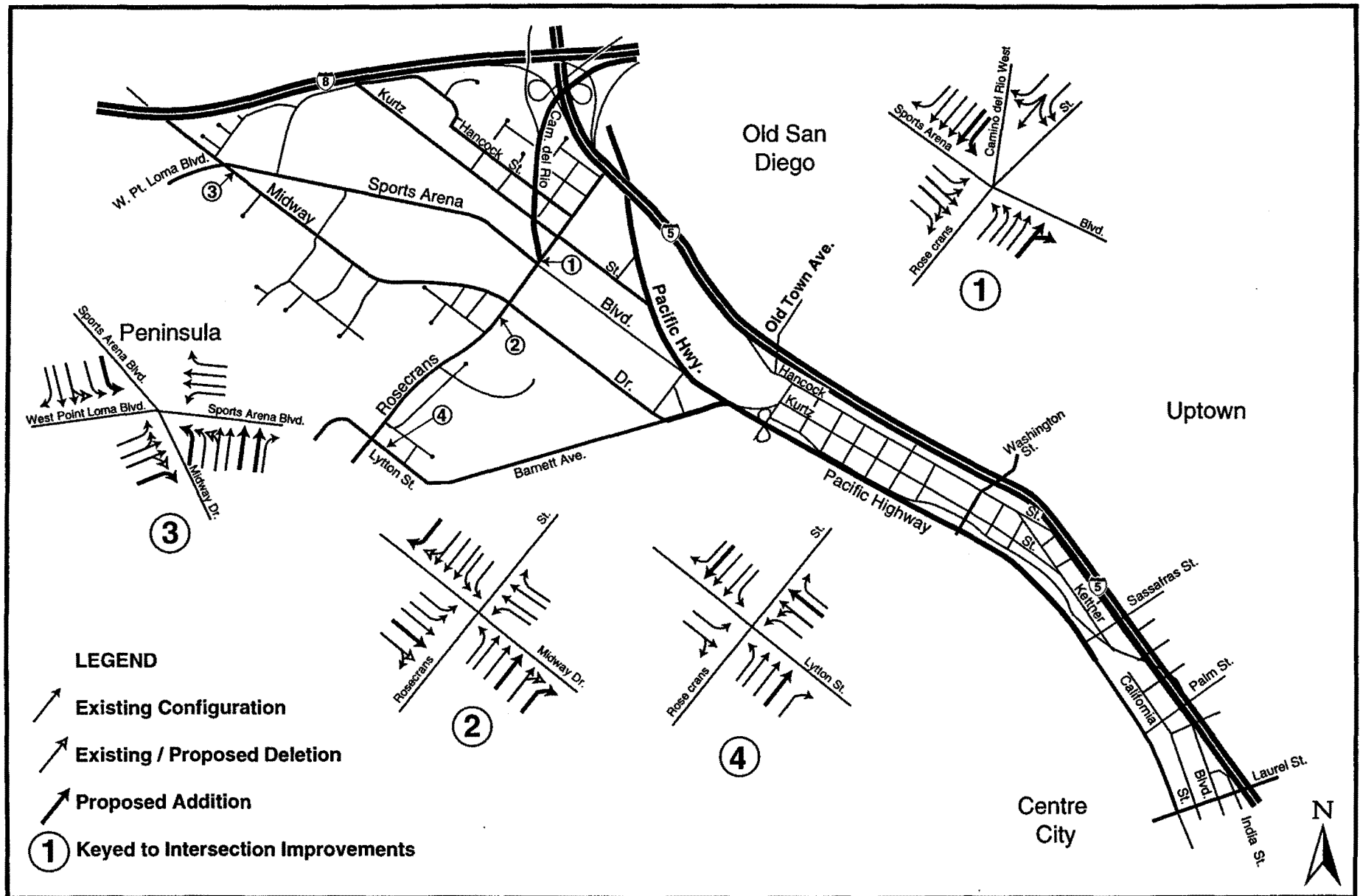
Widen **Rosecrans Street** at the intersection of Lytton Street to add one southbound through lane. Widen **Lytton Street** to add one westbound through lane (see Figure 23, No. 4).

Amend Figure 23 on Page 95 to reflect the above intersection improvements.

Amend Page 96 (Urban Design Guidelines):

There are two alternatives proposed in Figure 24 for constructing tunnels at the intersections of Rosecrans Street with Midway Drive and Sports Arena Boulevard. These alternatives are conceptual in nature, and final design will be based on further engineering studies. With the implementation of the bay-to-bay canal, both of these alternatives would be infeasible. The grade separation of the intersection of Midway Drive and Rosecrans has been determined to be unnecessary due to the other improvements recommended in this plan as part of the redevelopment effort. As a result, tunneling of traffic at the intersection of Sports Arena Boulevard and Rosecrans Street would only take place if the bay-to-bay canal is not constructed. The following design guidelines were prepared to minimize negative impacts to the community which could result from constructing ~~the tunnels~~ any grade-separated interchanges:

1. Maintain surface traffic along the exterior lanes of the any street(s) to be tunneled, putting the subterranean traffic along the interior lanes.
2. Maintain, where feasible, all existing traffic movements at the intersections.
3. Landscape or hardscape the central median along Rosecrans Street, where maintained at grade.
4. Improve the pedestrian crossings and safety at the intersections of Rosecrans Street with Midway Drive and Sports Arena Boulevard.
5. Place the any tunnel openings back from the sidewalk intersection to allow pedestrian crossing at Rosecrans Street. Provide landscaped or hardscaped medians at the ends of each the tunnel.



# **Intersection Improvements** **Midway / Pacific Highway Corridor Community Plan** CITY OF SAN DIEGO • PLANNING DEPARTMENT

6. If the Bay-to-Bay canal is not implemented, and Option Alternative II is ultimately selected, the existing pedestrian crossing on Rosecrans Street at Kurtz Street should be removed and the existing pedestrian crossing on the north side of Sports Arena Boulevard should be relocated further north from the intersection in order to shorten the crossing distance.
7. Ensure that the design and construction of any bridge in the community follows a concerted design review process to address issues of aesthetics, height, width and connections to the at-grad circulation system.

Amend Figure 25 on Page 99 to delete reference to "proposed" Old Town Transit Center (now existing).

Amend Figure 27 on Page 107 to incorporate a Class I Bicycle Lane along the proposed Bay-to-Bay canal right of way, and Class II Bicycle Lanes along proposed new streets and along Kurtz Street east of the extension of Kemper Street.

Amend Page 108 as follows:

- A. Link the community bikeway system to the proposed regional bicycle transportation system by installing bike paths along the following designated routes: Class I along the proposed Bay-to-Bay canal, Class II or better along Kurtz Street east of the proposed extension of Kemper Street, Sports Arena Boulevard, Midway Drive, Rosecrans Street, Lytton Street, Barnett Avenue, all new proposed streets and Pacific Highway, and Class III or better along Kemper Street south of Sports Arena Boulevard, Kettner Boulevard and Laurel Street and Lytton Street.

Amend page 115 (COMMUNITY FACILITIES AND SERVICES) as follows:

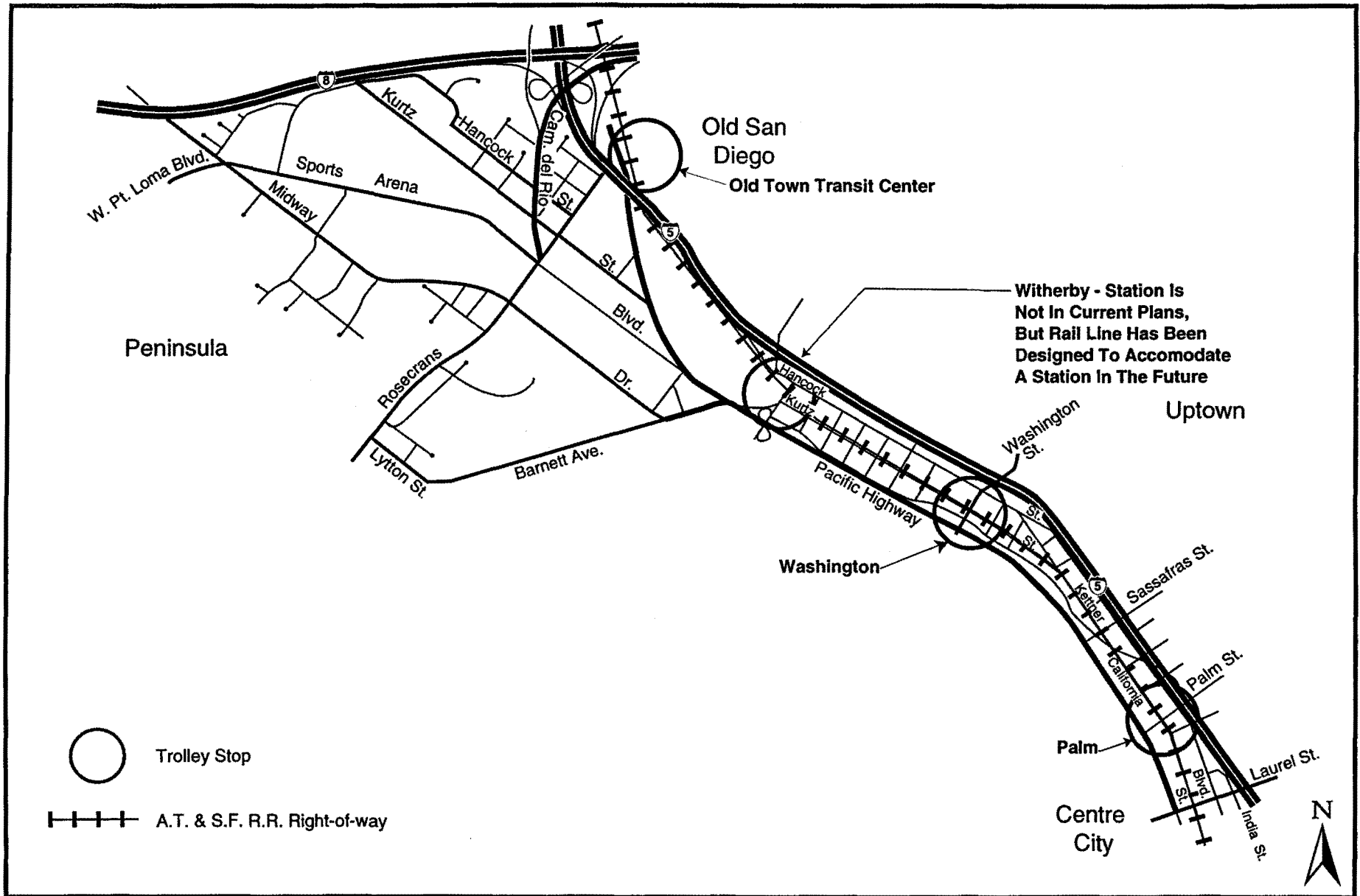
#### **Park and Recreation Facilities**

- B. Establish a five-acre joint-use park site at adjacent to the Dewey Elementary School, establish a two-acre park with a recreation building and a ½-acre mini-park in the community, and provide additional public recreational facilities for neighborhood use where feasible.

#### **Schools**

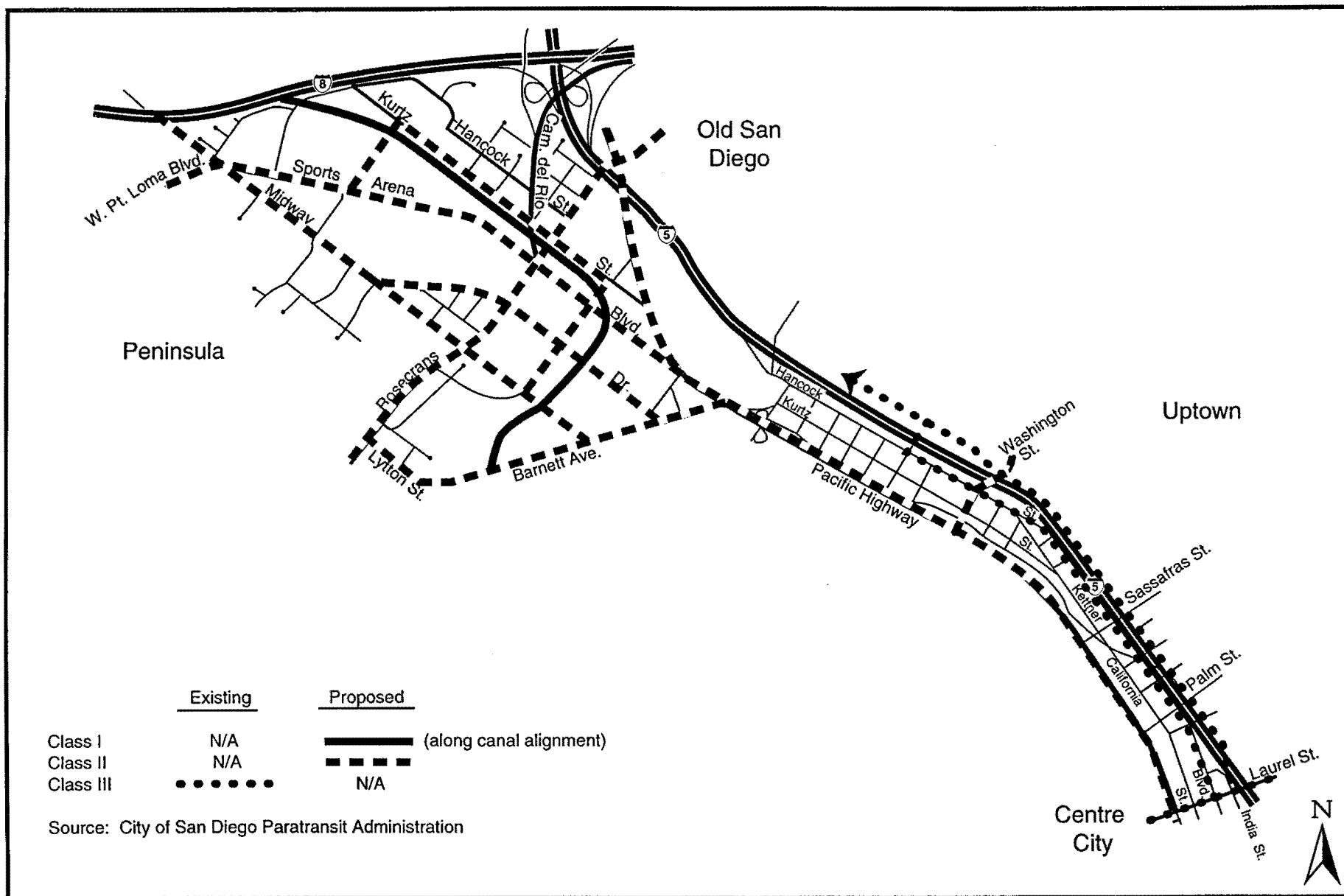
- D. Construct a new elementary school in the vicinity of the current Sports Arena as the area redevelops for residential use.

Amend Page 143 (Appendix B - Streetscape Recommendations) as follows to strengthen connections to the canal as well as to the Centre City via the Pacific



**Transit Corridor**  
**Midway / Pacific Highway Corridor Community Plan**  
 City of San Diego • Community and Economic Development





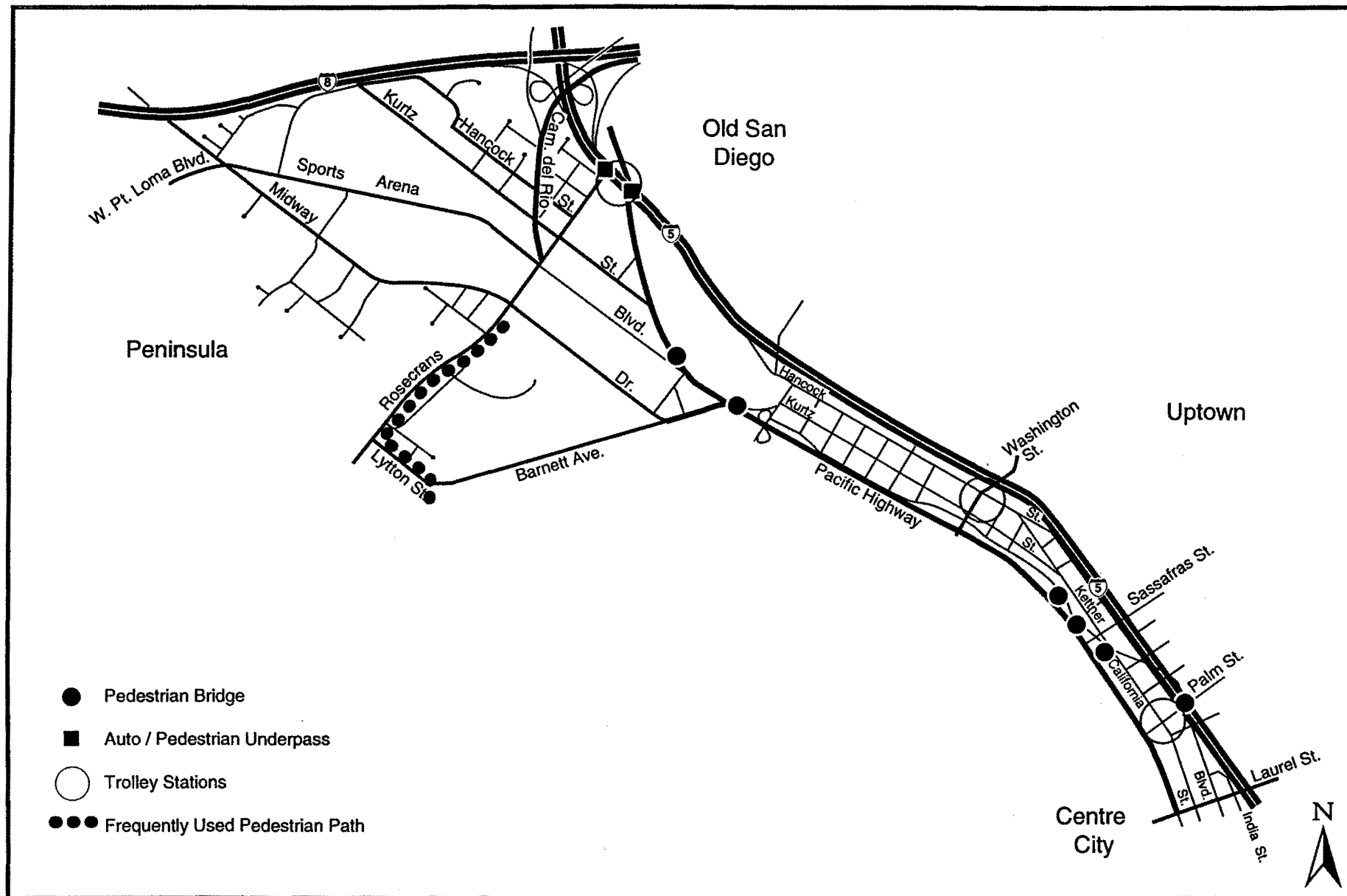
## Bikeway System

### Midway / Pacific Highway Corridor Community Plan

City of San Diego • Community and Economic Development

**Figure  
27**

6-10-98 JAA  
MIDWY1.LndUse



## Pedestrian Circulation and Access Midway / Pacific Highway Corridor Community Plan

City of San Diego • Community and Economic Development

Highway Corridor:

Street	Tree	Pattern	etc.
Canal	<u>Gold Medallion</u> <u>Jacaranda</u>	<u>Linear</u>	
Rosecrans	Queen Palms/ King Palms/ <u>Arizona</u> <u>Ash</u>		
Pacific Highway	King Palms/Queen Palms/Date Palms/ <u>Eucalyptus</u>		

Insert the following Action Plan for the Bay-to-Bay Element:

### Action Plan

Implementation Measures	Timing			Responsibility for Implementation	Source of Funding	Index to Action Detail
	Adopt with Plan	Next Five Years	Six to 20 Years			
<u>Conduct detailed engineering studies to evaluate alignment and specific dimensions of canal linking San Diego and Mission Bays</u>		●		<u>Various City Departments</u>	<u>City</u>	<u>Specific Recommendations/Canal Alignment and Canal Design</u>
<u>Apply the Community Plan Implementation Overlay Zone - Type B to properties abutting the Canal Influence area to facilitate acquisition of canal right-of-way and conformance with design standards</u>	●			<u>City Council</u>	<u>Reimbursable</u>	<u>Development Standards, Figure 13</u>

Remove implementation measures 1, 2, 4 and 5 of the Commercial Element Action Plan (p. 55) and replace with the following implementation measures:

### Action Plan

Implementation Measures	Timing			Responsibility for Implementation	Source of Funding	Index to Action Detail
	Adopt with Plan	Next Five Years	Six to 20 Years			
<u>Apply commercial zoning as described in the Specific Recommendations of this element and as shown on Figure 12</u>	●			<u>City Council</u>	<u>N/A</u>	<u>Specific Recommendations A-K, Figure 12</u>
<u>Apply the Community Plan Implementation Overlay Zone - Type B to properties abutting the Canal Influence area to facilitate acquisition of canal right-of-way and conformance with design standards</u>	●			<u>City Council</u>	<u>Reimbursable</u>	<u>Figure 13</u>

Remove implementation measures 1 and 2 of the Industrial Element Action Plan (Page 66) and replace with the following implementation measure:

### Action Plan

Implementation Measures	Timing			Responsibility for Implementation	Source of Funding	Index to Action Detail
	Adopt with Plan	Next Five Years	Six to 20 Years			
<u>Apply industrial zoning as described in the Specific Recommendations of this element and as shown on Figure 12</u>	●			<u>City Council</u>	<u>N/A</u>	<u>Specific Recommendations A and B, Figure 12</u>
<u>Apply the Community Plan Implementation Overlay Zone - Type B to properties abutting the Canal Influence area to facilitate acquisition of canal right-of-way and conformance with design standards</u>	●			<u>City Council</u>	<u>Reimbursable</u>	<u>Figure 13</u>

Insert the following Action Plan for the Multiple Use Element:

### Action Plan

Implementation Measures	Timing			Responsibility for Implementation	Source of Funding	Index to Action Detail
	Adopt with Plan	NextFive Years	Six to 20 Years			
<u>Apply commercial zoning as described in the Specific Recommendations of this element and as shown on Figure 12</u>	●			<u>City Council</u>	<u>N/A</u>	<u>Specific Recommendation A, Figure 12</u>
<u>Apply the Community Plan Implementation Overlay Zone - Type B to properties abutting the Canal Influence area to facilitate acquisition of canal right-of-way and conformance with design standards</u>	●			<u>City Council</u>	<u>Reimbursable</u>	<u>Specific Recommendation B Figure 13</u>

Modify the Institutional Element Action Plan (p. 71) as follows:

### Action Plan

Implementation Measures	Timing			Responsibility for Implementation	Source of Funding	Index to Action Detail
	Adopt with Plan	NextFive Years	Six to 20 Years			
<u>Apply the Institutional Overlay Zone to the City-owned Fire Station</u>	●			<u>Planning Commission and City Council</u>	<u>City</u>	<u>SpecificRecommendations B&amp;D</u>

Remove implementation measure 1 of the Residential Element Action Plan (p. 80) and replace with the following implementation measure:

### Action Plan

Implementation Measures	Timing			Responsibility for Implementation	Source of Funding	Index to Action Detail
	Adopt with Plan	Next Five Years	Six to 20 Years			
<u>Apply residential zoning as described in the Specific Recommendations of this element and as shown on Figure 12</u>	●			<u>City Council</u>	<u>N/A</u>	<u>Specific Recommendations A-K, Figure 13</u>
<u>Apply the Community Plan Implementation Overlay Zone - Type B to properties abutting the Canal Influence area to facilitate acquisition of canal right-of-way and conformance with design standards</u>	●			<u>City Council</u>	<u>Reimbursable</u>	<u>Development Standards</u>



Modify the Community Facilities and Services Element Action Plan (p. 114) as follows:

**Action Plan**

Implementation Measures	Timing			Responsibility for Implementation	Source of Funding	Index to Action Detail
	Adopt with Plan	Next Five Years	Six to 20 Years			
Establish a joint park facility at Dewey Elementary School <u>and additional public recreational facilities as identified in this element</u>		●		Park and Recreation Dept., San Diego Unified School District	City	Specific Recommendations B and G
<u>Construct a new elementary school in the vicinity of the Sports Arena with redevelopment to residential use</u>			●	<u>San Diego Unified School District.</u>	<u>City, SDUSD</u>	<u>Specific Recommendation D</u>

Modify the Local Coastal Area Element Action Plan (p. 125) as follows:

**Action Plan**

Implementation Measures	Timing			Responsibility for Implementation	Source of Funding	Index to Action Detail
	Adopt with Plan	Next Five Years	Six to 20 Years			
Designate the area adjacent to Lindbergh Field for transportation-related commercial use and rezone the area C-1	●			Planning Commission and City Council	City	Specific Recommendation E
Require projects within the Coastal Zone <u>and Airport Environs Overlay Zone</u> to follow the <u>Airport Approach Overlay Procedures conform with the Comprehensive Land Use Plan for Lindbergh Field</u>		●	●	<u>Planning Department Development Services, SANDAG and FAA</u>	Reimbursable	



## Peninsula Community Plan

Amend page 9 as follows:

Roseville

... Immediately west of Rosecrans is a mixed single and multi-family residential area. The area west of Evergreen is exclusively single-family. ~~The entire "Village" area lacks landscaping.~~

The entire village area has a street tree planting program (see streetscape plan on page 130).

Amend page 10 as follows:

9. Voltaire Commercial District Strip - ~~Long term potential for redevelopment of this currently stagnating area.~~

Short and long term potential revitalization improvements underway via streetscape program and assistance from the Office of Small Business. Potential for formation of Business Association.

Amend page 10 as follows:

~~3. Roseville commercial -- pressure for commercial area redevelopment and expansion into adjacent residential areas.~~

~~4. Roseville residential -- potential for future expansion of multi-family housing and displacement by commercial uses.~~

Amend *Figure 4* to reflect redesignation of area near Nimitz and Rosecrans to Multifamily Residential.

Amend *Figure 5* to add note: 1. Refer to Port District Clerk's office for a copy of the current Port Master Plan. Also, update map to reflect residential redesignation.

Amend page 12 as follows:

The Peninsula Community Plan Map as illustrated in ~~Figures 5A and 5B~~ 5 is a visual representation of the major land use proposals as set forth in the following Plan Elements.

Amend page 18 as follows:

Redevelopment

~~None of the redevelopment proposals and strategies discussed in the General Plan are recommended for Peninsula due to the lack of deteriorated or underutilized areas within this community.~~

Redevelopment, as established by the California Redevelopment Law, is a process which gives certain tools to the City of San Diego. Once a redevelopment plan is adopted for a project area, the Redevelopment Agency (the City in this case) has broad

powers under State law, except as limited by the redevelopment plan itself. The powers include the ability to acquire property and dispose of it for public and private development, to assist property owners in the rehabilitation and development of their properties, to undertake and pay for public improvements and to finance its activities through the issuance of bonds or other forms of borrowing.

The redevelopment plan contains general land uses and development controls, a full listing of redevelopment agency powers, a listing of public improvements to be provided, provisions for owner participation, and the proposed financing methods.

The public purpose or goal behind the redevelopment process is the correction of conditions of blight and vacancies in an area. This public purpose serves as the basis for permitting the Redevelopment Agency to acquire, through eminent domain, private property for lease or sale for private development and the spending of public funds to obtain private as well as public development.

The redevelopment plan will maintain consistency with any community plan in place. If any plans are amended such that the redevelopment plan is no longer in conformance, the redevelopment plan will be amended.

In the case of the North Bay Revitalization Program, the plan will provide guidance for the implementation of all community plans affected.

Amend page 33 as follows:

Existing Conditions

● ~~The Voltaire commercial district. This is a neighborhood commercial strip containing approximately 15 acres which extends from Chatsworth to Mendocino. The area has stagnated during the past two decades and suffers from lack of maintenance and competition from newer commercial establishments in the Midway Community and elsewhere.~~ The Voltaire Street commercial area contains approximately 15 acres and is an important street for commercial businesses in the community. It also serves as a connector from the Peninsula community to the ocean. It has suffered from a lack of unifying character, lack of streetscape amenities (street trees, furniture, general landscaping) and has vehicular access and parking problems. The businesses have also suffered from lack of vitality and promotion.

Amend page 34 as follows:

Objectives

● Create a strong visual character for Voltaire Street through the enhancement of the streetscape via a street tree planting and maintenance program, establishment of a theme for furniture in the public

right-of-way, and increased overall landscaping. The enhancement of building facades should be improved for visual and economic reasons.

●Consider the formation of a business association or business improvement district for Voltaire Street will also be explored as a funding source.

Amend *Figure 8* to reflect the residential redesignation in Roseville area.

Amend *Figure 9* to delete the residential area near Nimitz and Rosecrans from the mixed commercial designation.

Amend page 36 as follows:

The Roseville commercial district should remain as the primary commercial focus within Peninsula. A majority of the area should be designated for a mix of residential, community commercial, commercial recreation and marine related commercial and industrial uses. A portion of this area should be rezoned to C-4 residential which would permit this mix of uses with strengthened parking and landscape requirements. Residential development should be allowed at densities not exceeding 29 du/acre on upper floors of the commercial development, or with densities up to 43 36-du/acre permitted only in conjunction with low and moderate income housing.

Amend page 37 as follows:

The streetscape of the Roseville commercial core should include benches and other street furniture conducive to a pedestrian oriented environment. Such amenities will ~~should~~ be provided in any new development or redevelopment projects with the core area.

Amend page 38 as follows:

Street closings, ~~(east/west streets) in the Roseville area~~ or partial closings, should be considered as a means to: enhance pedestrian spaces. If the view corridors are maintained along the street corridors and pedestrian access is provided to the bay, then closing some of these streets may be appropriate as part of the public bay access. ~~Improve general circulation (through a reduction in conflict points), enhance pedestrian orientation (through landscaped malls), and to increase parking opportunities.~~ However, in all street closings, public coastal views should be maintained and enhanced.

Amend page 39 as follows:

●Formation of a Voltaire commercial area Business Improvement District is being considered. ~~should be strongly encouraged.~~ An improvement district with wide participation by property owners in the Voltaire Commercial District is needed to promote the upgrading of this area. Improved upkeep of businesses, an enhanced visual image through signage, landscaping, ~~and facade standards~~ and a shared

approach to provision of parking should be addressed by the Business Improvement District. ~~the primary goals of the Improved District.~~

Amend page 46 as follows:

Bill Cleater Community Park is a population-based park and consists of a total of 15.27 acres. This dedicated park is located northeast of the intersection of Nimitz Boulevard and Famosa Boulevard. The park is improved with ball fields, multi-purpose courts, children's play area, comfort station and a YMCA with swimming pool. Collier Neighborhood Park located across Nimitz Boulevard from the Community Park is five acres in size.

The Peninsula Community has two existing community parks and several undersized parks. There is at present only 33.00 acres of population-based parks within the community. At build-out, an estimated population of 50,000 will require an additional 80 acres of parks. The adjacent community of Ocean Beach has only 3.5 acres of population-based park land.

~~Collier Park and Recreation Center is a 16-acre dedicated park on the northeast corner of Nimitz Boulevard and Famosa Boulevard. This park is heavily utilized and is improved with two ball fields and a YMCA. Collier Park is a separate five acres dedicated park across Nimitz Boulevard from Collier Park and Recreation Center. Collier Park is partially undeveloped and partially improved for passive recreation use. Collier Bill Cleater Park lies within the Coastal Zone. (Relocate to first paragraph).~~

~~Collier Park consists of approximately 21 acres on both sides of Nimitz Boulevard. The 16 acres on the northeastern side of Nimitz (Collier Community Park) are no longer dedicated (although deed restrictions limit use of this property to park purposes) and are partially improved with two ball field and a YMCA. This park is heavily utilized. The 5 acres on the southwestern side of Nimitz (Collier Neighborhood Park), which falls within the Coastal Zone, have been partially improved as a passive park, with a portion presently undeveloped.~~

Amend page 49 as follows:

Recommendations

●The Open Space Zone should be applied to City-owned park and recreation sites. Bill Cleater ~~Collier~~ Park and Recreation Center should be rezoned ... The adjacent Bill Cleater ~~Collier~~ Park should ...

Amend page 50 as follows:

The southern portion of Bill Cleater ~~Collier~~ Park should be improved with landscaping and appurtenant facilities.

Amend page 56 as follows:

● Scott Street, between North Harbor Drive and Talbot, ~~should be improved to four lanes.~~ Amend page 9 as follows:

Roseville

... Immediately west of Rosecrans is a mixed single and multi-family residential area. The area west of Evergreen is exclusively single-family. ~~The entire "Village" area lacks landscaping.~~

The entire village area has a street tree planting program. See streetscape plan, on page X.

Amend page 10 as follows:

9. Voltaire Commercial District Strip - Long term potential for redevelopment of this ~~currently stagnating area.~~

Short and long term revitalization improvements underway via streetscape program and assistance from the Office of Small Business. Potential for formation of Business Association.

Amend page 10 as follows:

~~3. Roseville commercial - pressure for commercial area redevelopment and expansion into adjacent residential areas.~~

~~4. Roseville residential - potential for future expansion of multi-family housing and displacement by commercial uses.~~

Amend Figure 4 as follows:

Amend map to reflect residential rezone.

Amend Figure 5 as follows:

Update map to add note: 1. Refer to Port District Clerk's office for a copy of the current Port Master Plan. Update map to reflect residential rezone.

Amend page 12 as follows:

The Peninsula Community Plan Map as illustrated in ~~Figures 5A and 5B~~ 5 is a visual representation of the major land use proposals as set forth in the following Plan Elements.

Amend page 18 as follows:

Redevelopment

~~None of the redevelopment proposals and strategies discussed in the General Plan are recommended for Peninsula due to the lack of deteriorated or underutilized areas within this community.~~

Redevelopment, as established by the California Redevelopment Law, is a process which gives certain tools to the City of San Diego. Once a redevelopment plan is adopted for a project area, the Redevelopment Agency (the City in this case) has broad

powers under State law, except as limited by the redevelopment plan itself. The powers include the ability to acquire property and dispose of it for public and private development, to assist property owners in the rehabilitation and development of their properties, to undertake and pay for public improvements and to finance its activities through the issuance of bonds or other forms of borrowing.

The redevelopment plan contains general land uses and development controls, a full listing of redevelopment agency powers, a listing of public improvements to be provided, provisions for owner participation, and the proposed financing methods.

The public purpose or goal behind the redevelopment process is the correction of conditions of blight and vacancies in an area. This public purpose serves as the basis for permitting the Redevelopment Agency to acquire, through eminent domain, private property for lease or sale for private development and the spending of public funds to obtain private as well as public development.

The redevelopment plan will maintain consistency with any community plan in place. If any plans are amended such that the redevelopment plan is no longer in conformance, the redevelopment plan will be amended.

In the case of the North Bay Revitalization Program, the plan will provide guidance for the implementation of all community plans affected.

Amend page 33 as follows:

Existing Conditions

~~●The Voltaire commercial district. This is a neighborhood commercial strip containing approximately 15 acres which extends from Chatsworth to Mendocino. The area has stagnated during the past two decades and suffers from lack of maintenance and competition from newer commercial establishments in the Midway Community and elsewhere.~~ The Voltaire Street commercial area contains approximately 15 acres and is an important street for commercial businesses in the community. It also serves as a connector from the Peninsula community to the ocean. It has suffered from a lack of unifying character, lack of streetscape amenities (street trees, furniture, general landscaping) and has vehicular access and parking problems. The businesses have also suffered from lack of vitality and promotion.

Amend page 34 as follows:

Objectives

●Create a strong visual character for Voltaire Street through the enhancement of the streetscape via a street tree planting and maintenance program, establishment of a theme for furniture in the public right-of-way, and increased overall landscaping. The



enhancement of building facades should be improved for visual and economic reasons.

● Consider the formation of a business association or business improvement district for Voltaire Street.

Amend Figure 8 as follows:

Add residential designation in Roseville area as noted.

Amend Figure 9 as follows:

Delete residential rezone area from mixed commercial designation.

Amend page 36 as follows:

The Roseville commercial district should remain as the primary commercial focus within Peninsula. A majority of the area should be designated for a mix of residential, community commercial, commercial recreation and marine related commercial and industrial uses. A portion of this area should be rezoned to G-4 residential which would permit this mix of uses with strengthened parking and landscape requirements. Residential development should be allowed at densities not exceeding 29 du/acre on upper floors of the commercial development, or with densities up to 43 36-du/acre permitted only in conjunction with low and moderate income housing.

Amend page 37 as follows:

The Streetscape of the Roseville commercial core should include benches and other street furniture conducive to a pedestrian oriented environment. Such amenities will ~~should~~ be provided in any new development or redevelopment projects with the core area.

Amend page 38 as follows:

Street closings, ~~(east/west streets) in the Roseville area~~ or partial closings, should be considered as a means to: enhance pedestrian spaces. If the view corridors are maintained along the street corridors and pedestrian access is provided to the bay, then closing some of these streets may be appropriate as part of the public bay access. ~~Improve general circulation (through a reduction in conflict points), enhance pedestrian orientation (through landscaped malls), and to increase parking opportunities.~~ However, in all street closings, public coastal views should be maintained and enhanced.

Amend page 39 as follows:

● Formation of a Voltaire commercial area Business Improvement District is being considered. ~~should be strongly encouraged.~~ An improvement district with wide participation by property owners in the Voltaire Commercial District is needed to promote the upgrading of this area. Improved upkeep of businesses, an enhanced visual image through signage, landscaping, and facade standards and a shared approach to provision of parking should be addressed by the Business Improvement

District. ~~the primary goals of the Improved District.~~

Amend page 46 as follows:

Bill Cleater Community Park is a population-based park and consists of a total of 15.27 acres. This dedicated park is located northeast of the intersection of Nimitz Boulevard and Famosa Boulevard. The park is improved with ball fields, multi-purpose courts, children's play area, comfort station and a YMCA with swimming pool. Collier Neighborhood Park located across Nimitz Boulevard from the Community Park is five acres in size.

The Peninsula Community has two existing community parks and several undersized parks. There is at present only 33.00 acres of population-based parks within the community. At build-out, an estimated population of 50,000 will require an additional 80 acres of parks. The adjacent community of Ocean Beach has only 3.5 acres of population-based park land.

~~Collier Park and Recreation Center is a 16-acre dedicated park on the northeast corner of Nimitz Boulevard and Famosa Boulevard. This park is heavily utilized and is improved with two ball fields and a YMCA. Collier Park is a separate five acres dedicated park across Nimitz Boulevard from Collier Park and Recreation Center. Collier Park is partially undeveloped and partially improved for passive recreation use. Collier Bill Cleater Park lies within the Coastal Zone. (Relocate to first paragraph).~~

~~Collier Park consists of approximately 21 acres on both sides of Nimitz Boulevard. The 16 acres on the northeastern side of Nimitz (Collier Community Park) are no longer dedicated (although deed restrictions limit use of this property to park purposes) and are partially improved with two ball field and a YMCA. This park is heavily utilized. The 5 acres on the southwestern side of Nimitz (Collier Neighborhood Park), which falls within the Coastal Zone, have been partially improved as a passive park, with a portion presently undeveloped.~~

Amend page 49 as follows:

Recommendations

- The Open Space Zone should be applied to City-owned park and recreation sites. Bill Cleater Collier Park and Recreation Center should be rezoned ... The adjacent Bill Cleater Collier Park should ...

Amend page 50 as follows:

The southern portion of Bill Cleater Collier Park should be improved with landscaping and appurtenant facilities.

Amend page 56 as follows:

- Scott Street, between North Harbor Drive and Talbot, ~~should be improved to four~~

lanes should be designed to incorporate a priority for pedestrian crossings east-west for better safety, maintain traffic flow and improve overall aesthetic design. The design should be integrated into the overall redevelopment of the Roseville area.

Amend page 56 as follows:

After 4th bullet ("Voltaire Street...") add new bullets:

● Traffic engineering is studying on-street diagonal parking possibilities for the commercial zone on Voltaire Street.

● Rosecrans Street should be widened at the intersection with Lytton Street to add one northbound through lane and one southbound through lane.

● Lytton Street should be widened at the intersection with Rosecrans Street to add one northbound through lane.

● West Point Loma Boulevard should be widened at the intersection with Sports Arena Boulevard and Midway Drive to add one eastbound to southbound right turn lane onto Midway Drive.

● Nimitz Boulevard should be widened at the intersection with West Point Loma Boulevard to provide two additional northbound through lanes and one southbound to westbound right turn lane.

Amend page 58 as follows:

Recommendations

● All on-street parking within the Roseville/Shelter Island area should be metered with two-hour limits. (This policy requires local approval on a block-by-block basis.) On street parking meters should be reviewed by the Peninsula Community Planning Board before implementation.

Amend *Figure 17* to reflect additional Class I bikeway.

Amend page 115 as follows:

6. Streetscape

Provide additional parking on Voltaire Street through the acquisition of parking lots or through on-street parking. New parking lots should be adequately screened to buffer parking fronting onto the commercial street as well as residential streets.

~~A comprehensive tree planting program, sensitive to all view concerns, should be developed for all major streets.~~

Amend page 114 as follows:

Move paragraph on Landscaping to page 116, Streetscape.

Amend page 116 as follows:

Establish and maintain a comprehensive street signage program along Voltaire Street that is coordinated with the street furniture and tree program.

Building Placement and Pedestrian Orientation

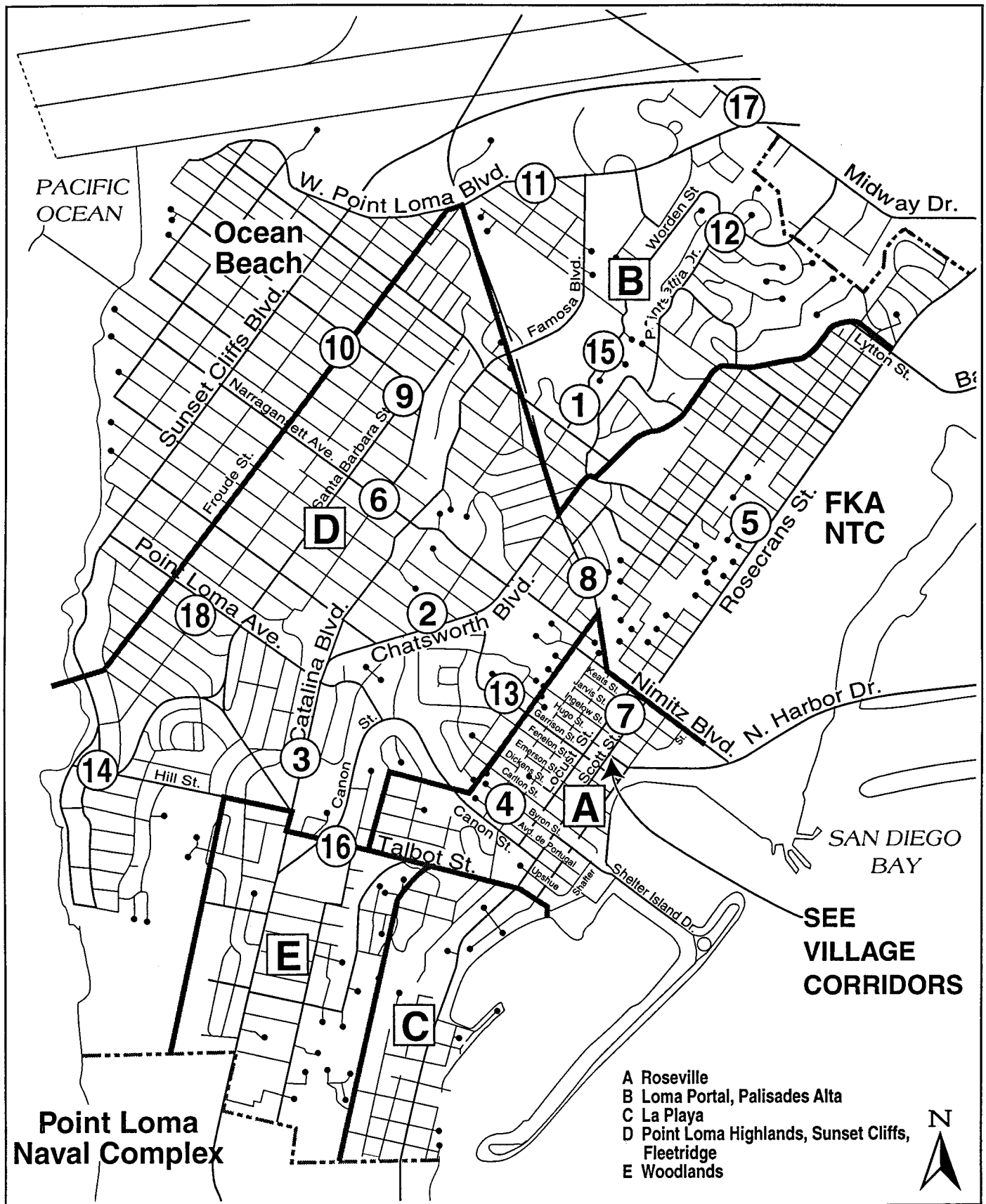
... ~~Where feasible,~~ Parking should be located at the rear or side of residential and commercial buildings. Parking in the front of building facades or visible from the public right-of-way should be buffered and de-emphasized by landscaping, pursuant to the Citywide Landscape Ordinance. ~~This could be accomplished through berming or natural screening.~~

Amend page 130 as follows:

The following street tree plans have been developed for the Peninsula Community. Please refer to the Street Tree Districts for guidance in the particular areas throughout the community. For tree listings along major corridors, please refer to the street tree corridors chart below. For guidance on tree selections in the Roseville area, please refer to page X. (Add Street Tree Districts and Street Tree Corridor figures here).

### **STREET TREE DISTRICTS** (Refer to Figure \_\_)

Residential Tree Districts					TREE FORM		TYPE	NOTES
A	B	C	D	E	TREE: Common Name/Botanical Name			
SMALL CANOPY TREE FORM								
	✓				Purple-leaf Plum / <i>Prunus cerasifera</i>	D/F	2,3	
	✓	✓			"St. Mary's" Magnolia / <i>Magnolia grandiflora</i>	E/F		
✓			✓		Gold Medallion / <i>Cassia leptophylla</i>	E/F	2,3	
			✓		Hong Kong Orchid / <i>Bauhinia blakeana</i>	D/F	2,3	
✓				✓	Bronze Loquat / <i>Eriobotrya deflexa</i>	E/F	2,3	
✓		✓			New Zealand Christmas / <i>Metrosideros excelsus</i>	E/F	2,3	
			✓		Bradford Pear / <i>Pyrus calleryana</i>	D	2,3	
	✓	✓			Coral Gum / <i>Eucalyptus torquata</i>	E	2	
LARGE CANOPY TREE FORM								
			✓	✓	Fruitless Olive / <i>Olea europaea</i>	E		
				✓	London Plane / <i>Platanus acerifolia</i>	D		



# **Street Tree Plan** **Peninsula Community Plan**

CITY OF SAN DIEGO • DEVELOPMENT SERVICES DEPARTMENT

figure  
#

2-11-98 JAA  
pen.st tree enlg

Residential Tree Districts					TREE FORM	TYPE	NOTES
A	B	C	D	E	TREE: Common Name/Botanical Name		
	✓			✓	Red Cap Gum / <i>Eucalyptus erythrocorys</i>	E	
	✓				Chinese Flame / <i>Koelreuteria bipinnata</i>	D/F	
			✓	✓	Red Gum / <i>Eucalyptus ficifolia</i>	E/F	
		✓			Cape Chestnut / <i>Calodendrum capense</i>	E	
✓	✓				Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	
✓					African Fern Pine/ <i>Podocarpus gracilior</i>	E	
				✓	Holly Oak / <i>Quercus ilex</i>	E	
				✓	Cork Oak / <i>Quercus suber</i>	E	
	✓	✓			Tipu Tree / <i>Tipuana tipu</i>	D/F	
UPRIGHT CANOPY TREE FORM							
	✓		✓	✓	Canary Island Pine / <i>Pinus canariensis</i>	E	
	✓		✓	✓	Paperbark / <i>Melaleuca quinquenervia</i>	E	
✓		✓			Sweet Shade / <i>Hymenosporum flavum</i>	E/F	
			✓	✓	Red Ironbark / <i>Eucalyptus sideroxylon</i>	E	
✓		✓			Australian Willow / <i>Geijera parvifolia</i>	E	3
	✓			✓	Brisbane Box / <i>Tristania conferta</i>	E	
PALM TREE FORM							
✓		✓	✓	✓	Queen Palm / <i>Syagrus romanzoffianum</i>	Feather	2
✓		✓	✓	✓	King Palm / <i>Archontophoenix cunninghamiana</i>	Q	2
✓	✓	✓	✓	✓	Mexican Fan Palm / <i>Washingtonia robusta</i>	M	2

### STREET TREE DISTRICT KEY

#### Peninsula Street Tree Districts

- A** Roseville  
**B** Loma Portal, Palisades, Alta  
**C** La Playa  
**D** Pt. Loma Highlands, Sunset Cliffs, Fleetridge  
**E** Woodlands

#### Legend

- D** Deciduous  
**E** Evergreen

- F** Flowering  
**Q** Feather Palm  
**M** Fan Palm

#### Notes

1. Requires special approval.
2. Acceptable tree in public view corridor.
3. Acceptable tree under power lines.

#### General Criteria

- On all streets where curb to property line is less than 10 feet, street trees should typically

be located on private property.

- Size of all required trees to be minimum 24-inch box. Palms to be a minimum of 8 ft. Brown Trunk Height (B.T.H.).
- All street tree selections shall be consistent with the City of San Diego tree selection guide relative to parkway width, root barriers, overhead utility wires, special installation, etc.
- All street tree planting installations require a "No Fee Street Tree Permit," and approval by the City of San Diego's Urban Forester. Tree watering to establish tree is the responsibility of the property owner. Tree pruning after establishment of the tree is the responsibility of the City.
- All plant material shall be installed per the standards of the *Landscape Technical Manual*.
- Coordinate trash receptacles, benches, and planters at bus stops and along bus routes.
- Special landscape treatment areas occur at nodes encompassing major intersections, important civic and commercial locations, and entry ways.

**STREET TREE CORRIDORS**  
(Refer to Figure \_\_)

CORRIDOR				
SEGMENT/ NODES	TREE: Common Name/ <i>Botanical Name</i>	TYP E	FOR M	NOT E
<b>1 VOLTAIRE STREET</b>				
Mendocino Blvd. to Chatsworth Blvd.	Raywood Ash / <i>Fraxinus Oxycarpa</i> Hong Kong Orchid / <i>Bauhinia Blakeana</i>	D/F D/F	LC SC	3
<b>2 CHATSWORTH BLVD./LYTTON STREET</b>				
Rosecrans Street to Catalina Blvd.	Tabebuia / <i>Tabebuia impetiginosa</i>	D/F	SC	

<b>NODES:</b> Lytton Street at Rosecrans Street Chatsworth Blvd. at Voltaire Street Chatsworth Blvd. at Nimitz Blvd. Chatworth Blvd. at Catalina Blvd. Chatworth Blvd. at Narragansett Ave.	Gold Medallion / <i>Cassia leptophylla</i> Gold Medallion / <i>Cassia leptophylla</i> Gold Medallion / <i>Cassia leptophylla</i> Gold Medallion / <i>Cassia leptophylla</i> Gold Medallion / <i>Cassia leptophylla</i>	E/F E/F E/F E/F E/F	SC SC SC SC SC	3 3 3 3 3
<b>3 CATALINA BLVD./FAMOSA BLVD.</b>				
Voltaire Street to Pt. Loma Avenue	Tabebuia / <i>Tabebuia impetiginosa</i>	D/F	SC	
<b>NODES:</b> Catalina Blvd. at Chatworth Blvd. Catalina Blvd. at Narragansett Avenue Catalina Blvd. at Pt. Loma Avenue Catalina Blvd. at Talbot Street Catalina Blvd. at Santa Barbara Street/Hill Street	Gold Medallion / <i>Cassia leptophylla</i> Gold Medallion / <i>Cassia leptophylla</i> Gold Medallion / <i>Cassia leptophylla</i> Jacaranda / <i>Jacaranda mimosifolia</i> Jacaranda / <i>Jacaranda mimosifolia</i>	E/F E/F E/F D/F D/F	SC SC SC LC LC	3 3 3  
<b>4 CANON STREET</b>				
Catalina Blvd. to Pt. Loma Avenue	Gold Medallion / <i>Cassia leptophylla</i>	E/F	SC	3
Pt. Loma Avenue to Evergreen Street	London Plane Tree or Sycamore / <i>Platanus acerifolia</i> / <i>racemosa</i>	D	UC	
Evergreen Street Rosecrans Street	Gold Medallion / <i>Cassia leptophylla</i>	E/F	SC	3
<b>NODES:</b> Canon Street at Talbot Street	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	4
<b>5 ROSECRANS STREET</b>				
Evergreen Street/Sellers Drive to Kellogg Street	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	



<b>NODES:</b> Rosecrans Street at Lytton Street Rosecrans Street at Nimitz Blvd. Rosecrans Street at Canon Street Rosecrans Street at Talbot Street	Gold Medallion / <i>Cassia leptophylla</i> Jacaranda / <i>Jacaranda mimosifolia</i> Gold Medallion / <i>Cassia leptophylla</i> Gold Medallion / <i>Cassia leptophylla</i>	E/F E/F E/F E/F	SC SC SC SC	3,5 3 3,6 3,4
<b>6 NARRAGANSETT AVE./LOWELL STREET/ MACAULAY STREET</b>				
Froude Street to Macaulay Street	Queen Palm / <i>Syagrus romanzoffianum</i> Tabebuia / <i>Tabebuia impetiginosa</i>	Q E/F	P SC	2 
<b>NODES:</b> Narragansett Avenue at Santa Barbara Narragansett Avenue at Catalina Blvd. Narragansett Avenue at Chatworth Blvd.	Jacaranda / <i>Jacaranda mimosifolia</i> Gold Medallion / <i>Cassia leptophylla</i> Gold Medallion / <i>Cassia leptophylla</i>	D/F E/F E/F	LC SC SC	 3 3
<b>7 LOCUST STREET</b>				
Canon Street to Nimitz Blvd.	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	
<b>NODES:</b> Locust Street at Canon Street	Gold Medallion / <i>Cassia leptophylla</i>	D/F	SC	3
<b>8 NIMITZ BOULEVARD</b>				
West Point Loma Blvd. to Harbor Drive	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	
<b>NODES:</b> Nimitz Blvd. at West Point Loma Blvd. Nimitz Blvd. at Lowell Street Nimitz Blvd. at Rosecrans Street Nimitz Blvd. at Harbor Drive	Coral Trees / <i>Erythrina caffra</i> Gold Medallion / <i>Cassia leptophylla</i> Gold Medallion / <i>Cassia leptophylla</i> Gold Medallion / <i>Cassia leptophylla</i>	D/F E/F E/F E/F	LC SC SC SC	 3 3 3

9 SANTA BARBARA STREET				
Cape May Avenue to Catalina Blvd.	Queen Palm / <i>Syagrus romanzoffianum</i> Gold Medallion / <i>Cassia leptophylla</i>	Q E/F	P SC	2 3
NODES: Santa Barbara Street at Narragansett Avenue	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	
Santa Barbara Street at Catalina Blvd/Hill Street	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	
10 FROUDE STREET				
Sunset Cliffs Blvd. to West Point Loma Blvd.	Queen Palm / <i>Syagrus romanzoffianum</i> Gold Medallion / <i>Cassia leptophylla</i>	Q E/F	P SC	2 3
11 WEST POINT LOMA BOULEVARD				
Nimitz Blvd. to Midway Drive	London Plane Tree or Sycamore / <i>Platanus acerifolia</i>	D	LC	5
NODES: West Point Loma Blvd. at Nimitz Blvd.	Coral Trees / <i>Erythrina caffra</i>	D/F	LC	6
West Point Loma Blvd. at Midway Drive	Coral Trees / <i>Erythrina caffra</i>	D/F	LC	5, 6
12 POINSETTIA DRIVE				
Leland Street to Alcott Street	Gold Medallion / <i>Cassia leptophylla</i>	E/F	SC	3
NODES: Poinsettia Drive at Leland Street	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	
13 GARRISON STREET				
Chatworth Blvd. to Rosecrans Street	Tabebuia / <i>Tabebuia impetiginosa</i>	D/F	SC	

<p><b>NODES:</b>  Garrison Street at Locust Street  Garrison Street at Rosecrans Street</p>	<p><i>Jacaranda / Jacaranda mimosifolia</i>  <i>Jacaranda / Jacaranda mimosifolia</i></p>	<p>D/F  D/F</p>	<p>LC  LC</p>	
<b>14 HILL STREET</b>				
<p>Catalina Blvd. to Sunset Cliffs Blvd.</p>	<p>Queen Palm / <i>Syagrus romanzoffianum</i>  <i>Tabebuia / Tabebuia impetiginosa</i></p>	<p>Q  E/F</p>	<p>P  SC</p>	<p>2</p>
<p><b>NODES:</b>  Hill Street at Santa Barbara Street and Catalina Blvd.</p>	<p><i>Jacaranda / Jacaranda mimosifolia</i></p>	<p>D/F</p>	<p>LC</p>	
<b>15 WORDEN STREET</b>				
<p>Voltaire Street to Leland Street</p>	<p><i>Jacaranda / Jacaranda mimosifolia</i></p>	<p>D/F</p>	<p>LC</p>	
<b>16 TALBOT STREET</b>				
<p>Catalina Blvd. To Rosecrans Street</p>	<p><i>Tabebuia / Tabebuia impetiginosa</i>  Queen Palm / <i>Syagrus romanzoffianum</i></p>	<p>E/F  Q</p>	<p>SC  P</p>	<p>2</p>
<p><b>NODES:</b>  Talbot Street at Catalina Blvd.  Talbot Street at Canon Street  Talbot Street at Rosecrans Street</p>	<p><i>Jacaranda / Jacaranda mimosifolia</i>  <i>Jacaranda / Jacaranda mimosifolia</i>  Gold Medallion / <i>Cassia leptophylla</i></p>	<p>D/F  D/F  D/F</p>	<p>LC  LC  SC</p>	<p>3</p>
<b>17 MIDWAY DRIVE</b>				
<p><b>NODE:</b>  Midway Drive at West Point Loma Blvd.</p>	<p>Coral Trees / <i>Erythrina caffra</i></p>	<p>D/F</p>	<p>LC</p>	<p>5</p>
<b>18 POINT LOMA AVENUE</b>				

Canon Street to Froude Street	Tabebuia / <i>Tabebuia impetiginosa</i>	D/F	SC	
NODES: Point Loma Avenue at Catalina Blvd.	Gold Medallion / <i>Cassia leptophylla</i>	D/F	SC	3

VILLAGE CORRIDORS				
SEGMENT/ NODES	TREE: Common Name/Botanical Name	TYP E	FOR M	NOT E
AVENIDA DE PORTUGAL				
Rosecrans Street to Bay	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	8
CANON STREET				
Rosecrans Street to Bay	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	8
CARLETON STREET				
Locust Street to Bay	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	8
DICKENS STREET				
Locust Street to Bay	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	8
Node: Dickens at Scott Street	Fern Pine / <i>Podocarpus gracilior</i>	E	LC	
EMERSON STREET, FENELON STREET, GARRISON STREET, INGELow STREET, JARVIS STREET, KEATS STREET				
Locust Street to Bay	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	7,8
NIMITZ BOULEVARD				
Lowell Street to Rosecrans	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	6,7,8
North side of Nimitz Blvd. from Rosecrans Street to North Harbor Drive	Canary Island Pine / <i>Pinus canariensis</i>	C	UC	6,7

South side of Nimitz Blvd. From Rosecrans Street to North Harbor Drive	Jacaranda / <i>Jacaranda mimosifolia</i>	E/F	LC	7,8
<b>NORTH HARBOR DRIVE</b>				
Rosecrans Street to Nimitz Blvd.	Existing Monterey Pines to be Replaced with King Palms <i>/Archontophoenix cunninghamiana</i> Coral Tree / <i>Erythrina coralloides</i> in Median	Q E/F	P LC	6 6 6
<b>ROSECRANS STREET</b>				
Nimitz Blvd. To Talbot Street	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	7
<b>SCOTT STREET</b>				
Talbot Street to Emerson Street and Dickens Street to Nimitz Blvd.	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	7,8
Emerson Street to Dickens Street	Fern Pine / <i>Podocarpus gracilior</i>	E	LC	1, 6,7
Node: Scott Street at Dickens Street	Fern Pine / <i>Podocarpus gracilior</i>	E	LC	1, 6,7
<b>SHAFTER STREET</b>				
Upshur Street to Carleton Street	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	7,8
<b>SHELTER ISLAND</b>				
<b>Rosecrans to Anchorage Lane</b>	<b>Queen Palms</b>			
<b>TALBOT STREET</b>				
Rosecrans Street to Anchorage Lane	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	7,8
<b>UPSHUR STREET</b>				
Rosecrans Street to Shafter Street	Jacaranda / <i>Jacaranda mimosifolia</i>	D/F	LC	7,8

## **STREET TREE CORRIDOR KEY**

<b><u>Types</u></b>		<b><u>Form</u></b>	
D	Deciduous	SC	Small Canopy
E	Evergreen	LC	Large Canopy
F	Flowering	UC	Upright Canopy
M	Fan Palms	P	Palm Species
Q	Feather Palms		
C	Conifer		

## **Notes**

1. Requires special approval.
2. Acceptable tree in public view corridor.
3. Acceptable tree under power lines.
4. Refer to the Village Corridors.
5. Refer to the Midway Community Plan.
6. Established Street Tree
7. Root Pruning required on New Trees
8. Where Jacaranda can not be planted, use Gold Medallion

## **General Criteria**

- On all streets where existing curb to property line is less than 10 feet, street trees should typically be located on private property.
- Size of all required trees to be minimum 24-inch box. Palms to be a minimum of 8 ft. Brown Trunk Height (B.T.H.).
- All street tree selections shall be consistent with the City of San Diego tree selection guide relative to parkway width, root barriers, overhead utility wires, special installation, etc.
- All street tree planting installations require a "No Fee Street Tree Permit," and approval by the City of San Diego's Urban Forester. Tree watering to establish tree is the responsibility of the property owner. Tree pruning after establishment of the tree is the responsibility of the City.
- All plant material shall be installed per the standards of the *Landscape Technical Manual*.
- Coordinate trash receptacles, benches, and above-grade planters at bus stops and along bus routes.
- Special landscape treatment areas occur at nodes encompassing major intersections, important civic and commercial locations, and entry ways.

Amend page 132 as follows:

Building facades should be articulated by a variety of measures to include expression lines between floors, punched windows, and window awnings. High quality materials should be used on buildings throughout the village area. Use of varied setbacks should be encouraged to create undulating facades and visual interest. Corner lots ...

#### Architectural features

Use of architectural themes incorporating elements reminiscent of the nautical, maritime, ~~south seas~~, fishing, Portuguese heritage, or pertinent historical heritage are desired.

#### Landscaping

Improvements should conform to the community design theme and existing City regulations. Appropriate street trees should be included in all new development and major remodeling. The street tree program for the Roseville/village area is included in the community-wide program. Please refer to page X.

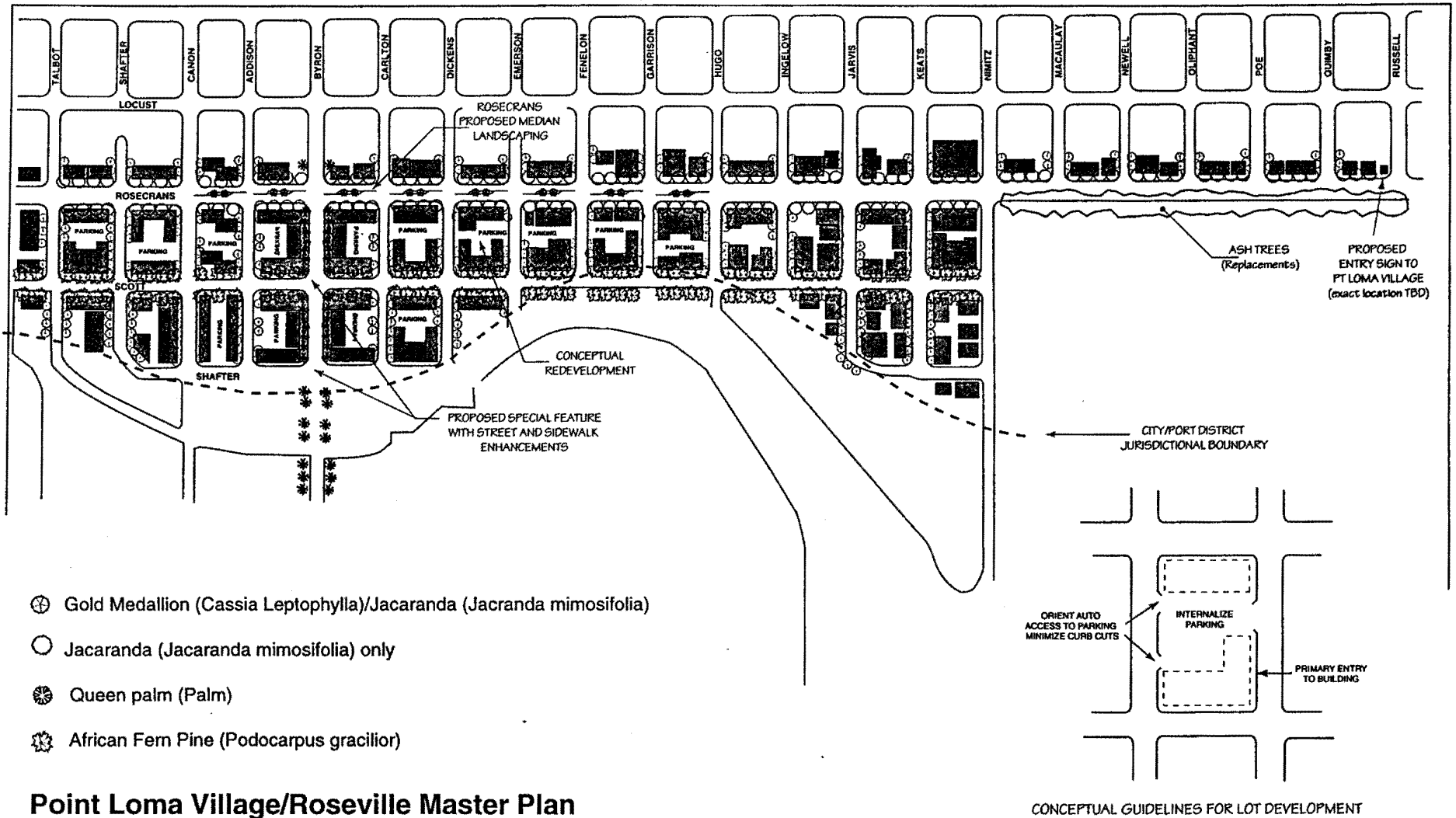
#### Voltaire Street CPIOZ Guidelines

Amend page 132A-B as follows:

##### Building Placement And Pedestrian Orientation

Buildings shall be oriented to the street, where physically feasible, in order to promote pedestrian accessibility and activity. The building walls facing streets should have a minimum continuous height of 13 feet. Single-story structures should not exceed 18 feet in height, two story development should be limited to 24 feet, and three story development must observe the 30 foot statutory height limit mandated by Proposition D. ~~In addition, that portion of the building facade exceeding 24 feet in height shall step back a minimum of 6 feet from the front facade to reduce the apparent bulk of the building.~~ It is required that new developments provide at least one pedestrian entrance into or through the structure from each street frontage. A minimum of 40 percent of the area of all first story commercial street walls facing Voltaire Street shall be transparent with visibility into a commercial use area. Non-reflective windows and openings shall be utilized. ~~Offsetting planes shall be used to create undulating facades and visual interest, particularly for building elevations visible from Voltaire Street and side streets.~~ Building facades should be articulated with expression lines between floors, punched windows, window awnings and use of high quality, long-lasting materials such as stone, masonry or wood on the ground floor. Building walls adjacent to residential development shall be articulated and in scale with the surrounding development.

On larger lots, new development ~~should incorporate shall be clustered around~~ courtyards or street plaza spaces. A five-foot setback from the property line is recommended for all new development within the CC zone to allow for larger the



## Point Loma Village/Roseville Master Plan



~~provision of pedestrian spaces amenities and landscaping e features along Voltaire Street. Special street lights such as the "double acorn" style historic light should be incorporated along the street (see illustration). Bollard-type lighting, soft spot lighting, canopies, arcades and other design elements are also recommended to highlight pedestrian spaces and enhance the ambiance of the area. All refuse storage facilities and rooftop mechanical equipment shall be concealed and screened from public view.~~

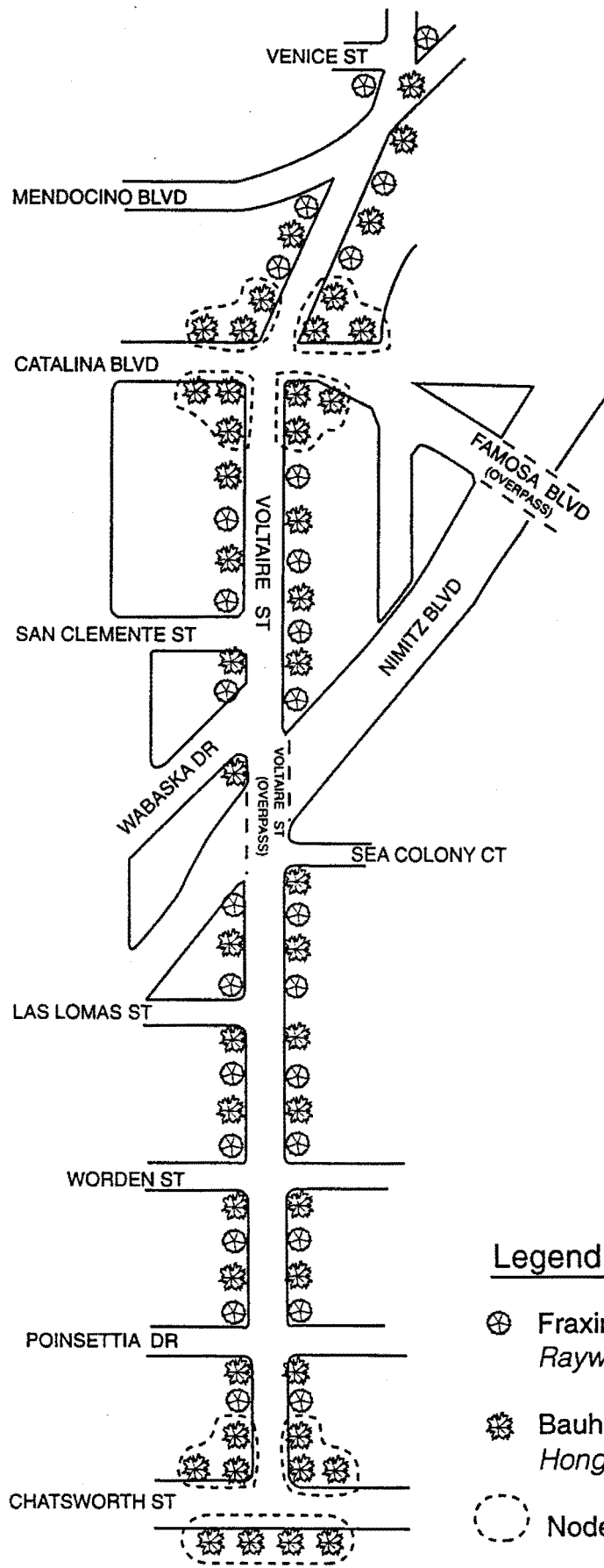
Amend page 132B as follows :

#### Landscape And Streetscape Improvements

~~Palm trees can be found along portions of Voltaire Street, particularly west of Froude Street in the Ocean Beach community. On Voltaire Street, from Mendocino eastward to Chatsworth, a A tree theme consisting of Fraxinus oxycarpa and Bauhina blakeana is proposed for the commercial area along Voltaire in the public right-of-way. Washingtonian palms or a similar palm species approved by the Park and Recreation Department and Planning Department staff is therefore proposed for the Voltaire CPIOZ area in order to link the two areas; Palm trees may be planted in addition to the Fraxinus oxycarpa and Bauhina blakeana to increase the continuity of the street and the connection to Ocean Beach., and The new tree types are intended to establish a greater sense of community identity and differentiate Voltaire from other neighborhoods. Such trees should have a stalk of at least 11 feet tall, and should be planted in the ground within the public right of way. At least one tree per 40 linear feet of street frontage shall be required to create the uniform, linear street tree pattern desired. These trees should be considered as a separate and supplemental requirement beyond the standard requirements of the City's landscape ordinance. As such they shall not be used to fulfill the landscape requirements set forth in that ordinance. The street tree program for the Voltaire Street is included in the community-wide program. Please refer to Figure 35a.~~

For any new development or redevelopment requiring a CPIOZ permit, existing trees that are compatible with the Fraxinus oxycarpa and Bauhina blakeana palm tree theme should be preserved and incorporated into proposed landscape designs to enhance the character of the street. As redevelopment occurs, parking lots abutting streets and sidewalks shall be screened and upgraded with low, decorative walls or berms that are accompanied by trees, shrubs and other landscape features. In addition, sidewalks and street furniture shall be used along Voltaire Street to provide seating at bus stops and for pedestrians. Landscaping should be used to clearly define store front entrance areas and pedestrian paths, as well as to enhance the identity of the commercial corridor. Many of the existing four and five foot wide sidewalks that are cluttered with telephone poles and street signs shall be replaced and upgraded with wider sidewalks where possible. Public agencies shall be requested to underground utility lines and eliminate unnecessary sidewalk obstructions.

In addition to giving the streetscape a unified character through the landscaping, the street furniture should also be coordinated. Street furniture should be organized along the street to complement the activities and pedestrian flows and should not be



### Legend

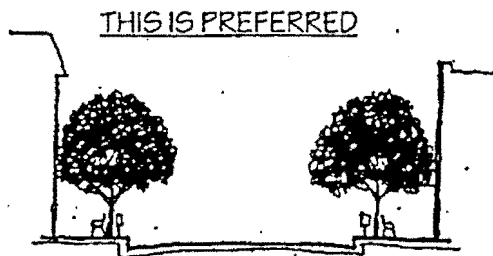
- ⊗ Fraxinus Oxycarpa  
Raywood Ash
- ★ Bauhinia Blakeara (Node Tree)  
Hong Kong Orchid
- Node



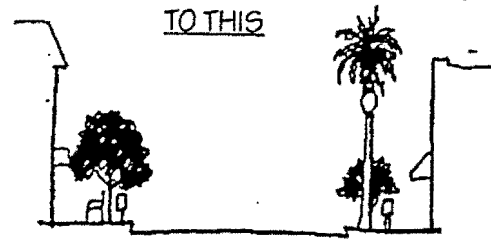
## Voltaire Street Tree Plan

### N. Bay Revitalization

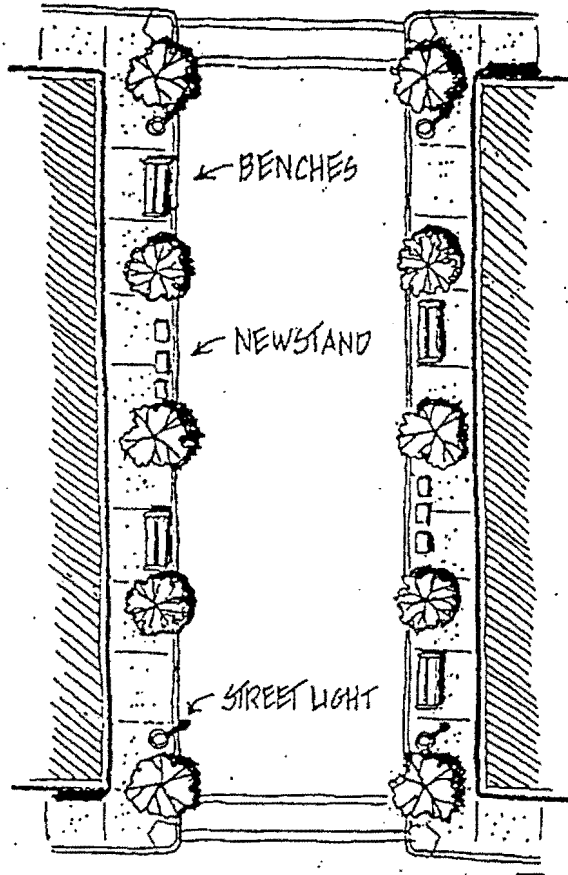




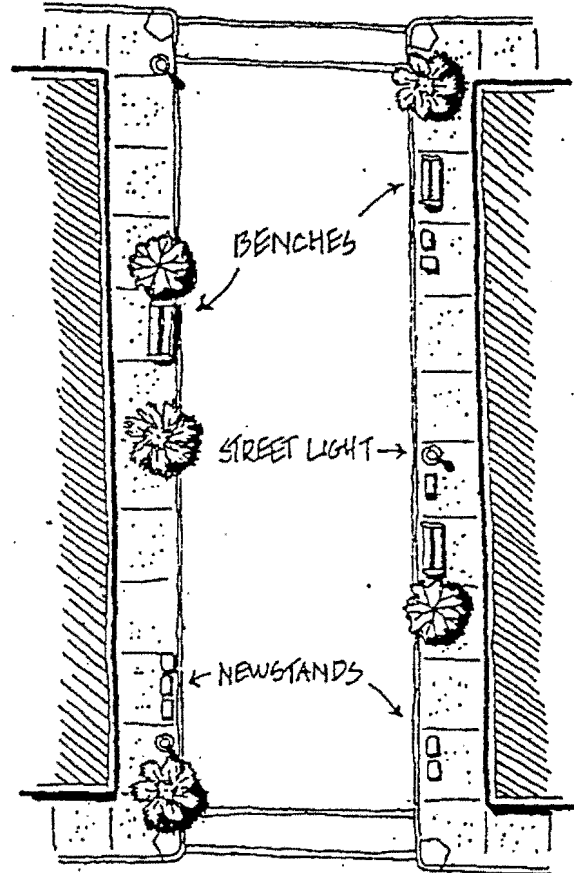
STREET TREES WITH WIDE CANOPY  
PROVIDE SHADING AND FRAME THE STREET



RANDOMLY PLACED LANDSCAPING AND STREET  
FURNITURE ADDS TO A CHAOTIC IMAGE



UNIFORM LANDSCAPING PROVIDES RHYTHM



NON-UNIFORM LANDSCAPING BREAKS RHYTHM

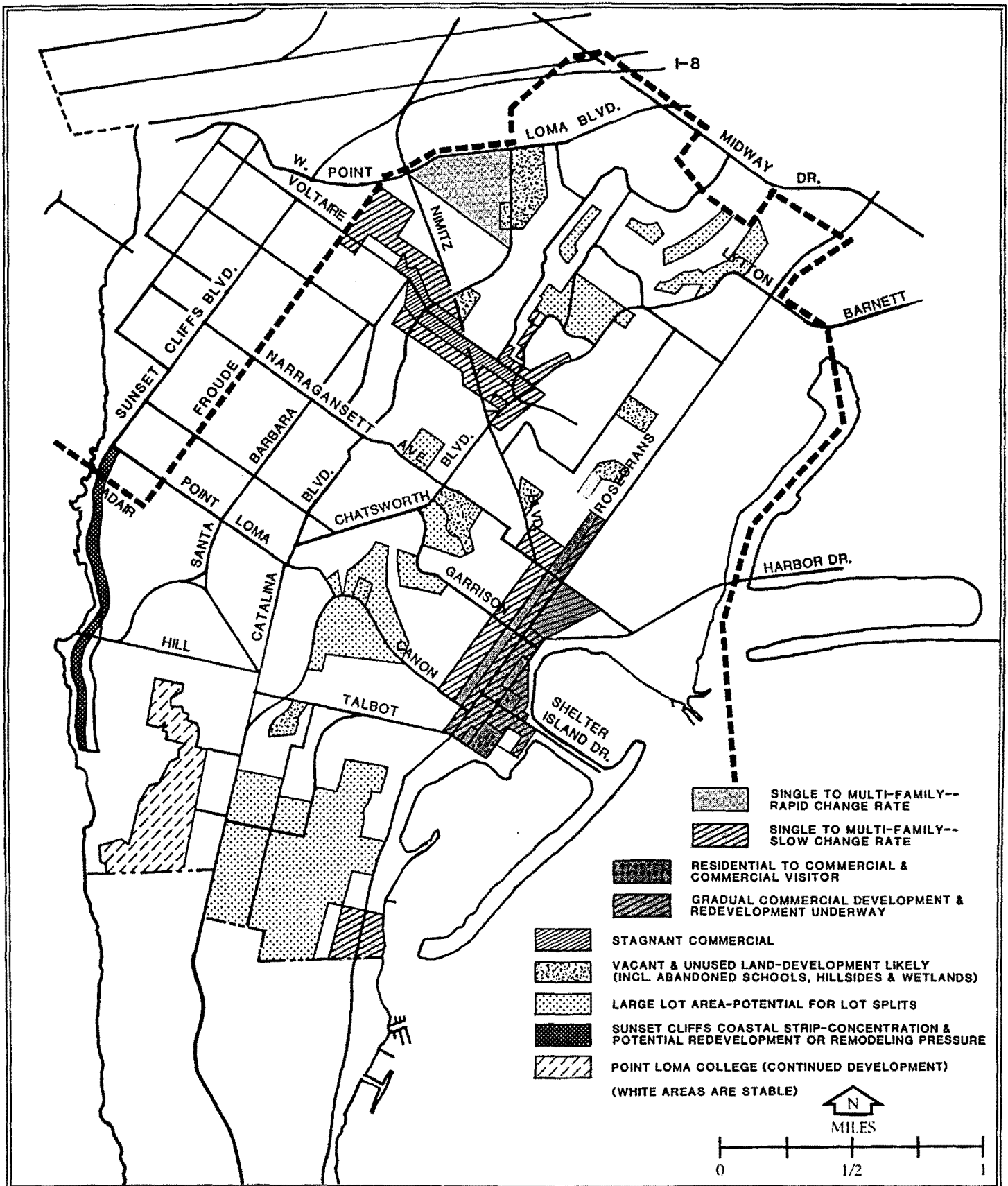


obstructive to pedestrian paths. Street furniture should be grouped between street trees and not hinder the rhythm of tree planting. Well placed, these elements complement the overall character. Benches should be located parallel to the street, along the curb, facing the shops. The placement of benches should leave a clear path for the pedestrians along the sidewalk. Benches should be designed to be aesthetically compatible with the character of Voltaire Street and should not have advertising on them (see illustration).

Retail signs should fit into the overall scale of the street and not be overbearing, loud or overstated. Posters in windows should be equally sensitive to the scale of the street.

Amend page 132C as follows:

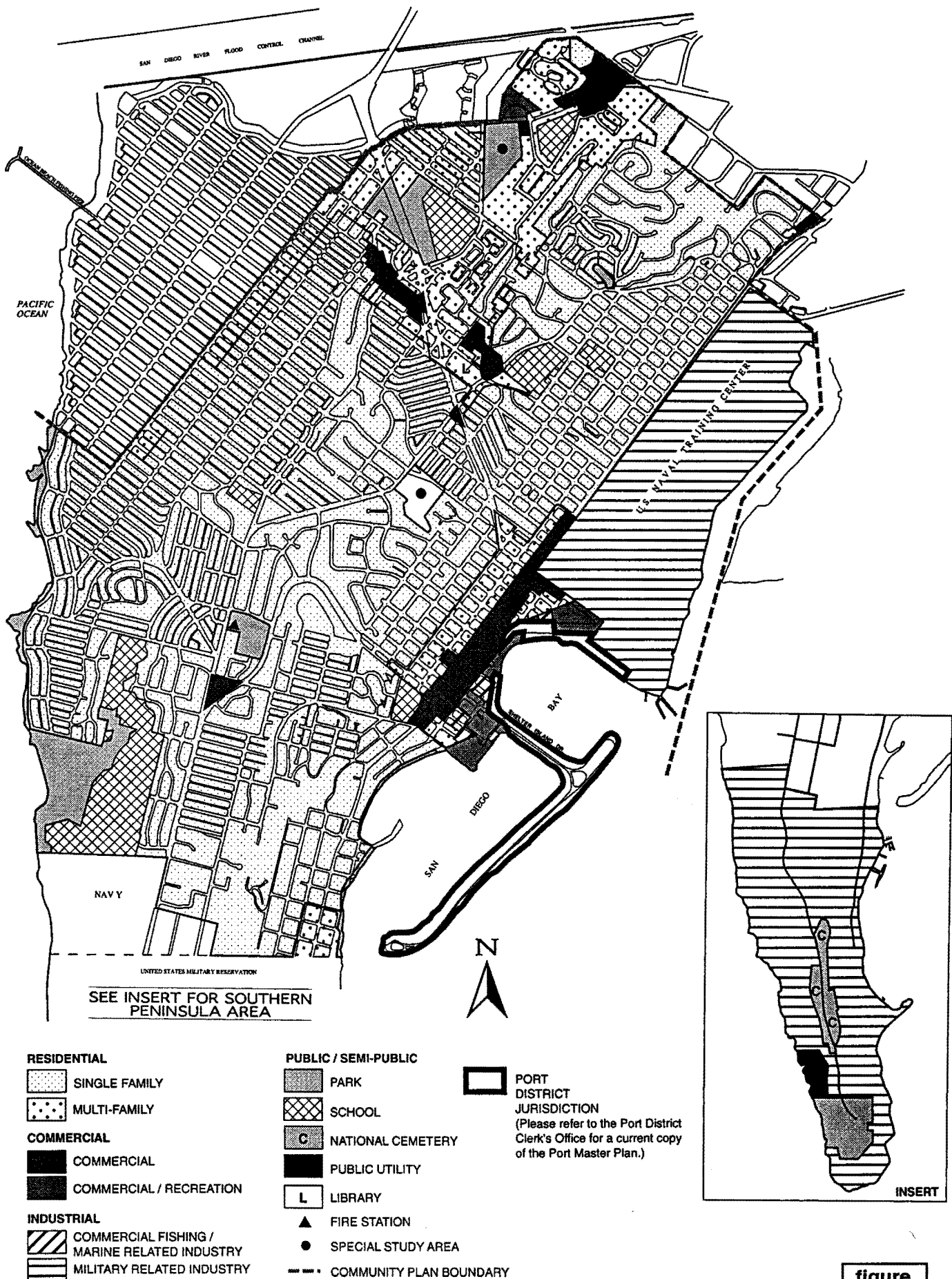
The utilization of exterior surface materials such as wood, brick, tile, ~~stucco~~ and stone are recommended to provide a sense of permanence, ...



## TRANSITIONAL AREAS

Peninsula Community  
City of San Diego Planning Department

FIGURE  
4



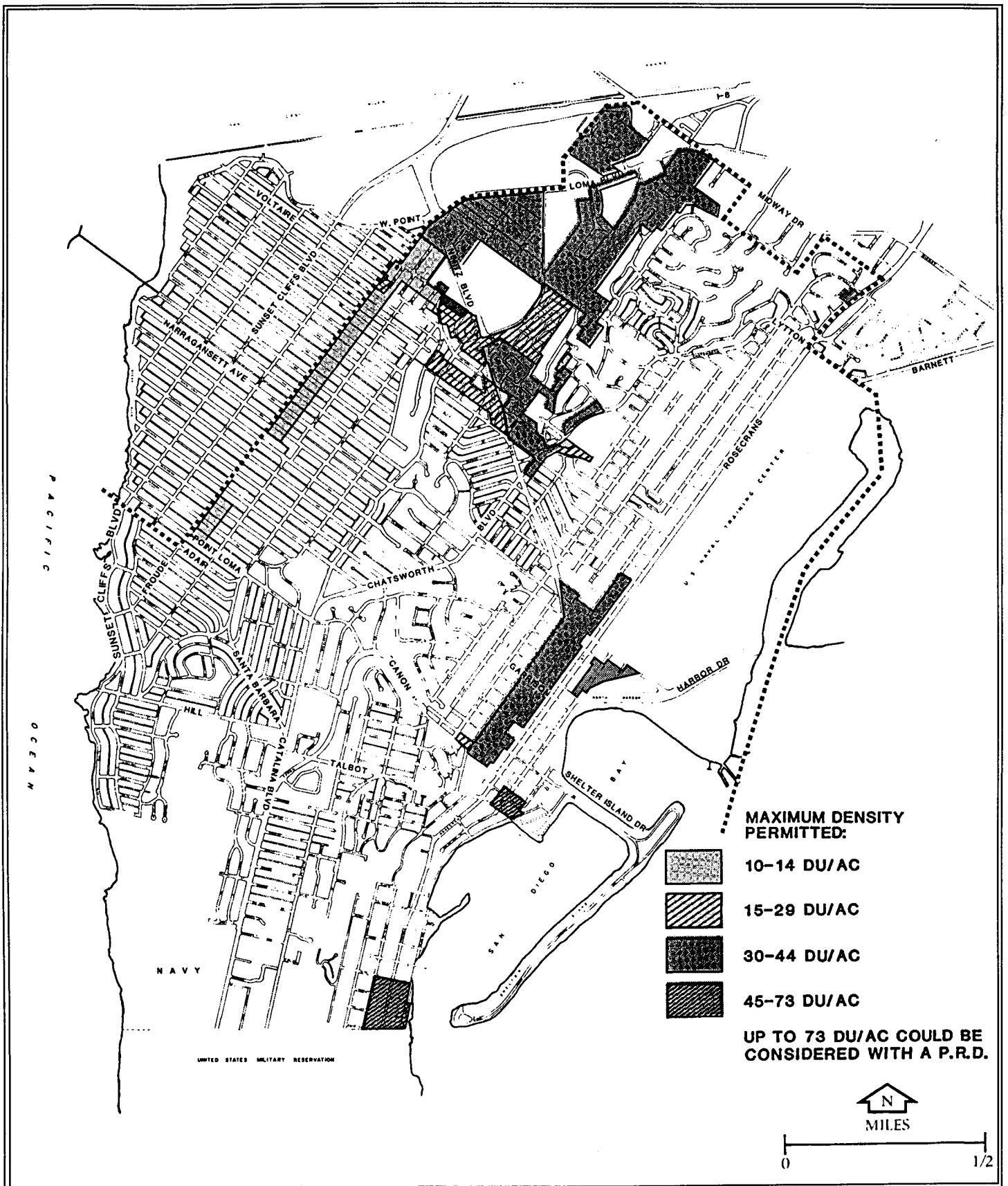
# LAND USE Map

**Peninsula Community**

CITY OF SAN DIEGO • COMMUNITY AND ECONOMIC DEVELOPMENT

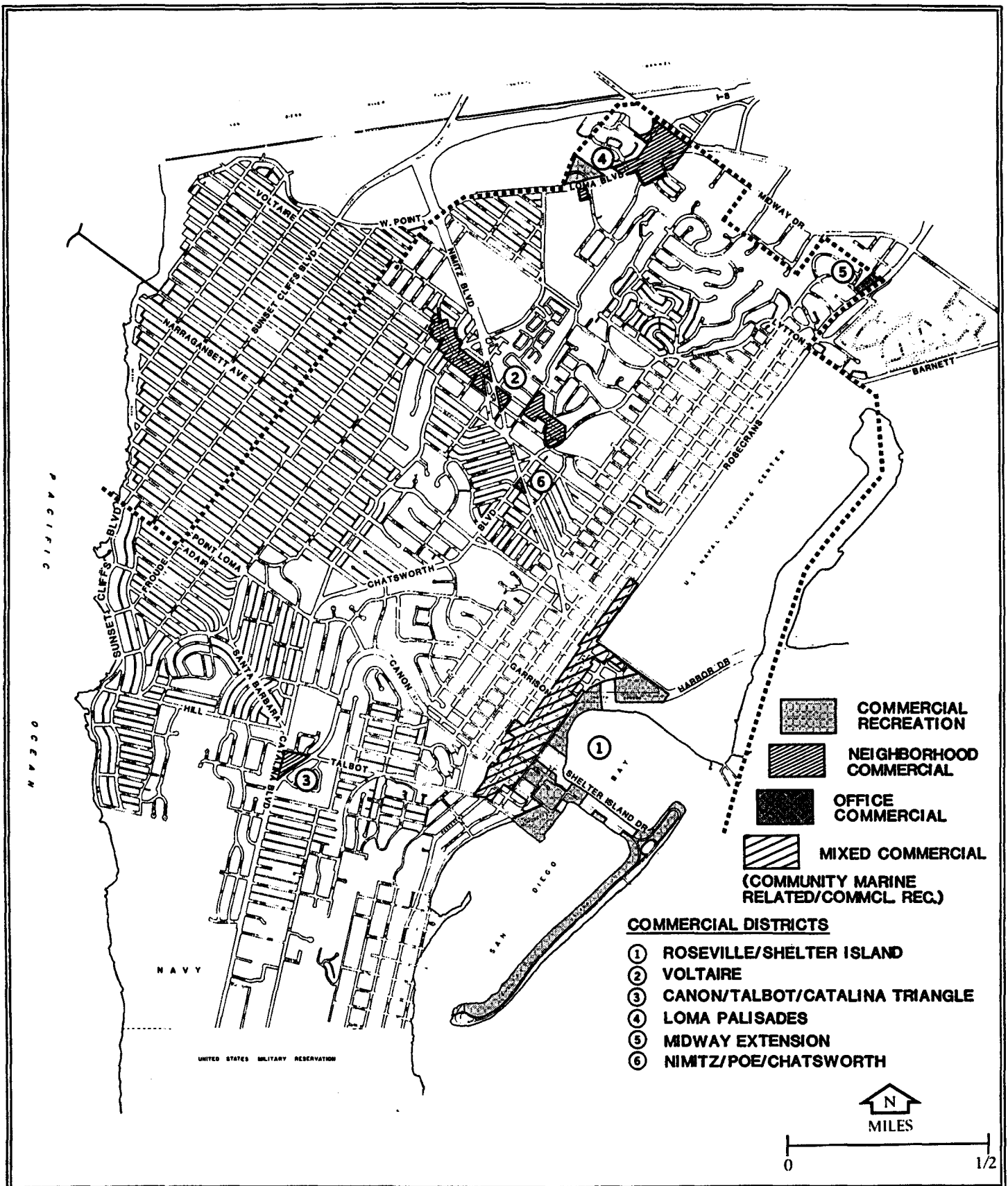
figure  
**5**

2-20-97 JAA  
jaz1/penin/pen.dwg



## MULTI-FAMILY RESIDENTIAL DESIGNATIONS

Peninsula Community  
City of San Diego Planning Department

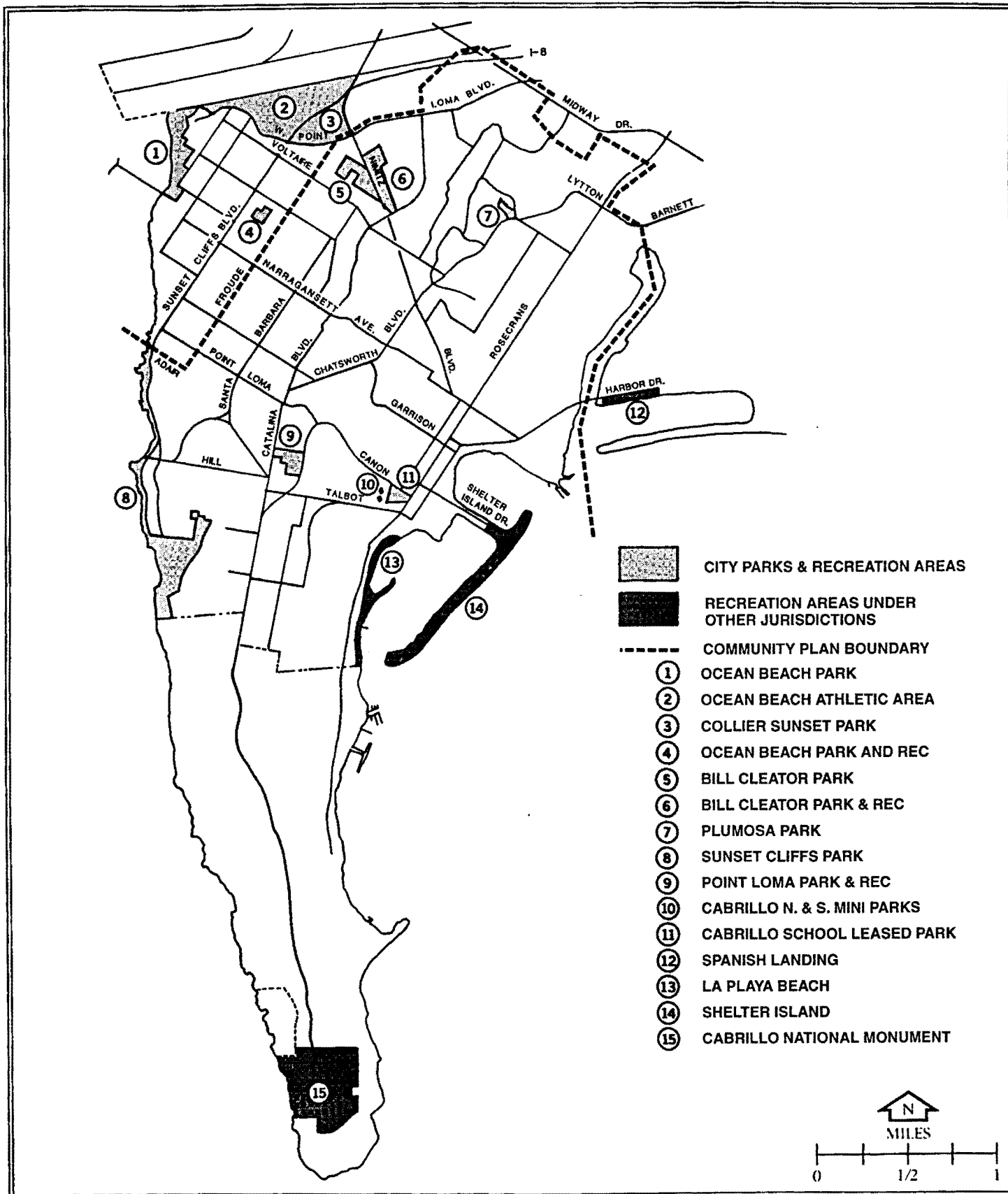


## COMMERCIAL AREAS

Peninsula Community  
City of San Diego Planning Department

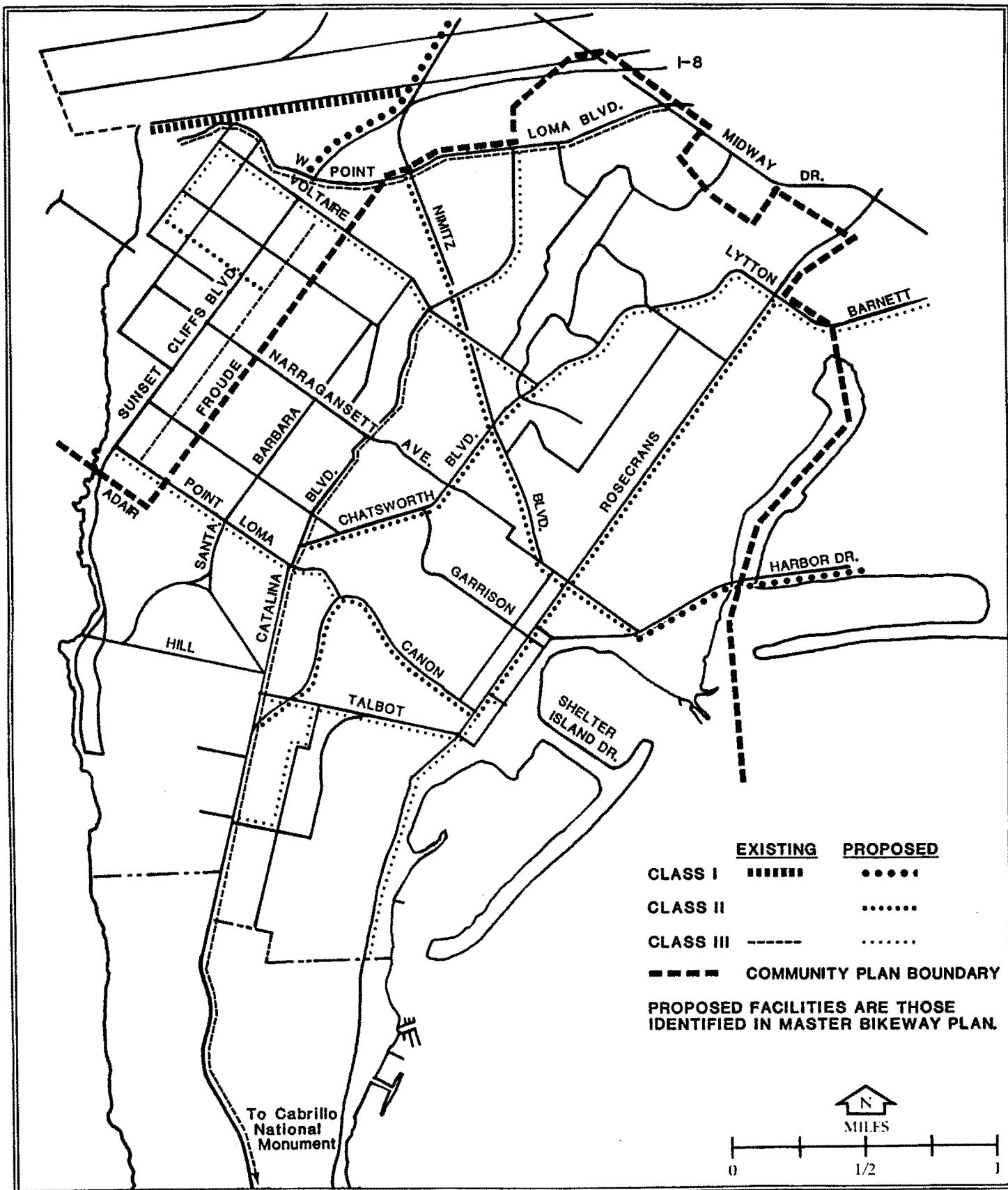
FIGURE  
9





## PARKS & RECREATIONAL AREAS

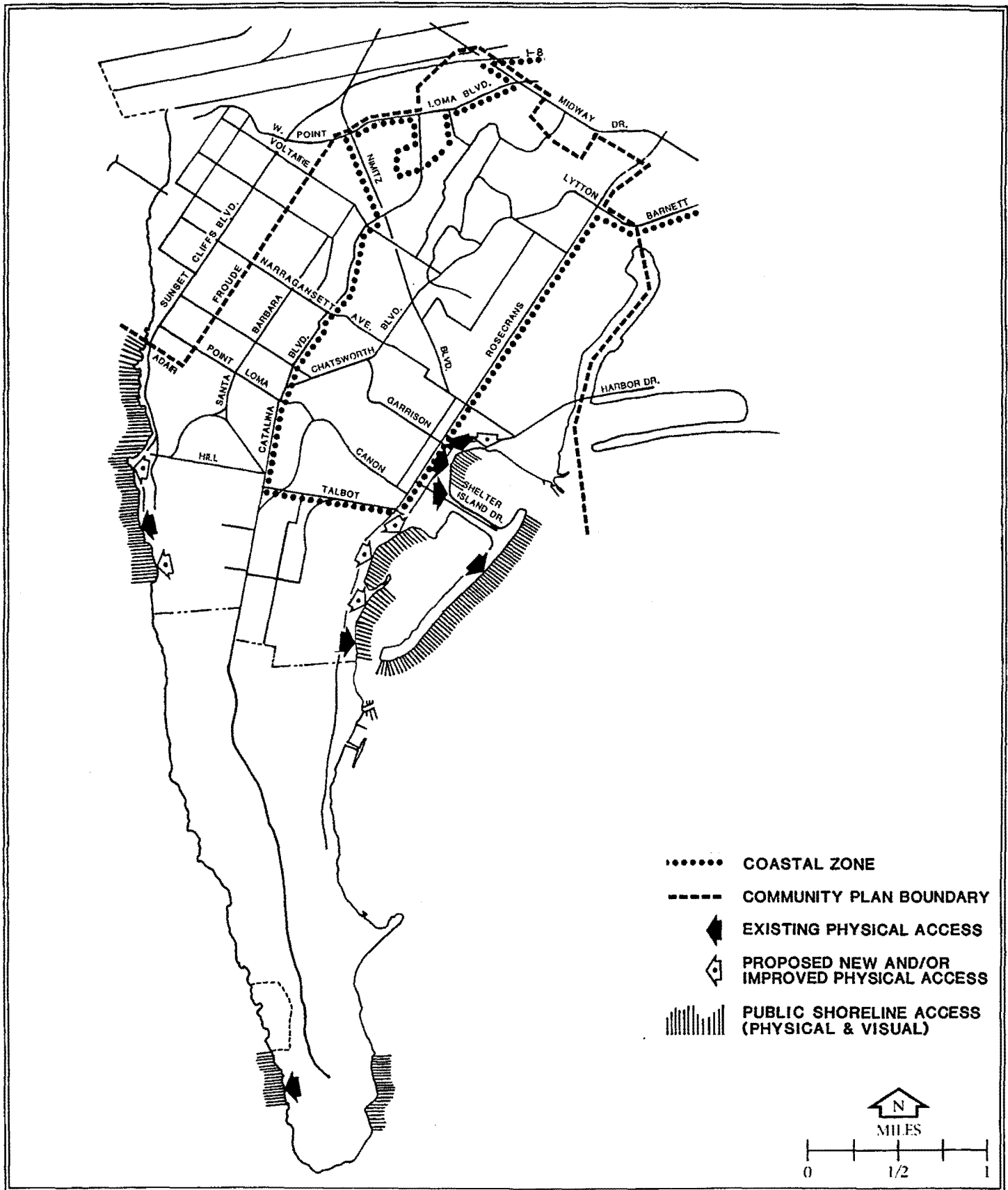
Peninsula Community  
City of San Diego Planning Department



## BIKEWAY SYSTEM

Peninsula Community  
City of San Diego Planning Department

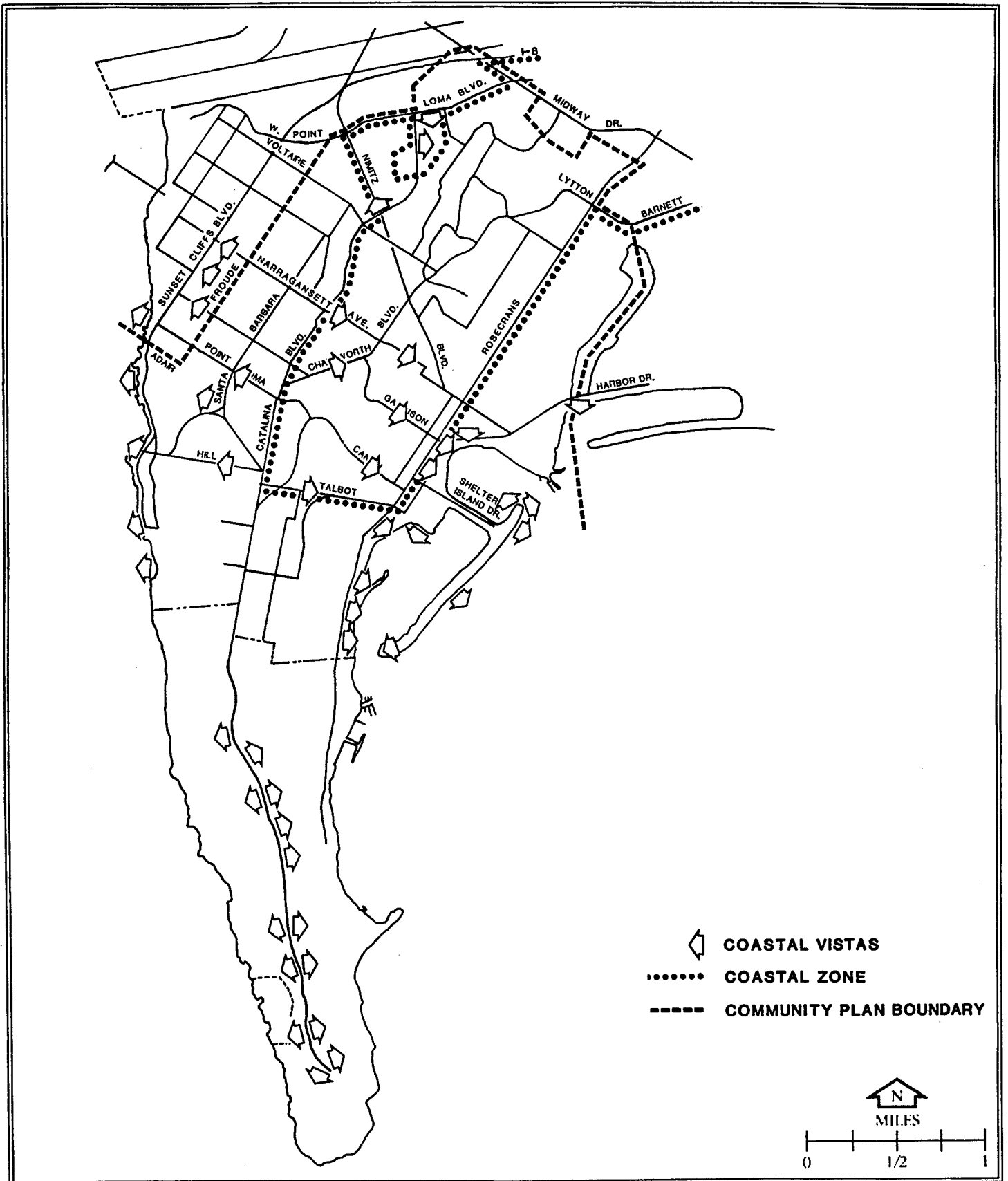
FIGURE  
17



## SHORELINE ACCESS

Peninsula Community  
City of San Diego Planning Department

FIGURE  
19



## COASTAL VIEWS

Peninsula Community  
City of San Diego Planning Department

FIGURE  
27





# **NORTH BAY SURVEY AREA LINDA VISTA REZONE**

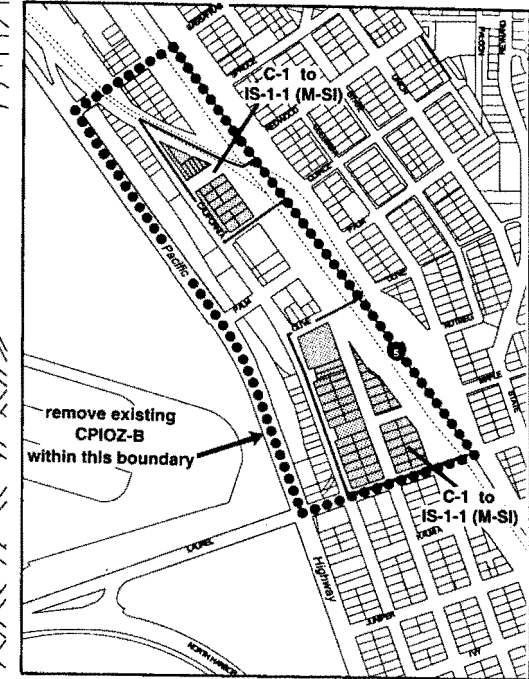
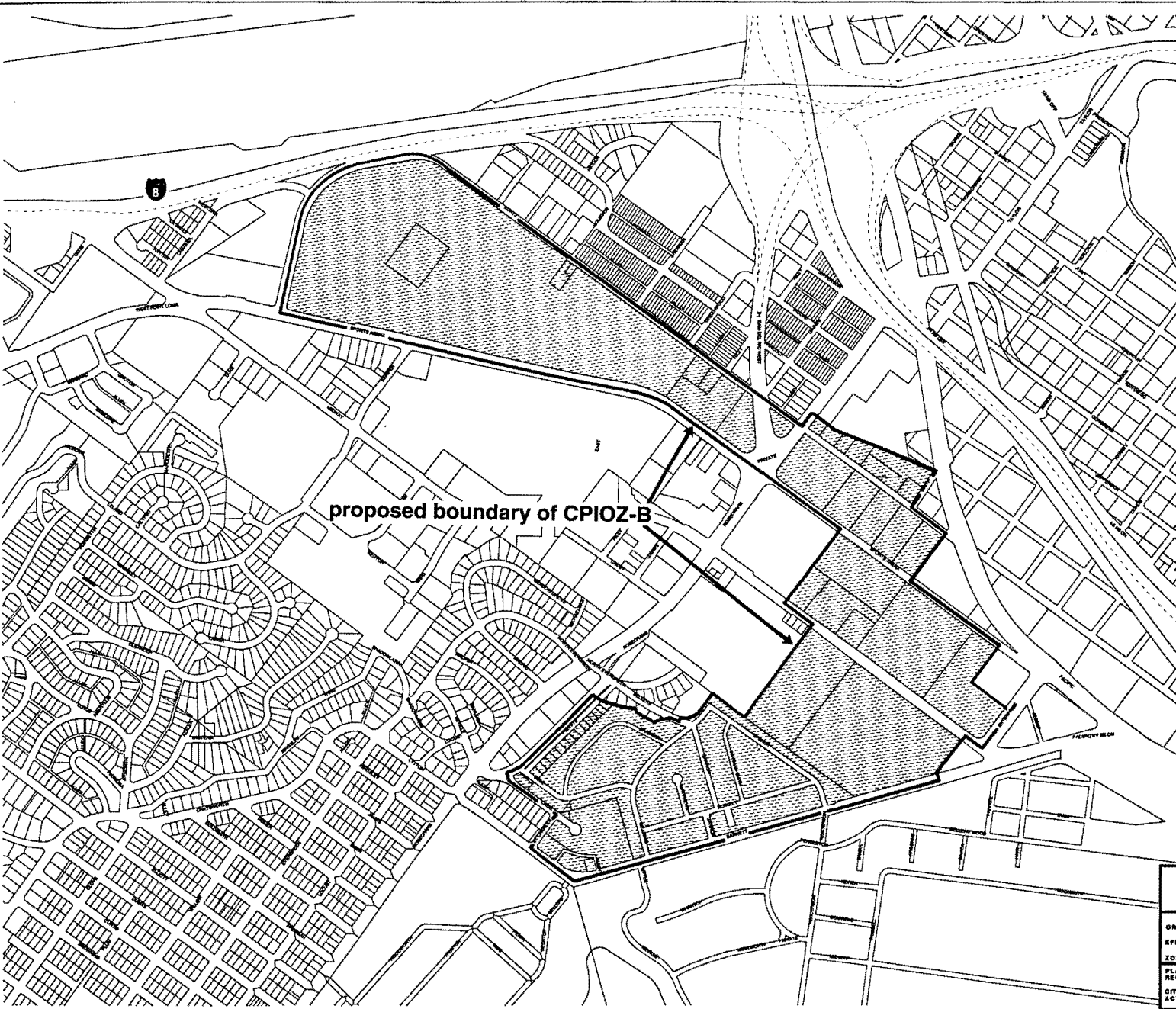
ORD. NO.	REPORT	REQUEST
EFF. DATE ORD.	EFF. DATE ZONING	AREA
ZONING SUBJECT TO	MAP NAME	CASE
PLAN, COMM. RECOMMENDATION	CITY COUNCIL ACTION	CITY OF SAN DIEGO
COMMUNITY PLANNING & DEVELOPMENT DIV.		<b>C - 882</b>
SECRETARY OF COMMISSION		



COMMUNITY AND ECONOMIC DEVELOPMENT



**NORTH BAY SURVEY AREA  
LINDA VISTA**



NORTH BAY SURVEY AREA MIDWAY/PACIFIC HWY. CORRIDOR REZONE			
ORD. NO. _____	BEFORE _____	REQUEST _____	
EFF. DATE ORD. _____	EFF. DATE ZONING _____	AREA _____	
ZONING SUBJECT TO _____	MAP NAME _____	CASE _____	
PLAN. COMM. RECOMMENDATION _____	COMMUNITY PLANNING & DEVELOPMENT MGR. _____	CITY OF SAN DIEGO	
CITY COUNCIL ACTION _____	SECRETARY OF COMMISSION _____	C - 883	
		SHEET 2 OF 2	

**NORTH BAY SURVEY AREA  
MIDWAY/PACIFIC HIGHWAY CORRIDOR**

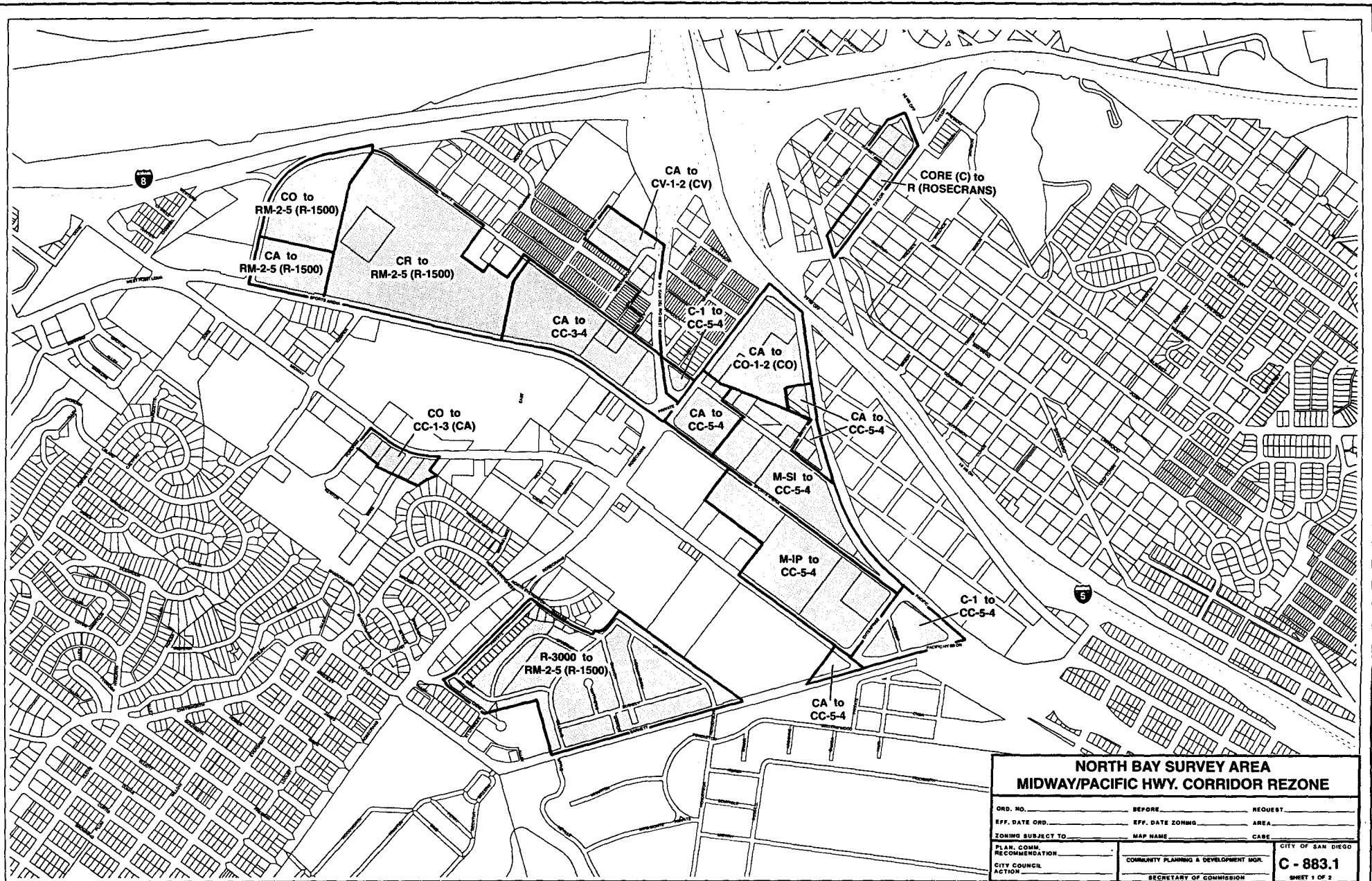


COMMUNITY AND  
ECONOMIC DEVELOPMENT



1:400





**NORTH BAY SURVEY AREA**  
**MIDWAY/PACIFIC HIGHWAY CORRIDOR**  
 plus portion of OLD TOWN

