

RESOLUTION NUMBER R- 292365

ADOPTED ON OCT 26 1999

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN DIEGO IMPLEMENTING GENERAL REDEVELOPMENT AND THE MEMORANDUM OF UNDERSTANDING REGARDING THE REDEVELOPMENT PROJECT AND PROPOSED BALLPARK BY APPROVING AND ADOPTING CENTRE CITY COMMUNITY PLAN AMENDMENTS PERTAINING TO THE SPORTS/ENTERTAINMENT DISTRICT AND RELATED MATTERS.

WHEREAS, on November 3, 1998, the electorate of the City of San Diego (the "City") approved Ordinance No. O-18613 (the "Ordinance") which authorized the City and the Redevelopment Agency of The City of San Diego (the "Agency") to enter into a Memorandum of Understanding Concerning a Ballpark District, Construction of a Baseball Park, and a Redevelopment Project (the "MOU"), within the Centre City East (East Village) Redevelopment District of the Expansion Sub Area of the Centre City Redevelopment Project; and

WHEREAS, the Ordinance provided that it was the intent of the electorate that the Ordinance and the MOU constitute the legislative acts establishing policy for the City on those matters, and provided for the ways and means for the implementation of that policy by such administrative and non-legislative acts as may be necessary and appropriate to carry out the purpose and intent of the Ordinance; and

WHEREAS, the MOU has been executed by all parties thereto; and

WHEREAS, it is now fitting to consider such actions as may be necessary and appropriate to implement the purpose and intent of the Ordinance and MOU, consistent with both the City's

and Agency's obligations under state law, and the discretion lawfully vested in the City Council acting on behalf of the City and Agency; and

WHEREAS, the Planning Commission of The City of San Diego held a public hearing on October 14, 1999, to consider the proposed Centre City Community Plan Amendments pertaining to the Sports/Entertainment District and Related Matters [the Amendments]; and

WHEREAS, the Planning Commission recommended adoption by the Council of The City of San Diego of the Amendments; NOW, THEREFORE,

BE IT RESOLVED, by the Council of The City of San Diego, that this Council approves the Centre City Community Plan Amendments pertaining to the Sports/Entertainment District and Related Matters, a copy of which is on file in the office of the City Clerk as Document No. RR-\_\_\_\_\_.

BE IT FURTHER RESOLVED, that this resolution shall terminate and be of no further force and effect, if at all, on the date of adoption of a resolution by the City Council abandoning its efforts to develop a baseball park within the Sports/Entertainment District [District] as authorized by Proposition C; approved by the voters of the City of San Diego on November 3, 1998 [Ordinance No. O-18613 (New Series)]. If this resolution is so terminated, then all provisions of the Centre City Community Plan shall be automatically reinstated. If the City commences construction of a baseball park within the District as authorized by Ordinance No. O-18613 (New Series) prior to termination of this resolution as provided above, then the termination provision above shall be null and void and this resolution (and the provisions of the Centre City Community Plan as amended hereby) shall remain in full force and effect.

Notwithstanding the termination of this resolution, if applicable, properties with respect to which development rights have vested due to the issuance of building permits or other such entitlements

during the period in which this ordinance is effective, may continue to be implemented in accordance with the terms and conditions of such entitlements.

BE IT FURTHER RESOLVED, that the City Council has certified the Final Subsequent Environmental Impact Report ("FSEIR") pursuant to the California Environmental Quality Act and adopted Findings of Fact and Statement of Overriding Considerations for the above amendments. The City Council incorporates by reference, as if fully set forth herein, the FSEIR, the Resolution certifying the FSEIR, and the Findings of Fact and Statement of Overriding Consideration for the above amendments.

APPROVED: CASEY GWINN, City Attorney

By

  
\_\_\_\_\_  
Douglas K. Humphreys  
Deputy City Attorney

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**CENTRE CITY COMMUNITY PLAN AMENDMENTS  
PERTAINING TO THE SPORTS/ENTERTAINMENT DISTRICT  
AND RELATED MATTERS  
- proposed language underlined -**

Page 10 – Amend Figure 1 (Land Use Emphasis) by adding the “Sports/Entertainment District” (Area H)

Page 12 – Amend by adding the following:

**SPORTS/ENTERTAINMENT DISTRICT**

This district is expressly designed for application to sports and entertainment facilities and is intended to accommodate major sporting events and local visitor attractions, recreation areas, commercial development including retail, restaurant, and office uses, research and development facilities and residential development.

The Sports/Entertainment District will emphasize the following uses:

- Major Sporting Venues including Ballparks, Stadiums and Arenas
- Hotels and Visitor Accommodations
- Public Parks and Open Space
- Retail Sales and Services
- Professional Offices and Services
- Restaurants, Eating and Drinking Establishments
- Recreation and Entertainment Facilities
- Research & Development Uses
- Cultural Institutions
- Multi-Family Residences
- Live/Work Quarters
- Parking

Page 14 – Amend Figure 2 (Street Level Uses)

**HOUSING (page 16)**

**Objectives**

2. Achieve a residential population in Centre City of at least ~~51,340~~ 41,120 by 2025.

Page 17 – Amend Figure 3 (Housing) to remove “Sports/Entertainment District” area from the figure.

**HOUSING** (Page 18 – Amend discussion of residential population, i.e., 51,340)

### **CENTRE CITY POPULATION**

A substantial residential population is fundamental to create a “24 hour” downtown.

Downtown’s target residential population is ~~51,340~~ 41,120 people at complete build-out. Relative to growth in the office/financial sector, this population is easily supported. This is not to say that everyone working in downtown lives in downtown. On the contrary, a balance is sought in the number of housing units and jobs to match facilities and services.

### **MIXED USE/RESIDENTIAL EMPHASIS AREAS**

The development potential of the Mixed Use/Residential Emphasis areas is substantial. Floor area ratios regulate the level of development intensity. Within the Harborview and Centre City East areas the floor area ratios are 6.0. Floor area ratios within the Cortez Hill area are 8.0. Coupled with the number of potential building sites, the resulting build-out population is estimated at ~~51,340~~ 41,120.

Page 19 – Amend Figure 4 (Sun Access Criteria)

Page 22 – Amend Figure 6 to eliminate “L” Street as a neighborhood connector, delete the Sports/Entertainment District from the neighborhood designation, and insert the Sports/Entertainment District street layout

Page 27 – Amend Figure 9 to eliminate Supplemental Parking Areas and to add Potential Parking Resources

Page 28 – Amend Figure 10 (Hierarchy of Streets)

Page 35 – Amend Figure 12 (Focused on the Waterfront) to include Twelfth Avenue and Park Boulevard.

Page 36 – Amend Figure 13 (Pedestrian Linkages) to eliminate “L” Street and revise Imperial Avenue linkages and add Sports/Entertainment District as an “Activity Center”

### **INTENSITY (Page 37 – Amend by adding the following)**

#### *Floor Area Ratios*

Within the Sports/Entertainment District, specified in Figure 1 of the Centre City Community Plan, a floor area ratio of 6.5 shall apply throughout the district on the

condition that a baseball park is developed within the district as authorized by Ordinance No. O-18613. To implement the intent and purposes of Ordinance No. O-18613, in connection with the issuance of a Centre City Development Permit, transfers may be approved of any portion of the floor area permitted pursuant to this section from the baseball park and/or the Park at the Park (as defined in this Centre City Community Plan), to any other property within the district, if in each case such property to which the applicable floor area is transferred (1) is developed pursuant to a common plan or program with the property from which the floor area is transferred as approved by the City Council, and (2) if appropriate covenants, conditions and restrictions are imposed on the affected properties to memorialize the reallocation of permitted floor areas. However, in no event shall development which is issued a Centre City Development Permit after the date of adoption of the ordinance adding a paragraph corresponding to this provision in the Centre City Planned District Ordinance, be allowed in the district, which would result in average daily traffic (ADT) trips from such development (excluding ADT trips from a baseball park and Park at the Park) in excess of 55,128 cumulative ADT trips where ADT trips for the applicable land uses are calculated based on Centre City Cumulative Trip Generation Rates, Table 5 of Chapter X, Article 3, Division 19, as applied to the floor areas of the respective developments.

Average Daily Traffic (ADT) Generation

According to the traffic study prepared for the Sports/Entertainment District, the cumulative Average Daily Traffic (ADT) generation for new development within the district, excluding the ballpark and the "Park at the Park", will be 55,128 ADT. As such, this ADT will be used as a "cap" for all new development within the Sports/Entertainment District. As individual parcels within the district, excluding the ballpark and the Park at the Park, are developed, they will be reviewed for ADT generation. Development within the district may proceed as long as the ADT cap is not exceeded.

Page 38 – Amend Figure 14 (Floor Area Ratios) to show 6.5 FAR over the Sports/Entertainment District

Page 45 - **STREET LEVEL VIEWS**

**VIEW CORRIDORS – (amend by striking the following)**

Street	Stepback	Stepback Elevation
Laurel	15'	30'
Juniper	15'	30'
Sixth Avenue	15'	65'
Seventh Avenue	15'	65'
Eighth Avenue	15'	65'
Ninth Avenue	15'	65'

## **SIGNS (Amend by adding the following language)**

Throughout the Centre City Community Plan area, signage not meeting the criteria described herein may apply for a Comprehensive Sign Plan as provided for under the City Wide Sign Regulations of the Municipal Code.

Page 45 – Amend by adding the following:

### **SPORTS/ENTERTAINMENT DISTRICT**

Within the Sports/Entertainment District, the Property Development Regulations described herein shall not apply with the exception of the discussion of Floor Area Ratios and Average Daily Traffic generation. In addition, Off-Street Loading Requirements, Plaza Design Guidelines, and Off-Street Parking requirements shall not apply.

The City Council and Redevelopment Agency shall refer to the following Sports/Entertainment District Design Guidelines in the review and approval of all development within this district, except for any ballpark or other sports facility subject to specific agreements with the City Council and/or Redevelopment Agency. These Design Guidelines are intended to be used as a basis for design review, but are not to be considered regulatory as each individual development may not meet each specific guideline:

### **SPORTS/ENTERTAINMENT DISTRICT DESIGN GUIDELINES**

#### **1. Intent**

The goal of these Design Guidelines is to create a memorable district that instills a strong sensory response from visitors--a district that is safe and comfortable throughout the year, and retains an association with historic activities of the J Street Corridor and the Transition Zone and their role in San Diego's growth and development, nurturing positive social interaction and neighborliness on non-game days as well as days with planned events. These Design Guidelines are intended to revitalize the East Village and promote new development that is compatible with the Ballpark and the existing buildings of the J Street Corridor and the Transition Zone. As to developments undertaken by the Public Entities or others, these Design Guidelines shall be advisory, not regulatory.

#### **2. Exemptions**

The Ballpark itself and two hotel projects located at Sixth Avenue, J Street and Seventh Avenue and at Sixth Avenue, L Street, and Seventh Avenue and the Linear Park are exempted from these Design Guidelines.

#### **3. Goals**

The development of the Sports/Entertainment District is intended to achieve the:

- Realization of the Bay-to-Park Link;
- Revitalization of the East Village; and
- Reinforcement of the South Embarcadero.

#### 4. Character

The following strategies form the basis of the design of buildings, streetscapes, plazas and open spaces within the district:

- *Scale and Feeling of Public Space:* Maintain and reinforce the existing pedestrian scale that appropriate to small numbers of people as well as larger crowds.
- *Language and Vocabulary of the District:* Employ elements to reinforce the spatial structure of the district, to convey the symbolism of the ballpark district, and to provide information and directions.
- *Territoriality of Public Space:* All spaces should have a sense of ownership.
- *Composition and Juxtaposition of Elements:* Buildings, streetscape improvements, and landscaping should be designed to create a memorable spatial experience.

Two sub-areas within the Sports/Entertainment District should receive particular attention:

- *The J Street Corridor:* The J Street corridor (between Sixth and Eleventh avenues) should be developed as an active commercial mixed-use district with a strong pedestrian orientation. The character of late 19th and early 20th century commercial buildings should be extended eastward from the Gaslamp Quarter. The development of new buildings shall be compatible in scale and materials.
- *The Sixth/Seventh Avenue Transition Zone:* Located immediately west of the ballpark between L Street and the J Street Corridor, this area needs to create an appropriate transition in scale between the ballpark and the Gaslamp Quarter. It also needs to integrate the Clarion Hotel into the fabric of the neighborhood through appropriate massing of adjacent buildings and through the introduction of ground level activities that create linkages along K and L Streets between the Gaslamp Quarter and the ballpark.

#### 5. Design Guidelines



A. Along the J Street Corridor

- i. *Built-to Lines:* With the exception of where plazas are planned, a street wall should be built within five (5) feet of the right-of-way along one hundred percent (100%) of the building frontage.
- ii. *Street Wall Facade:* The street wall facade should be architecturally modulated to create visual interest and diversity, and to reinforce the pedestrian scale and character of the street.
- iii. The height of buildings along the streetwall should create a building base and compliment the height of older buildings in the corridor. Generally, streetwall height should be no taller than five stories or 60 feet in keeping with the character of existing 19th and early 20th century commercial and warehouse structures. Tower elements of the streetwall which do not exceed 50 feet in width may exceed 60 feet in height so long as architectural fenestration, detailing and exterior materials occur so as to create a podium appearance compatible with adjacent structures and visually break up the appearance of the streetwall. Any development with its highest occupiable floor level above 75 feet, which is greater than 50 feet in width, shall be stepped back by at least 10 feet.
- iv. Buildings should be massed and scaled in a manner that complements the incremental parcelization of the street, introducing changes in building plane, fenestration rhythm, materials etc., at intervals of approximately 50-100 feet.
- v. The design of facades should provide for a well-composed treatment of recessed and large "punctured" openings within a solid wall. Large expanses of curtain wall are discouraged in this area.
- vi. Vertical and horizontal articulation of the facade utilizing cornices, beltcourses and banding, plane changes, variation in window openings, and other architectural elements are encouraged.
- vii. Building facades should be visually terminated through the use of cornices, parapets, hip roofs, stepped terraces, and other forms of multi-faceted tops.
- viii. Facades should introduce special treatments at major entrances, building corners, street corners and street-end view termini.
- ix. Buildings are encouraged to employ materials that extend and complement the character of existing 19th and 20th century commercial and warehouse structures (e.g., brick, metal, stucco, ornamental cement, terr cotta, wood or steel sash).
- x. Large well-composed punctured window openings, in the spirit of existing commercial and warehouse structures should be provided on the building facades

to extend the character and scale of these 19th and early 20th century buildings. To further this objectives, buildings along this corridor should introduce high floor to floor dimensions (e.g., greater than 12 feet on upper floors and greater than 15 feet on the ground floor).

xi. Vehicular Access: Curb cuts are strongly discouraged along J Street. The number and size of curb cuts for all projects should be minimized.

#### B. Within the Sixth/Seventh Avenue Transition Zone

i. Built-to Lines: With the exception of where plazas are planned, a street wall should be built within five (5) feet of the right-of-way along one hundred percent (100%) of the building frontage.

ii. Street Wall Façade: The street wall façade should be architecturally modulated to create visual interest and diversity and to reinforce the pedestrian scale and character of the street.

ii. Buildings should be built to a maximum height of six floors or eighty feet to complement and transition the scale of the ballpark to the Gaslamp District, and to extend the base of the Clarion Hotel. Development above this height should be stepped back by 10 feet, or introduce a clear material delineation that achieves the same visual effect.

iii. On the block bounded by Sixth and Seventh Avenues and K and L streets, development (i.e., a proposed parking garage) should be designed to express increments of 50 to 100 feet in keeping with the scale and character of existing buildings (e.g., Western Metal) to be retained in the area. Façade treatment should include well-composed pictured openings in the spirit of existing commercial and warehouse buildings. Their architectural expression of sloping garage floors is strongly discouraged. Façade materials should complement adjacent buildings.

#### C. Street Level Treatment and Pedestrian Entrances

All projects should provide active uses along a majority of each street frontage in order to provide an active pedestrian-oriented experience. These active uses should include clear, or lightly tinted, glass storefronts and windows and pedestrian entrances. Extended areas of solid walls should be minimized and mitigated through architectural articulation.

#### D. Parking Garages

Parking garages should comply with the Centre City Planned District Ordinance requirements for street level uses. The garages should be set back behind multi-story residential or commercial uses where appropriate and feasible to buffer the garages from

facing residential or commercial uses. The facade treatment of freestanding parking garages should create an integrated and/or complementary architectural expression with adjacent or attached buildings along a public right-of-way, such that parked cars are screened from predominant public view; sloped floors are not expressed; and a visually composed facade of openings, plane changes, beltcourses, cornice treatments and other architectural devices is developed.

Page 46 – Amend Figure 19 (Amend View Corridor Streets ) to eliminate Sixth, Seventh, Eighth and Ninth Avenue view corridors.

Page 47 – Amend Figure 20 (View Corridor Stepbacks) to eliminate Seventh, Eighth and Ninth Avenue view corridors.

Page 51 – Amend Figure 21 (Open Space)

Page 53 – Amend by adding the following:

Park at the Park

A portion of the ballpark developed within the Sports/Entertainment District will be devoted to an urban open space called the “Park at the Park”. It will be designed to be open to the general public during daylight hours when major events are not taking place within the ballpark. During events, this open space will be an integral part of the ballgame experience and will be utilized as an area from which events within the seating bowl of the ballpark may be viewed. The Park at the Park will also be used as an area for picnicking, recreation, dining concerts and other private and public gatherings as well as an amenity for the mixed use buildings which surround and define the park.

Page 54 – Amend Open Space Action Chart by deleting a portion of OS-3 and adding new language on Bay-Park Link

*ACTION CHART: OPEN SPACE (OS)*

PROPOSALS	TIMING			IMPLEMENTING AGENCIES	RELATED PLAN ELEMENT
	Adopt With Plan	Next 5 Years	6 to 20 Years		
<b>PROJECTS</b>					
OS-1 Prepare a development plan to identify and acquire open space in downtown.		Completed		CCDC, Planning, Park & Rec, Property.	Urban Design, Circulation, Waterfront
<del>OS-3 Adopt the San Diego Bay Balboa Park Link Hierarchy of Streets and Demonstration Project.</del> Adopt Twelfth		Underway		CCDC, Planning, Eng. & Dev., MTDB, Port District, Park &	Urban Design, Land Use, Waterfront

<u>Avenue/Park Boulevard as the San Diego Bay-Balboa Park Link.</u> Broadway as the principal Ceremonial Street. Begin preparation of design criteria, schematic drawings and implementation schedule.				Recreation	
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Page 58 – Amend the Culture, Arts & Entertainment (CAE) Goals and Objectives by adding the following:

**Goals**

Make Centre City the dominant center of the region for music, theatre, dance and the visual arts, for dining out, ~~and~~ for entertainment and public festivals, and a destination for sporting events and major public sporting facilities.

Page 59 – Amend Culture, Arts & Entertainment (CAE) Action Chart by deleting a portion of CAE-3 and adding the following:

*ACTION CHART: CULTURE/ARTS/ENTERTAINMENT (CAE)*

PROPOSALS	TIMING			IMPLEMENTING AGENCIES	RELATED PLAN ELEMENT
	Adopt With Plan	Next 5 Years	6 to 20 Years		
<b>PROJECTS</b>					
CAE-1 Create a major plaza, town square or park for large outdoor gatherings.		X		City Manager's Ofc., Planning, CCDC, Port District, Property Eng. & Dev.	Land Use, Urban Design, Open Space
CAE-3 <del>Adopt the San Diego Bay Balboa Park Link Hierarchy of Streets and Demonstration Project.</del> <u>Adopt Twelfth Avenue as the San Diego Bay-Balboa Park Link.</u> Broadway as the principal Ceremonial Street. Begin preparation of design criteria, schematic drawings and construction.		Underway		CCDC, Planning, Park & Rec., Port District, Eng. & Dev.	Land Use, Urban Design, Circulation

Page 65 – Amend Special Projects (SP) Goals and Objectives by adding the following:

**Objectives**

2. Located "one of a kind" activities and facilities in Centre City such as an open-air amphitheater, an aquarium, a municipal gymnasium, a stadium, a sports arena, a ballpark, a civic center complex.

Page 69 – Amend by deleting and adding the following:

***SP-11/13. Bay Park Link, Broadway Ceremonial Street***

~~The San Diego Bay Balboa Park Link Study recommends a hierarchy of streets for Centre City and provides a focus for a series of linkages between San Diego Bay and Balboa Park. In addition to the hierarchy of streets, Broadway and 5<sup>th</sup> and 6<sup>th</sup> Avenues are identified as the primary linkages between the Park and the Bay.~~

Broadway is recommended to be developed as Centre City's ceremonial street, linking the central bayfront at Broadway and Harbor Drive with the proposed Bay-Park Link at Civic Center at Broadway and Park Boulevard/12<sup>th</sup> Avenue. At the Civic Center, this intersection, Park Boulevard establishes the connection to Balboa Park. South of Broadway, Twelfth Avenue, which is proposed to be renamed to Park Boulevard throughout Centre City, will continue the Bay-Park Link to the intersection of Twelfth and "K" Street in the Sports/Entertainment District. From there, Park Boulevard will complete this linkage to the Bay. Fifth and Sixth Avenues are identified as the north-south connection between the Park and the Bay extending from the Convention Center expansion site at Harbor Drive to Laurel Street at Balboa Park. This link would build on the existing pedestrian and streetscape improvements ~~and possible historic trolley through~~ of the Gaslamp Quarter.

Page 70 – Amend Figure 25 (Bay-Park Link Hierarchy) to reflect revised Bay-Park Link

Page 71 – Amend Figure 26 (Bay-Park Link Demonstration Project) to reflect revised Bay-Park Link along Twelfth Avenue/Park Boulevard

Page 72 – Amend by adding the following:

**SPECIAL PROJECTS**

***SP -17 Sports/Entertainment District***

In a general election on November 3, 1998, the voters of the City of San Diego approved a Memorandum of Understanding (MOU) between the City of San Diego and the San Diego Padres for the establishment of the Ballpark District and the construction of a ballpark with associated, ancillary development. The ballpark, located within the Sports/Entertainment District in a portion of the East Village, will provide a state of the art baseball venue including the Park at the Park, an urban open space area adjacent to center field, and the Retail at the Park, a retail/entertainment and office facility.

Page 73 – Amend the Action Chart to include the Sports/Entertainment District

**ACTION CHART: SPECIAL PROJECTS (SP)**

PROPOSALS	TIMING			IMPLEMENTING AGENCIES	RELATED PLAN ELEMENT
	Adopt With Plan	Next 5 Years	6 to 20 Years		
<b>PROJECTS</b>					
<b>SP-16</b> Adopt Navy Broadway Complex Development Agreement		Completed		U.S. Navy, City Manager, Planning, Eng. & Dev.	
<b>SP-17</b> Complete Sports/Entertainment District and development of the ballpark and associated, ancillary development.		On-Going	On-Going	<u>City Council, Redevelopment Agency, CCDC, City Manager</u>	<u>Land Use, Urban Design</u>
<b>PROGRAMS</b>					
<b>SP-17 SP-18</b> Adopt Parking and Transportation Mgmt. Plan and implement.		On-going		City Council, City Manager, Planning, MTDB, Downtown TMA	Land Use, Circulation
<b>SP-18 SP-19</b> Expand and consolidate maintenance and assessment districts into one Centre City District.		Completed		City Manager, Eng. & Dev., CCDC, Planning	Land Use, Urban Design, Circulation, Human, Social & Educ. Svcs.
<b>SP-19 SP-20</b> Establish linkage and fee program to insure provision of public benefits concurrent with private development.		Completed		City Manager, Fin. Mgmt., CCDC, Planning	All elements
<b>SP-20 SP-21</b> Develop on-going planning process for Centre City to insure public participation and coordination of efforts of various agencies and interest groups in Centre City.		Completed		CCDC, City Council, Planning	All elements
<b>SP-21 SP-22</b> Prepare coordinated strategy to integrate the Downtown Marketing Consortium's efforts with implementation of the Centre City Plan.		Cancelled		CCDC, Mayor's Ofc., DMC, City Manager, CCDC, Planning	All elements
<b>REGULATIONS</b>					
<b>SP-22 SP-23</b> Prepare a comprehensive Centre City Planned District Ordinance to implement proposed land uses, floor area ratios, building height envelopes, design guidelines, etc.	Completed			CCDC, Planning	All elements

Page 76 – Amend the following:

9/15/99

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## FACILITIES FINANCING

### Population Summary

<u>Category</u>	<u>Existing</u>	<u>Planned</u>
Residential population	15,502	<del>51,340</del> 41,120
Employment population	72,950	154,233

Page 82 – Amend Figure 27 (Downtown Districts) to show Ballpark Protection Zone

Page 85 – Amend by adding the following language on the Bay-Park Link:

The “Bay to Park Link,” a project to improve Park Boulevard/Twelfth Avenue, is an important component of the effort to revitalize the Centre City East (East Village) neighborhood of downtown San Diego. Once envisioned as a connection that would be accommodated along Fifth and Sixth avenues, this Bay-Park Link is now proposed for Park Boulevard/Twelfth Avenue corridor. With the current expansion of the Convention Center at the terminus of Fifth and Sixth avenues, this is the best opportunity to realize this important element of the Community Plan. Additionally, it is proposed that, in order to distinguish this street as the Bay to Park Link, Twelfth Avenue be renamed to Park Boulevard throughout Centre City.

Currently, Twelfth Avenue/Park Boulevard accommodates the San Diego Trolley (north and southbound), one northbound lane and one southbound lane of vehicular traffic, and a variety of residential, retail, commercial and industrial uses. While the area is active at this time, the activities that take place do not generate a lively or positive pedestrian experience. Establishing Twelfth Avenue as the Bay-Park Link will aesthetically and functionally improve this corridor and will create residential and retail opportunities that contribute to the Community Plan’s goal of a “24-hour downtown.”

The proposed Bay-Park Link concept promotes the following general objectives:

- Maintaining the existing locations of the trolley tracks;
- Eliminating a northbound traffic lane on the east side of Twelfth Avenue, expanding the eastern sidewalk in place of a traffic lane for sidewalk and pedestrian amenities; and,
- Providing on-street parking between “G” Street and Island Avenue.

Page 89 – Amend by striking the following language:

## **CENTRE CITY EAST/ARTS DISTRICT**

**Mixed use with residential emphasis and strong gallery/studio presence**

*Emphasis – [No change]*

*Overall Form*

First two paragraphs – [No change]

~~Important views to the Bay from Centre City East as well as Cortez Hill, will be enhanced by stepbacks along key streets.~~

*Land Use*

First two paragraphs – [No change]

~~The Hotel/Residential District will be located in the south west of the district to support Convention Center and the Gaslamp Quarter.~~

~~The ownership of approximately 12 acres by San Diego Gas and Electric Company is a unique asset to this area. Due to this unique property ownership pattern, flexibility should be provided in meeting the land use requirements of the Plan. This flexibility should not allow deviation from the requirements of the Plan and is specific to these SDG&E properties. Through an approved development agreement, SDG&E should not be limited to providing the permitted land uses on a parcel by parcel basis. Rather, permitted hotel, residential, and commercial land uses should be allowed to be combined and located within these 12 acres recognizing that this area is not intended to compete with the commercial office uses of the Core. Limitations on the amount of commercial uses that can be located on one site will be included in the development agreement.~~

Last paragraph – [No change]

*Places & Destinations*

First paragraph – [No change]

~~Mixed uses will be directed to an area to provide a link between the Convention Center, the Gaslamp Quarter, and the Sports Arena. This area will provide an opportunity for new convention center related uses such as hotel, commercial and secondary office development such as the new MTS center. L Street will be the center of pedestrian activity within this area.~~

~~8<sup>th</sup> Avenue will be improved to provide greater access to Harbor Drive and the Waterfront.~~

As previously described, the "Bay to Park" Link, a project to improve Park Boulevard/Twelfth Avenue, is an important component of the effort to revitalize the Centre City East (East Village) neighborhood of downtown San Diego. Once envisioned



as a connection that would be accommodated along Fifth and Sixth avenues, this Bay-Park Link is now proposed for Twelfth Avenue as Park Boulevard connects with it to the north. It is also proposed that Twelfth Avenue be renamed to Park Boulevard for its entire length through Centre City. With the current expansion of the Convention Center at the terminus of Fifth and Sixth avenues, this is the best opportunity to realize this important element of the Community Plan.

Last paragraph – [No change]

### *Circulation & Parking*

Improved freeway access will be provided at the J and Imperial Interchange ramp. These streets should function as upgraded Freeway Couplets, providing an important connection to the Convention Center, Sports/Entertainment District, Sports Arena and Gaslamp Quarter.

~~With this improvement, 8<sup>th</sup> Avenue will become an important vehicular and pedestrian connection to the Waterfront.~~

Remote parking will be an important component of the Sports/Entertainment District and the proposed Sports Arena. Remote parking should be considered as joint-use parking, serving a number of complimentary uses, such as the Convention Center, Sports Arena, ballpark and office sector uses.

Last two paragraphs – [No change]

Amend by adding the following section:

### **SPORTS/ENTERTAINMENT DISTRICT**

**New ballpark with mixed use development including retail, hotel, commercial, office, residential, research & development, recreation and entertainment uses**

#### *Emphasis*

Development of a ballpark project including a new state of the art, major league ballpark including the Park at the Park – an urban recreation and picnic area – Retail at the Park – a retail/entertainment and office facility surrounding the Park at the Park - hotel, commercial/office, entertainment, retail and mixed use development. Mixed use development within the Retail at the Park, including ground level retail use with office use above, will surround the proposed Park at the Park, with more intensive office, hotel and residential development surrounding the ballpark.

#### *Overall Form*

Mid- to high-rise development will be governed by a FAR of 6.5 which will be distributed throughout the district. With the district-wide FAR, individual parcels may be developed at an FAR either above or below 6.5 provided that the FAR for the entire district does not exceed 6.5. For example, the ballpark itself will be developed at an FAR of approximately 2.6 providing significant excess capacity that could be absorbed on other parcels within the Sports/Entertainment District.

High-rise commercial development will be focused to the southwest and east of the ballpark and across from the expanded Convention Center. The district-wide FAR of 6.5 will allow for development of higher densities on individual parcels of land.

### Land Use

The new ballpark will be emphasized in this district. In addition to the ballpark, other development including parking, commercial, office, retail and hotel development will be emphasized as required by the Memorandum of Understanding between the San Diego Padres and the City of San Diego, the Redevelopment Agency of the City of San Diego and Centre City Development Corporation. Retail use will be focused around the "Park at the Park". The Park at the Park will be an open space area beyond center field that will provide a viewing and recreation/picnic area for fans during ballgames. While this area will be restricted to ticket holders during baseball games, it will be open to the public generally during daylight hours when games are not taking place. Retail uses surrounding the Park at the Park will be accessible from the park as well as from the streets surrounding the ballpark.

Other uses such as commercial, residential, entertainment, retail, office and hotel will surround the ballpark.

Mixed-uses will be directed to an area to provide a link between the Convention Center, the Gaslamp Quarter, and the ballpark. This area will provide an opportunity for new convention center related uses such as hotel, commercial, entertainment and parking development.

### Ballpark Protection Zone

A "Ballpark Protection Zone" will be established to mitigate potential noise, light, glare, shadow, urban design, architectural and sign conflicts with the operations of the ballpark.

### Places & Destinations

The overall Sports/Entertainment District will not only provide a new major league ballpark, but a regional destination for residents and visitors to enjoy recreation, entertainment, dining, shopping and special events. This state-of-the-art facility will serve as a gathering spot for baseball fans, community groups, and civic organizations

where baseball will be enjoyed during the Spring, Summer and Fall along with other events throughout the year.

The Park at the Park will be another gathering spot not only during baseball games but throughout the year as well. This park will provide an active urban open space area for picnicking, strolling and recreation. Summer concerts and other community functions are also uses that are envisioned for this important feature of the Sports/Entertainment District.

The Retail at the Park will surround the Park at the Park along J Street to provide a link between the Convention Center, the Gaslamp Quarter, and the Sports/Entertainment District. This area will provide an opportunity for new visitor and convention center related uses such as hotels, commercial, and parking development. J and K streets and Twelfth Avenue/Park Boulevard will be the centers of pedestrian activity within this area.  
Circulation & Parking

In order to provide for development of the ballpark, several public rights-of-way shall be vacated. These streets include Eighth and Ninth avenues between J Street and Commercial Street and Harbor Drive. Also vacated will be K and L streets between Seventh and Tenth avenues. Twelfth Avenue will be redirected at its intersection with K Street and its name will be changed to Park Boulevard for its entire length to provide a link to the Waterfront and San Diego Bay. Also at K Street, Tenth and Eleventh avenues will be redirected to join into Park Boulevard to provide for adequate circulation.

As part of the development of the ballpark and associated development in the area, dedicated ballpark parking facilities will be developed within and adjacent to the Sports/Entertainment District.

Page 105 – Amend Figure 33 (District Center Streets) to show revised Twelfth Avenue/Park Boulevard

Page 109 – Amend Figure 37 (Gateway Streets) to show revised Eleventh Avenue and Twelfth Avenue/Park Boulevard

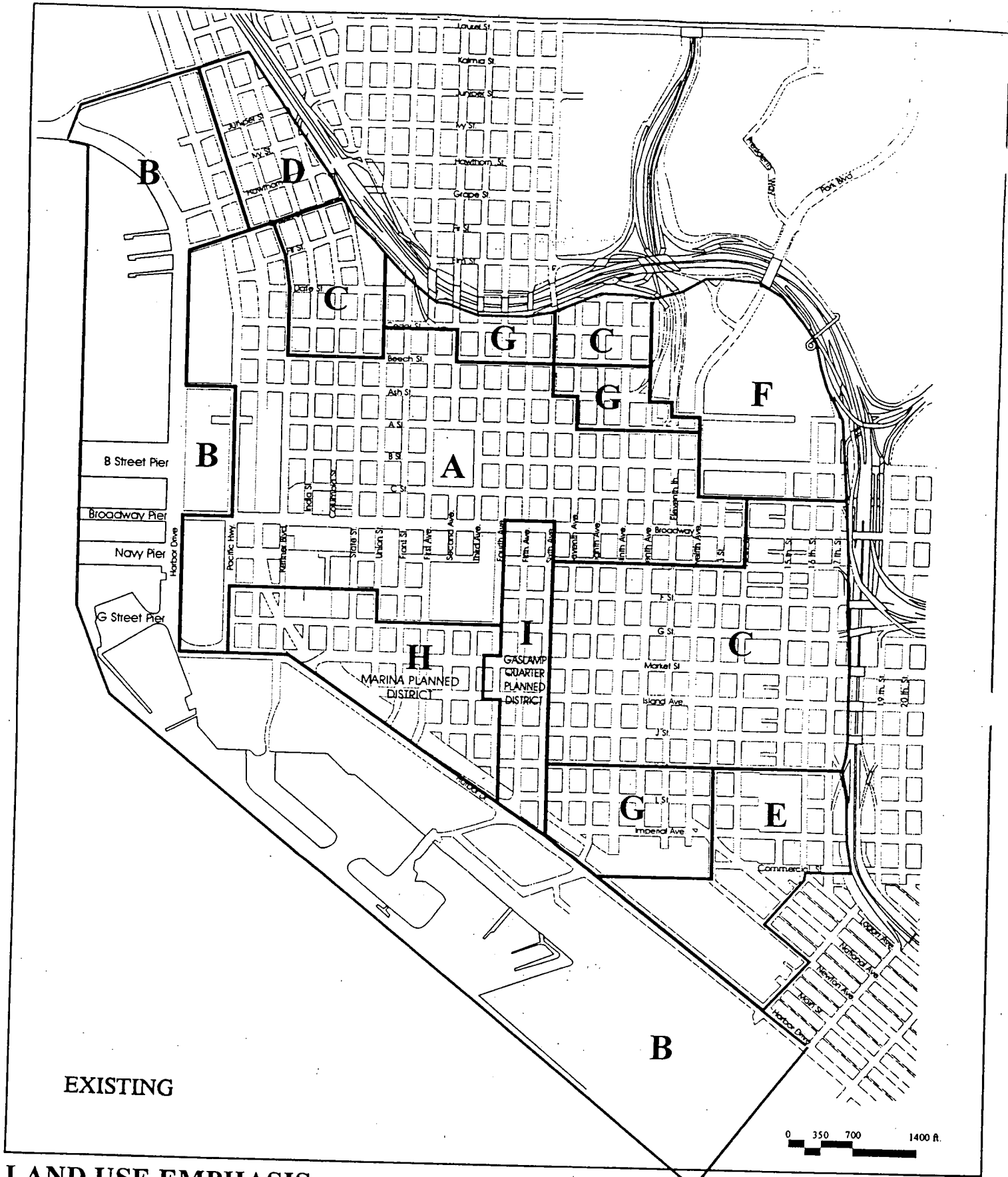
#### Amendment of Base Map

Amend Figures 8 (Bayside LRT Alignment), 11 (The Broadway Spine), 15 (Street Level Use Incentive Area), 22 (Urban Conservation), 23 (Existing Redevelopment Project Areas), 24 (Centre City Redevelopment Project), 30 (Freeways & Freeway Couplets), 31 (Crosstown Links), 32 (Transit Streets), 34 (District Streets), 35 (Bikeway Transportation Plan), 36 (Ceremonial Streets), 48 (Street Light Program), 49 (Sidewalk Paving), and 50 (Street Trees) to replace the existing base map with the base map attached hereto as Exhibit A without change to any other information thereon.

# FIGURES

R-

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# LAND USE EMPHASIS

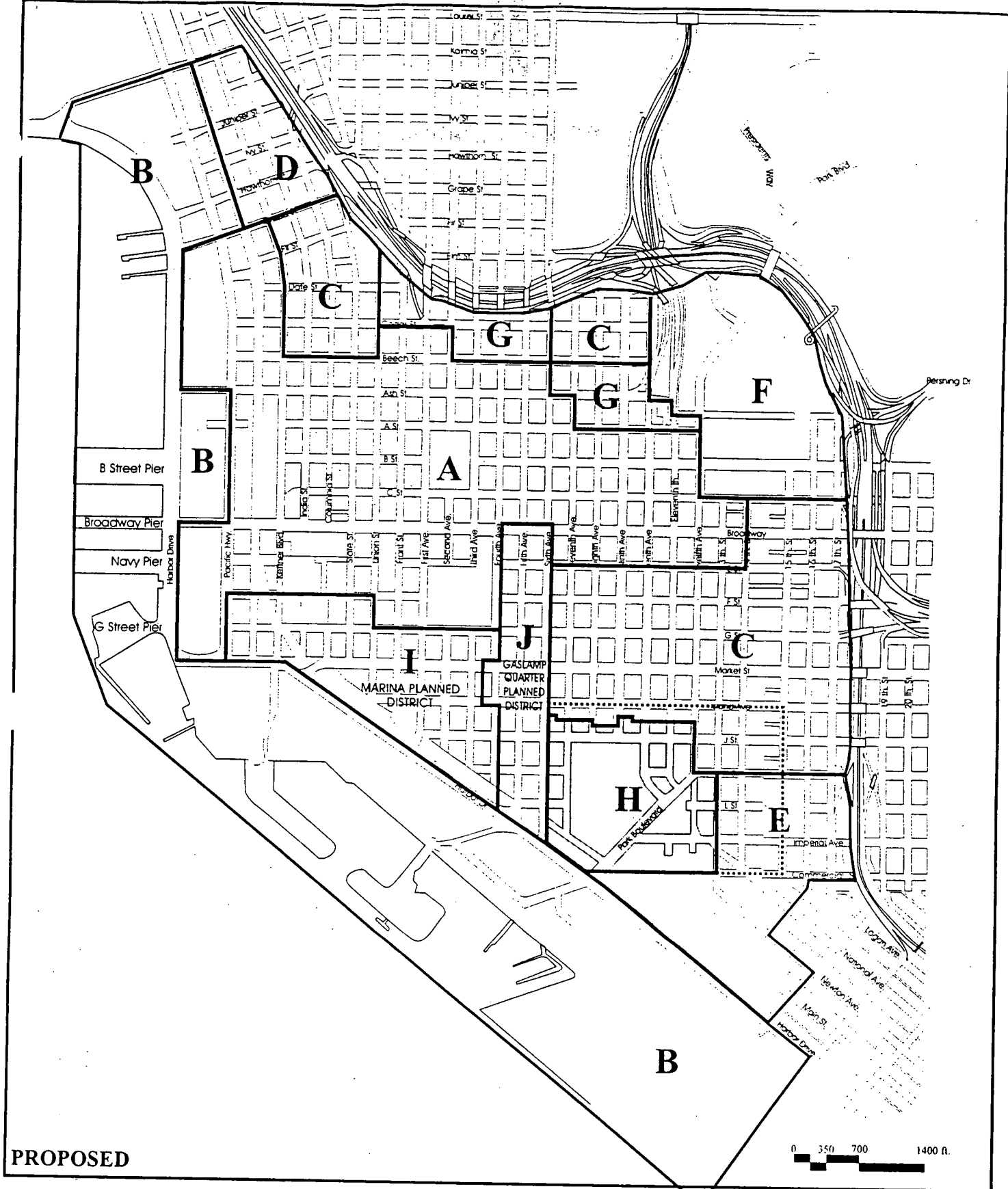
- A. Commercial / Office District
- B. Recreation / Visitor / Marine District
- C. Mixed Use / Residential Emphasis District
- D. Mixed Use District
- E. Commercial Services District
- F. Institutional District
- G. Hotel / Residential District
- H. Marina Planned District
- I. Gaslamp Quarter Planned District

FIG 1



The requirements of the Preliminary Plan do not apply to the Gaslamp Quarter or Marina Planned Districts. The Preliminary Plan does apply to the Columbia and Horton Redevelopment Areas. However, in case of conflict, the requirements of the Redevelopment Area apply.

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PROPOSED

LAND USE EMPHASIS

September 15, 1999



- A. Commercial / Office District
- B. Recreation / Visitor / Marine District
- C. Mixed Use / Residential Emphasis District
- D. Mixed Use District

- E. Commercial Services District
- F. Institutional District
- G. Hotel / Residential District
- H. Sports / Entertainment District
- I. Marina Planned Area
- J. Gaslamp Quarter Planned District

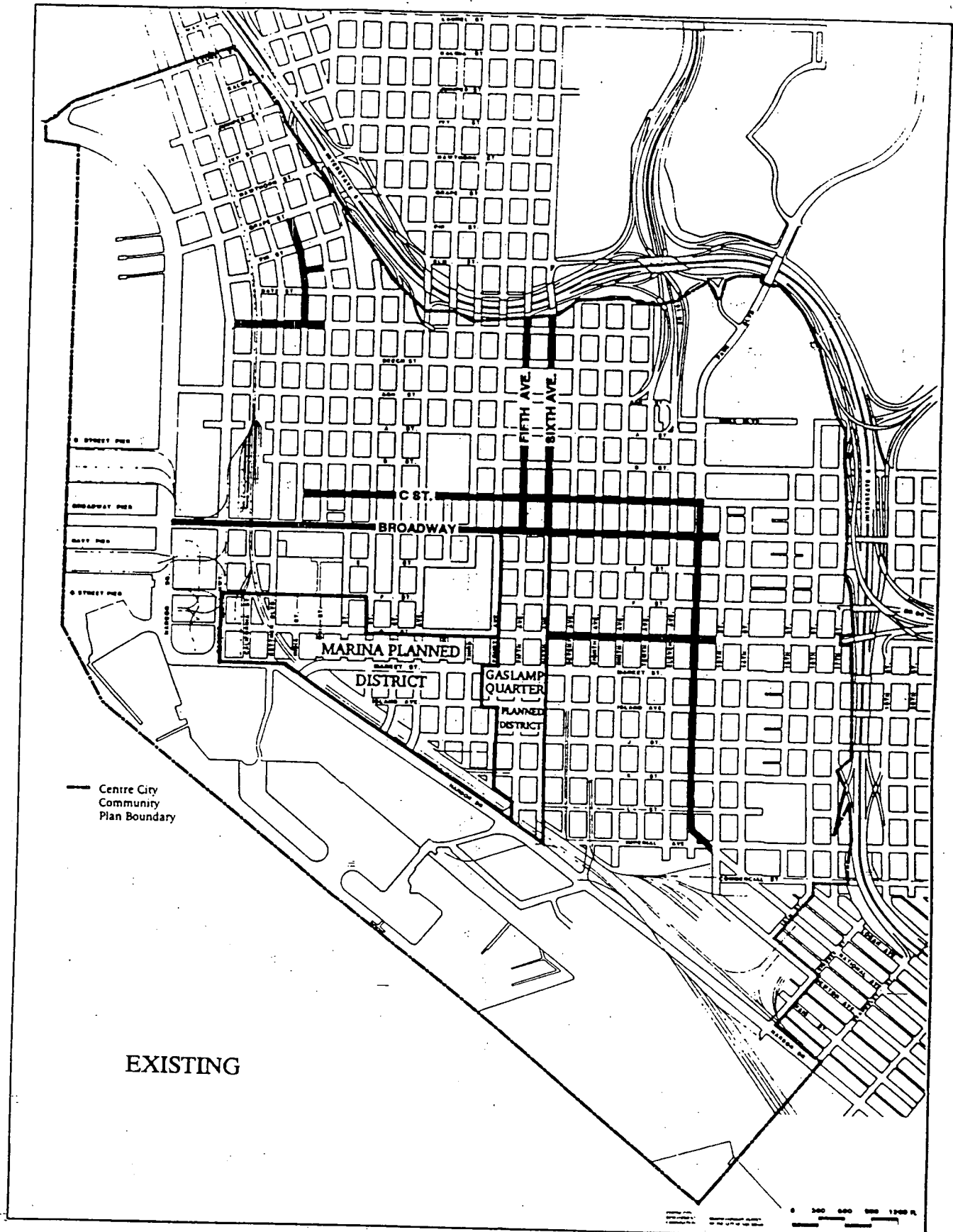
Ballpark Protection Overlay Zone

FIG 1



\* The Centre City Community Plan does not apply to lands within the jurisdiction of the San Diego Unified Port District.  
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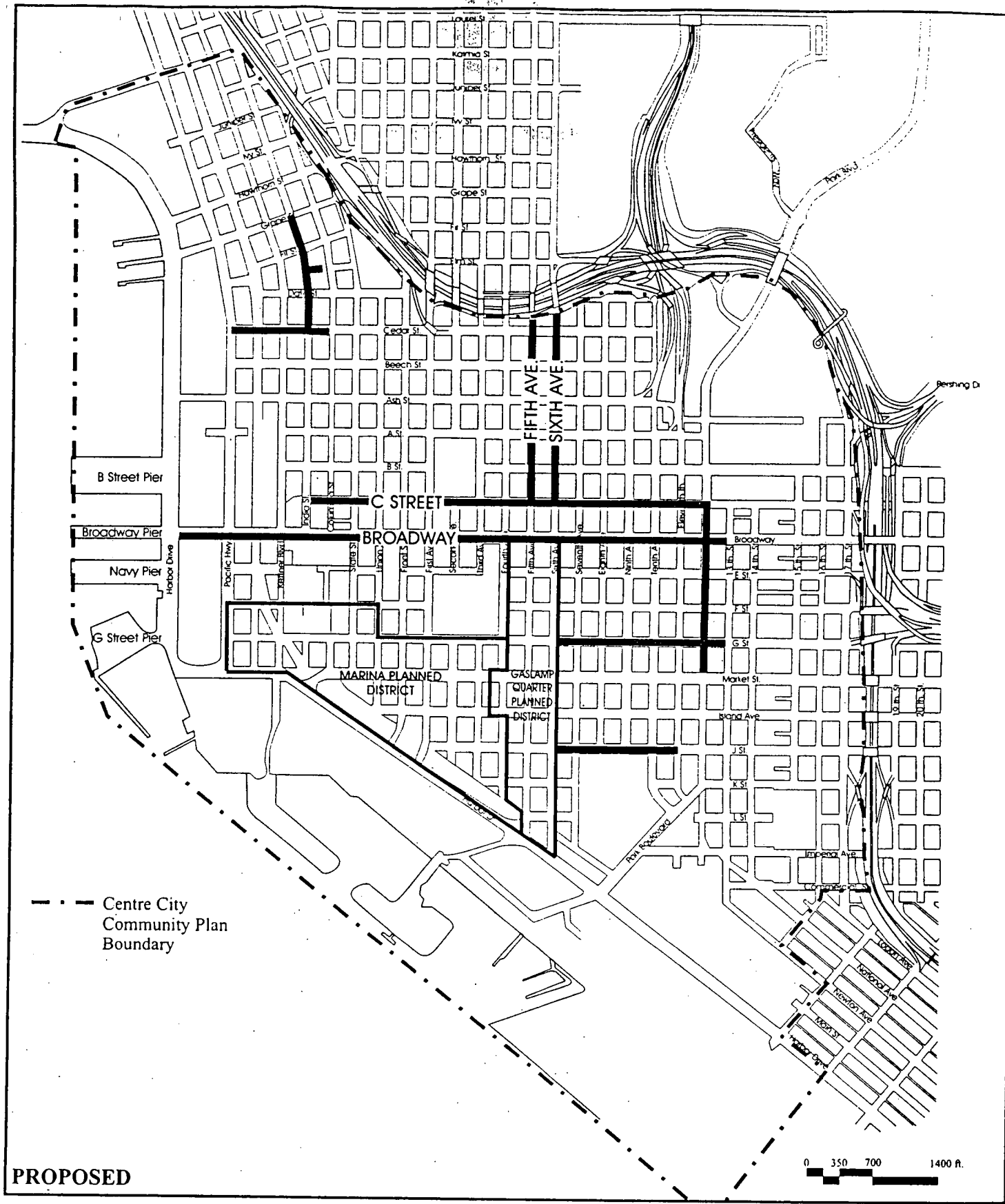
# STREET LEVEL USES

**—** Required Locations for Street Level Uses

▲  
N  
FIG.  
2



\*The Centre City Community Plan does not apply to lands within the jurisdiction of the San Diego Unified Port District.  
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**PROPOSED**

**STREET LEVEL USES**

0 350 700 1400 ft.

August 10, 1999 **N**

**—** Required Locations for Street Level Uses

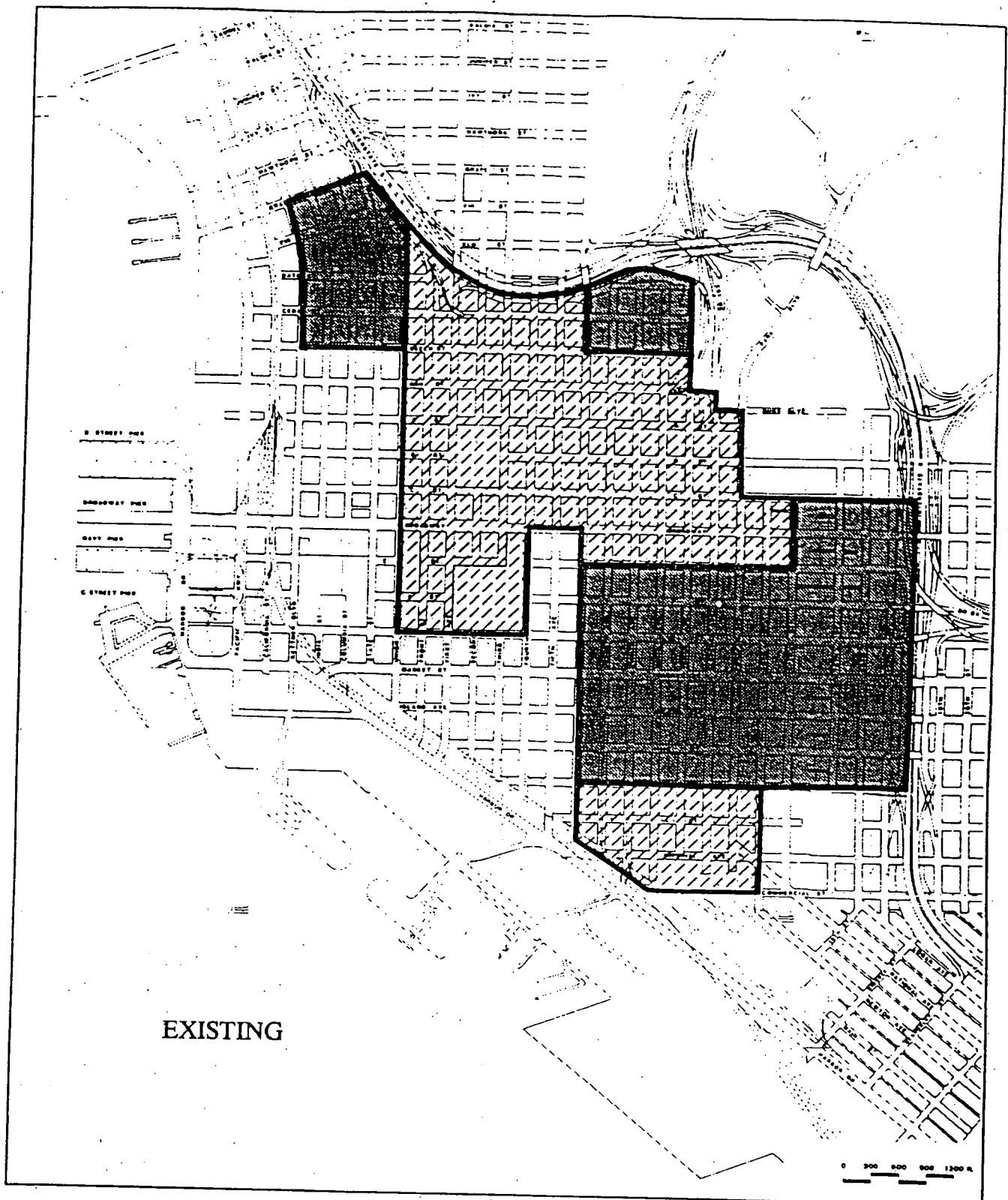
**FIG 2**

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\* The Centre City Community Plan does not apply to lands within the jurisdiction of the San Diego Unified Port District.  
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# HOUSING





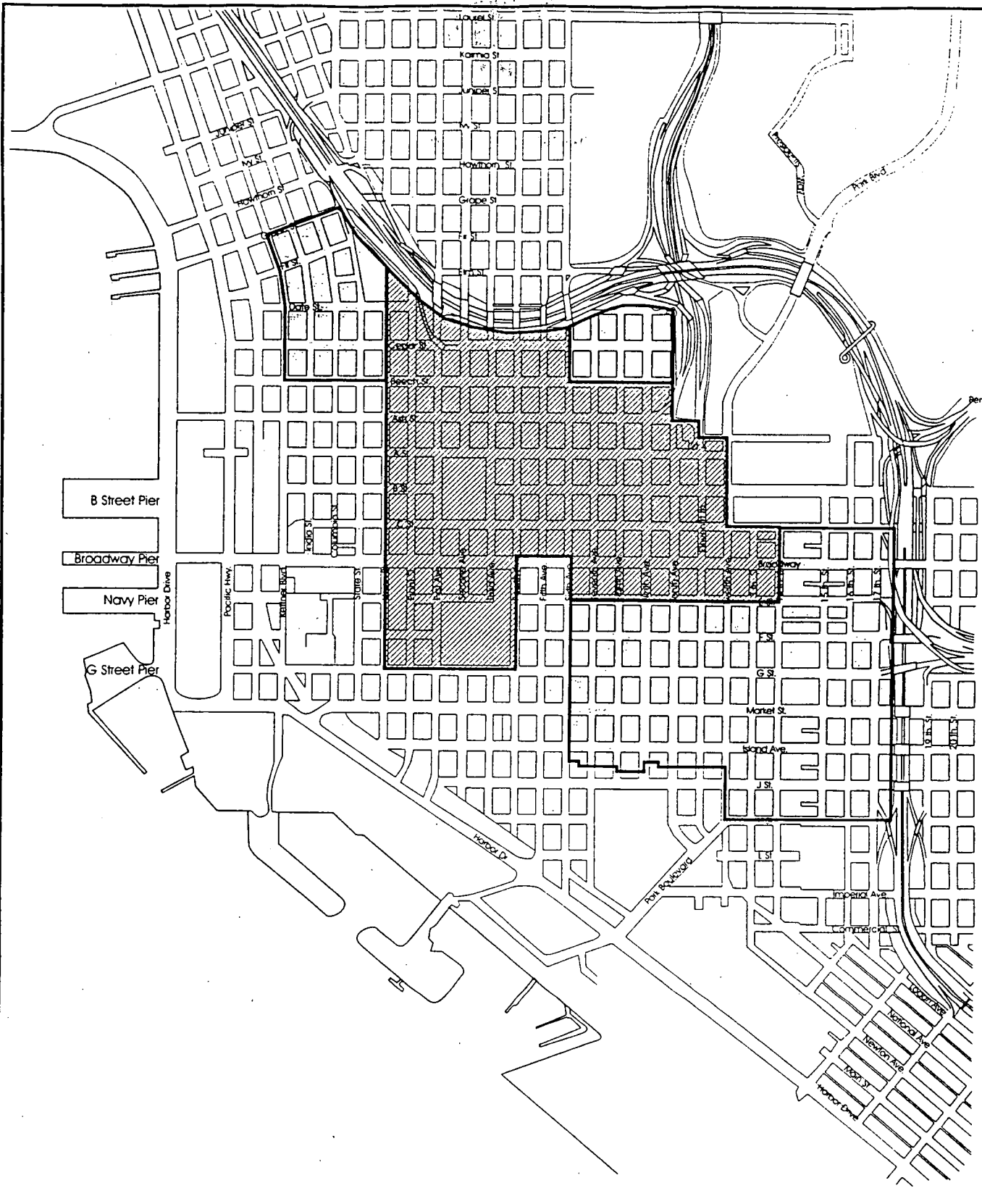
- 
**Mixed Use/Residential Emphasis Areas** (Minimum 80% residential project required)
- 
**Residential Bonus Area**  
 (80% residential project may achieve an additional 2.0 Floor Area Ratio)

FIG.  
3



\*The Centre City Community Plan does not apply to lands within the jurisdiction of the San Diego Unified Port District.  
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**PROPOSED  
HOUSING**

0 350 700 1400 ft.

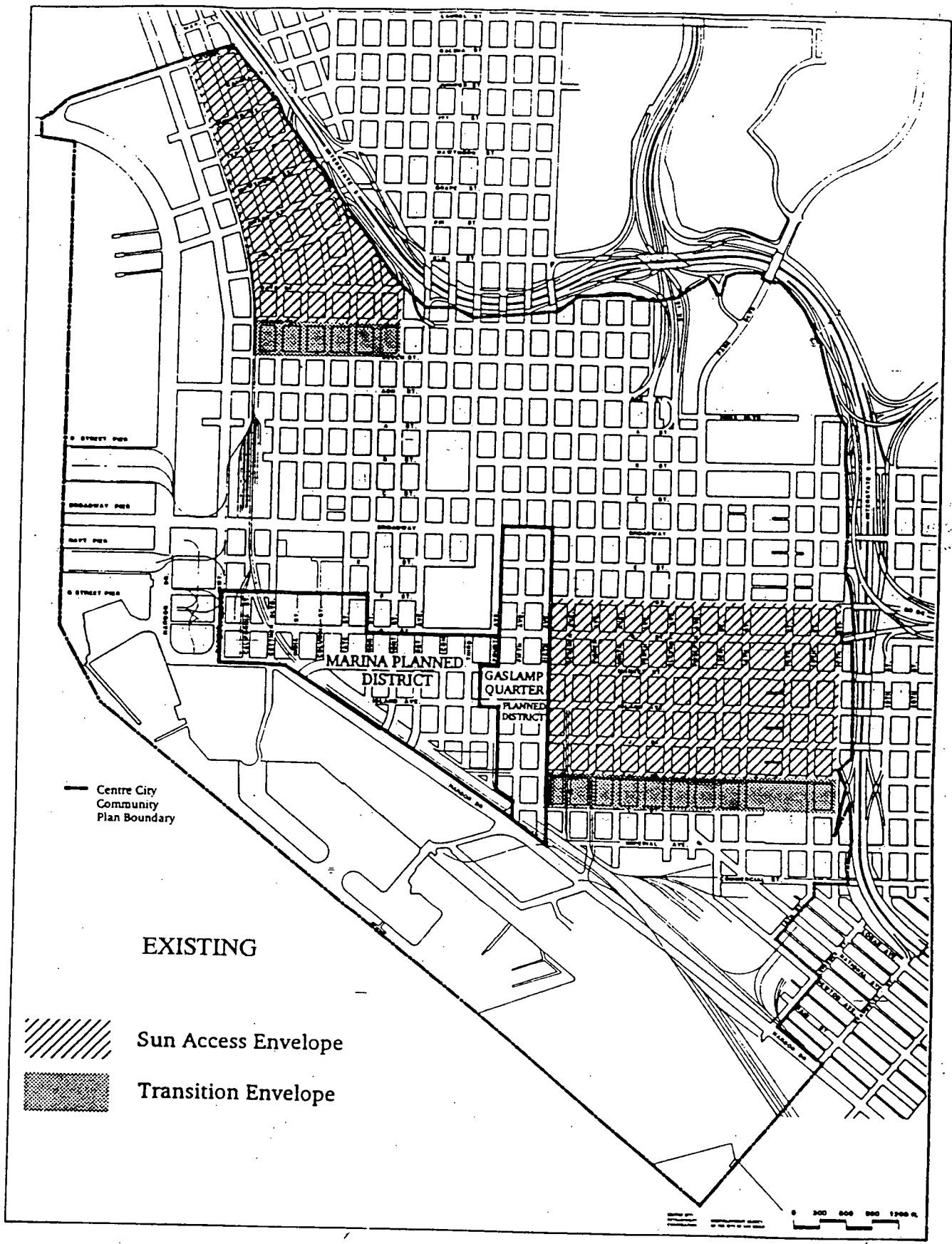
August 10, 1999

- Mixed Use / Residential Emphasis Areas (Maximum 80% residential project required unless otherwise specified)
- Residential Bonus Area  
(80% residential project may achieve an additional 2.0 Floor Area Ratio)

FIG  
3

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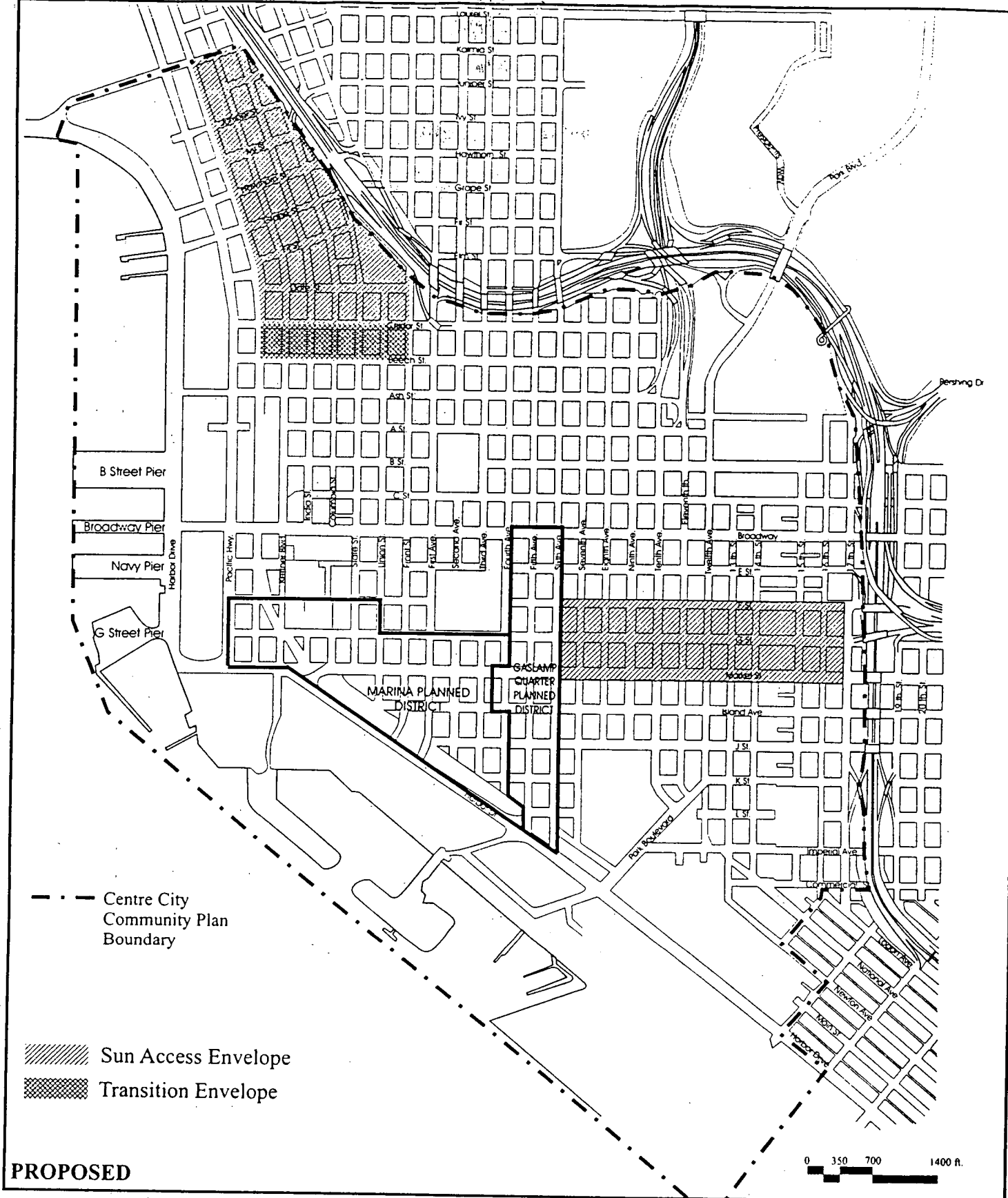
# SUN ACCESS CRITERIA



FIG.  
4



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**SUN ACCESS CRITERIA**

August 10, 1999

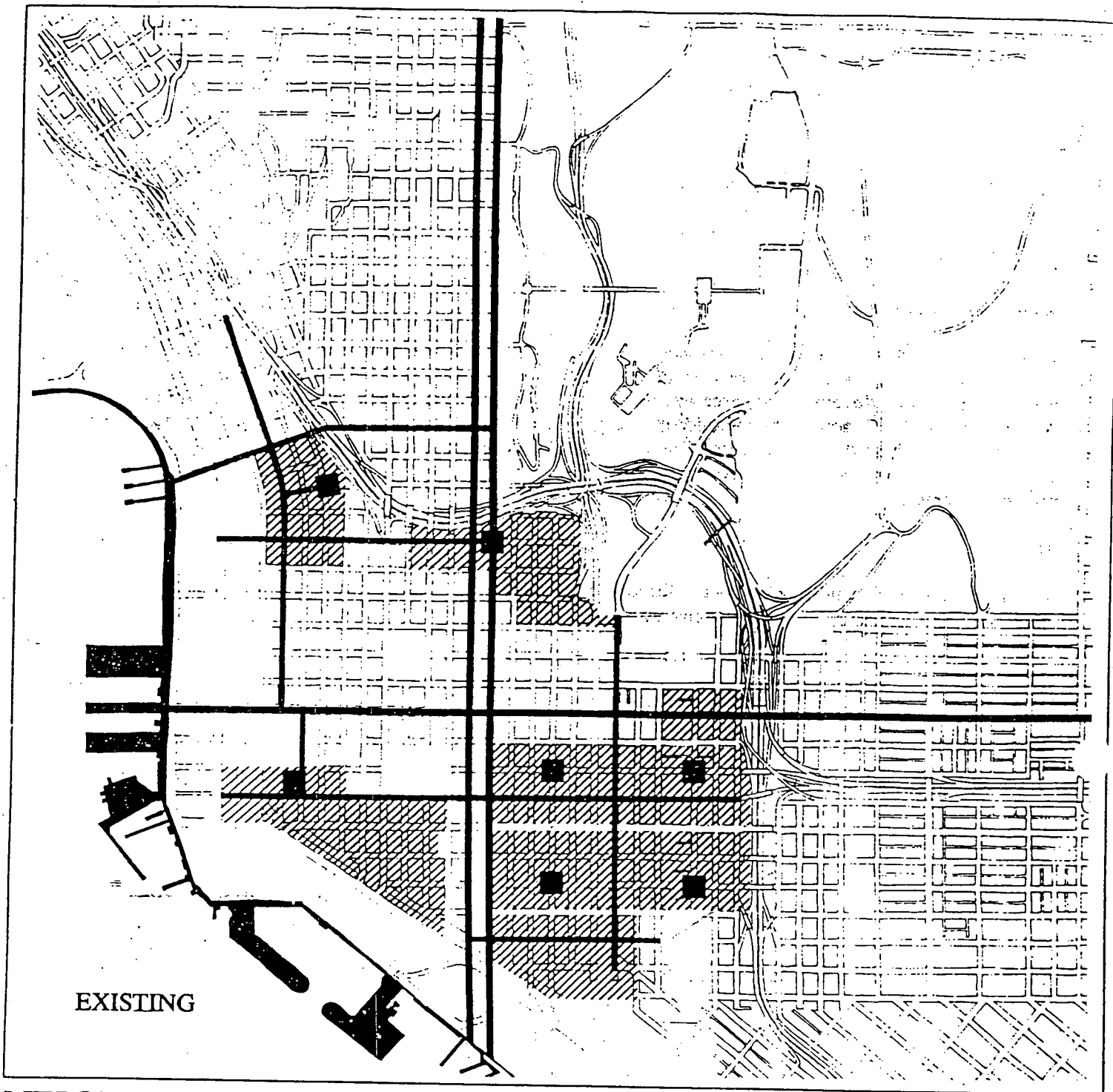


FIG  
4




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# NEIGHBORHOODS

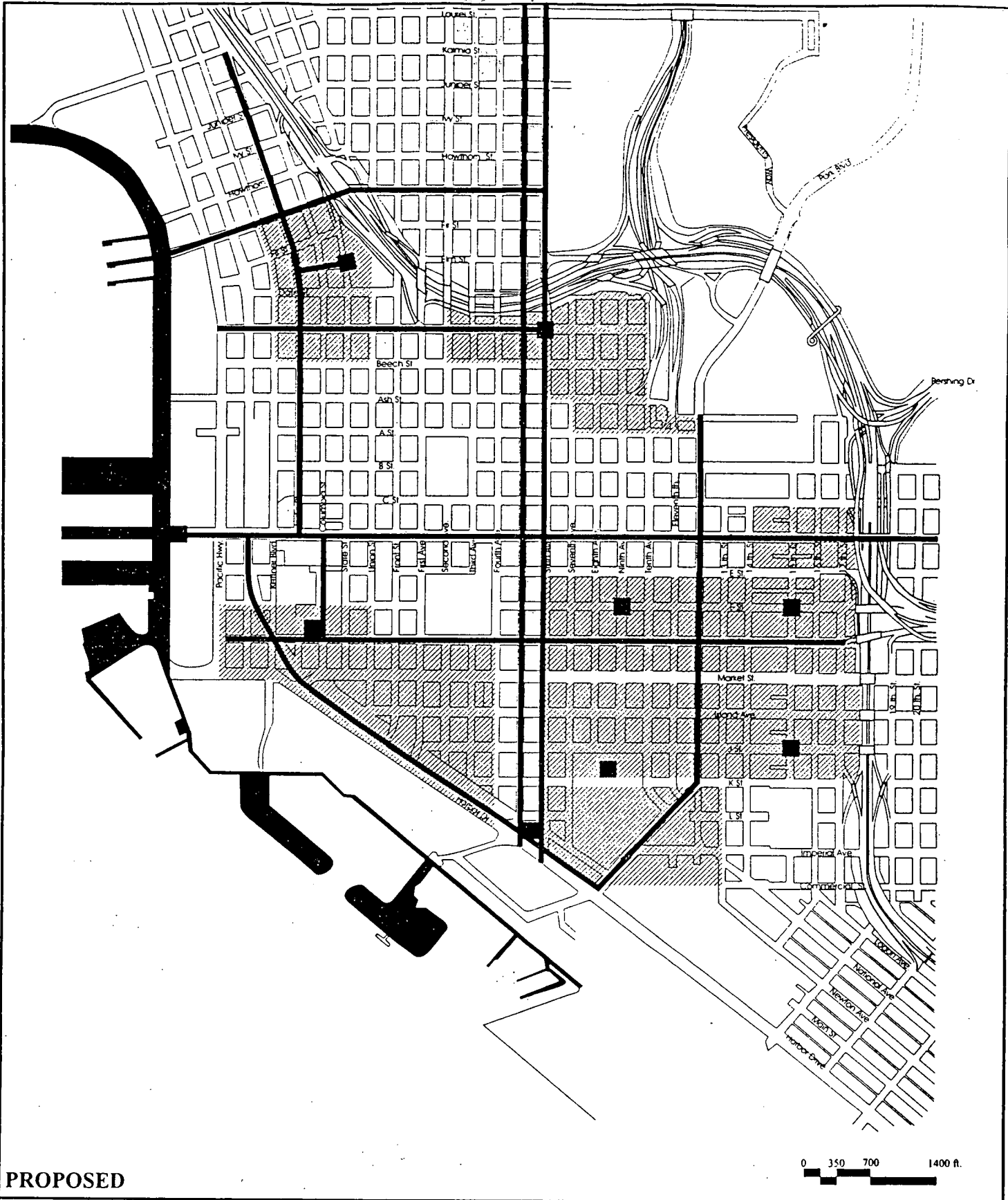
-  Neighborhoods
-  Neighborhood Connections
-  Neighborhood Open Space

▲  
N

FIG.  
6



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




PROPOSED

NEIGHBORHOODS

August 10, 1999

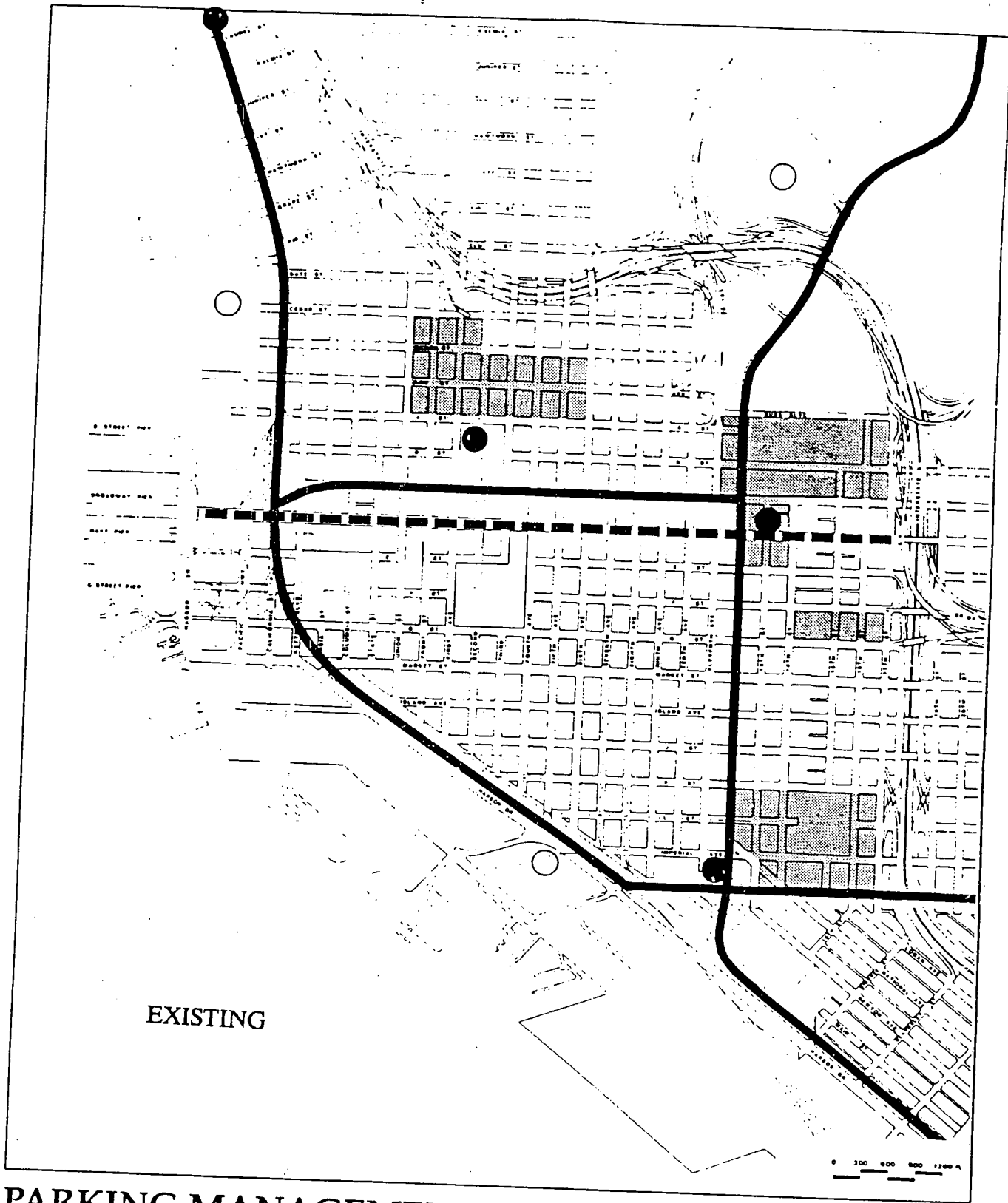


-  Neighborhoods
-  Neighborhood Connections
-  Neighborhood Open Space






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FIG  
6





# PARKING MANAGEMENT

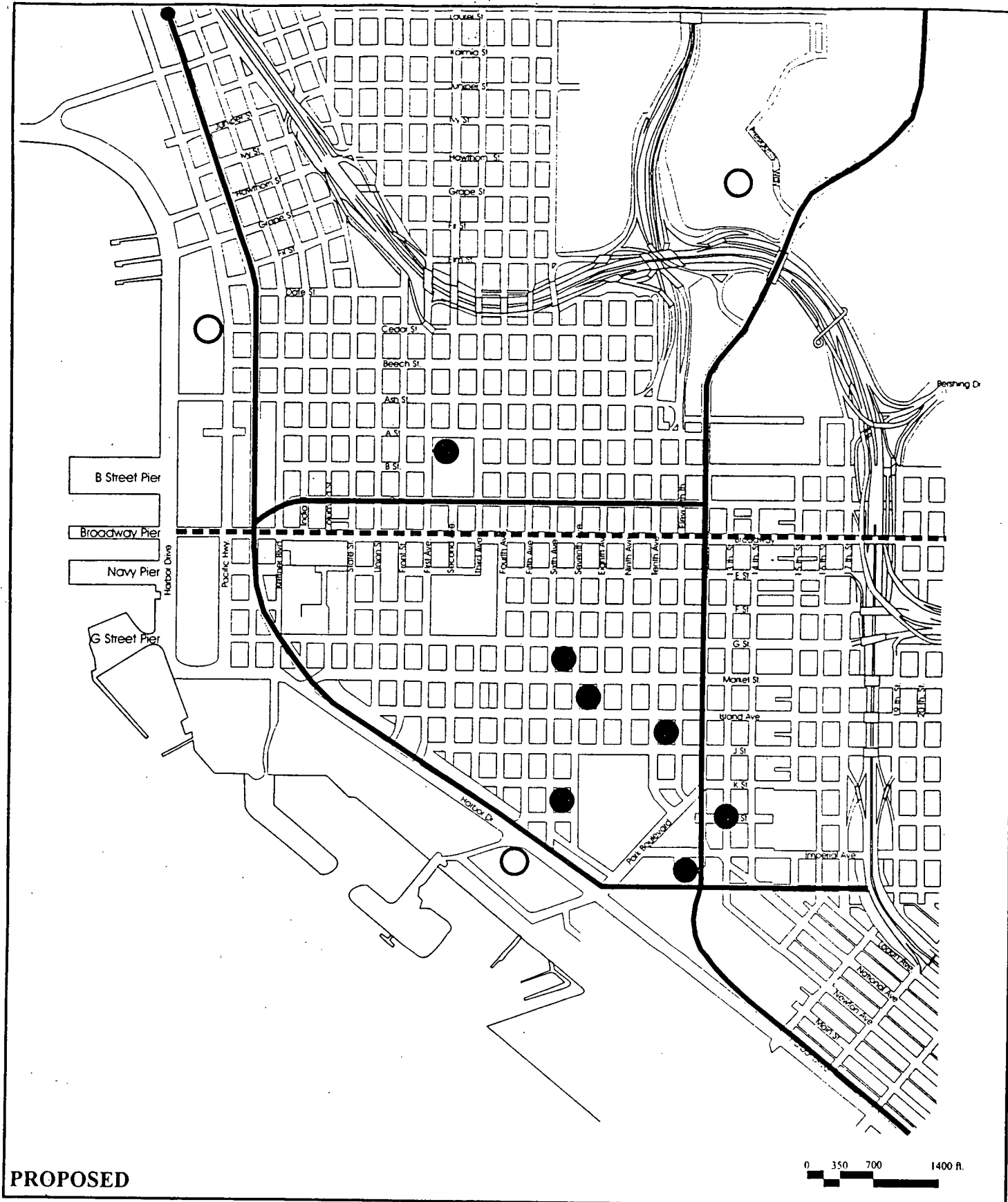
-  Broadway Transit/Pedestrian Mall
-  Light Rail Transit
-  Potential Parking Resource
-  Potential Parking Deficiency
-  Supplemental Parking Areas

▲  
N

FIG.  
**9**



\*The Centre City Community Plan does not apply to lands within the jurisdiction of the San Diego Unified Port District.  
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PROPOSED

**PARKING MANAGEMENT**

August 10, 1999

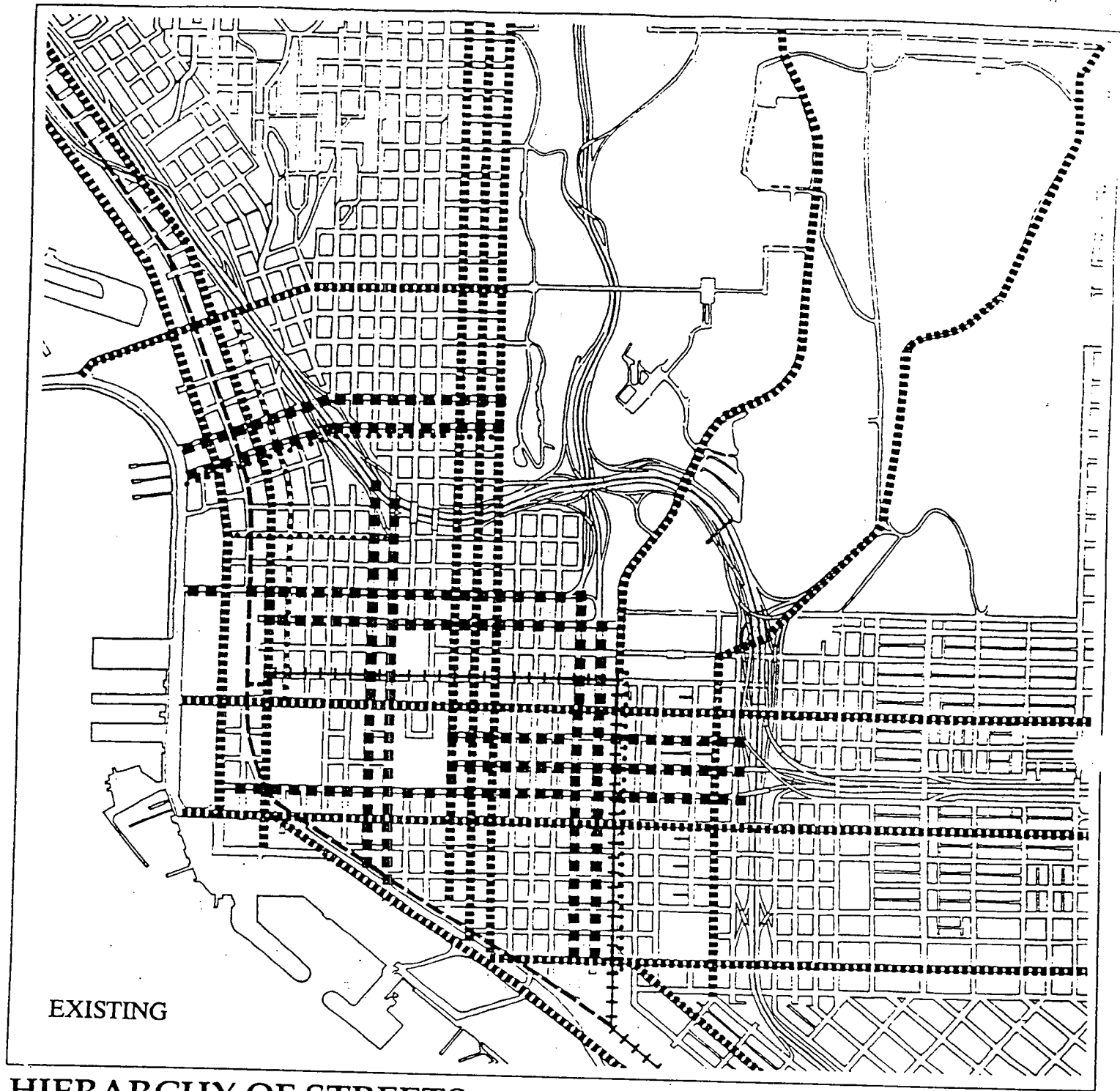
- Broadway Transit / Pedestrian Mall
  - Light Rail Transit
- Potential Parking Resources
  - Potential Parking Deficiency

FIG  
9

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# HIERARCHY OF STREETS

- ..... District Center Streets
- ==== District Streets
- Future Transit Extensions
- ■ ■ ■ Freeway Couplets
- Crosstown Links
- + + + + Transit Streets

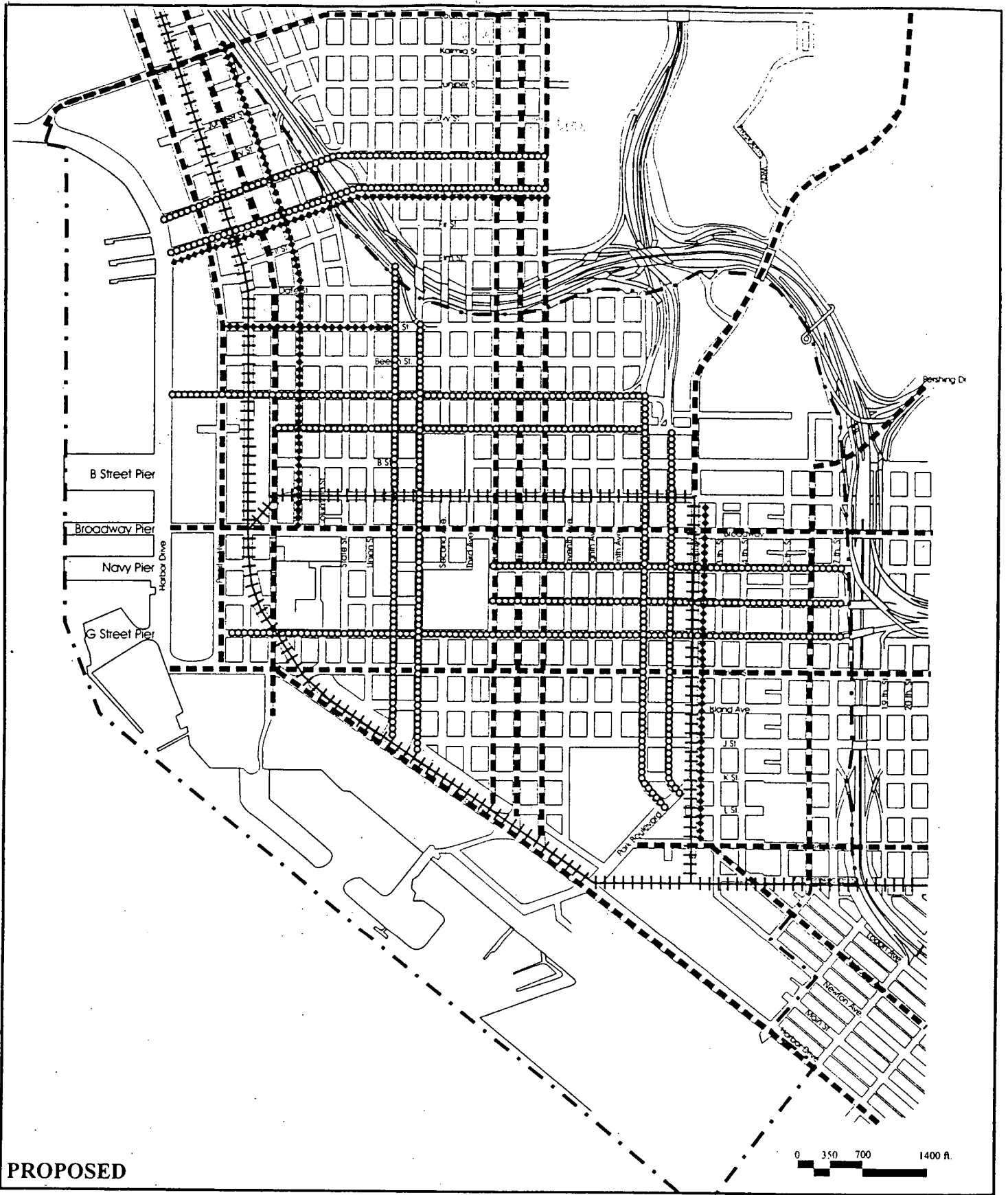


FIG.  
10



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PROPOSED

# HIERARCHY OF STREETS

August 10, 1999



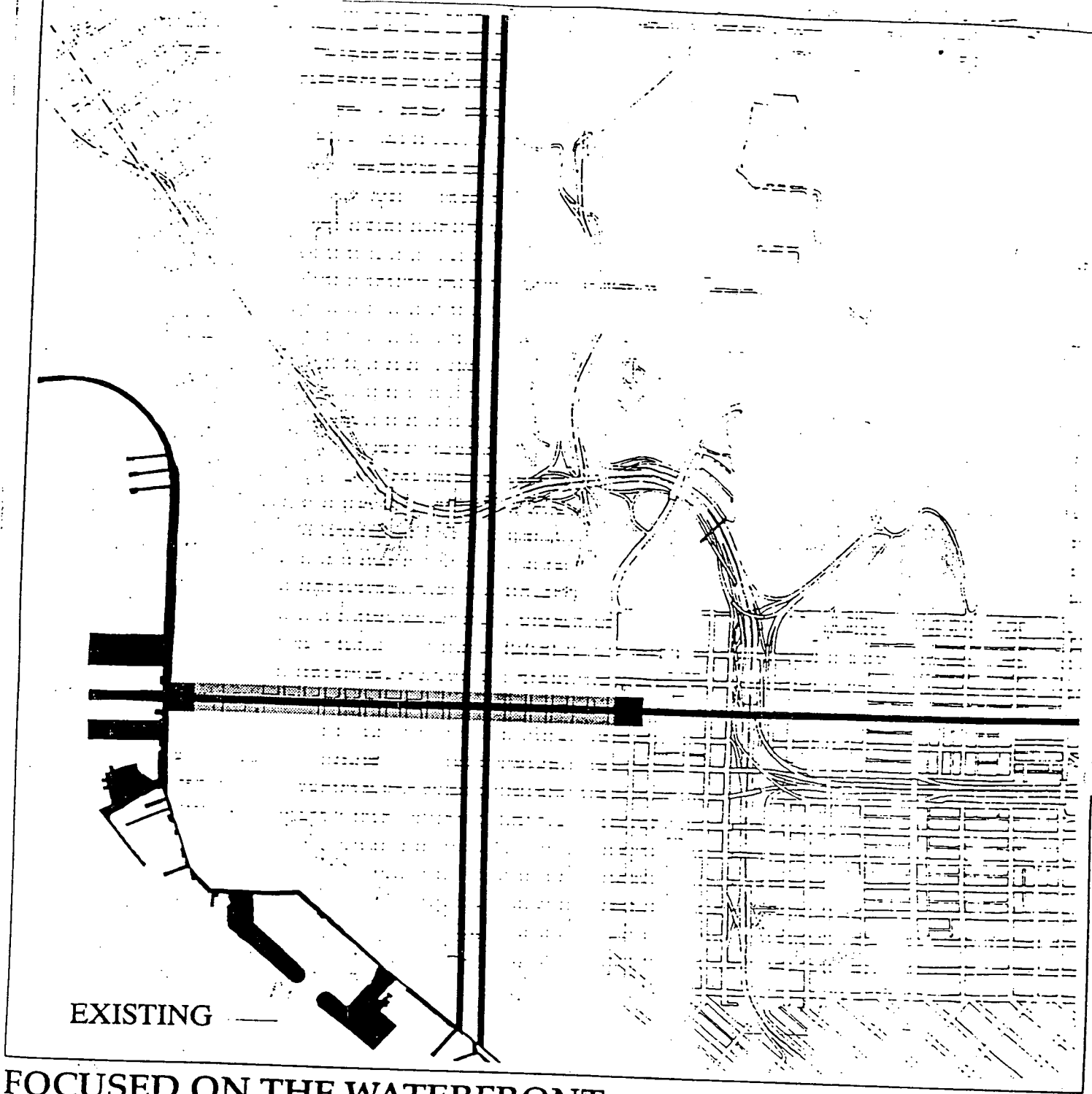
- ◆◆◆◆◆◆◆◆◆◆ District Center Streets
- ==== District Streets
- - - - - Centre City Community Plan Boundary
- ○ ○ ○ ○ ○ ○ ○ ○ ○ Freeway Couplets
- Crosstown Links
- + + + + + Transit Streets

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FIG  
10



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EXISTING

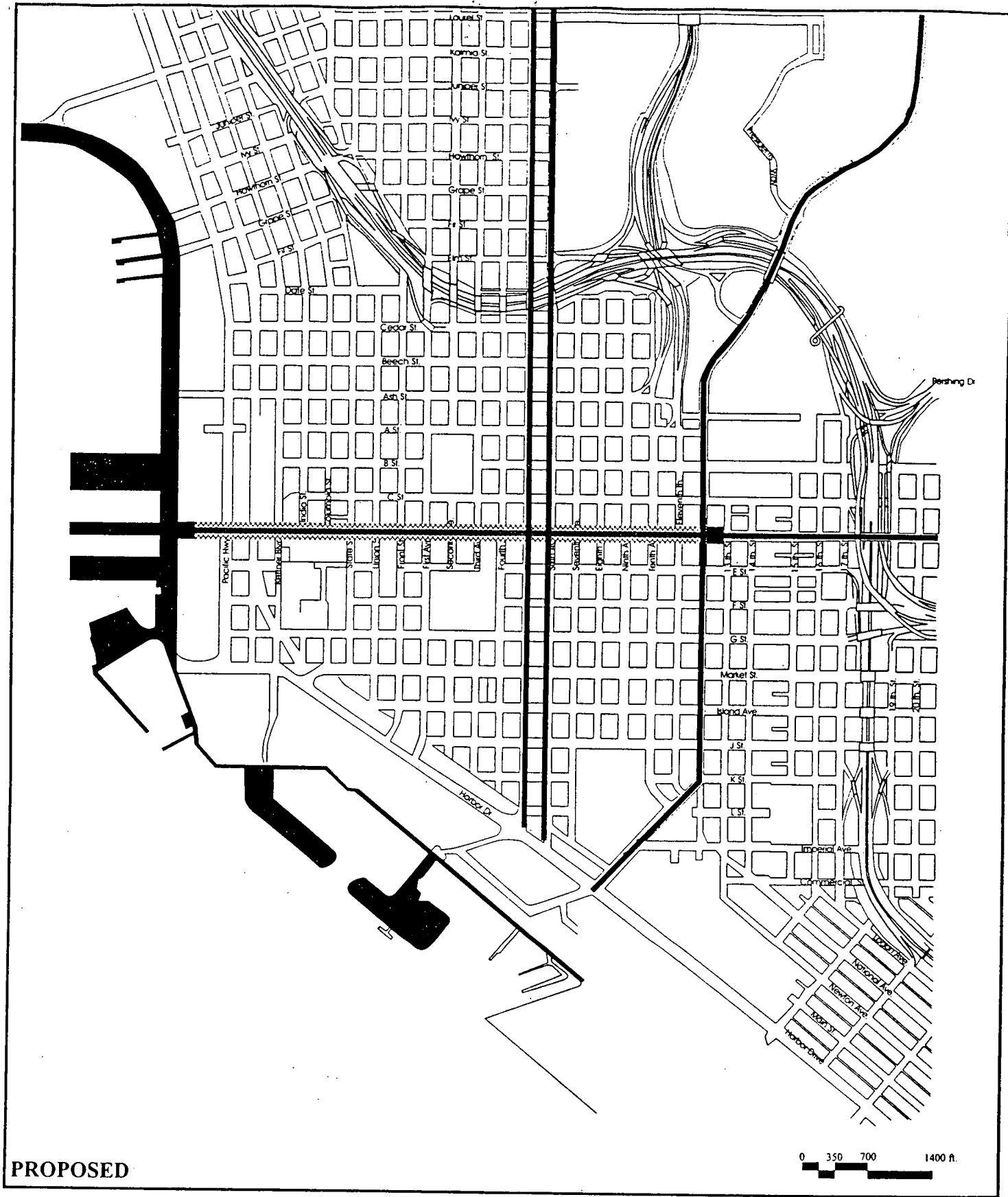
**FOCUSED ON THE WATERFRONT**



FIG.  
12



\*The Centre City Community Plan does not apply to lands within the jurisdiction of the San Diego Unified Port District.  
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PROPOSED

FOCUSED ON THE WATERFRONT

0 350 700 1400 ft.

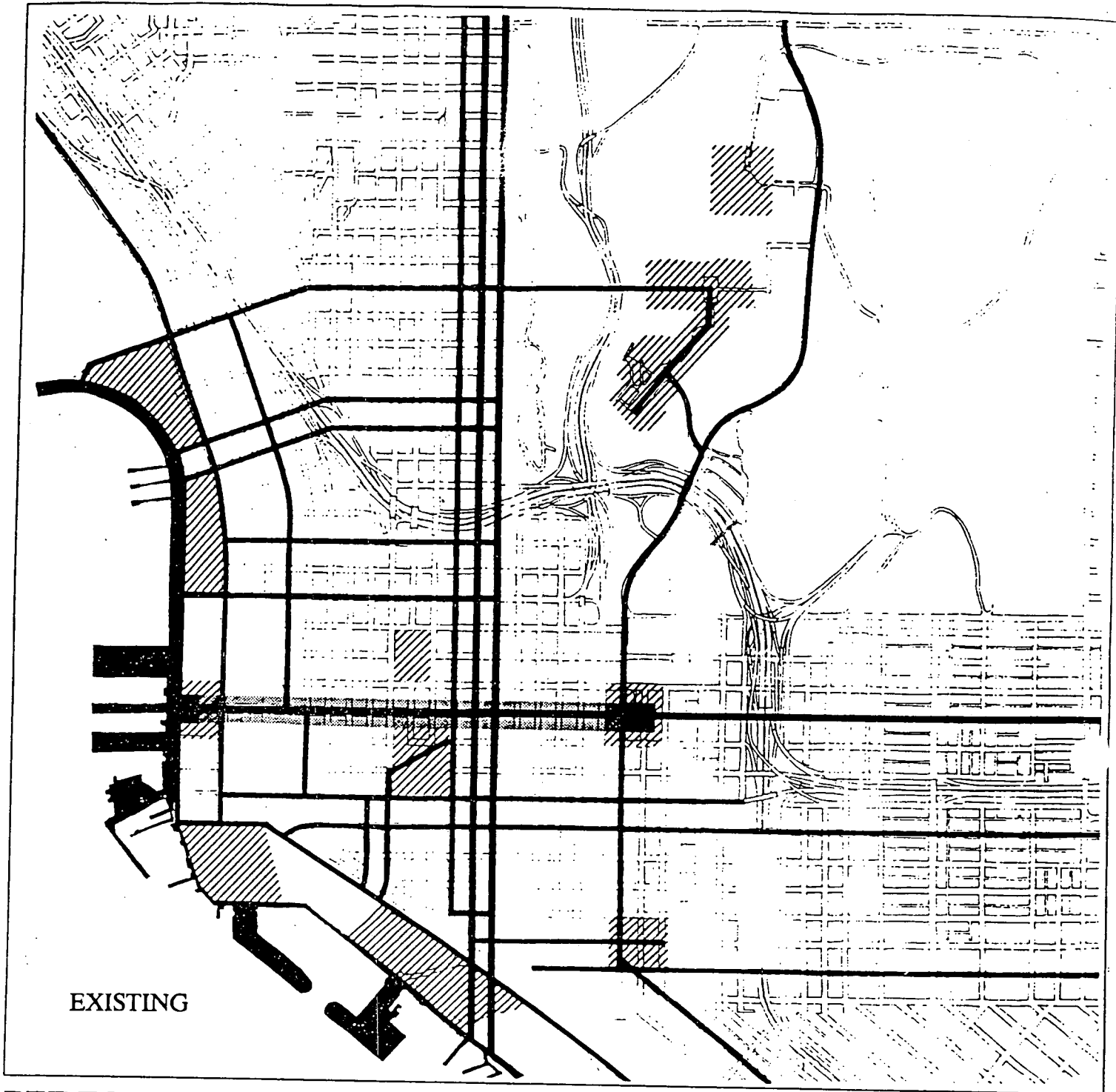
August 10, 1999



FIG  
12

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**PEDESTRIAN LINKAGES**

-  Activity Centers
-  Broadway Anchors
-  Broadway Spine
-  Pedestrian Linkages

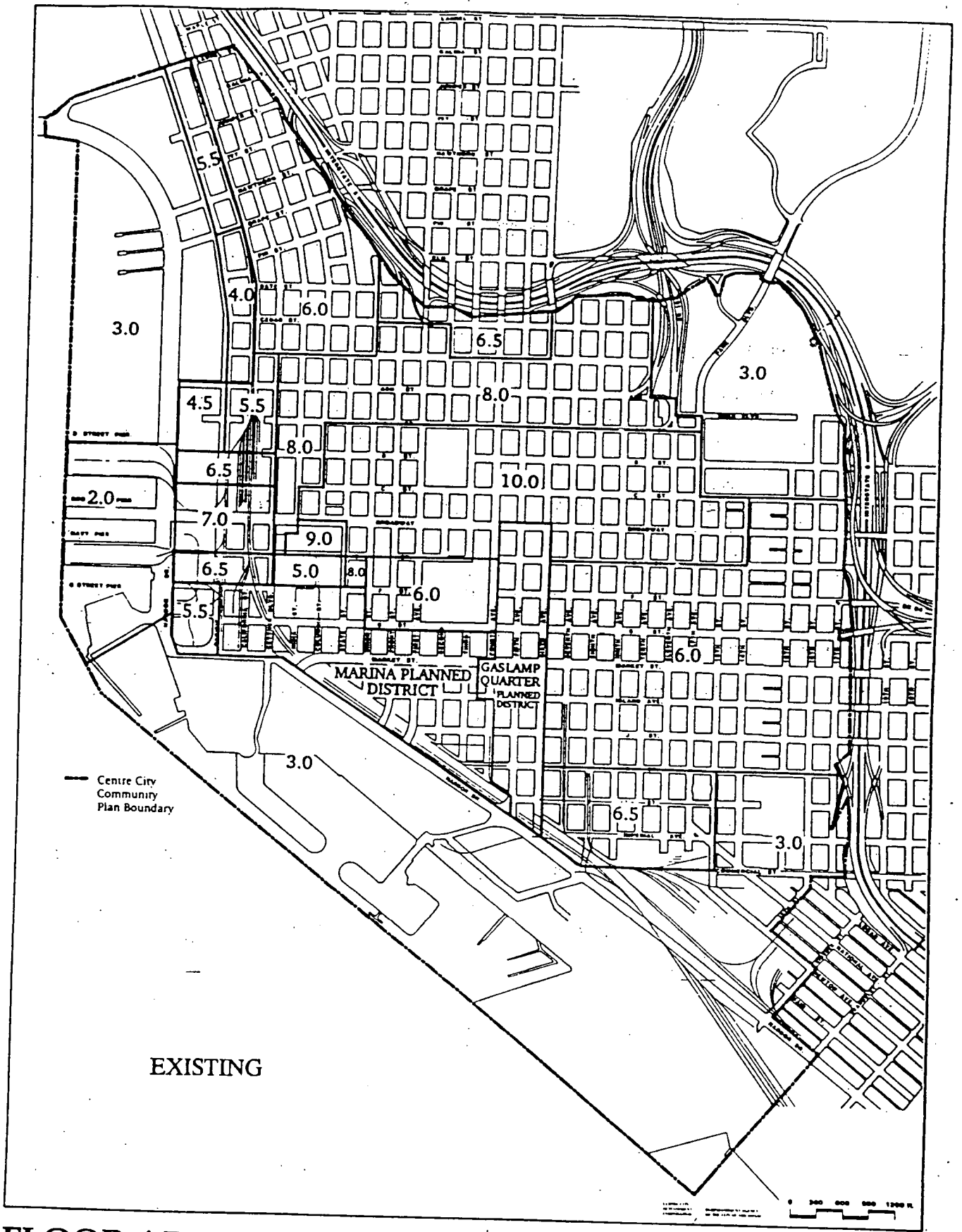
▲  
N

FIG.  
**13**



\*The Centre City Community Plan does not apply to lands within the jurisdiction of the San Diego Unified Port District.  
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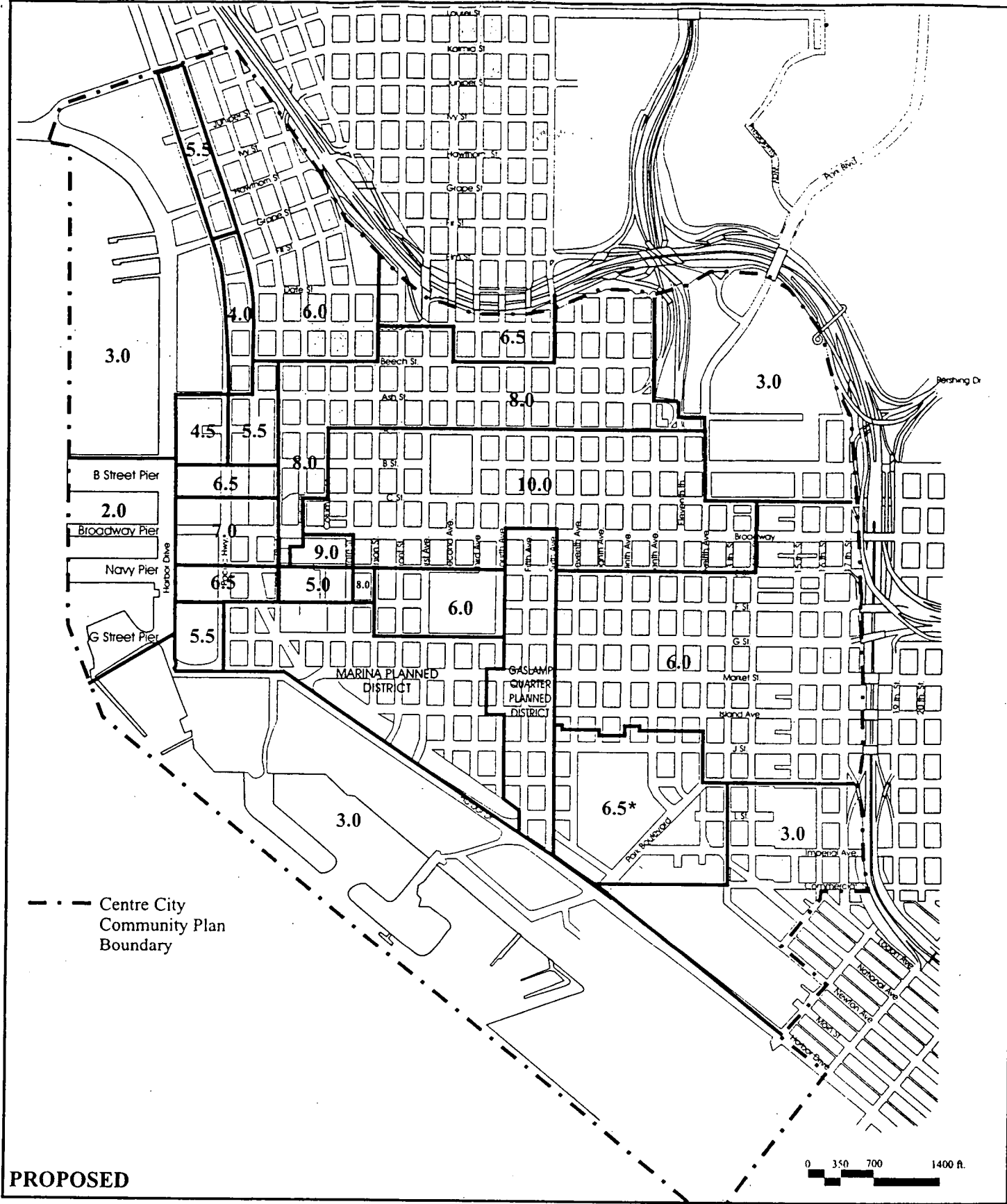
# FLOOR AREA RATIOS



FIG.  
14




\*The Centre City Community Plan does not apply to lands within the jurisdiction of the San Diego Unified Port District.  
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**FLOOR AREA RATIOS**

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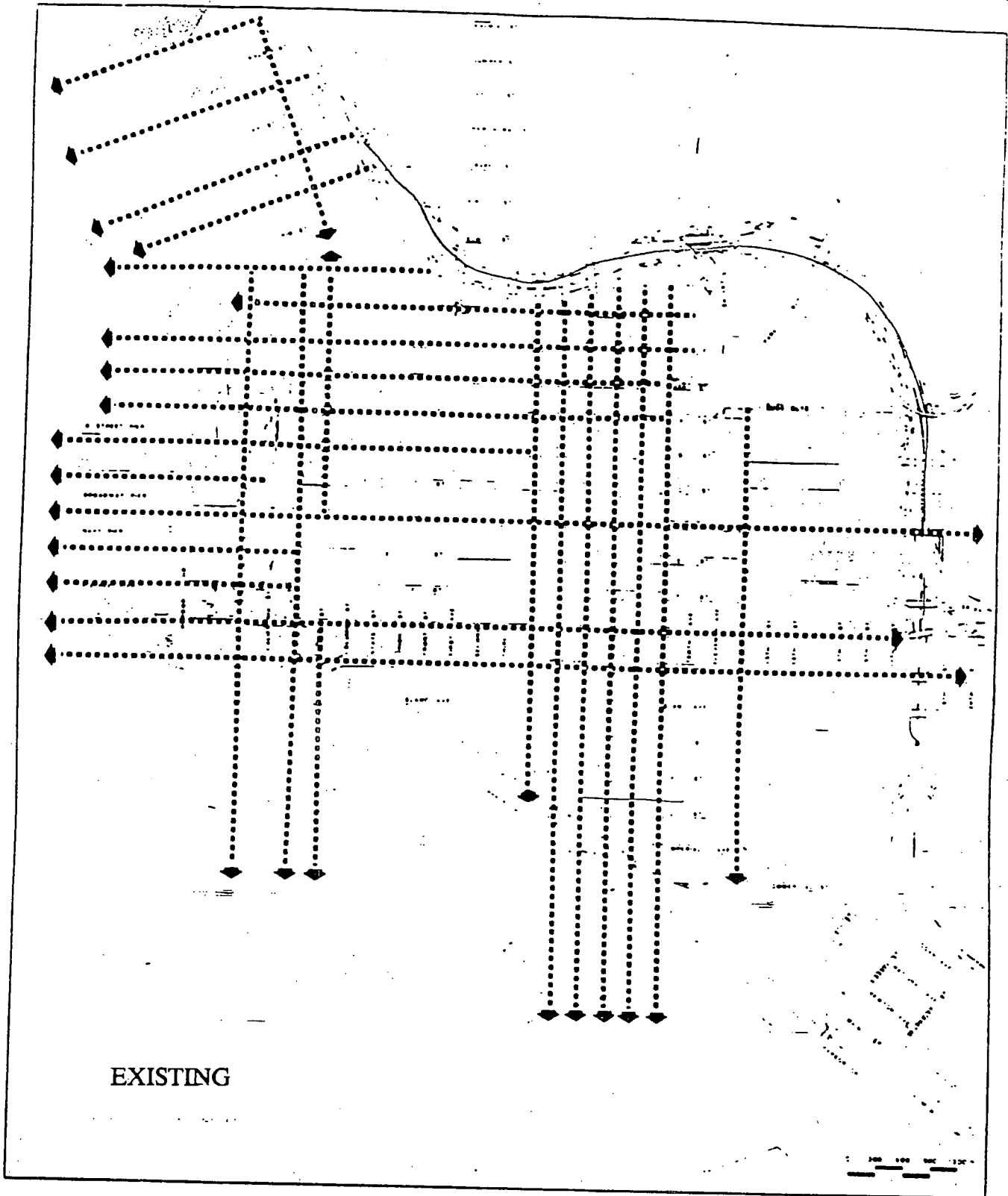
\* Individual parcels within this district may be developed with a floor area ratio greater than 6.5 in accordance with the provisions of this plan.

FIG  
14

*R.* 292365







EXISTING

## VIEW CORRIDOR STREETS



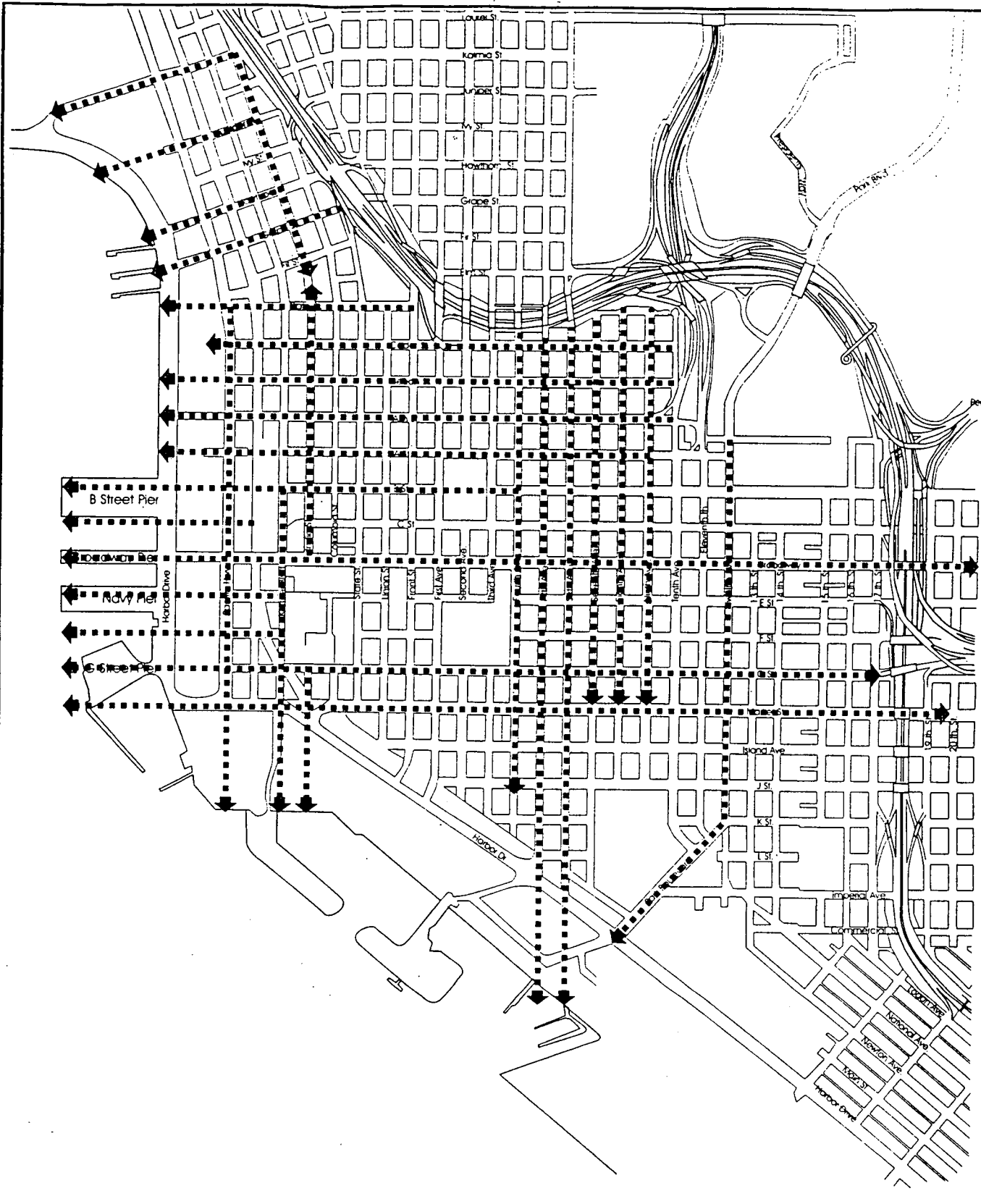
..... View Corridor Streets

FIG.  
19

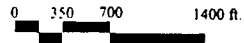


The requirements of the Preliminary Plan do not apply to the Gaslamp Quarter or Marina Planned Districts. The Preliminary Plan does apply to the Columbia and Horton Redevelopment Areas. However, in case of conflict, the requirements of the Redevelopment Area apply.

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**VIEW CORRIDOR STREETS**

August 10, 1999



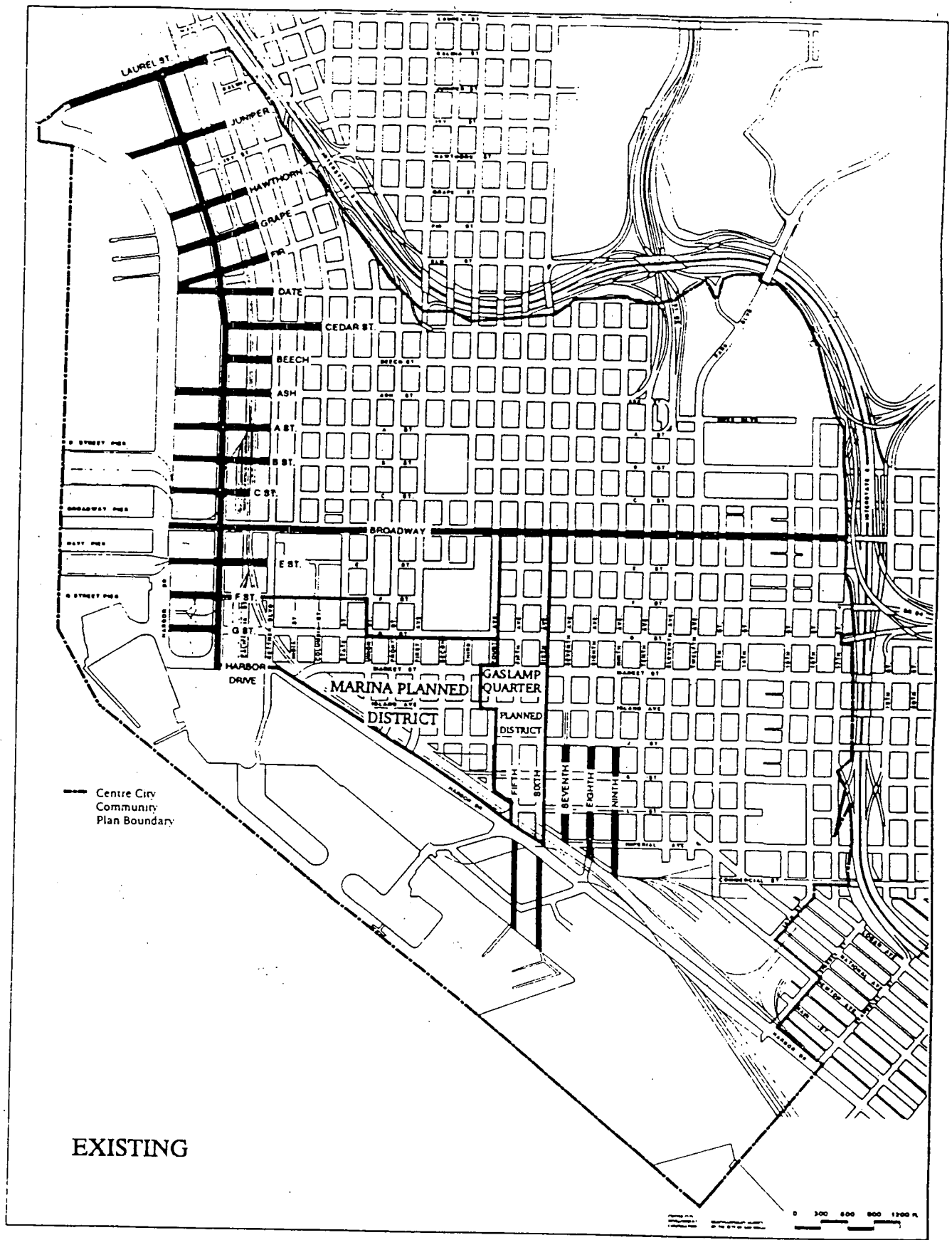
..... View Corridor Streets

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FIG 19



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# VIEW CORRIDOR STEPBACKS

 View Corridor Stepbacks

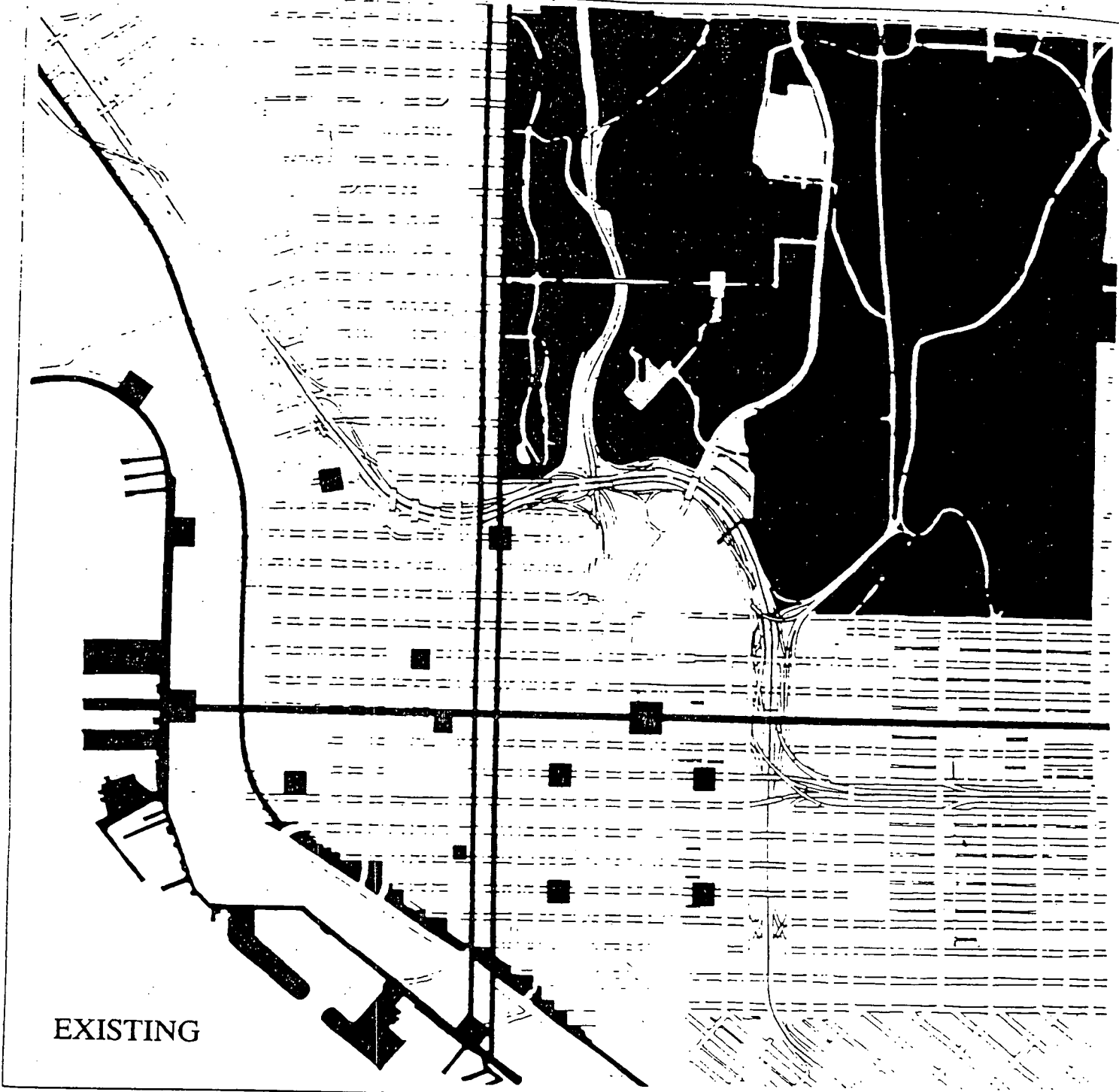


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FIG.  
20





EXISTING

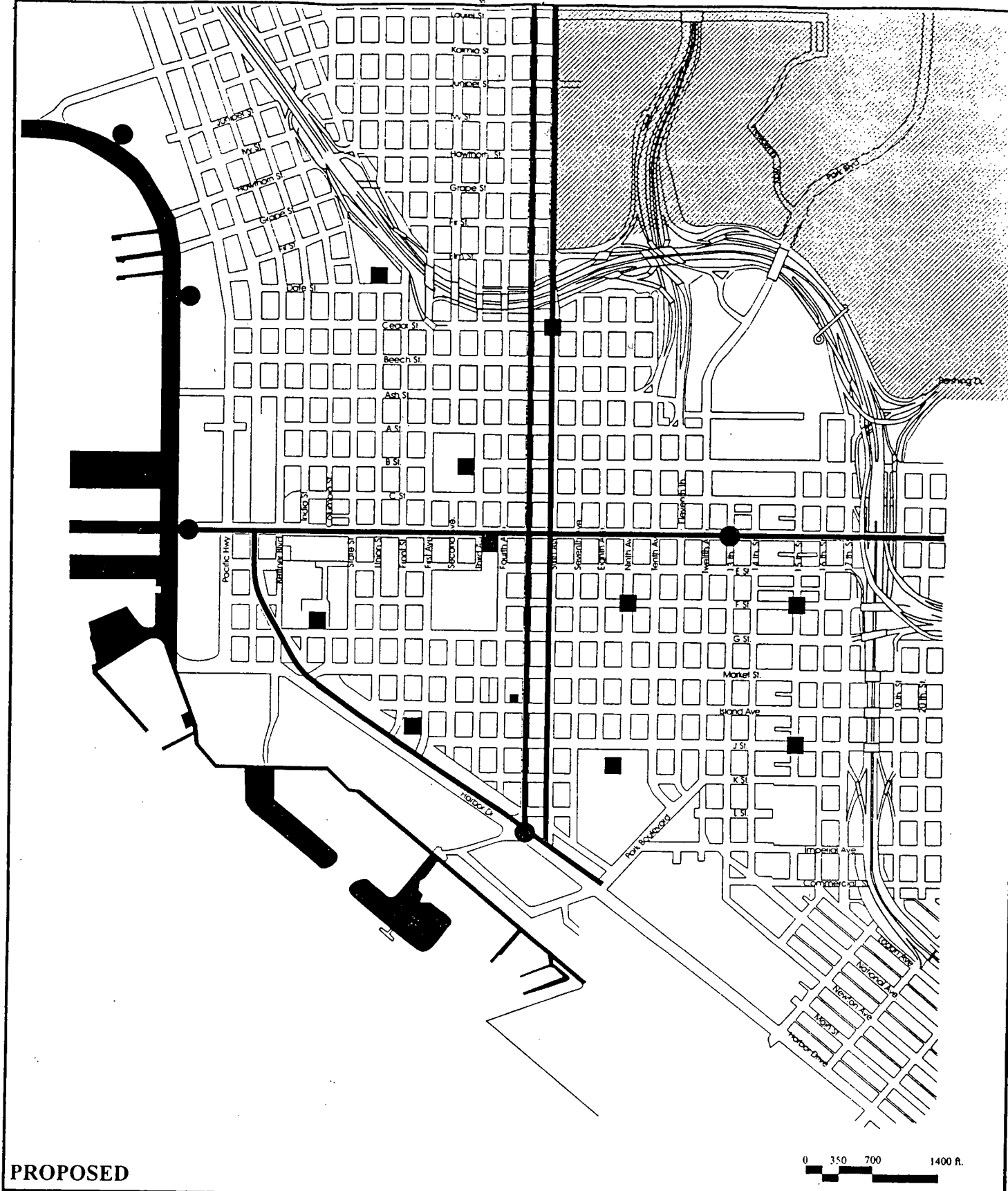
**OPEN SPACE**

- Ceremonial Open Space
  - Major Open Space
- Neighborhood Open Space
  - Linear Open Space

▲  
N

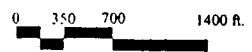
FIG  
21





PROPOSED

OPEN SPACE



August 10, 1999



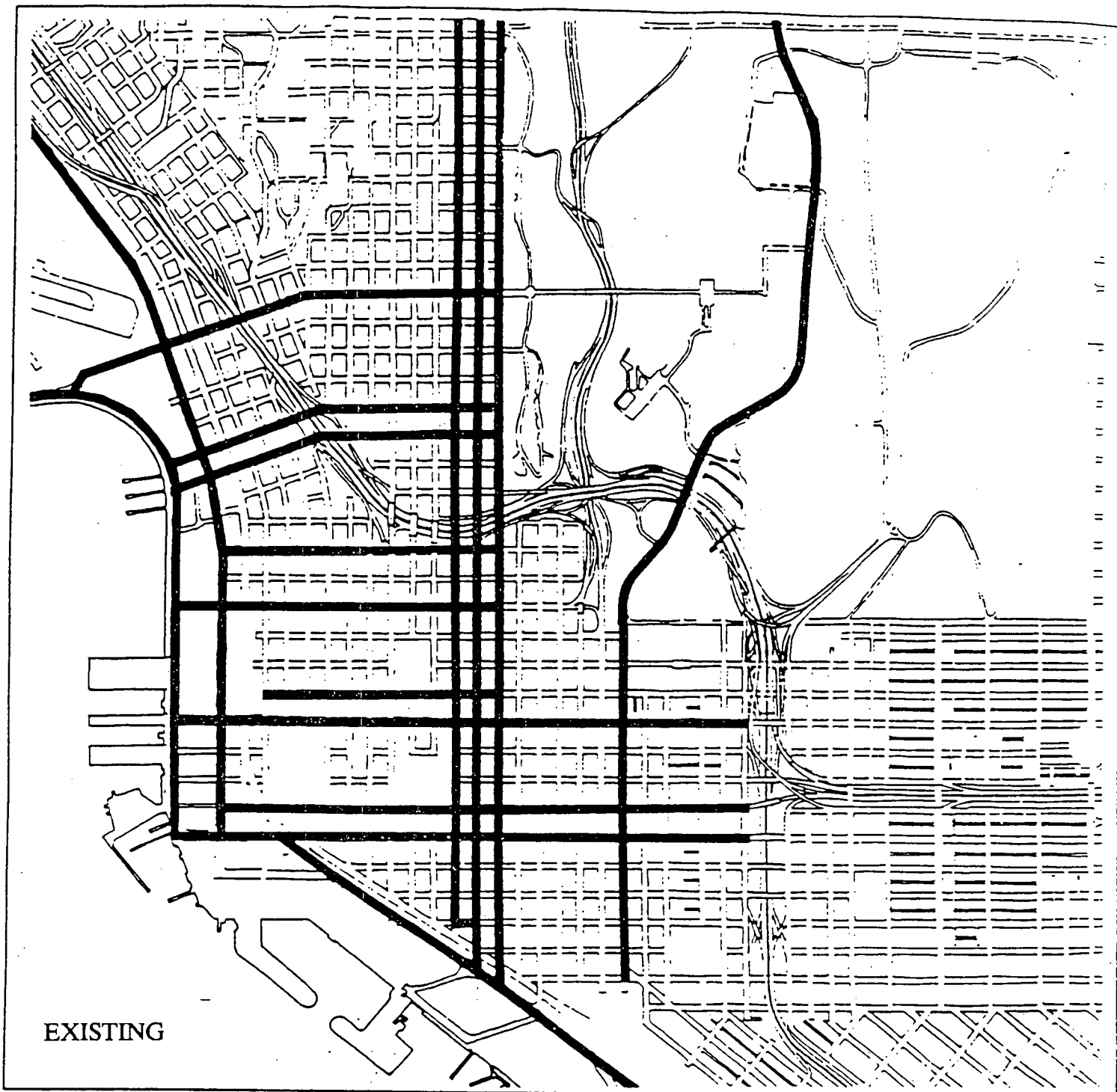
- Ceremonial Open Space
- Major Open Space
- Neighborhood Open Space
- ▨ Balboa Park
- Linear Open Space

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FIG 21



The Centre City Community Plan does not apply to lands within the jurisdiction of the San Diego Unified Port District.  
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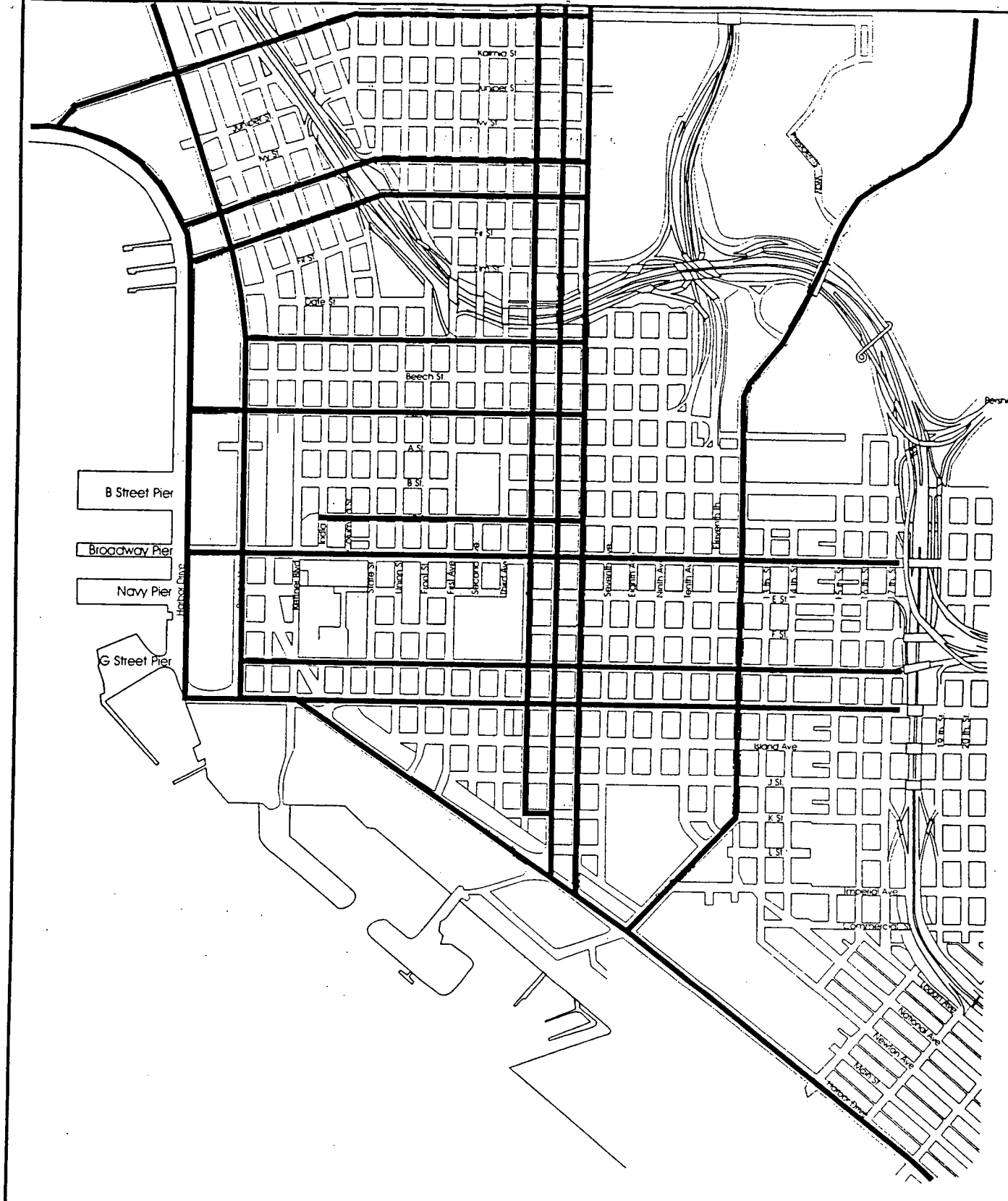


**BAY-PARK LINK HIERARCHY**



FIG  
25





PROPOSED

**BAY-PARK LINK HIERARCHY**

August 10, 1999

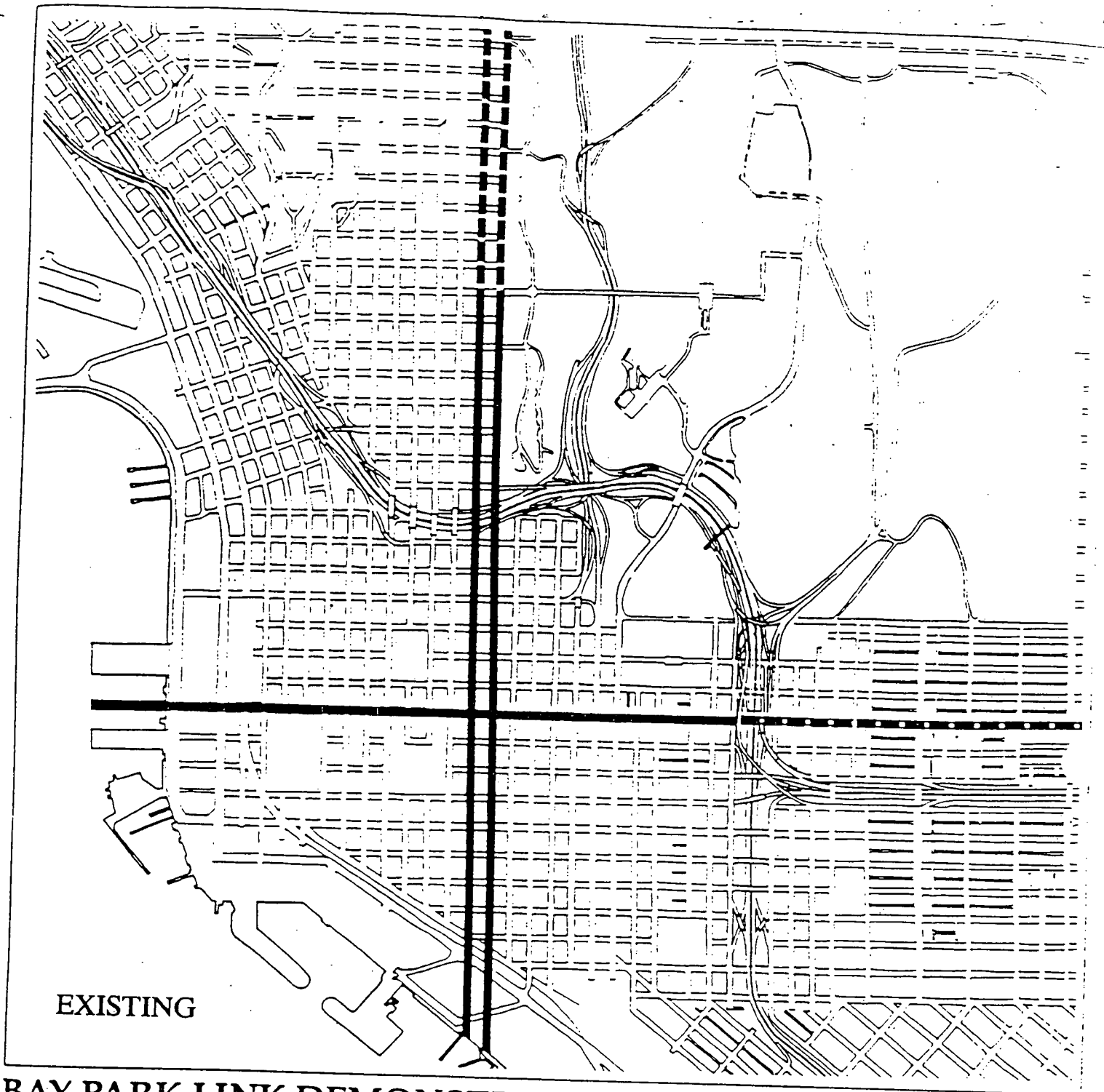


FIG  
25

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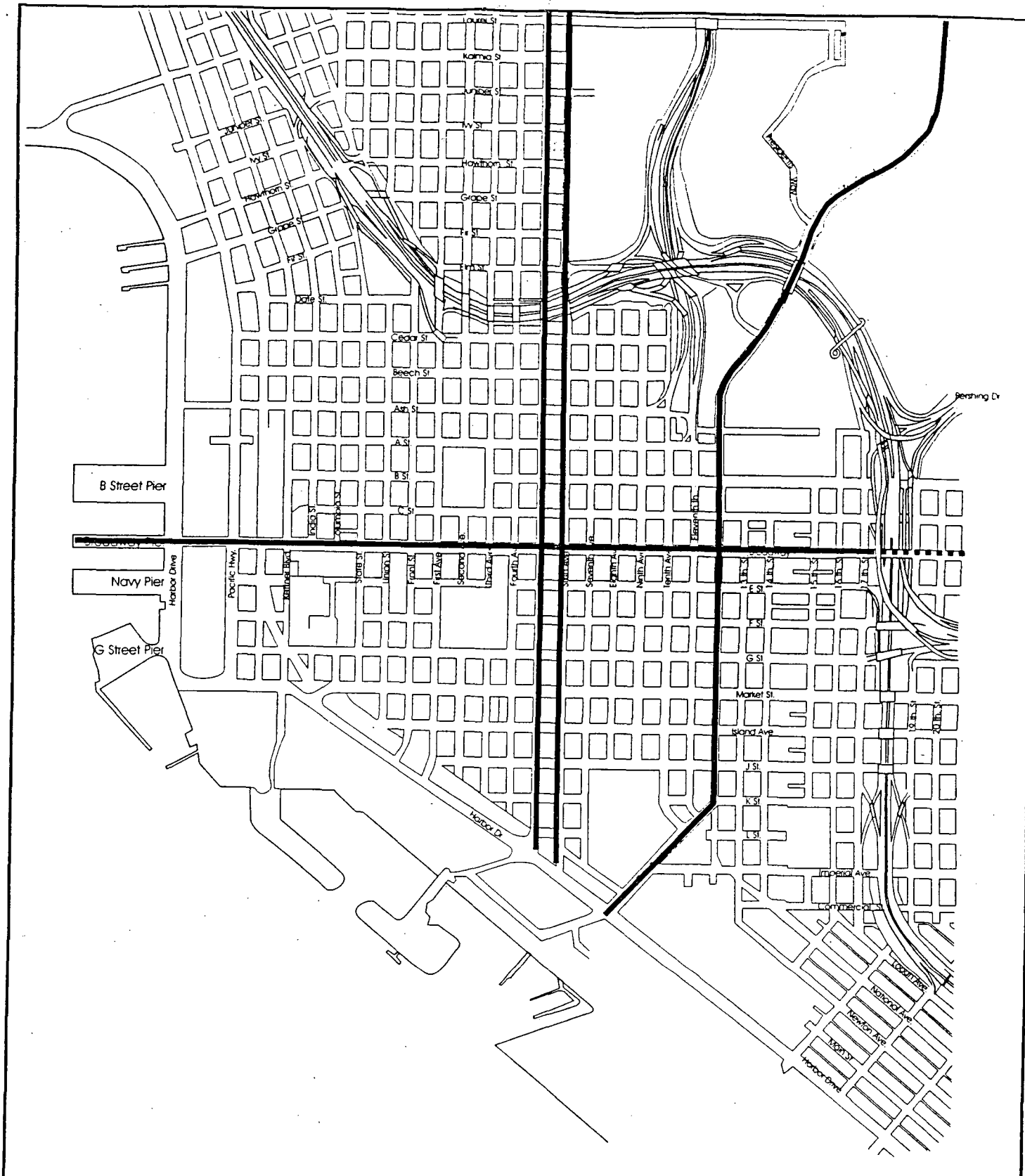
EXISTING

# BAY-PARK LINK DEMONSTRATION PROJECT




FIG  
26





PROPOSED

**BAY-PARK LINK DEMONSTRATION PROJECT**

August 10, 1999 

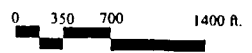
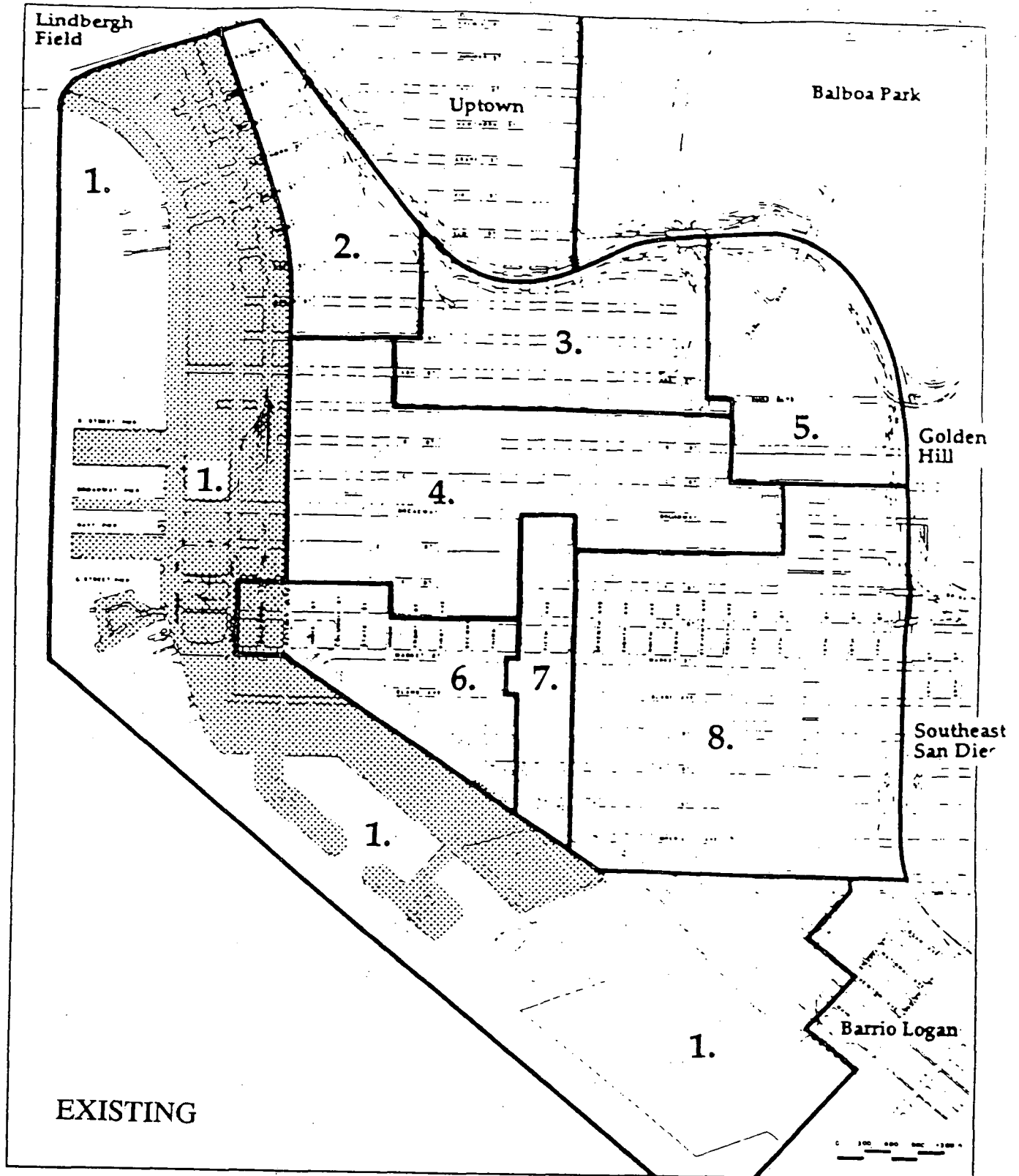


FIG  
26

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# DOWNTOWN DISTRICTS


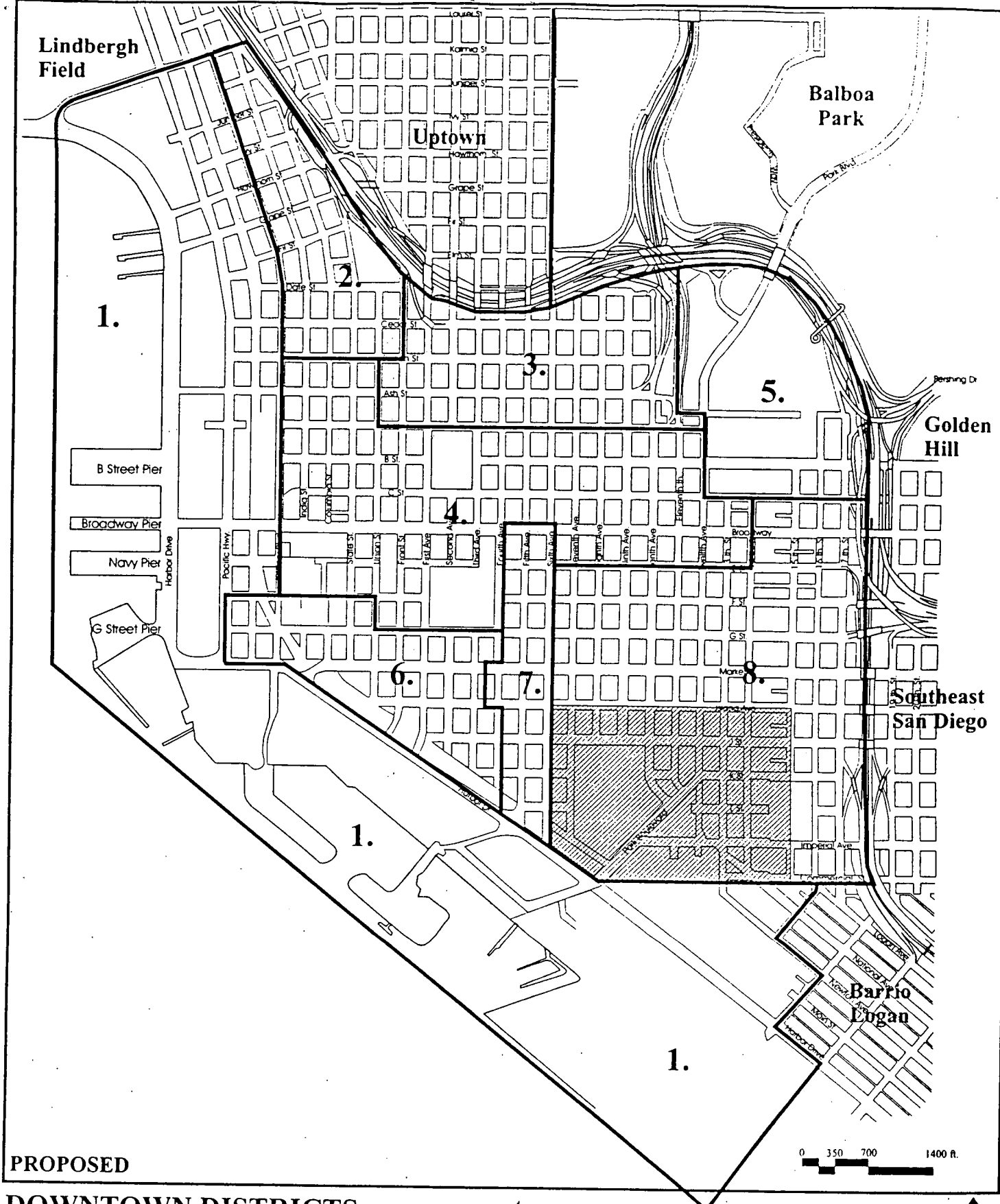
- |                               |                 |  |
|-------------------------------|-----------------|--|
| 1. Waterfront                 | 4. Central Core | 6. Marina  |
| 2. Harbor View (Little Italy) | 5. City College | 7. Gaslamp Quarter   |
| 3. Cortez Hill                |                 | 8. Centre City East/Arts District  |
|                               |                 |  Central Bayfront Study Area |

FIG.  
27



\*The requirements of the Preliminary Plan do not apply to the Gaslamp Quarter or Marina Planned Districts. The Preliminary Plan does apply to the Columbia and Horton Redevelopment Areas. However, in case of conflict, the requirements of the Redevelopment Area apply.



PROPOSED

**DOWNTOWN DISTRICTS**

August 10, 1999

- 1. Waterfront
- 2. Harbor View (Little Italy)
- 3. Cortez Hill
- 4. Central Core
- 5. City College
- 6. Marina
- 7. Gaslamp Quarter
- 8. Centre City East / Arts District

Ballpark Protection Zone

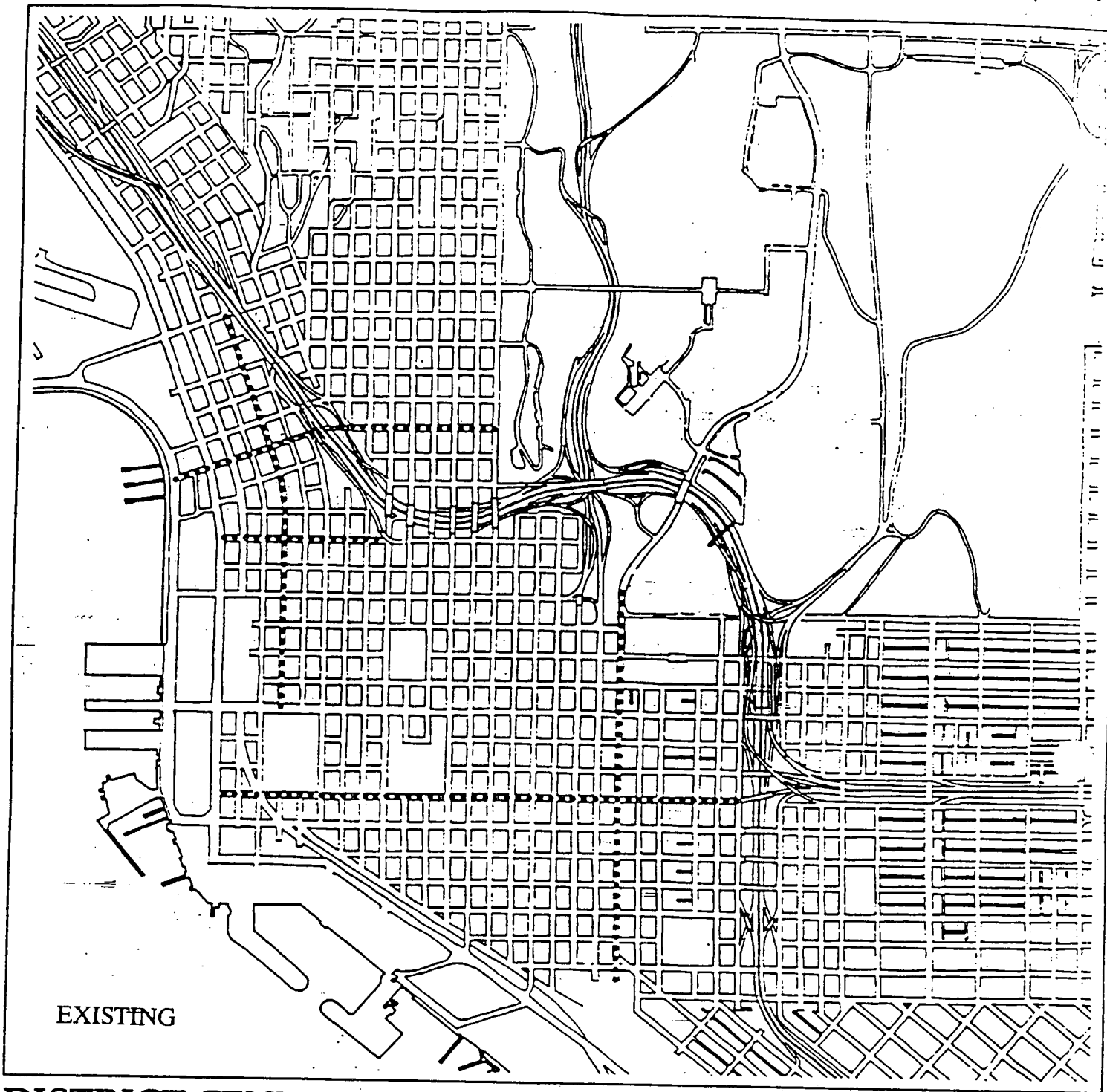
Central Bayfront Study Area

FIG  
27

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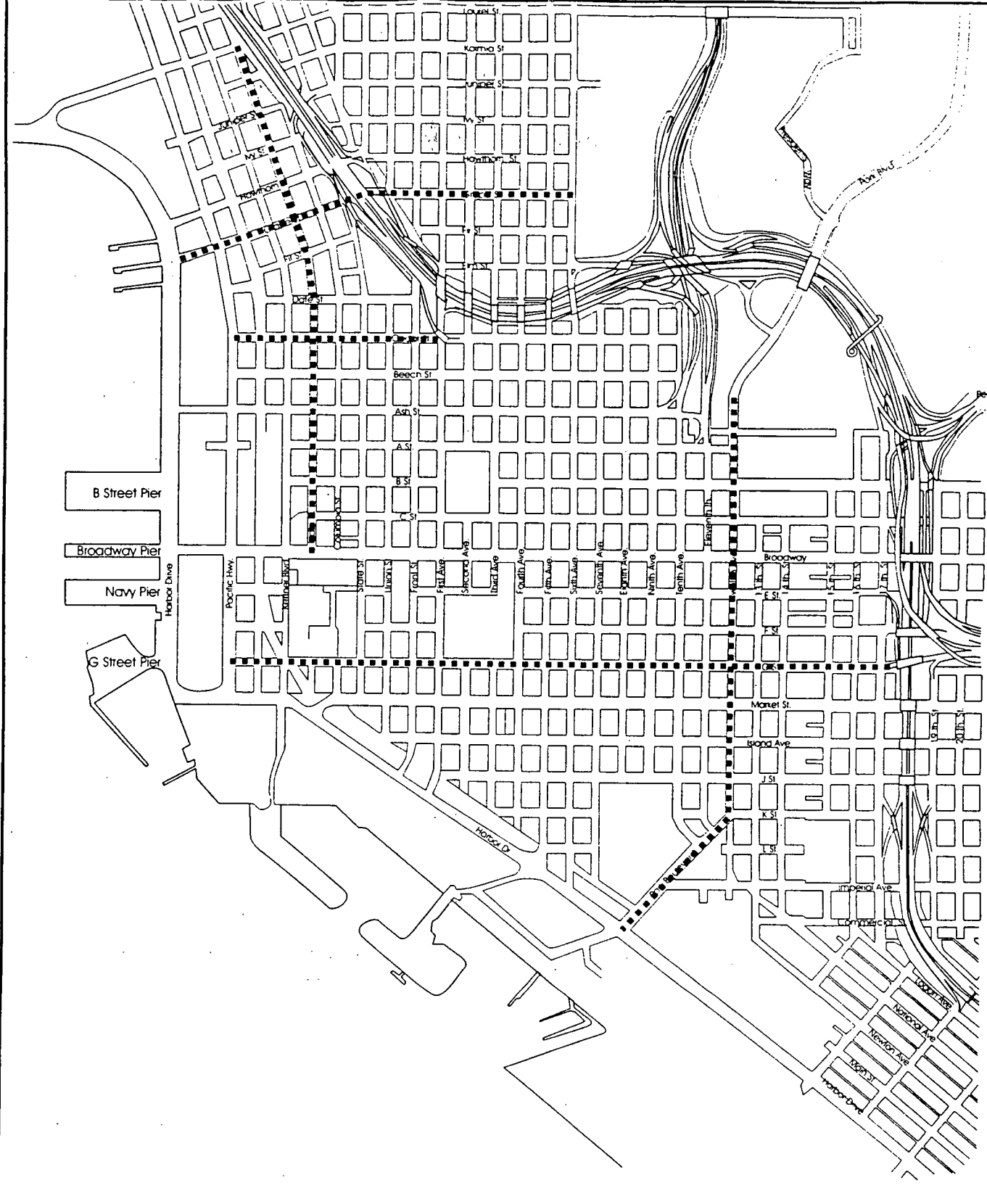
EXISTING

**DISTRICT CENTER STREETS**



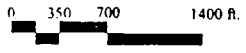
FIG.  
33





PROPOSED

**DISTRICT CENTER STREETS**



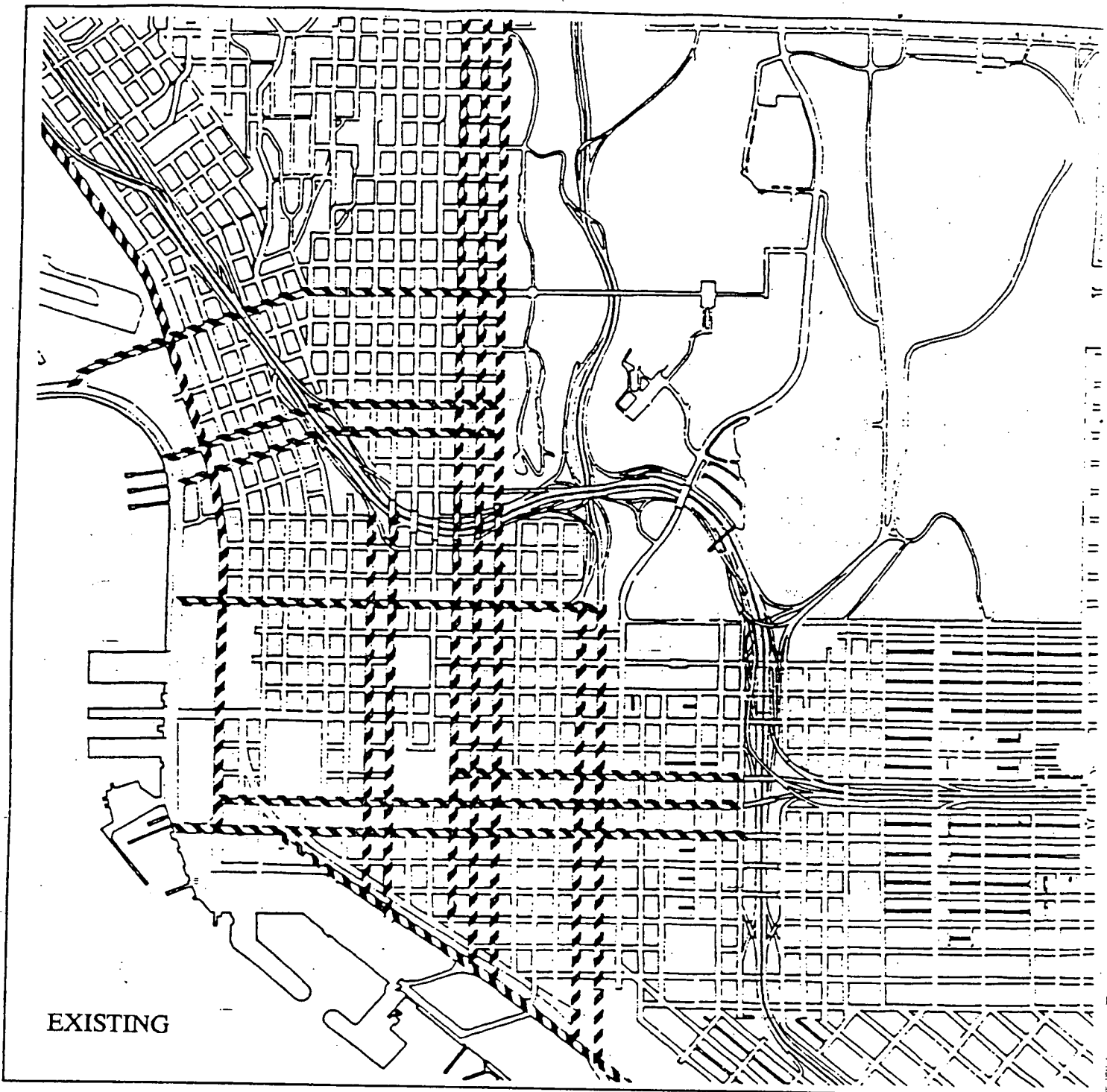
August 10, 1999

FIG  
33

*R* - 292365



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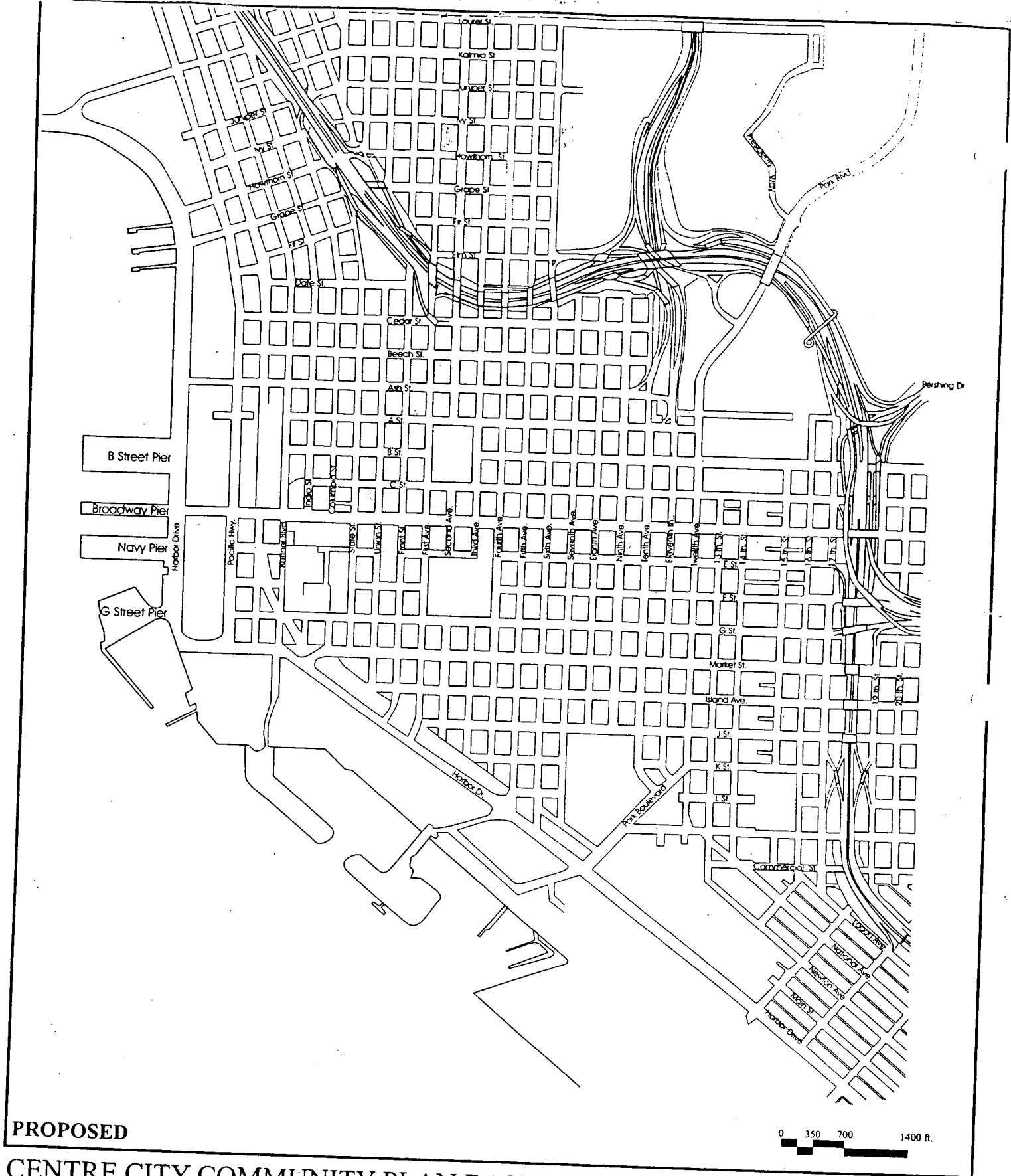


EXISTING

# GATEWAY STREETS

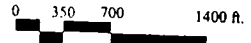
N  
FIG.  
37





**PROPOSED**

**CENTRE CITY COMMUNITY PLAN BASE MAP - EXHIBIT "A"**



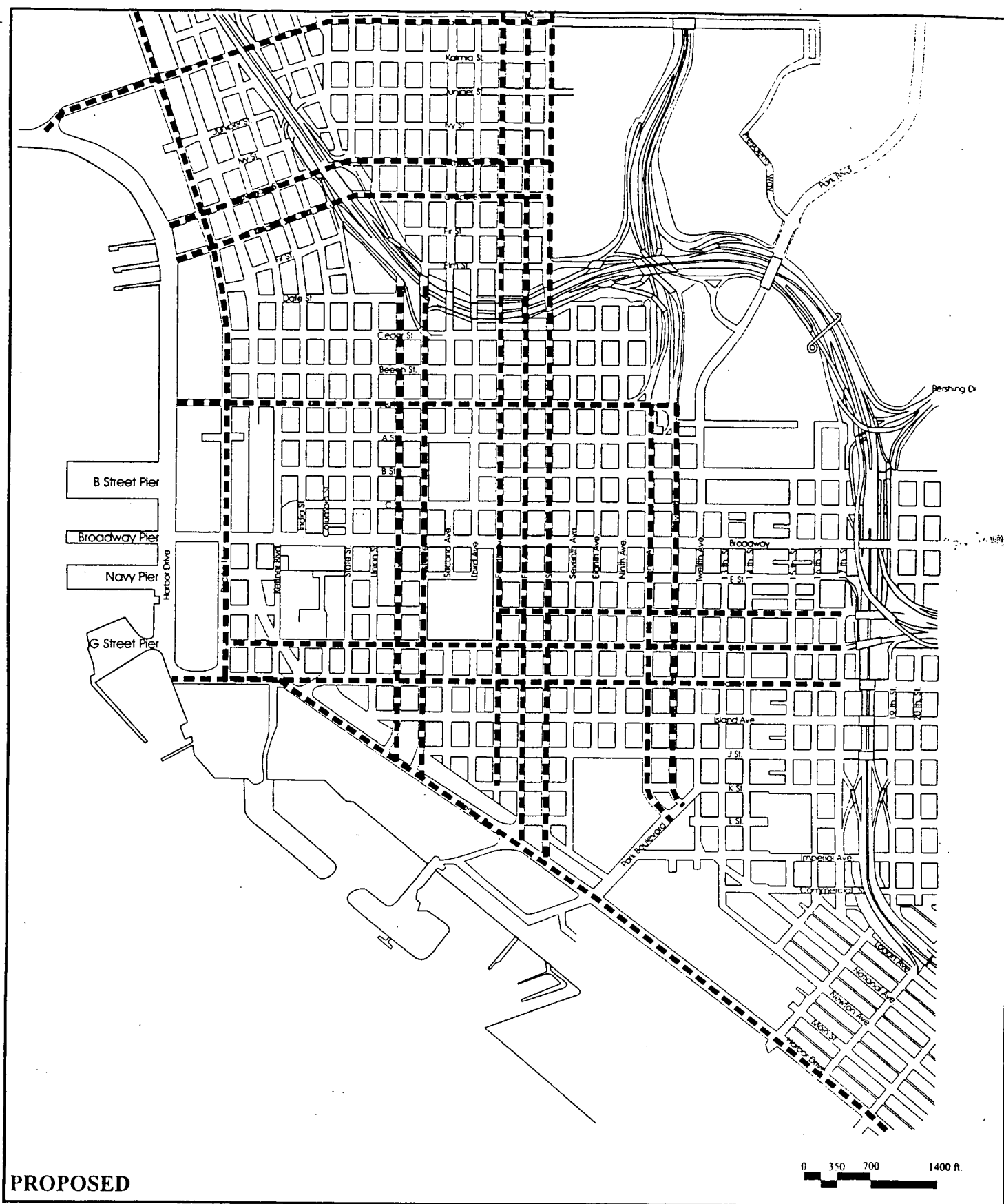
August 10, 1999

FIG



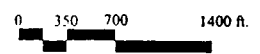
\* The Centre City Community Plan does not apply to lands within the jurisdiction of the San Diego Unified Port District.  
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**PROPOSED**

**GATEWAY STREETS**



August 10, 1999

FIG  
37

*R*- 292365



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