

RESOLUTION NUMBER R- 300076

ADOPTED ON JAN 25 2005

WHEREAS, Las Vegas II Storage, LLC, Brian R. Caster, Manager, requested an amendment to the Progress Guide and General Plan and the Mission Valley Community Plan in order to allow self-storage uses in commercial areas with the approval of a planned development permit, where they are now only permitted in industrially designated areas; and

WHEREAS, the site is legally described as Parcel A: Lot 1 of A.S.C. Subdivision, Map 8720 and Parcel B: Portion of Pueblo Lot No. 1120 of Pueblo Lands; and

WHEREAS, City 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, on September 16, 2004, the Planning Commission of the City of San Diego held a public hearing for the purpose of considering an amendment to the Progress Guide and General Plan and the Mission Valley Community Plan; and

WHEREAS, the Planning Commission of the City of San Diego found the proposed amendment consistent with the Progress Guide and General Plan; and

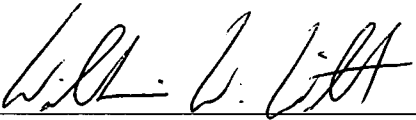
WHEREAS, on JAN 25 2005, the City Council of the City of San Diego held a public hearing for the purpose of considering an amendment to the Progress Guide and General Plan and the Mission Valley Community Plan; and

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 the Council adopts the amendments to the Mission Valley Community Plan, attached hereto, a copy of which is on file in the office of the City Clerk as Document No. RR- 300076.

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

APPROVED: MICHAEL J. AGUIRRE, City Attorney

By 
William W. Witt
Deputy City Attorney

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12/10/04
Or.Dept:DSD
R-2005-674
MMS #1200

Community Plan Amend – Applicant Initiated Amendment 11-01-04

MISSION VALLEY COMMUNITY PLAN AMENDMENT

Prepared for:

A-1 Self Storage
2231 & 2245 Hotel Circle So.
San Diego, CA 92108

City of San Diego
Community and Economic Development
202 C Street, Fourth Floor
San Diego, CA 92102

Prepared by:

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STRIKEOUT/UNDERLINE PAGES AND PROPOSED ADDED TEXT

lished; there are no residentially-oriented support facilities (schools, parks, libraries, for example), and there has been high economic demand for new office and retail space. This concept requires a considerably upgraded road system supplemented by a greatly improved bus service, bikeway system, and possibly, an internal tram or "people mover" line. Although a light rail transit line is not part of Concept 4, one could ultimately be of great benefit to Mission Valley.

Also embodied in this concept is a different approach to flood protection in Mission Valley. This is the "natural appearing soft-bottomed floodway," derived from the "grass-lined swale" recommended by the U.S. Army Corp of Engineers in the 1975 San Diego River-Mission Valley Flood Control Task Force Report and the supplementary design memorandum. This approach consists of a major flood control facility to contain the year 2000 100-year frequency flood (based upon 49,000 cubic feet per second) and a low-flow or "pilot channel" design to handle the year 2000 10-year frequency flood (4,600 cfs). The overall appearance of this flood protection system would be that of a river in a greenbelt setting with water in the low-flow channel on a year-round basis. Creation of this flood control facility within the river corridor area would make more land available for development than is presently the case. Indeed, the river bank areas could be designed to accommodate a variety of outdoor recreational uses compatible with habitat preservation.

CONCEPT 5. MODERATE DEVELOPMENT - INTEGRATED USE EMPHASIS (Recommended Alternative)

The "Moderate Development - Integrated Use Emphasis" concept includes: a) an emphasis on an integration of commercial-retail, commercial-recreation, office and residential uses; b) encouragement of residential development in order to complement the commercial and office development presently occurring in Mission Valley; c) the addition of resident-oriented community facilities and services; d) a comprehensive transportation system with an emphasis on achieving a viable internal circulation network; and e) a natural appearing soft-bottomed floodway solution to flood protection in order to contain a 100-year flood under the year 2000 conditions.

Concept 5 is an attempt to complement existing and future commercial

office development with an appropriate amount of residential development. In order to provide residents with the opportunity to live close to employment, shopping and recreational opportunities, a comprehensive integrated use development approach is necessary.

Mission Valley is characterized by an abundance of regionally-oriented shopping, office and recreational facilities, but lacks resident-oriented support facilities despite considerable residential growth. It is felt that a residential growth, as provided by this concept, would justify providing such local support facilities as supermarkets, and other neighborhood retail and service facilities, medical clinics, etc. storage facilities, etc.

A balanced transportation system is an essential ingredient of Concept 5 with an emphasis on achieving a viable internal circulation network. This concept requires a significantly upgraded surface street system in order to reduce, or eliminate entirely, current reliance upon use of the freeway system to travel within the Valley. Public transit improvements would include higher levels of express and urban route bus services as well as the addition of an intra-Valley shuttle bus system. A light rail transit (LRT) line is an important part of Concept 5. The future extension of an LRT line from Centre City through Mission Valley to the stadium (and possibly north along I-15 to the City of Escondido) could reduce dependence upon the automobile and reduce traffic congestion and parking problems in the Valley. Public transit modes would also be supplemented by an extensive walkway and bikeway system linking many of the Valley's major activity centers.

Concept 5 embodies the "natural appearing soft-bottomed floodway" previously described in Concept 4. Continued urbanization in the San Diego River Basin is expected to increase runoff rates through at least the year 2000. The U.S. Army Corps of Engineers estimates that the 100-year frequency flood will increase in magnitude from 36,000 cubic feet per second (cfs) in 1975 to approximately 49,000 cfs by the year 2000. Concept 5 recommends that the 100-year flood control facility be designed and constructed to the year 2000 standard of 49,000 cfs in order to provide flood protection for the Valley.

The overall appearance of this flood protection system would be similar to that of a river greenbelt with water year-round in the low-flow (year

- c. They are located within walking distance of transit lines.
- d. There is adequate street capacity to handle traffic generated by such development
- Provide low and moderate cost housing.
- 1. Encourage housing designed for the elderly, especially in areas where residents daily needs can be easily met; particularly with easy access to public transit and public and community facilities.
- 2. Encourage close, easy access between residences and daily shopping facilities.
- 3. Encourage use of the city-wide Low-income Housing Bonus which provides a 25 percent increase in the permitted residential densities if the development includes a percentage of low-income units.
 - Permit medium to medium-high density residential developments (up to 73 units per acre) in conjunction with commercial facilities, through the utilization of Planned Development (PRD/PCD) permits.

COMMERCIAL

Although Mission Valley is noted for its commercial facilities, these uses currently comprise only about 26 percent of its land area. Commercial uses in the Valley can be categorized as commercial-retail, commercial-recreation, and commercial-office. The western portion of the Valley (from Morena Boulevard to Fashion Valley Road) is predominantly used for commercial-recreation, the central section (between Fashion Valley Road and I-805) has a commercial-retail emphasis, and the primary use in the eastern section (between I-805 and I-15) is commercial-office).

The Community Plan (Concept 5) provides for the development of approximately 17 million square feet of office development, 4.3 million square feet of retail floor area and 9,800 hotel rooms. This level of commercial development is expected to generate an employment base of approximately 50,000 employees which is a 230 percent increase above the most recent employment figure of 15,000 (SANDAG, 1980)

This plan also provides for self-storage facilities in appropriate commercial areas as support facilities for commercial and residential development. There are very limited opportunities in industrial areas of the community for these facilities, which are in growing demand due to the continuing development of higher density residential projects with their limited storage space. Providing these facilities within the Valley rather than at a more distant industrial location reduces the amount of travel required of local residents and businesses to patronize them. These facilities can be compatible with surrounding commercial development with the appropriate design, location, and operational considerations.

Commercial-Retail:

Retail uses can further be divided into regional, freestanding, and neighborhood/convenience. Generally, the larger the retail center, the fewer daily vehicle trips are generated by that land use. This can result in greater intensity of new retail developments depending upon the overall transportation impacts.

Regional Retail:

The most intensive commercial activity in Mission Valley Center is contained in the two regional shopping centers - Mission Valley Center and Fashion Valley Center. The Mission Valley Shopping Center currently contains 88 establishments, including such major retailers as the May Company, Montgomery Ward, Bullock's, Walker Scott and J.J. Newberry. An expansion of the shopping center recently added a Saks Fifth Avenue store and other small retail shops. The total land area for the Mission Valley Center and Mission Valley Center West is 77 acres, with about 1,219,000 square feet of usable retail space. Additional retail floor area of approximately 300,000 square feet is proposed for this shopping center as part of the First San Diego River Improvement Project Specific Plan.

The Fashion Valley Shopping Center contains 80 establishments (January 1981), including The Broadway, Buffum's Robinson's, J.C. Penney, and F.W. Woolworth. The total land area for Fashion Valley Center is about 76 acres, with about 1,345,000 square feet of useable retail space. Fashion Valley Center has recently completed an expansion that added Neiman-Marcus and Nordstrom Department stores and other smaller stores. This expansion added about 341,000 square feet of retail space to the original center.

Freestanding Retail:

Freestanding retail uses are establishments that generally tend to locate outside of shopping centers, and often comprise "strip" commercial developments along heavily traveled streets. Example of freestanding retail uses in Mission Valley include automobile service stations, restaurants, automobile sales showrooms and furniture stores, all of which encourage or demand the use of the automobile as their only means of accessibility and, by their very nature, discourage or preclude

pedestrian access. The existing freestanding retail areas are located west of Mission Center Road along Camino del Rio North, and along Camino Del Rio South between SR-163 and Texas Street.

Neighborhood/Convenience Retail:

Neighborhood/convenience retail shopping centers provide for the day to day needs of residents. They are typically located within or adjacent to residential neighborhoods. The only convenience shopping facility within Mission Valley is Rancho Mission Plaza, located at the intersection of San Diego Mission Road and Rancho Mission Road. This three-acre center contains several establishments that could be considered neighborhood/convenience businesses. Although there is a convenience food store, delicatessen and restaurant, there is no full line supermarket characteristic of a neighborhood shopping center. Residents of Mission Valley must travel to Grantville, Serra Mesa, Linda Vista or other communities for groceries and other daily needs. However, it is anticipated that future residential development, increases in the number of retail and office employees and the needs of residents in adjoining communities (i.e., those residential development, existing and proposed, along the north side of Friars Road in the Linda Vista and Serra Mesa communities) will create the necessary demand for neighborhood convenience centers complete with supermarkets. A two-acre site has been approved for such use as part of the First San Diego River Improvement Project specific plans within the Rio Vista West development phase. These centers, when designed and developed, should be integrated with residential and other supportive development in order to encourage pedestrian patronage and reduce dependence upon vehicles for access.

Commercial-Recreation

Commercial-recreational uses include lodging facilities (hotels and motels), recreational facilities (health clubs, tennis and racquetball courts), and entertainment facilities (theatres and convention centers). Each of these uses generates different rates of average daily vehicle trips, which can be a determining factor in the permitted intensity of any new development.

Lodging Facilities:

There are generally two types of lodging facilities in the Valley - low "intensity" resort motels and high "intensity" urban hotels. Low intensity motels typically have a "room density" of 15 to 30 rooms per net acre, are one or two stories high, and have spacious, open grounds. High intensity urban hotels are characterized by room densities generally of 30 to 65 rooms or more per net acre, are three or more stories high, and have limited open ground. Currently, most lodging facilities are located along Hotel Circle, west of SR-163, however, a number of hotels are proposed, approved, and/or permitted by existing zoning in other areas of the community. At present, there are 3,864 rooms in 17 establishments.

Recreational Facilities:

Outdoor recreational uses include the golf courses and athletic fields. The Stardust (206 acres) and River Valley golf courses (33 acres), are the predominant existing land uses in the western portion of the Valley. Athletic fields, leased from the City and Stadium Authority, comprise approximately 13 acres.

Indoor recreational facilities include two major health and tennis clubs. These are generally located in the western portion of the Valley, however, one health club and racquetball court is located on Rancho Mission Road, at the eastern end of the Valley.

Entertainment Facilities:

Entertainment uses located in the Valley include motion picture theaters, bars and restaurants, and the privately operated convention facility. Currently four motion picture theatres are located in Mission Valley. Numerous bars and restaurants are located in the Valley, many of which feature live entertainment. These restaurants attract customers from the region as well as nearby hotels and motels. The convention facility located in the Town and Country Hotel complex is used as a concert hall in addition to its regular function.

Commercial-Office

The commercial-office category generally includes the following: multi-tenant office buildings; single purpose office-administrative facilities; professional-medical buildings; and financial institutions and their storage needs. There are major office clusters located on Hotel Circle North, at the interchanges of I-8 and SR-163, and I-8 and Texas Street, and at the Mission Center-Friars Road interchange. The rest are scattered along Camino Del Rio South east of Texas Street and have recently become the predominant new use along Camino Del Rio North, east of I-805. Most of the office-administrative developments consist of low rise complexes.

The area along Camino del Rio South, although designated for commercial-office development also provides an opportunity for residential development as an alternative land use through the provisions of Planned Developments (PCD/PRD) permits.

Currently, there are approximately 4,000,000 square feet of office space in Mission Valley with additional amounts of square footage approved by rezonings and Planned Commercial Development permits. For purposes of transportation planning related to land use, office uses have been further categorized as: large commercial (over 100,000 square feet of gross floor area); small commercial (less than 100,000 square feet of gross floor area); governmental; and medical. Each of the categories generates different rates of average daily vehicle trips, which will affect the permitted intensity of development.

OBJECTIVES

- Encourage multi-use development in which commercial uses are combined or integrated with other uses.
- Maintain Mission Valley as a regional retail center.
- Provide a full range of retail uses.
- Encourage visitor-oriented commercial development.
- Encourage continuation of existing and development of new commercial-recreational uses, particularly along the San Diego River.
- Encourage new commercial development which relates (physically and visually) to existing adjacent development).

- Provide support facilities for commercial and residential uses, including storage space.

PROPOSALS

- Provide neighborhood/convenience commercial facilities near, or as part of, residential developments.
- Utilize Planned Commercial Developments (PCD) to combine different commercial uses together with other uses.
- Encourage commercial-office development which includes personal services for employees such as cafeterias, barbers, dry cleaners, etc.
- Encourage commercial-recreational uses and other related uses (restaurants, sports facilities and equipment, specialty shops, etc.) to locate adjacent to the river.
- Allow self-storage facilities in appropriate commercial areas and under limited conditions, as described under Development Guidelines.

DEVELOPMENT GUIDELINES

- Provide parking garages as an integral part of new development utilizing existing ground level spaces for retail activity. These parking garages should be adjacent to public streets.
- Locate neighborhood/convenience uses toward the center of residential areas to promote pedestrian and/or bicycle access and therefore reduce reliance on the automobile.
- Connect various developments (new and existing) by transit, pedestrian, and bicycle routes to discourage intra-Valley auto traffic.
- Provide commercial-retail development in areas that are pedestrian-oriented and have pedestrian linkages to other pedestrian activity areas. Retail-oriented parking facilities should be located in close proximity to the developments.
- Provide for self-storage facilities with a planned development permit under the following conditions:
 - a. The site should be north of Friars Road or south of I-8.
 - b. The site should be isolated from areas of high pedestrian activity, and otherwise located where it will not functionally or visually disrupt other uses, such as remnant or isolated parcels.

- c. There should not be a proliferation or concentration of this use in commercial areas.
- d. The maximum usable area of the site should be 2 acres.
- e. The development should be consistent with its surroundings and be similar in appearance to other permitted uses in the zone, such as office, hotel, or retail.
- f. Loading areas should be internal to the structure.
- g. No outside storage should be permitted.
- h. Hours of operation should be limited.
- i. Businesses should not be permitted to operate within the storage spaces.
- j. Encourage multiple uses on the site, such as retail on the front or upper floors.
- k. The development should be consistent with all other recommendations of this plan.
- l. This use when in commercially designated areas requires a planned development permit.

THESE ITEMS SHOULD FLOW ONTO PAGE 47