

V. URBAN DESIGN ELEMENT

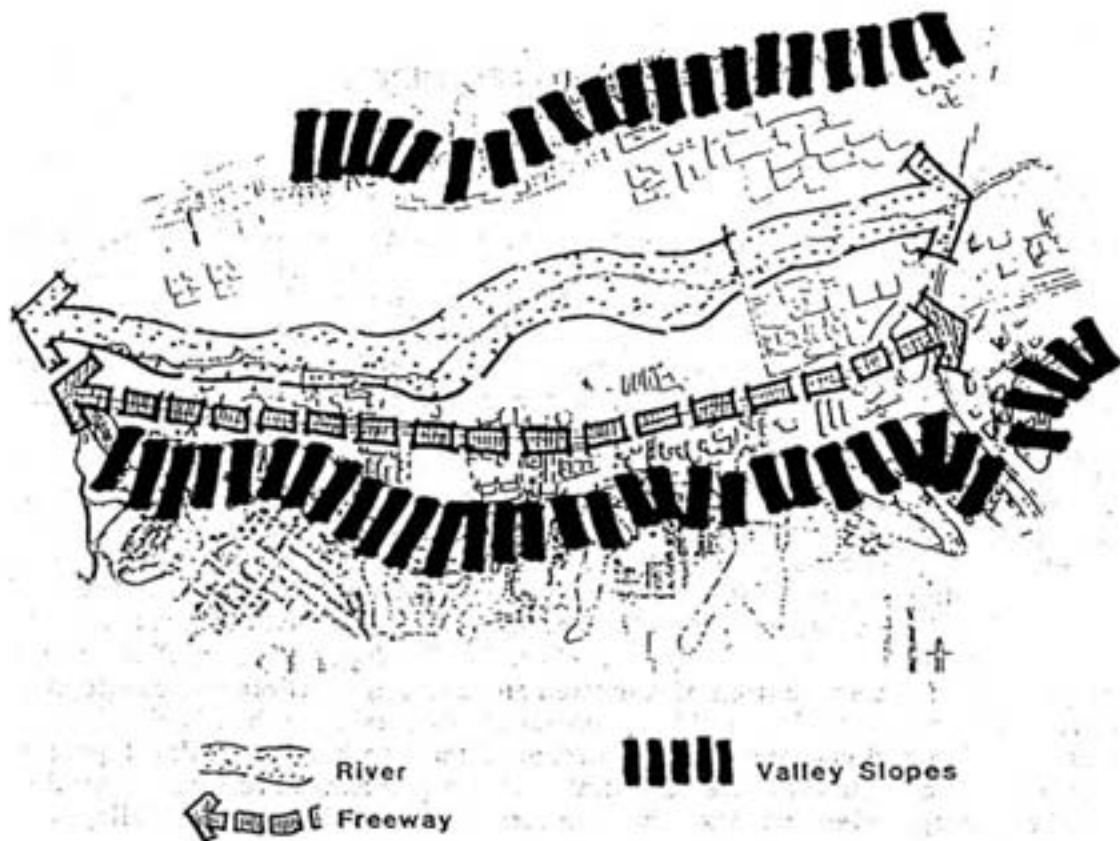
A. OBJECTIVES

The purpose of this urban design element is to encourage and ensure, to the extent possible, the creation of a quality urban landscape. The various elements of the urban landscape include not only the planted landscape, but structures, roads, buildings, the land itself and perhaps most importantly, the people. A city is interaction; creating this interaction, as well as providing for other human needs such as aesthetics, privacy and quiet, is a primary purpose of this urban design element.

The river, the distant mountains, the freeway, the Presidio, the hotels, the crowds of busy people, the valley slopes; these are the obvious perceptions and elements one feels within and around the Atlas Specific Plan area. What was once a rich agricultural valley has now become one of the urban centers of San Diego. The Atlas Specific Plan area, or basically that area between Taylor Street and State Route 163, has become known as "Hotel Circle". The Atlas Specific Plan area has great potential for the creation of a unified and exciting multiple use development. The elements needed to fulfill this potential already exist. What is required is a logical, creative and organized set of design criteria to help guide development in the planning area to its ultimate potential. Design guidelines are incorporated into this urban design element that will ensure the creation of a quality urban landscape.

There are three major factors which affect the spatial character of the Atlas Specific Plan area. These three factors are the principal reasons the "space" is perceived as it is. The design of the Atlas Specific Plan area emphasizes the relationships to and between these elements. The three major factors are:

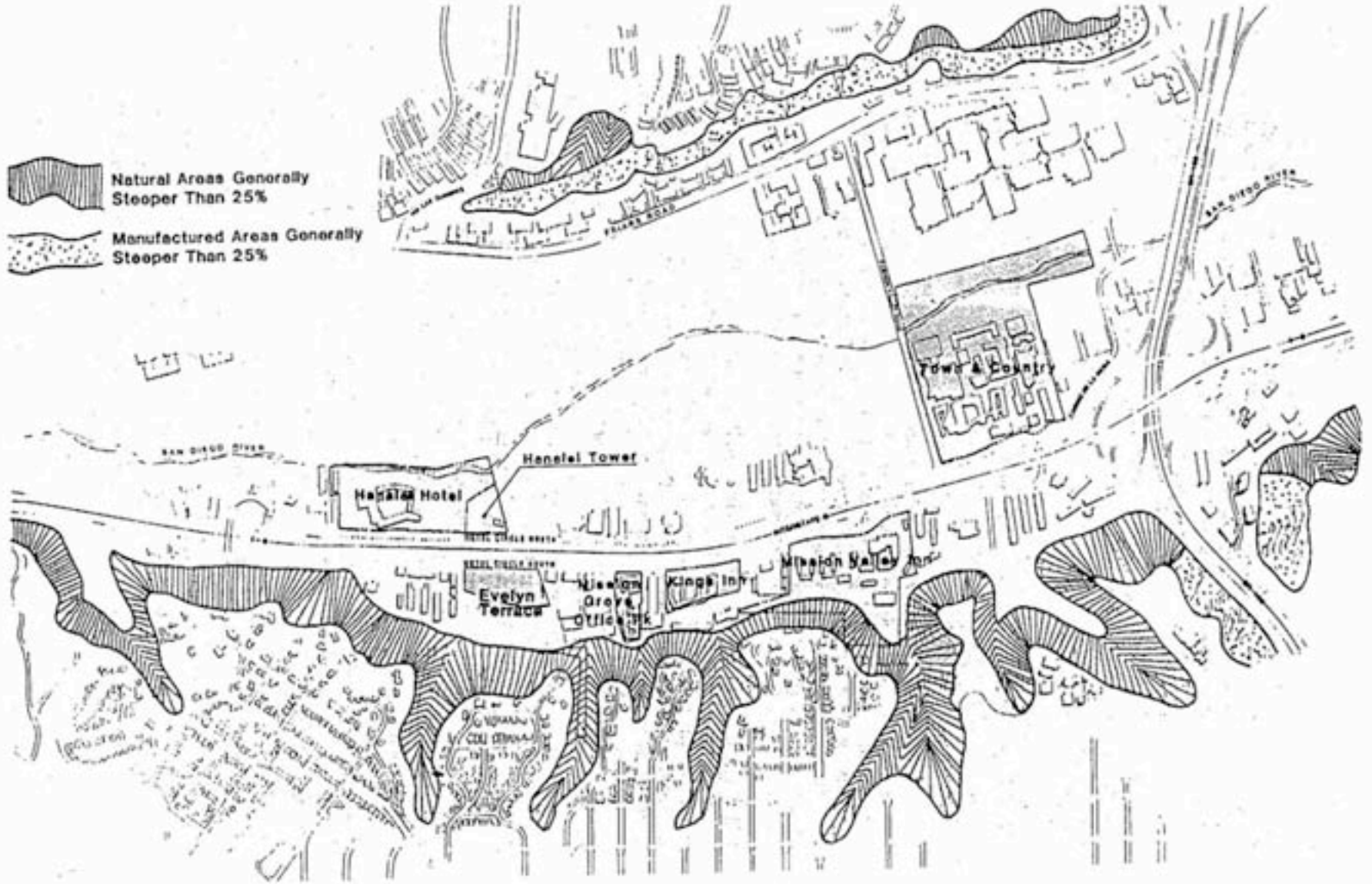
- o The River: The central focus of the Atlas Specific Plan area is its relationship with the river. A symbolic statement indicating the union between a very natural element, the river, and a highly urbanized and built environment would be ideal for those sites adjacent to the river. The river, by specific design treatment, will provide a transition between man and "nature", and provide a very necessary unifying element for the project. The river, along with the freeway, becomes the thread, so to speak, that holds the Atlas Specific Plan area fabric together.
- o The Valley Slopes: The integrity of the natural Mission Valley topography will not be affected by the Atlas Specific Plan proposed design. On those projects which are adjacent to natural hillside areas along the southerly slopes of Mission Valley, in particular the Mission Valley Inn site, careful and sensitive architectural design will maintain the integrity of the valley walls by respecting the topography and integrating the forms of the building into the hillside. Site design, architectural design and site grading on the Mission Valley Inn site will be consistent with the requirements of the Mission Valley Community Plan to ensure sensitive site design and the retention of significant views of the Mission Valley hillside.



As shown on Figure 22, Hillside, none of the Atlas sites except the Mission Grove Office Park and Mission Valley Inn sites are affected by slopes steeper than 25%. The Mission Valley Inn site contains relatively little steep land, and no development is proposed on the hillside. The Mission Grove Office Park also contains relatively little steep land and no additional development is proposed. Both the Mission Grove Office Park and Mission Valley Inn sites are subject to hillside review (HR) as per the requirements of City Ordinance 16523.

- o **The Freeway:** Most people perceive the Atlas Specific Plan area while on the Interstate 8 freeway. It is one of the most travelled sections of freeway in San Diego. The freeway, however, need not be considered a constraint. In fact, as previously mentioned, along with the river the freeway acts as one of the unifying elements, a "thread" that holds the urban design fabric of the area together. A key to the successful design of the Atlas Specific Plan area is recognizing the importance and design possibilities the freeway possesses. The specific plan responds to the design opportunities offered by the freeway corridor by suggesting a skyline theme planting of palm trees (*Washingtonia robusta*). These palm tree plantings would visually accentuate the freeway corridor and emphasize its importance in uniting the spatial relationships of Mission Valley. A more detailed discussion of the freeway's planting treatment can be found in the Streetscape guidelines.

The river, the valley slopes, the freeway: these are the predominant environmental factors whose relationships affect the Atlas Specific Plan area. In addition to these, however, the "urban character" created within each individual site will emphasize and reinforce several key design elements.



Hillsides
 Atlas Specific Plan **22**
 FIGURE

- o Views: The planning area presents two principal "positive" view types; background views and middle-ground views. The background views occur in an east-west direction toward the distant hills and mountains (i.e., Cowles Mountain) and present a pleasant visual backdrop. The valley walls, in particular the north facing slopes on the south side of the valley, provide middle-ground views and a much needed "green belt" that softens the intensity of the existing urban landscape. The main objectives of the streetscape and urban design guidelines are to preserve and reinforce the positive background and middle-ground views while mitigating and enhancing foreground views.
- o Grading: When grading is required, several smaller pads rather than a few large pads will be created. This will maximize view opportunities from within the sites and minimize large slopes, thus enhancing the views from outside the planning area.
- o Open Space: The creation of quality open space is of prime importance. There exists in the plan three basic types of open space. The first type is "natural open space" which consists of the river corridor and the undisturbed hillsides south of Hotel Circle. The second type is "useable open space". This includes the river buffer and any designated park-like or plaza areas adjacent to the river. The third type is "project open space". This includes areas such as setbacks, project entries and internal project plazas, walks, etc.
- o Building Form and Mass: To provide quality open space, the buildings which delineate open space areas should have an orientation, form, massing, and exterior finish which enhance the visual, aesthetic and psychological character of the open space areas. Projects which are adjacent to the river corridor should locate their tallest buildings, or buildings with the largest mass, away from the river corridor. Where buildings front on the river corridor they should be terraced back on each successive building story to provide a transition toward river corridor open space. A consistent design theme for building design, landscaping and signage should be developed for the entire specific plan area giving it a unique and easily recognizable identity. Although specific architectural themes will vary at each site, the general design criteria outlined in the Mission Valley Community Plan will be utilized. Reference is made to the design principles for hillside areas and to criteria identified for development in river areas as included in the Mission Valley Community Plan. Signage criteria is identified in the signage and street graphics sections of this specific plan.

Analysis of the specific plan area based on the environmental factors and key design elements previously mentioned resulted in the establishment of several major development goals. In summary, they are:

- o Maintain the visibility of the hotels, restaurants and offices along the freeway corridor from the freeway corridor.
- o Establish a pedestrian linkage network between the proposed LRT stations and the proposed Atlas developments by providing pedestrian sidewalks and/or bicycle paths or lanes along project vehicular corridors and on both sides of the river. Since the specific plan area has some unique site design constraints, pedestrian sidewalks, bikeways, buffer

areas and landscaping are graphically documented with each specific site recommendation. Where exceptions from established design standards are proposed, alternate design criteria is specified.

- o Develop major gateways at the eastern and western ends of Hotel Circle. Gateways can be formed by natural geologic features, building massing and placement, and/or distinctive landscape development. Refer to the specific site development criteria for the Town and Country, Hanalei Hotel and Hanalei Tower sites.
- o Maintain the integrity of the hillsides through natural contour grading and revegetating larger manufactured slopes with native compatible plant material.
- o Provide a relationship to the river by orienting development and pedestrian activity areas to the river.
- o Maintain and enhance the river corridor as an open space corridor.
- o Provide theme entries to the individual project sites.
- o Maximize distant views.
- o Create a visually continuous streetscape along Hotel Circle North and South which upgrades and enhances foreground views through street improvements which improve pedestrian access and landscaping.

These major goals are graphically summarized on Figure 23.

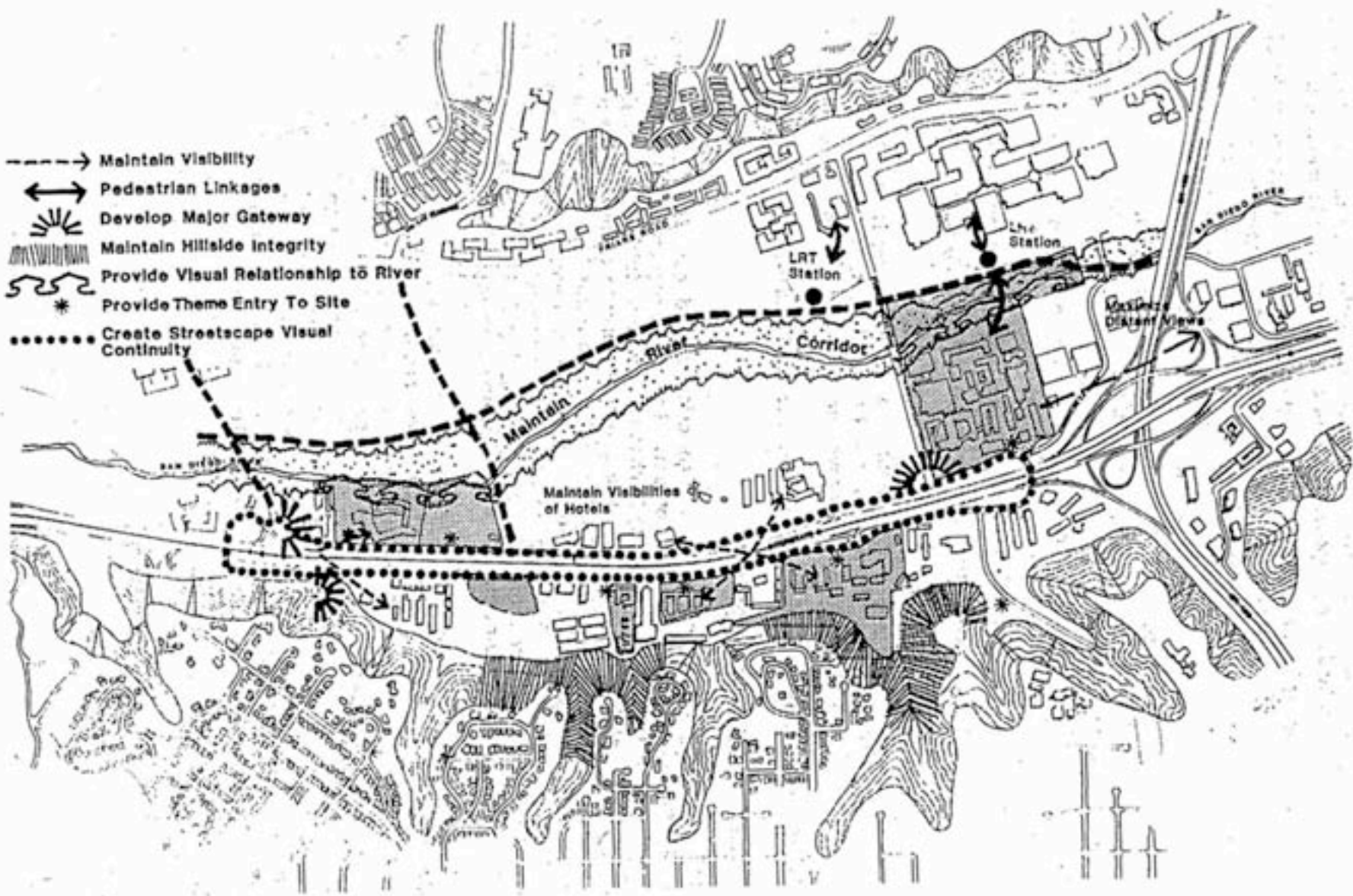
Design Concepts and Criteria

The following design concepts, design criteria and development standards will regulate and guide future development. The basic objective will be to create a visually and functionally integrated urban environment fulfilling the major development goals previously discussed. The guidelines presented herein are not intended to be inflexible. Each individual site within the Atlas Specific Plan area will be developed during different periods. Economics, technology, and markets are constantly changing. A design element should provide room for alternatives in order to properly address changing economic and social conditions. These criteria will provide a basic framework for directing the creation of the ultimate plan.

The Atlas Specific Plan area contains a combination of properties. The General Design Criteria in Section V.B. which follow are prepared to address the problems of overall continuity and quality of urban design solutions. The general criteria address the design performance levels expected for the entire specific plan area. The general criteria will provide for an overall urban design framework within which individual sites may be developed. The implementation of the concepts and criteria contained in the eleven categories covered in the General Design Criteria will provide a common urban design fabric which will unify and link individual development sites. The General Design Criteria include:

1. Land Use Criteria
2. Circulation System Criteria
3. Streetscape Criteria

- > Maintain Visibility
- ↔ Pedestrian Linkages
- ☀ Develop Major Gateway
- ⌄ Maintain Hillside Integrity
- ~ Provide Visual Relationship to River
- * Provide Theme Entry To Site
- Create Streetscape Visual Continuity



4. Site Planning Criteria
5. River Corridor Criteria
6. Landform Alteration Criteria
7. Open Space and Recreation Criteria
8. Planting Criteria
9. Architectural Criteria
10. Visual Criteria
11. Energy and Conservation Criteria

Site Specific Design Criteria are contained in Section V.C. These criteria provide detailed design performance for each of the proposed development sites and existing developed sites owned and controlled by Atlas Hotels. The site specific criteria respond to the unique physical features on each of the Atlas sites. The site specific criteria, while responding to the physical features of the seven sites, also provide for their integration with a linkage to the overall site development categories in Section V. B. Site specific design criteria have been prepared for the following sites:

1. Town and Country
2. Hanalei Tower
3. Hanalei Hotel
4. Mission Grove Office Park
5. King's Inn
6. Mission Valley Inn

The seventh site, the 3.70 acre Evelyn Terrace site, is being reserved for irrevocable dedication to the City, at no cost to the City, for the right-of-way for the proposed future interchange at Interstate 8 prior to the issuance of building permits for the Hanalei Tower site. No site specific design criteria have been prepared for this site. If the interchange has not been constructed within 10 years after adoption of the Atlas Specific Plan, the City shall allow Atlas to proceed with the redevelopment of the Mission Valley Inn site as provided in this Specific Plan as if the interchange was in place.

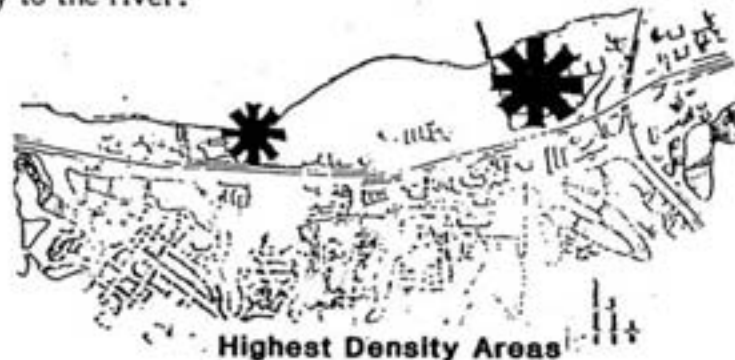
B. GENERAL DESIGN CONCEPTS AND CRITERIA

1. Land Use

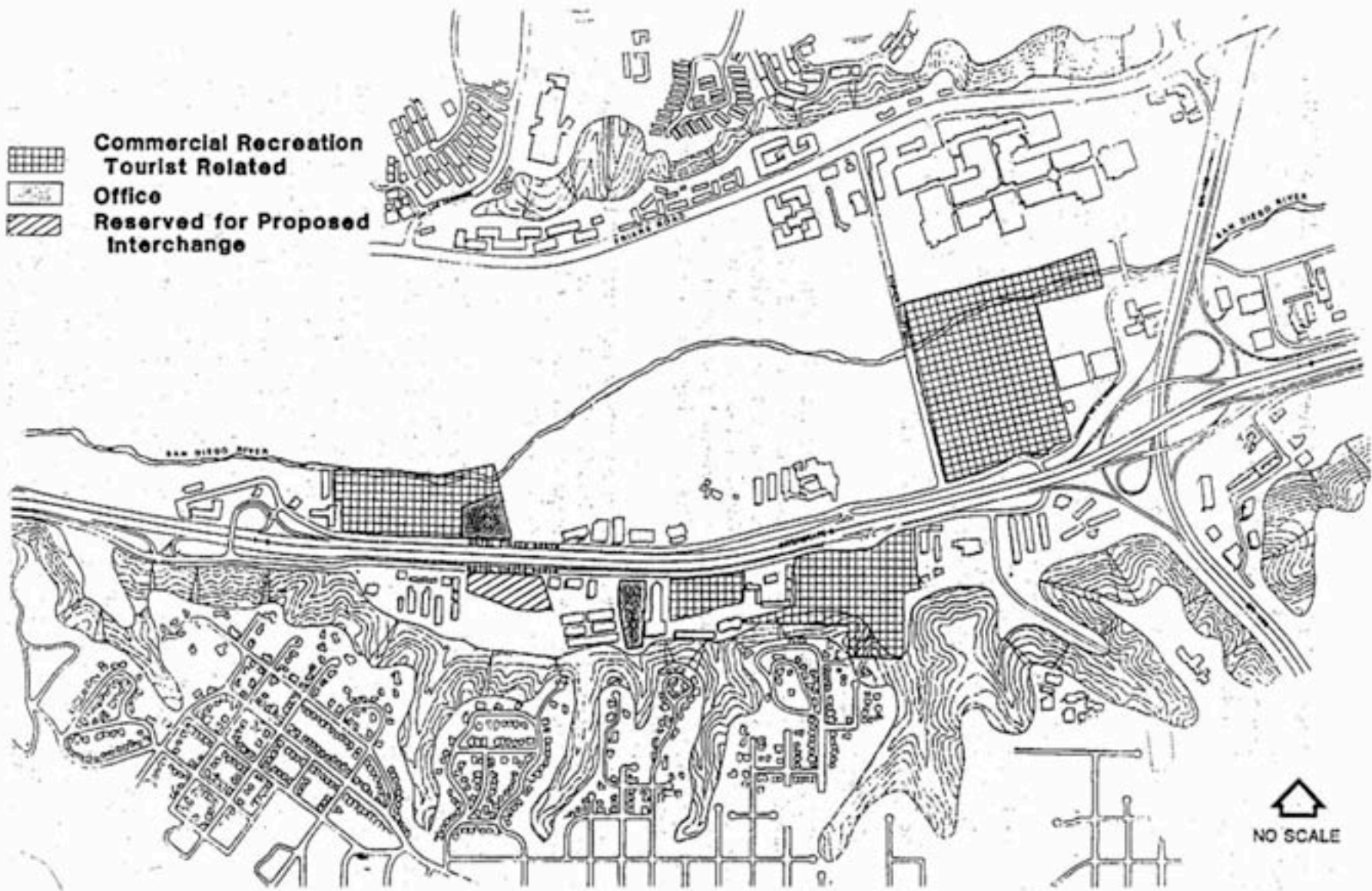
The basic themes for the land uses within the Atlas Specific Plan area have been established as predominantly tourist-related with some office uses as shown in Figure 25. The Atlas Specific Plan land uses would remain within this basic established framework and would be consistent with the existing land use pattern which is "multiple use" oriented. Hotels, office buildings, residential condominiums, and golf courses presently occur adjacent to each other, providing a sense of excitement to the area as well as helping to mitigate traffic congestion during peak hours. Proper land use planning and urban design applied conscientiously and effectively can result in a proposed project area design that unifies, is aesthetically pleasing, mitigates environmental and planning concerns, and retains a multiple use concept which provides exciting spaces for human enjoyment.

Concepts and Criteria

- o Integrated multiple-use development shall be encouraged on those sites where it is possible from an economic point of view.
- o Developments along the river corridor have at least two orientations; one to the river, and the other to the freeway and hotel circle. Improvements within those parcels shall be site-planned to respect both these important orientations. Service access and utility areas are not appropriate uses for either frontage.
- o A sense of community shall be maintained within the entire area. Adjacent compatible developments should not separate themselves from each other, but rather an attempt should be made to integrate, to the best extent possible, these adjacent uses. Integration of adjacent compatible developments can be partially achieved through the implementation of the pedestrian circulation and streetscape improvements contained in the general concepts and criteria.
- o In general, the area should be considered an urban area and not a suburban area. This creates, however, some difficulty in integrating a highly urban situation with a highly natural one, the river. Improvements within those parcels adjacent to the river shall, at least symbolically, reflect as much of the river environment as possible within the interior of the site. In this way, a sensitive and subtle transition will occur between river, structure, and the freeway corridor. For example, utilizing riparian trees and water elements around a central courtyard or plaza could be one way to reflect a site's proximity to the river.



-  Commercial Recreation
Tourist Related
-  Office
-  Reserved for Proposed
Interchange




NO SCALE

Proposed Land Uses **24**
Atlas Specific Plan **FIGURE**



- o City-wide regulations, CalTrans Design Criteria, and the Mission Valley Community Plan Design Criteria for landscaping, pedestrian walks, bikeways, signage and planned development regulations shall be the minimum standard unless modified by this specific plan.

2. Circulation System Concepts and Criteria

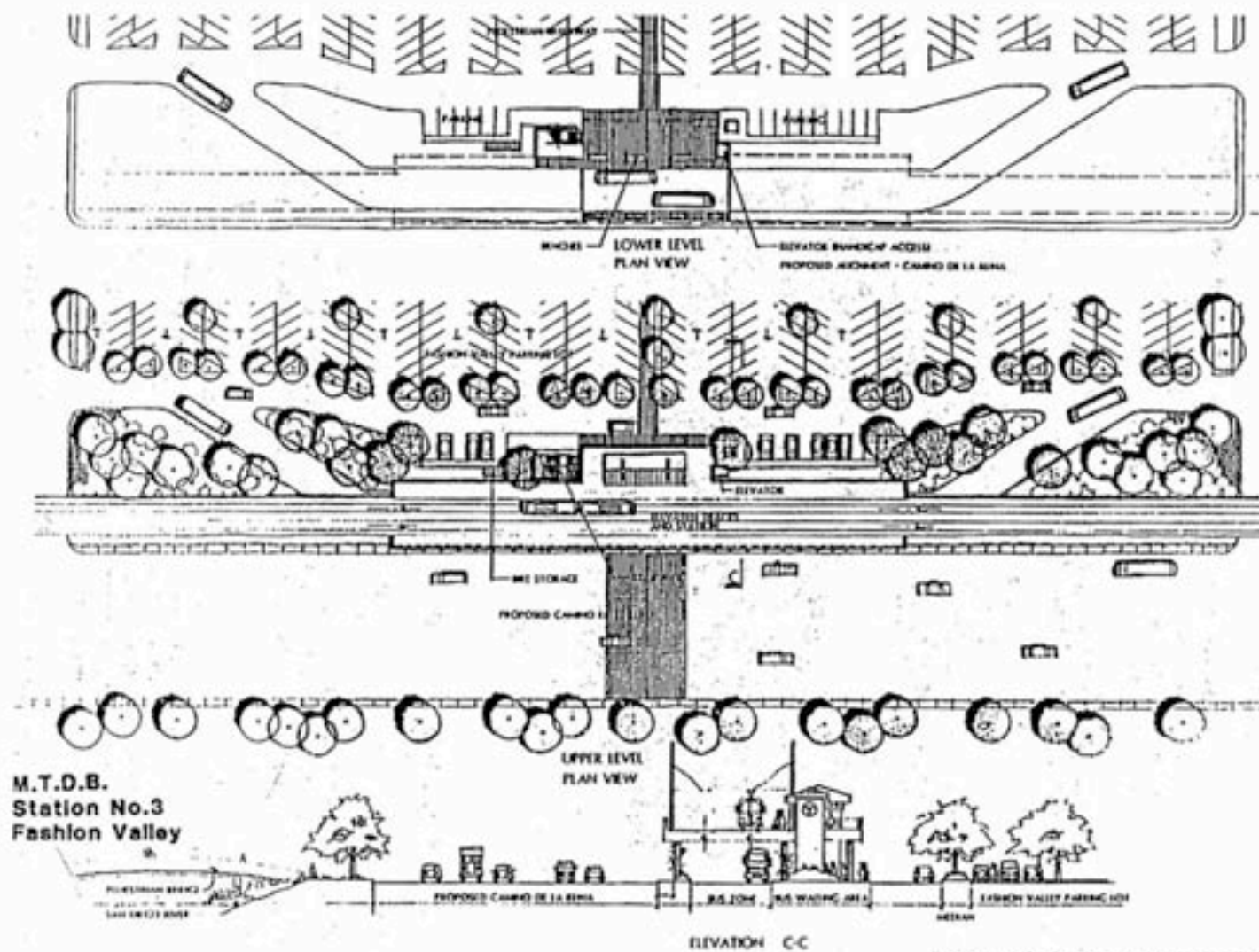
People movement within the planning area will occur in a variety of ways; either by light rail public transit, by bus, by automobile, by intra-valley shuttle, by bicycle or by foot. Frequently these various transportation methods are conceived separately, with little thought given to their interrelationships. Because of the highly urbanized nature and character of the Atlas Specific Plan area, the individual transportation systems must carefully interrelate. Concepts and criteria for the light rail, bus, automobile (including service, emergency, and parking), bicycle and pedestrian systems are included in this section. A more detailed discussion is included in Section VI, Transportation Element.

(a) Light Rail Public Transit

A preferred LRT alignment for the Mission Valley area, including station locations, has been adopted by the Metropolitan Transit Development Board (MTDB). Two transit stations are shown in the adopted alignment in the vicinity of the Atlas Specific Plan area - one adjacent to the Town and Country site north of the river and another north of the river within the Levi-Cushman Specific Plan area. The anticipated alignment for the LRT in the Mission Valley area is located on property not owned by Atlas Hotels, Inc.

The light rail transit (LRT) system will most likely be incorporated along an east/west alignment along the northern boundary of the river. The precise alignment will be determined by the Metropolitan Transit Development Board and has yet to be finalized. However, in order to provide for the LRT line, the following shall be considered:

- o An LRT station should be located immediately north of the Town and Country site and the river. In this way, the station would better serve the high density Town and Country site as well as the busy Fashion Valley Shopping Center. Atlas Hotels, Inc. will fund construction of an at-grade LRT station and at-grade LRT facility the length of the Town and Country property, with funding provided as required to meet the MTDB construction schedule. Atlas will bond for these improvements, or will provide other assurance of funding acceptable to MTDB, prior to the issuance by the City of building permits for Phase One of the development of the Town and Country site. Access to the station shall be provided by a pedestrian/bicycle bridge extending from the Town and Country site across the river. The bridge will be elevated above the 100-year flood elevation and shall be of sufficient height to pass debris during the 100-year flood with a minimum of 2 feet of free board. The bridge will connect with the sidewalk along the south side of Camino de la Reina. An at-grade pedestrian crossing shall be provided across Camino de la Reina to the LRT station at a new signalized intersection of Camino de la Reina and a new Fashion Valley Shopping Center parking access road. In the event that a signalized intersection is infeasible, a grade separated pedestrian crossing shall be provided over Camino de la Reina and to the LRT station as approved by the City Planning Director and City Engineer.



Source: Mission Valley L.R.T. Preliminary Engineering Study

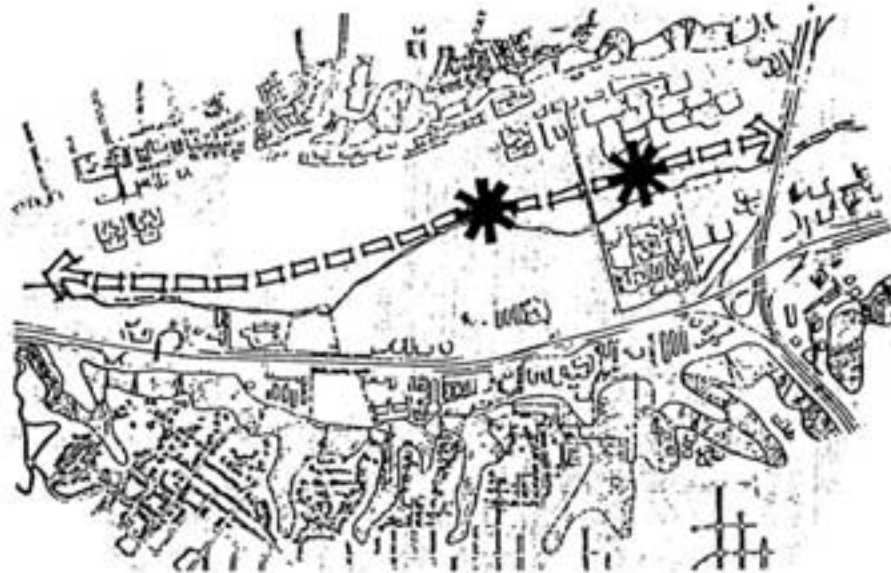
Mission Valley LRT Conceptual Station Design (for reference only)

Atlas Specific Plan

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FIGURE



- o Another LRT station should be located north of the river along Via Las Cumbres within the Levi-Cushman Specific Plan area. This location would allow for easy access and a central location for the users in the western end of the valley.
- o The LRT line shall be located above the 100-year flood level. This will require that the LRT line be constructed on an elevated bridge type structure. Atlas Hotels, Inc. will provide funds to MTDB for construction of an at-grade facility adjacent to the Town and Country site.
- o Vehicular and pedestrian at-grade crossings with the LRT line shall be prohibited except at signalized intersections.



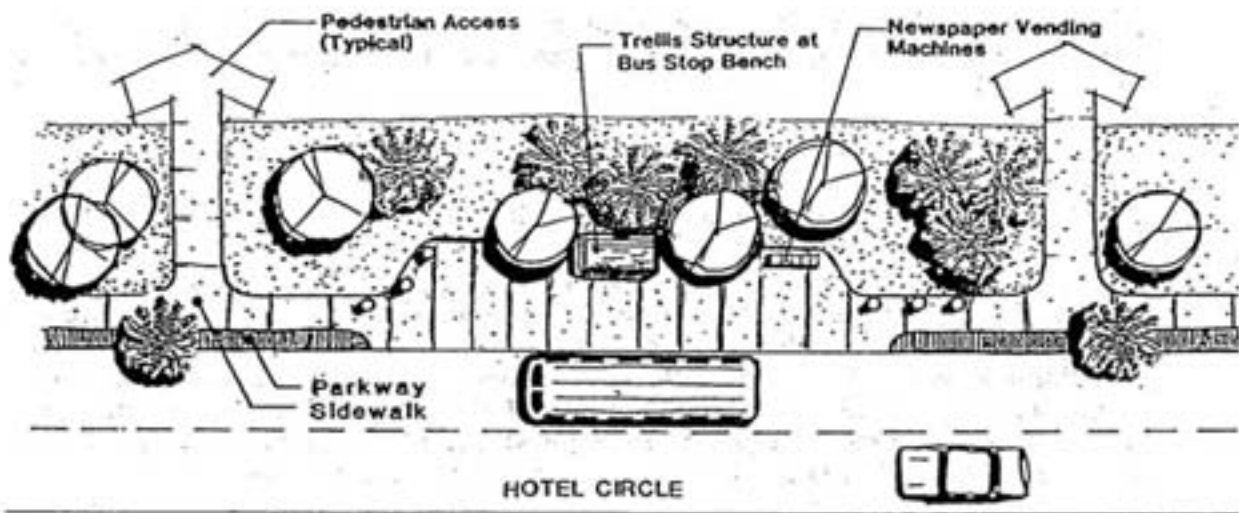
LRT Station Locations

(b) Bus and Intra-Valley Shuttle

Bus and Shuttle Route Considerations:

Hotel Circle and Fashion Valley Road are identified as major bus or shuttle transportation routes serving the Atlas Specific Plan area. Bus stop areas shall be located at points which give the greatest walk-in access possibilities and interface with the LRT stations.

- o Bus stops shall be designed to be integrated into building or pedestrian areas, streetscapes and urban plazas in order to provide easy pedestrian access from bus stop to destination. These facilities shall be designed to maximize security features and shall be located in proximity to both traffic signals and pedestrian crosswalks, in order to provide for ease of ingress for buses and ease of access for pedestrians.
- o If not integrated into a building, bus stops shall incorporate a shelter into their design. Bus stops shall be colorful, properly signed, and readily identifiable to both pedestrian and rider.



- o Provide bus drop-offs at bus and shuttle stops.
- o Intra-valley shuttle stops shall be provided for each of the Atlas Hotel sites already developed or proposed for development. The shuttle stops will be provided adjacent to building lobbies or within expanded sidewalk paving areas in the Hotel Circle North and South Streetscapes. Atlas Hotels, Inc. will fund and operate an intra-valley shuttle to transport hotel guests, office employees and the general public between the Atlas Specific Plan sites and San Diego Lindbergh Field.

(c) Automobile Considerations

There are three distinctive types of automobile circulation systems; public systems, service systems, and emergency/police systems. The routes traveled by these are not necessarily the same. Most of the concepts specified herein integrate and consider the need for this distinction. The following concepts and criteria also include parking areas.

- o Emergency (police, fire, and ambulance) services shall have complete access to structures as required by San Diego safety codes. Superblock areas (i.e. Town and Country), plazas and mall areas shall allow for emergency access. Consideration shall therefore be given to limiting the use of steps, steep ramps, and walls within these predominately pedestrian areas. Removable bollards, requiring minimum paving widths of 12 feet, and minimum turning radii shall be considered in the final design of these areas.
- o Driveway entrances into parking areas shall be minimized in order to avoid breaking the pedestrian continuity of the sidewalk areas, especially along

Hotel Circle. If possible, these access points could be minimized by providing shared driveways at property lines. Care should be taken, however, that other urban design features, such as linear plazas and visual corridors are not compromised by these driveways. Also, too few driveways can cause congestion if a blockage occurs.

- o Automobile driveways shall be carefully designed with the pedestrian crossing in mind. The driveway width shall be minimized and a patterned surface should be included to visually accent the pedestrian right-of-way.
- o At sites where additional development is proposed, and at sites which may be proposed to be redeveloped in the future, a minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25 percent may be in surface parking areas. These surface parking areas shall have a minimum of 10 percent of the interior area (excluding the landscape setback buffer adjacent to major streets) landscaped, and should be designed to screen parked vehicles from view of the adjacent street.
- o Parking on roofs of structures shall be restricted. For each site, 30% of the parking structure roofs shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures. In all cases, a minimum of 10% of each parking structure roof shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures or landscaping.
- o Large parking areas shall feed off of an internal project street rather than a public arterial street area. In that manner, ingress and egress is simplified and the project provides drive up and drop off access as well as parking.
- o Multiple-use areas within the same parcel of land may be considered for lower parking ratios than single use parcels. In order to obtain the lower overall parking ratios, an evaluation of peak use has to be made, as well as a specific review of the parking areas, their access and design in relation to buildings during each specific project permit process. Any requests for shared parking shall be based on ULI guidelines and approved by the Engineering and Development Department and Planning Department of the City.
- o Surface parking areas shall, wherever possible, be screened from view of the public right-of-way by walls, berms or combination. Surface parking areas shall meet City-wide parking and landscaping regulations and shall be landscaped with broad canopy, long lived, evergreen trees.
- o Large surface parking areas shall be constructed slightly below the grade of adjacent streets whenever feasible, particularly when visibility of the structures beyond is desired and berms are not appropriate.
- o Parking facilities shall be designed to ensure proper access and shall generally be specified for use by residents, employees, customers, visitors, goods deliveries and/or the handicapped.
- o Parking facilities shall be designed to be adequate for both initial development and future expansion of land uses in terms of size and intensity. For example, initial parking facilities could be surface lots capable of eventually

accommodating parking structures. Surface lots could also reserve land for future development.

- o Parking along major public streets shall be prohibited.
- o The use of public rights-of-way for the loading and unloading of goods by providing adequate delivery areas shall be prohibited.
- o Off-street loading and unloading bays shall be provided for new commercial developments.

(d) Bicycle Considerations

Bicycle paths provide an energy efficient alternative to the automobile and help to link commercial, residential, office, hotel, and open space uses.

- o A combined pedestrian/bikeway shall be included along the south side of the river.
- o Bikeway design standards shall reflect those presently adopted by the City, CalTrans, and the Mission Valley Community Plan.
- o The minimum paved width for a shared pedestrian/bicycle path shall be 10 feet.
- o A minimum 2-foot horizontal clearance to obstructions shall be provided adjacent to the pavement.
- o The vertical clearance to obstructions across the clear width of the path shall be a minimum of 8 feet.
- o Drainage inlet grates, manhole covers, etc. on bikeways shall be designed and installed in a manner that provides an adequate surface for bicyclists.
- o Uniform signs, markings, and traffic control devices are mandatory and shall conform to the requirements of State law.
- o All bicycle pathways shall have adequate lighting and signing to provide for the safety of the users.
- o Office and hotel projects shall provide secure bike racks, bicycle parking facilities and other facilities to encourage bicycle use. Such facilities should be provided in accordance with City of San Diego regulations or guidelines pertaining to bicycle parking and related facilities.
- o Hotels shall be encouraged to provide bicycle rental facilities within their respective complexes.

(e) Pedestrian Considerations

The San Diego River environment provides an excellent opportunity for utilizing an extensive local and regional system of trails and walkways. As the area grows, the

dependence on the automobile could be minimized by encouraging pedestrian circulation. The following concepts and criteria shall be followed as closely as possible to ensure a successful pedestrian circulation system.

- o Major linkages and plazas shall reflect the urban character of the sites while providing a transition with the riparian elements of the nearby river.
- o Pedestrian sidewalk and parkway criteria, except where noted in this specific plan, shall conform to the Implementation Guidelines of the Mission Valley Community Plan which establishes sidewalk and parkway widths based on the adjacent street classifications as follows:
 - Major streets or arterials: 10-foot clear corridor sidewalk
8-foot parkway
 - 3-4 lane collector streets: 8-foot clear corridor sidewalk
6-foot parkway
 - 2 lane collector streets: 6-foot clear corridor sidewalk
5-foot parkway

Sidewalks should have adjacent pedestrian amenities such as benches and mini-plazas. Parkway shall incorporate a consistent street tree concept within their design to provide an inviting and "walkable" space. Project interior walkway widths of 10 feet to 20 feet and urban plazas should be considered within the interior of high intensity projects.

- o Where insufficient rights-of-way or physical site constraints (ie. severe grade changes or physical conditions such as existing buildings) preclude the installation of the prescribed sidewalk and parkway widths, alternative streetscape sections may be considered. Alternative streetscape sections and exceptions to the community-wide criteria shall be subject to the approval of the City Planning Director.
- o Pedestrian access shall be provided along the entire length of the river corridor at the Town and Country and Hanalei Hotel sites. Refer to the river corridor section of the Urban Design Element and elsewhere in this specific plan.
- o Separate internal pedestrian circulation and automobile circulation shall be provided throughout the specific plan sites wherever possible.
- o Projects that front on the public street shall provide identifiable pedestrian access from the street into the project, even in areas where parking lots are located between the street and the buildings. Pedestrian access shall be provided through parking lots so as to minimize conflicts between automobiles and pedestrians.
- o Urban plazas and other project open areas shall have direct pedestrian links to either the river corridor or to Hotel Circle pedestrian systems. Where these pedestrian links must cross parking areas, they shall be constructed of a paving material consistent with the pedestrian links or urban plazas and which provide a contrast to parking area paving.

- o On-grade street crossings shall be permitted only in conjunction with major signalized street intersections. Pedestrian crossings shall be identified through special paving design. Special paving shall occur only at signalized intersections and at pedestrian crossings of local streets as determined by the City Engineer.
- o All pedestrian pathways shall have adequate lighting and signing to provide for the safety of the users.
- o Individual site development shall provide linkages between internal project circulation systems and the overall streetscape sidewalk system.
- o Safe and convenient pedestrian movement shall be provided both within and to and from parking areas.
- o Direct pedestrian links from transit stops (bus or LRT) shall be provided to high activity areas. These pedestrian links shall also relate to the river corridor.

3. Streetscape Criteria

The concepts and criteria in this section will be of a more general nature since most of the elements comprising the streetscape are covered throughout other sections of this urban design element. However, certain characteristics of the streetscape are particularly important.

Streetscape philosophy

The streetscape is much more than the sum of the buildings, plantings, paving, and street furniture that give the street its appearance. The true streetscape incorporates emotional and cultural factors as well as physical factors. All of these factors contribute to perhaps the most important characteristic, function.

The streetscape must also include people as an element. Human figures as well as the vehicles they operate, act as kinetic design elements. Frequently, they alone can create the diversity and variety necessary to energize a space.

A streetscape can be perceived at three levels:

- Level 1. From the street as a pedestrian.
- Level 2. From the street as a passenger in a vehicle.
- Level 3. From the surrounding or adjacent structures or buildings.

Each level utilizes different criteria for design and quite often all three must be taken into consideration, especially in a highly urbanized area. Level three perceptions and criteria, those derived from the buildings themselves, are usually quite compatible with the pedestrian experience and the automobile experience. Levels one and two, however, frequently compete with each other. Because of the location, scale, perception, and speed differences, the same streetscape scene utilized for a 40 mile per hour parkway, for example, cannot be repeated and expected to also function as a pedestrian experience. Visual perception is only one area where the automobile and pedestrian often do not mix.

Streetscape Design Factors

Numerous design techniques and considerations shall be considered when preparing the final detailed streetscape design for the Atlas Specific Plan area. These include:

- o Available right-of-way
- o Element of surprise
- o Communication
- o Noise
- o Interest versus clutter
- o Lighting
- o Spontaneity
- o Geometrics
- o Height
- o Scale
- o Natural light
- o Grade changes
- o Public versus private space
- o Second-level access
- o Signage (public and private)
- o Physical site constraints
- o Micro-climate
- o Landmarks
- o Energy conservation
- o Indoor/outdoor relationships
- o Soft versus hard landscape
- o Plant material
- o Pedestrian/vehicular separation
- o Music
- o Food
- o Art

The utilization of the various design techniques, coupled with fulfilling the needs of the community, will result in a streetscape scene that is appropriate, functional and aesthetically pleasing.

Streetscape Design Elements

The elements of the streetscape can be divided into 6 basic categories. These are:

(1) Street Furniture: Those elements used to comfort, service and direct.

- o Fire hydrants
- o Phone kiosks and booths
- o Bicycle racks
- o Newspaper racks
- o Mail boxes
- o Planters
- o Tables
- o Trash receptacles
- o Bollards
- o Seats/benches
- o Railings, ballustrades
- o Tree guards
- o Drinking fountains

(2) Spatial, Visual and Coverage Elements: The major elements utilized to create outdoor spaces.

- o Vegetation
 - Trees
 - Shrubs
 - Vines
 - Groundcovers
- o Overhead Structures
 - Canopies
 - Trellises
- o Topography
 - Walls
 - Berms
 - Ramps
 - Steps
 - Terraces
- o Visual/Functional Component:
 - Screens
 - Framing

- Shelters
- Terminus points
- Focal points
- Facades
- Utility wires, antennas, etc.
- Signage

(3) Surfaces: Deals with paving and other surfaces used in streetscape design.

- o Paving (Used as focus, accent, interface, edges)
 - Shape
 - Texture
 - Color
 - Size
 - Expansion joints
 - Quantity and location
- o Tree grates
- o Utility covers

(4) Control Elements:

- o Light standards
- o Stop lights
- o Parking signs
- o Traffic bollards
- o Other traffic related graphics

(5) Street Graphics:

- o Directional signs (public and private)
- o Billboards
- o Storefront signs
- o Art
- o Sculpture
- o Characteristics include
 - Legibility
 - Reading rate
 - Location/surroundings
 - Letter style/background
 - Color
 - Lighting
 - Sight lines
 - Correct copy
 - Integrated signage
 - Flexibility/changeability
 - Letter
 - Heights
 - Square footage
 - Symbols
 - Confusion on traffic standards

(6) Architectural Elements:

- o Space articulation
- o Forms and shapes
- o Windows
- o Views
- o Energy considerations
- o Adjacent styles
- o Transitions in form and scale
- o Indoor/outdoor relationships
- o Visual connections

Concepts and Criteria

The streetscape design for the Atlas Specific Plan area shall consider the following concepts and criteria. The concepts presented in this section are general in nature with more specific criteria presented following, in the "Hotel Circle Streetscape" section or in other individual sections, such as landscape concepts and architectural considerations.

Environmental Goals and Objectives:

- o Mitigate climate extremes (seasonal and localized microclimate).
- o Improve the quality of the environment by utilizing visual, audio, air and water features.
- o Minimize adverse wind tunnel effects. Wind studies should be undertaken on significant projects proposing several high rise buildings located near each other.

Aesthetic/Sensory Quality Goals and Objectives:

- o Recognize and enhance major views.
- o Relate the scale and character of the street to adjacent uses.
- o Provide focal points.
- o Promote and encourage artistic expression.
- o Street graphics within the project shall be of consistent type and style. A comprehensive sign plan shall be prepared for all Atlas Specific Plan sites and approved by the City prior to planned development permits being issued.
- o Public signing for the open areas, river corridor, traffic management and parking access shall be graphically coordinated. Sign sizes shall be subdued relative to the other design elements of the project.
- o Street signing within the project area shall be coordinated in the graphic design of the signs themselves and in their location. Sign locations shall be prominent in order to establish a clear directional identification.
- o Private development signing shall be coordinated for directional signing, identifying entrances, etc.
- o Building identification signs shall emphasize the use of logo designs and shall be integrated on the building exterior.
- o Other signs identifying building activities and tenants shall be designed to fit the structure and design of the building.

- o Establish a uniquely urban and Southern California quality to the Atlas environment while maintaining the "flavor" that is Mission Valley.
 - Utilize plant material that is appreciated visually, environmentally and emotionally.
 - Architectural materials and forms shall be compatible with those in the area as well as being appropriate for the region.
- o Create an indoor/outdoor linkage and relationship between major project interior plazas and the streetscape.

Functional Goals and Objectives

- o Provide for lighting that respects the functions and hierarchies of various street and activity centers.
- o Provide barrier-free design amenities for the disabled.
- o Arrange centers or groupings of activities to facilitate access, minimize conflicts.
- o Minimize conflicts between circulation systems (pedestrian, automobiles, transit and service) by proper integration between transportation and circulation systems.
- o Provide transportation nodes conveniently located so as to efficiently move people, goods, and vehicles throughout the area.
- o Provide a pedestrian network that includes spatial and design qualities that allows the pedestrian to feel that the space was created for him, not as an afterthought.

Social Goals and Objectives

- o Provide an attractive and secure environment for private investment.
- o Provide for social interaction (group and individual).
- o Improve communications and reduce visual clutter by proper utilization of street graphics.
- o Provide for activities that will bring life into the Mission Valley streetscapes where feasible; for example, food vendors, sidewalk cafes, and street entertainment.

Hotel Circle Streetscape

The existing streetscape, particularly Hotel Circle, is a haphazard collection of random elements which results in an incongruous street scene that adds to the visual confusion of the area. The following section focuses on the Hotel Circle streetscape. Atlas will not improve the entire Hotel Circle, but only those areas immediately adjacent to its properties.

Several major problems have been identified with the existing Hotel Circle street scene. Although the following identified problems have a negative impact on the Hotel Circle streetscape, the solutions will take some time to evolve. It is not proposed that the problems be immediately corrected. Rather, a long term improvement program should be established. The major problems are:

- o Certain physical site constraints such as topography or the location of existing improvements such as buildings, walls, utilities, or driveways, make expansion or improvement of streetscape areas to the optimum standards established by the Mission Valley Community Plan difficult if not impossible.
- o Discontinuous pedestrian sidewalks occur typically throughout the area.
- o There is an emphasis on vehicular circulation.
- o There is a de-emphasis on pedestrian circulation.
- o Overhead utility lines are visually objectionable.
- o Too much variety in plant material with no consistent frame.
- o Utility structures such as electrical transformers and telephone equipment create visual clutter within the perceived streetscape.
- o The freeway side of the Hotel Circle right-of-way is relatively barren.
- o There is informational overload due to the number and design of the street graphics.
- o The cumulative effect of street lights, parking lot lights, commercial signs, flag poles, traffic signs, utility poles, and single palm trees, creates a busy and cluttered urban forest of "poles".

Conversely, some positive aspects of the existing streetscape have been identified. They are:

- o Light standards have good visual quality, detail, and are generally regularly spaced. The night scene, therefore, appears more cohesive.
- o The planting within the freeway right-of-way is well planned and maintained.
- o The proximity and views of the southern valley slopes help soften the harshness of the existing streetscape.

Design Criteria for the Hotel Circle Streetscape

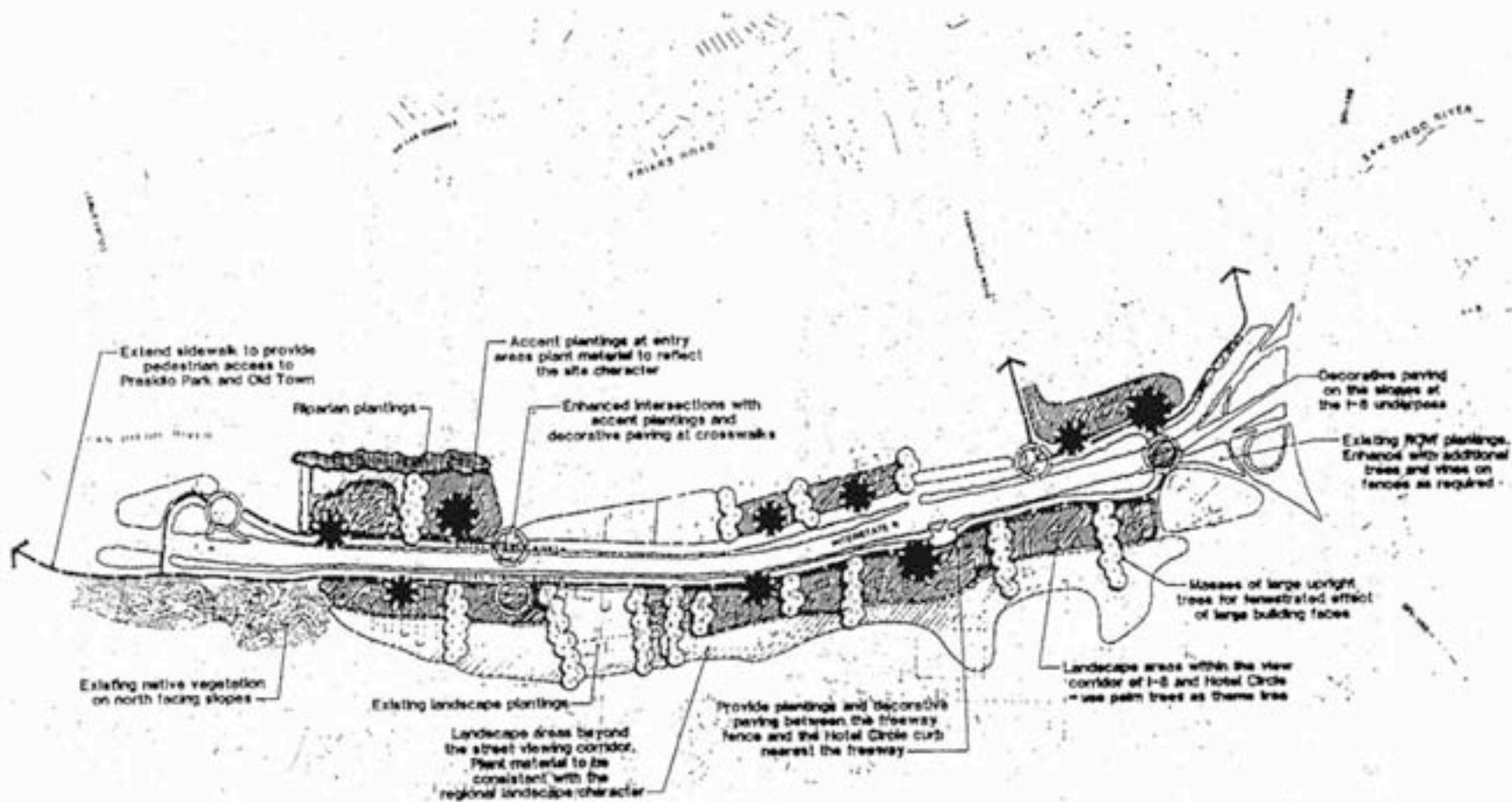
In addition to the general streetscape criteria previously mentioned, the following specific streetscape criteria shall be followed for Hotel Circle.

Theme

Due to the proposed cul-de-sacs on Hotel Circle North it will no longer be a continuous thoroughfare. For this reason a major emphasis should be placed upon introducing a main, skyline palm theme planting in the unpaved right-of-way areas on the north and south sides of Interstate 8. This proposed theme planting for I-8 would be implemented by appropriate agencies, not Atlas Hotels, Inc.. The proposed palm tree planting would emphasize the importance of Interstate 8 as a main element in the urban design fabric of Mission Valley. It would also give the highway visual prominence and a "tropical feel" which would enhance the experience of visitors to the Mission Valley area. The palm tree planting would retain a high visibility factor for destination-oriented hotels and businesses along the I-8 corridor due to their skyline quality and compact foliage. To retain this high visibility along Hotel Circle, the streetscapes for Hotel Circle North and South shall be planted with small to medium sized broad headed evergreen trees. This will allow people in vehicles on the highway to see hotels and business along and beyond Hotel Circle North and South without streetscape plantings obscuring their view. The lower scale of the Hotel Circle streetscape plantings would also place further emphasis and importance on the palm tree plantings along Interstate 8. The graphics on the following pages illustrate both the proposed design suggestions for the I-8 right-of-way and other non-Atlas improvements, and design concepts and criteria for the Hotel Circle streetscape improvements by Atlas Hotels, Inc.. Figure 26 presents the proposed Hotel Circle concept streetscape design recommendations. The following criteria shall be adhered to at all Atlas Specific Plan sites:

General Criteria

- o Provide planting between the freeway fence and the Hotel Circle curb nearest the freeway immediately opposite the Atlas Specific Plan sites. Where planting areas occur, skyline palm tree plantings should be provided to emphasize the highway corridor's function as a major design element and to provide a tropical theme for Mission Valley.
- o Provide a continuous paved 8' wide pedestrian sidewalk with a 6' wide landscaped parkway between the sidewalk and the street incorporating small to medium height, broad-headed, evergreen street trees at each of the Atlas Specific Plan sites along the outer perimeter of Hotel Circle; that is, the north side on Hotel Circle North and the south side on Hotel Circle South, except where otherwise noted within this specific plan.
- o Where site constraints due to topography or existing improvements such as buildings, walls, utilities, or driveways preclude installation of the 8' wide sidewalk with 6' wide landscaped parkway, alternative streetscape designs may be allowed. Refer to the site specific design criteria section of the Urban Design Element for locations of alternative streetscape design. Minor exceptions to the streetscape and alternative streetscape design criteria shall be approved by the City Planning Director.



Hotel Circle Streetscape Plan

Atlas Specific Plan

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FIGURE



- o The installation of Hotel Circle streetscape improvements shall be provided in conjunction with street widenings or improvements triggered by traffic thresholds which are described in the traffic analysis of this specific plan.
- o Accent colors shall be used to prevent monotony. Color can originate from plant material, building material, street graphic materials, or landscape materials.
- o Theme entries shall be incorporated at the major access points to each site. Theme entries shall consist of decorative landscape paving, special signage and special entry monument or destination-oriented signage and special plant material treatment. This treatment results in being able to identify major entries quickly and safely as well as providing a pleasing aesthetic scene.
- o Utilize decorative textured paving at pedestrian crosswalks.
- o When trees occur in paved areas, removable tree grates shall be used.

Signage and Street Graphics

The present visual quality of the Hotel Circle streetscape and the adjacent Interstate 8 transportation corridor is significantly affected by a variety of existing informational signage and graphics. In general, the visual results produced by the variety of signs existing in the specific plan area are somewhat chaotic. In an effort to reduce the negative visual impacts created by a perceived lack of coordination of signage types or a limitation on their number, this specific plan proposes the basis for a comprehensive signage and graphics program for the Hotel Circle streetscape. This program shall be developed and submitted to the City for approval in conjunction with the first Planned Commercial Development submittal for the Atlas Specific Plan sites.

The Mission Valley Community Plan is relatively flexible in its discussion of street graphics and signage. Rather than providing specific guidelines or concepts it suggests the development of a special signage district for Mission Valley and the incorporation of comprehensive signage programs within specific plans.

The most important issue these signage criteria will address is the performance standards for ground mounted, free-standing, freeway-oriented signage. Division 11, Citywide Sign Regulation, of the Municipal Code limits freeway-oriented signage heights to 50' with a maximum sign face area of 300 square feet. There are, however, existing freeway-oriented signs at the Town and Country Hotel site which are subject to a City of San Diego Planning Commission Resolution No. 1747 previously approving Comprehensive Sign Plan No. 2 pertaining to the Town and Country Hotel site.

Atlas Hotels recognizes that the visual continuity of freeway-oriented signage, as well as other signage, is important to the success of the urban

design and streetscape design for the Atlas Specific Plan areas and Mission Valley. Atlas will comply with the regulations in Division 11, the criteria in this section and Comprehensive Sign Plan No. 2. The timing and phasing of the freeway-oriented sign at the Town and Country site will be identified in the comprehensive sign program to be prepared by Atlas.

The signage criteria for the Atlas Specific Plan area will consider a variety of basic signage types which would accommodate the basic signage and graphic needs of individual development sites and the area wide needs of the entire Specific Plan area. The sign types discussed will include:

- o Freeway-oriented signage
- o Building wall signage
- o Individual project entry signage
- o Secondary signage (vehicular safety and directional signage, etc.)
- o Building directory signage
- o Temporary signage

Sign type will be discussed in terms of general concepts and criteria which would address the performance standards for all sign types and specific concepts and criteria which would address detailed performance standards for each individual sign type.

General Signage Concepts and Guidelines

- o Commercial signage shall limit the amount of informational bits occurring on any one sign.



- o Major freeway-oriented identification signs should have simple forms and shapes to minimize visual clutter.
- o Each individual site shall establish a signage vocabulary that will create a distinctive yet consistent sign program. The design vocabulary should address lettering style, size, form, color, and materials.
- o Individual rather than multiple sign supports should be utilized; especially for major freeway-oriented identification signs. Where multiple sign supports are employed they will be limited to two support poles. These poles should be designed to appear as a visually continuous design element such as an arch or a "u"-shaped structural element. Combinations of individual unattached or discontinuous support poles should be avoided.

- o Signs shall not contain any moving parts.
- o Sign supports, materials and colors shall be compatible with the architecture on the project they occupy.
- o Lighting for signs should be as minimal as possible and still provide readability. Glare and ambient light should not affect adjacent properties. Flashing lights shall be prohibited. Where lighted, computerized, digital read-out signage is allowed and employed, it shall be a steady, constant read-out type, and not of intermittent or flashing operation.
- o The number of colors utilized in any one sign shall be minimized. Use light or dark letters on a solid contrasting background.



Typical Directional Sign

- o Information should be located on a single sign rather than utilizing multiple signs.
- o Freestanding signs, other than freeway-oriented signs, shall have a maximum height of 30 feet, a maximum size of 200 square feet, and shall be located at least 10 feet from the public right-of-way, unless otherwise allowed by Resolution No. 1747.
- o No signs shall be located immediately on the "roof" (on top) of any structures.



Typical Hotel Circle Street Graphics

- o Wall signs shall be allowed when applied directly to the building face only if they are integrated into the architectural design of the buildings and meet criteria established by Division 11, Citywide Sign Regulations, of the Municipal Code.
- o Signage, other than secondary signage, shall be discouraged along the river.



Typical Monument Corner Sign

Specific Signage Criteria

The following criteria provide specific performance standards for each of the individual signage types anticipated for the Atlas Specific Plan area. These

criteria provide the basis for future development of a comprehensive signage program for the Atlas Specific Plan sites. These guidelines do not, however, relinquish the requirement to prepare signage design written and graphic information concurrently with individual planned development permits for site development. These criteria and the future comprehensive signage program will be used as a reference for determining the performance and adequacy of signage proposals contained in planned development permit submittals. All signs described below will conform with the Mission Valley Community Plan, the Citywide Sign Regulations contained in Division 11 of the Municipal Code and with the following criteria whichever is more stringent, with the exception of those signs and related criteria established by Resolution No. 1747.

1. Freeway-oriented signage: These signs are generally classified as major, pole support or ground-mounted signs which are readily visible from the freeway. Freeway-oriented signage will conform to the following criteria with the exception of those signs and related criteria established by Resolution No. 1747:
 - o The maximum height of freeway-oriented signs is 50' north of I-8 and 40' south of I-8.
 - o The maximum sign face area for freeway-oriented signs is 300 square feet. Freeway-oriented signs may be doubled sided. Where double sided signs are used, the total area of both sign faces shall not exceed 600 square feet.
 - o Freeway-oriented signage shall be in accordance with Division 11 setback requirements from a property line or public street right-of-way.
 - o Freeway-oriented signs will only be allowed on properties which front on a public right-of-way which is designated as a major street or prime arterial in the General Plan or which is wider than 60'.
 - o Each project site which qualifies for a freeway-oriented sign, based on road designation or width, will only be allowed one such sign per project site.
 - o Sign type face and logos shall not exceed 75% of the sign face. Where double face signs are used, both sides shall conform to the 75% maximum. Signage type face size and logos shall comply with Division 11 requirements.
 - o The number of poles used to support freeway-oriented signs shall be limited to a maximum of two.
 - o Where computerized digital read-out display is allowed and incorporated into a sign, it should not occupy more than 50% of the sign area.

- o The computerized read-out characters will not be allowed to change color, intensity or to flash intermittently.
 - o The height of logos or letters displayed on a computerized read-out shall comply with Division 11 requirements.
 - o Letters and logos on freeway-oriented signage may be internally illuminated or externally illuminated. Internal illumination might be more appropriate for signs constructed with matte finish plastic panels. External illumination may be more appropriate for sign faces with applied metal or plastic letters.
 - o Where external illumination sources are employed they should be provided with appropriate shielding to eliminate glare to adjoining properties or sensitive land uses such as the river.
 - o Because of their relatively large size, freeway-oriented signs should be placed with themed landscape planting elements. Combining freeway-oriented signage with landscaping will help to create a transition between sign supports and the ground and allow signs to appear more in concert with the pedestrian scale when viewed from the streetscape.
2. Building Wall Signage - Signs and logos which are attached to a building wall or an extension of a building wall such as an arcade or a porte cochere. Building signage will conform to the following criteria:
- o The total area devoted to wall signage and logos on a building will comply with Division 11 requirements. Only one wall-mounted sign will be allowed on any building elevation.
 - o All building wall signage shall employ a low, horizontally-oriented layout.
 - o Metal or matte finish plastic letters and logos which are individually attached to a building wall surface or letters and logos which are directly cast and recessed into a wall surface are preferred. However, some building architectural styles may lend themselves to individual wood letters and logos or wood panels with carved or recessed letters and logos.
 - o Where a fabricated metal, wood, or plastic panel type sign is used for building signage it shall comply with Division 11 requirements. Letters and logos on panel type signs shall not exceed 75% of the total area of the panel.
 - o Letters and logos shall not be directly painted onto building wall surfaces or extension of building wall surfaces.
 - o All figures, logos or lettering for building wall signs should exhibit a finished typeset quality. Approximations of typestyles will not be permitted.

- o Wall-mounted signage shall not extend beyond the sides or tops of building walls, building extensions (porte cocheres, etc.), or fascias and shall be placed a minimum of two feet away from the corner or top of a building wall or fascia.
3. Individual Project Entry Signage - Signage or logos which are placed on ground-mounted, free-standing walls or retaining walls at major project entry driveways. Individual project entry signs should conform to the following criteria:
- o Project entry sign walls may be placed on each side of a major project entry drive. Major project entry drives are those driveways which provide access to a project from Hotel Circle North or South, or other major roadways.
 - o Project entry sign walls shall have a maximum height of 5' measured from finish grade and a maximum wall face area of 80 square feet.
 - o Project entry sign walls should retain a horizontally-oriented or rectangular shape to remain consistent with building wall signage.
 - o No more than 60% of the total face area of an project entry sign wall shall be occupied by logos and typeface.
 - o Project entry wall sign materials shall be consistent with the architectural theme of the building on a site.
 - o Individually attached metal or matte finish plastic letters and logos or letters, and logos which are recessed into wall surfaces are preferred. However, wood letters and logos or wood sign panels with recessed or carved letters may be appropriate with certain styles of architecture.
 - o Decorative fountains or water features or design elements such as flags or banners may be used in conjunction with project entry wall signage.
 - o Project entry wall signage shall be in accordance with Division 11 setback requirements from a property line or public street right-of-way.
 - o The placement of project entry walls should not conflict with any requirements by the City of San Diego Traffic Engineering Department for vehicular line-of-sight distance.
4. Secondary Signage - These signs would generally be ground-mounted signs which are located within or near vehicular roadways, accessways, driveways, or project entries. These signs would serve to provide information for motorists, pedestrians or bicyclists. Secondary signs shall conform to the following criteria:

- o Secondary signs shall be appropriately sized to be easily read without becoming over dominant when perceived at the pedestrian scale.
 - o Secondary signs shall have a maximum 6' height including sign face when measured from finish grade. However, where certain vehicular, pedestrian or bicycle safety signs (stop signs, etc.) require maximum heights or sign face areas which differ from the foregoing, they shall comply with those standards which are required by the governing agencies (i.e. City of San Diego, CalTrans, etc.). Such standards shall take precedence over the maximum 6' height criteria.
 - o Secondary signs may be single or double faced. The area of a sign face shall not exceed 12 square feet.
 - o In general, simple sign face treatments are preferred. The internationally accepted symbols or graphics for certain activities or services (i.e. bicycle path, food or lodging, etc.) should be used whenever possible in lieu of type face descriptions.
 - o Whenever possible, secondary information signs should be stacked within an appropriate sign frame or on an individual pole.
 - o In general, metal signs with dark matte finish backgrounds and light colored or white symbols and letters are preferred. However, wood signs may be appropriate for secondary signage when placed in proximity to certain architectural styles within a project site.
 - o Secondary signs shall not be located in a public street right-of-way.
5. Directory Signage - These signs would usually be located within landscaped areas adjacent to building entries or vehicular drop-off points but would generally not be visible from the public street. They would serve to provide directions to visitors of buildings such as hotels which have a variety of functional areas within one structure.

Directory signs shall conform to the following criteria:

- o Directory signs shall employ simple sign faces. The exterior framework of the directory sign shall be consistent with the materials used in the building which it serves.
- o Building directory signs shall have a maximum sign face area of 10 square feet and may be double sided.
- o Individual letters or logos placed in directory signs shall have a maximum height of 8 inches.

- o Letters and logos may be individually attached or may be applied by using adhesive backed or painted stencil letters on an individual panel.
6. Temporary Signage - These signs will include temporary signs used for the sale, lease, or rental of a building space and temporary signs which announce the construction and development of a project site. Temporary signs shall conform to the following criteria:
- o One freestanding temporary construction sign will be allowed for each project or site.
 - o Temporary construction signs may not be installed closer than 5' from a property line or right-of-way along a public street.
 - o Temporary construction signs shall employ a square or rectangular format and should have a maximum total sign face area of 100 square feet.
 - o Temporary construction signs shall be single-sided and no more than 75% of the total sign face area shall be occupied by typeface and logos.
 - o Temporary construction signs shall be removed immediately following completion of construction.
 - o One temporary sign may be permitted for each building or portion of a building which announces the sale, lease or rental of that building or portion of a building.
 - o Temporary signs used to advertise sale, rental or lease shall comply with Division 11 requirements.

Street Furniture

Street furniture shall conform to the following criteria:

- o Street furniture shall not intrude into the required width of pedestrian sidewalks.
- o Public telephones shall not be considered as "afterthoughts", they should be integrated into the street scene. If possible, they should be located on or adjacent to a structure; either a bus shelter, or building facade or transit stop.
- o Trash receptacles shall be installed periodically, especially at waiting areas like bus shelters or transit stops. They shall be constructed of a material compatible with the existing light standards.
- o Benches shall be contoured for human comfort and constructed of a warm, inviting, and vandal resistant material (i.e., hardwood). Benches should be provided at bus/shuttle stop locations in expanded sidewalk paving sections within streetscapes. No advertising shall be allowed on any benches.

- o Bollards can be utilized as a safety separation between vehicles and pedestrians. Their materials shall match or be compatible with the street light standards and trash enclosure container materials which are installed within streetscape areas.
- o Newspaper vending machines shall be allowed only in groups of uniformly designed units in logical areas (i.e. bus stops, shuttle stops and near hotel lobbies).
- o Miscellaneous items such as mailboxes, fire call boxes, traffic speed and directional signs, traffic signal boxes, and electrical transformers will require careful location studies along with color and material coordination.



Lighting

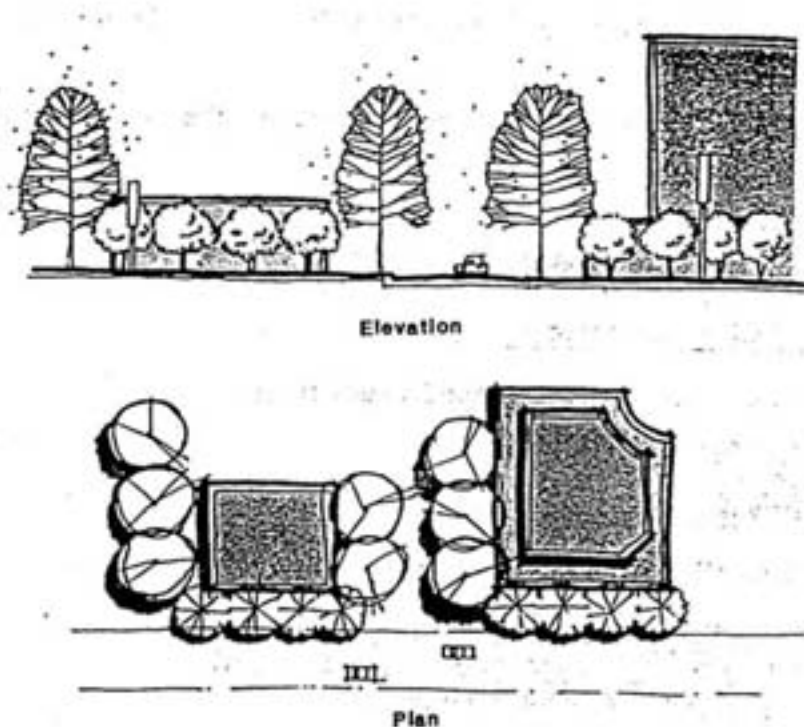
Since the entire Hotel Circle street scene is very well lit at night, only minimal pedestrian scale lighting should be required. This lighting should be located at theme entries, uplighting accent trees, and at bus and shuttle stops. Streetscape lighting shall conform to the following criteria:

- o Low pressure sodium lights shall be used as the predominant roadway lighting and parking area lighting. High pressure sodium or mercury vapor shall be used for such uses as plaza and mall lighting, building accent lighting, pedestrian lighting, and special landscape lighting.
- o Accent lighting, where used, shall originate from concealed or inconspicuous source locations.
- o Flashing lights on signs shall not be allowed.

Plant Materials

Since most of the architecture for the area has been established (built) and uniformity does not exist, it is not practical to modify the architectural facades of the existing structures. Therefore, the streetscape, and in particular, the proper use of plant materials is critical as the element that will unify the area.

Palms, predominately *Washingtonia robusta*, dominate most of the sites throughout the Hotel Circle area. Philosophically and economically, the use of palms should be encouraged in a San Diego tourist area. Most tourists, whether correct or not, expect to see palm trees in San Diego, especially in the "resort" area of Mission Valley. In fact, palm trees, if used correctly, are drought tolerant, low maintenance, solve many problems, and can provide a pleasing skyline. There are skyline palm trees that traditionally have been planted as single trees in a row that should be viewed from a distance as well as smaller scale cluster palms that can be effectively used at the pedestrian scale. Tall, single trunk palm trees should not be used as a pedestrian scale tree, but rather when viewed from a distance. The palm tree, therefore, will be the theme tree for the Atlas Specific Plan area.



**The Use of Open Trees, Palms and Small Broad-Headed Trees
in Front of Buildings Will Provide Visual Continuity
Without Blocking Views of Signs or Building Facades**

However, since the palms are generally (in the case of Mission Valley) tall skyline trees, smaller broad headed evergreen trees are needed in the area of Hotel Circle itself and would be planted within the parkways which separate the pedestrian sidewalks from the street. These trees will provide shade and visual relief resulting in a pleasing effect. Since much of the architecture along Hotel Circle is varied with no continuity, another effect of significant masses of these trees will be to unify the street scene. This is a critical aspect of the proposed Hotel Circle streetscape. Care must be taken not to screen the entire hotel frontage from the freeway. Therefore, these trees should not be dense but open and should not form a wall along the freeway. Rather, they should be grouped together strategically providing necessary views of the adjacent commercial/hotel areas. The theme

entry accent trees should be of similar scale but can vary in color or texture. Care shall be taken to provide adequate vehicular sight lines at driveways and project entries. The use of a smaller scale evergreen tree will symbolically provide a transition from the tall upright trees (eucalyptus) presently used within the freeway right-of-way. The freeway requires a taller open tree like the existing eucalyptus (*cladocalyx* and *maculata*) due to the high speeds and visibility while Hotel Circle should utilize the palm tree and smaller trees. Figures 27 and 28 illustrate this concept. The following illustrations depict the concepts and criteria for planting along Hotel Circle. The concepts and criteria presented in "Plant Material Criteria" later in the Urban Design Element will also apply to Hotel Circle.

The following suggested list of plant materials has been prepared for inclusion into the Hotel Circle streetscape.

Suggested plants for the I-8 Corridor (not a part of the Atlas Specific Plan improvements)

Theme Tree (Palms)

- o Washingtonia robusta (skyline)

Plants for the Hotel Circle Streetscape

Small-medium evergreen broad-headed street trees

- o Ceratonia siliqua (male)
- o Rhus lancea
- o Pyrus kawakami

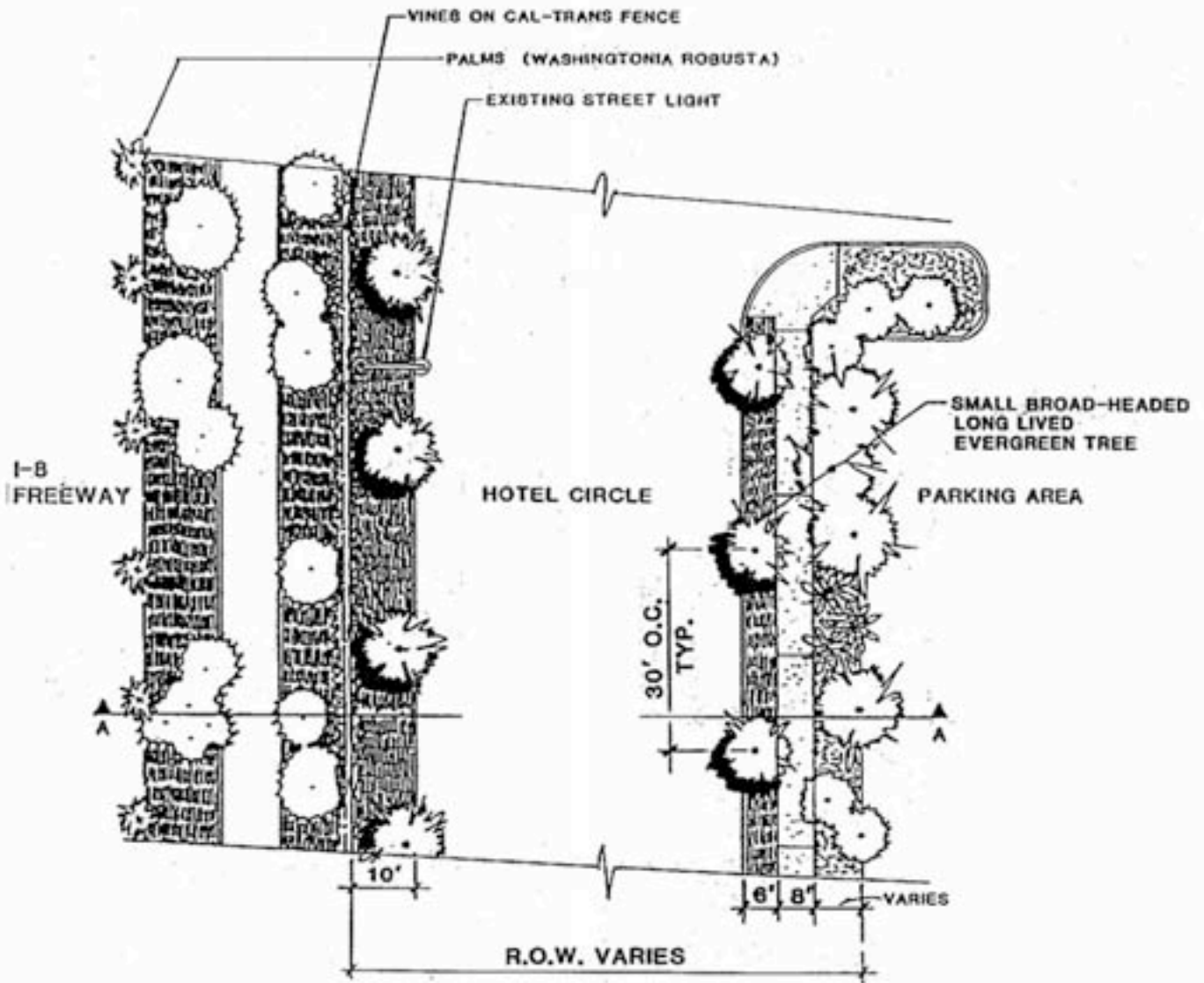
Mid-height to small clumping accent trees

- o Phoenix reclinata (clumping mid-height)
- o Arecastrum romanzoffianum (single mid-height)
- o Chamaerops humilis (small clumping)

The above list of evergreen, broad-headed street trees is purposefully kept short to avoid too much variety. A single specie shall be chosen for all sites along Hotel Circle North. The same or an alternate single specie shall be chosen for all sites along Hotel Circle South. The mid-height and small clumping accent palm trees should be limited to individual project entries or entry plazas. Other trees for the Hotel Circle streetscape may be selected subject to the approval of the City Planning Department.

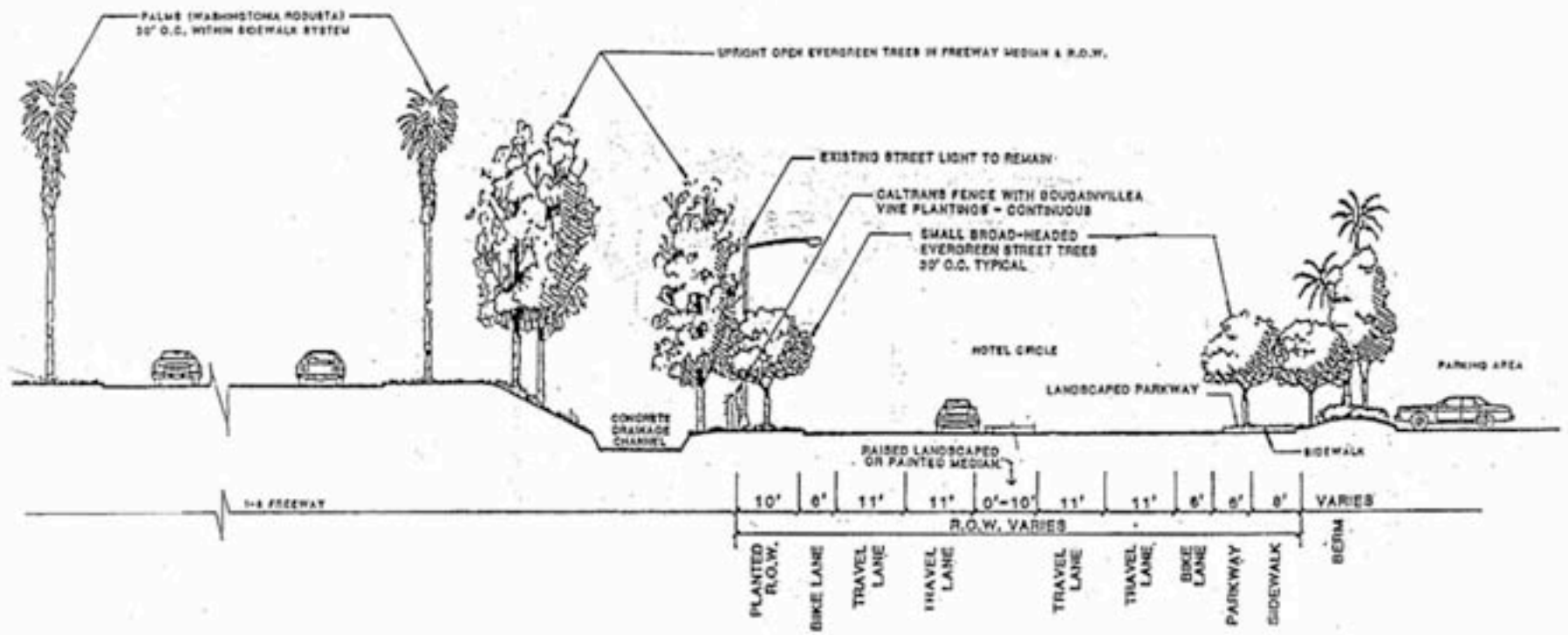
Accent trees (theme entries, bus stops, etc.)

- o Jacaranda acutifolia
- o Koelreuteria bipinnata
- o Liquidambar styraciflua
- o Platanus racemosa
- o Populus fremontii



Proposed Hotel Circle Streetscape Plan
 North and South Typical
 Atlas Specific Plan





Proposed Hotel Circle Streetscape Section North and South – Typical

Atlas Specific Plan

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FIGURE



Low Shrubs (in median and adjacent to street)

- o Moraea bicolor
- o Agapanthus africanus
- o Hemerocallis aurantiaca
- o Lantana montevidensis
- o Lantana camara
- o Raphiolepis indica (small varieties)
- o Rosmarinus officinales
- o Pittosporum tobira "wheeler's dwarf"
- o Ceanothus griseus horizontalis
- o Acacia ongerup
- o Carissa grandiflora (low varieties)

Shrubs

- o Abelia grandiflora
- o Elaeagnus pungens
- o Photinia fraseri
- o Nandina domestica
- o Pittosporum tobira "variegata"
- o Raphiolepis indica
- o Plumbago capensis
- o Rhus integrifolia
- o Rhus ovata
- o Heteromeles arbutifolia

Groundcovers

- o Gazania species
- o Hedera helix
- o Delosperma alba
- o Potentilla verna
- o Vinca major/minor

Vines (along freeway fence)

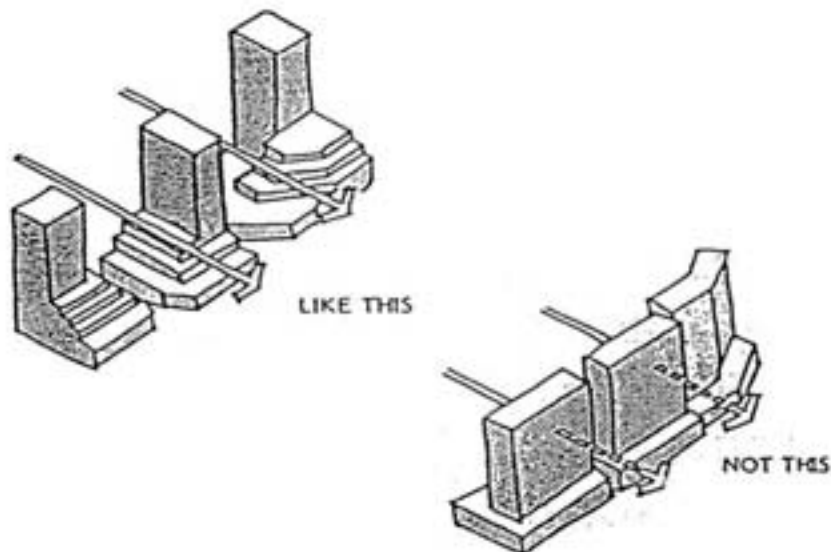
- o Bougainvillea species
- o Doxanthus unguis-cati
- o Solanum jasminoides
- o Tecomaria capensis
- o Cissus antarctica

4. Site Planning Criteria

The location and "footprint" of a structure on each individual parcel is as important as the "design" (aesthetically speaking) of the building itself. Because of the variety of lot sizes and uses, special attention must be given to the location of each structure.

Concepts and Criteria

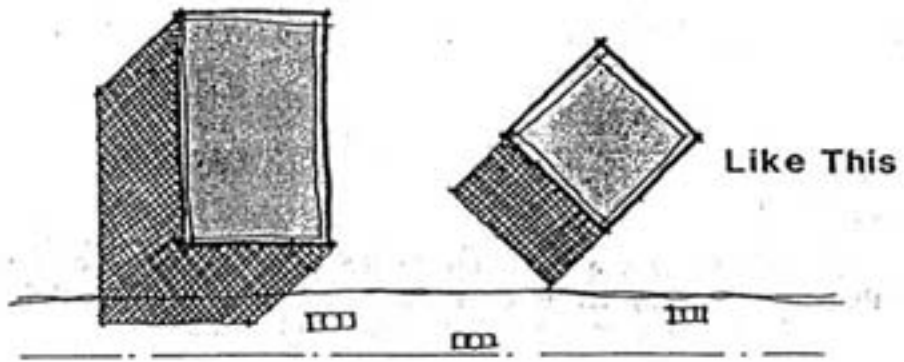
- o In general, plazas and courtyards shall be oriented to the sun whenever possible with the buildings clustered to make the most efficient use of the site. Large landscaped open areas for human use and the development of vistas to the river and other open areas shall be created.
- o In general, 30' of landscaped buffer area except for driveways and/or drives should be provided adjacent to major streets. Parking lots or structures should not be permitted in these landscaped buffer areas except for specific conditions described and illustrated in this Specific Plan. Refer to the Site Specific Design Criteria, Section V.C., for exceptions. For existing developed sites where no additional development is proposed, the restriping of parking lots, use of compact stalls, use of parallel parking and other appropriate design techniques shall be studied to achieve the maximum landscape buffer possible where this 30' criteria is infeasible.



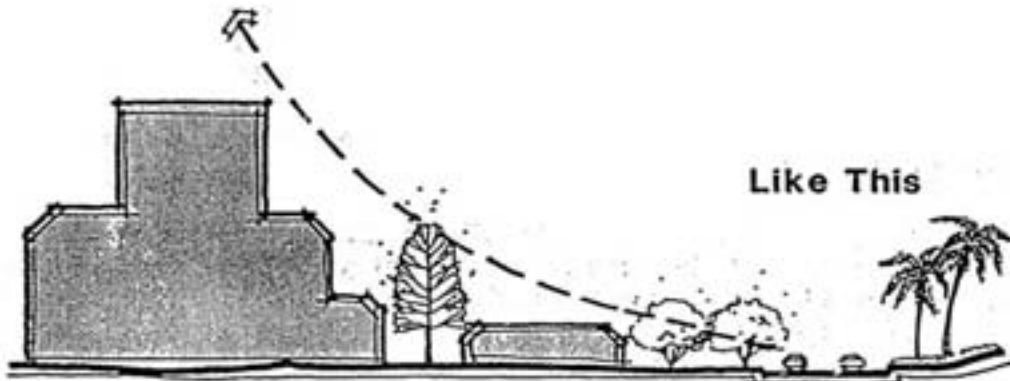
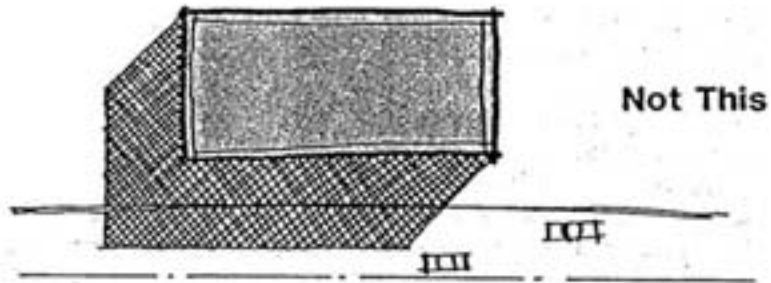
Orient Buildings to Create View Corridors

- o High rise buildings should be located north and east of outdoor plaza areas. This eliminates plaza areas that receive little sun.
- o Outdoor plazas in individual projects shall be linked to pedestrian walkways within streetscape areas and to the river corridor.
- o The orientation of buildings, especially those in clusters, shall be carefully designed to consider and/or create view corridors.

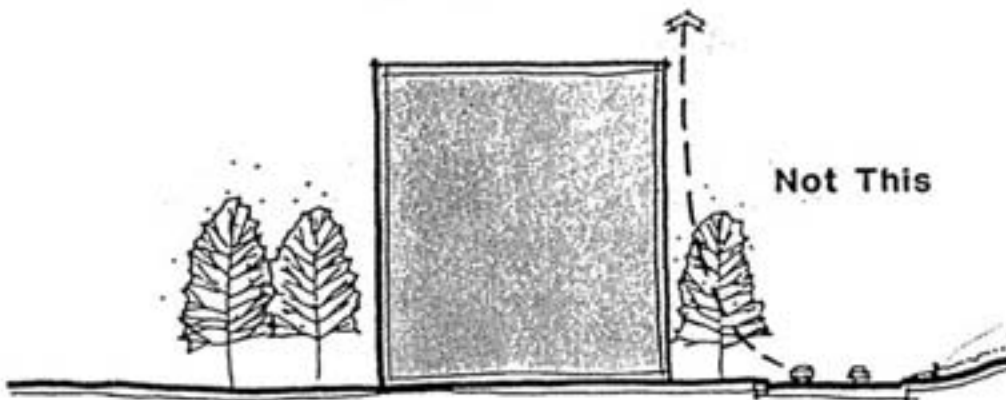
Additional specific site planning criteria for each of the Atlas Specific Plan sites are contained in the site specific design recommendations section of the Urban Design Element of this Specific Plan.



Orient Buildings so that a Corner or Narrow Side Faces the Road and River



Graduated Setback to Height Ratios Provide for Open Streetscape Scenes and Eliminates Walled Feeling Along the Road



Tall Structures Next to Road Create a Walled Effect for Both Pedestrian & Highway Users

5. The River Corridor

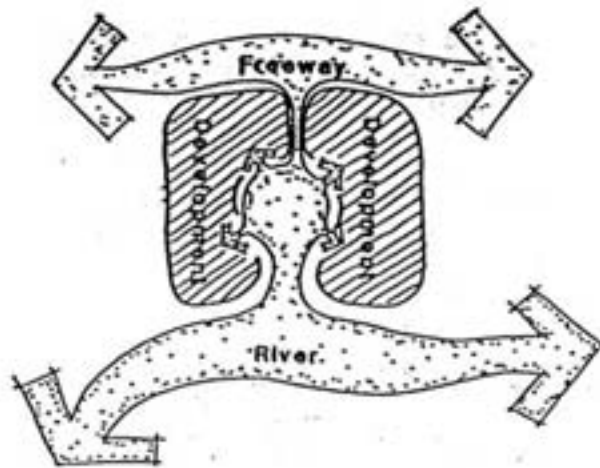
The San Diego River should play a vital role in the urban design process for the Atlas Specific Plan area. In addition to physically crossing the Town and Country, Hanalei Hotel, and Hanalei Tower sites, the river symbolically connects all the sites in the valley. The San Diego River is, perhaps, the single most important resource or amenity on the site. In urban Mission Valley, the river has the potential to provide natural and useable open space, recreational opportunities and aesthetic enhancement. In addition to the human benefits the river can provide, the river area on and adjacent to the Atlas Specific Plan area sites is part of a major freshwater wetland system complete with a variety of established riparian habitats.

The San Diego River through Mission Valley is a significant aesthetic and economic asset of the community. It provides visual and physical relief from the intensifying urbanization in the Valley. As a linear green space, the river corridor unifies the community accentuating the natural setting of the Valley. As the Valley continues to develop as a major urban center, the need for accessible useable open space will increase. The river corridor has the potential to become a regional attraction, drawing residents and visitors to the area. This will, in turn, draw spending money into the area and provide greater demand for visitor-oriented services. The unique setting of the river and wetland habitats also adds to the value of property in the area. The addition of a flood control facility may make more land available for development. Existing development, however, has essentially ignored the river, choosing instead to orient away from it. The Atlas projects will, as previously mentioned, utilize the river as the symbolic spine of the project where applicable. Realizing the importance of the river and its associated vegetation and wildlife, the river must maintain its "natural" integrity.

In order to create and maintain a viable wildlife corridor within the floodway proper, it is necessary to protect the native habitat areas from excessive human disturbance. A degradation of both the native habitats and their use by wildlife can occur through either noise, visual or direct physical disturbance. These same forms of disturbance can also degrade the aesthetic value of the river corridor for human use. For these reasons, buffers shall be provided and activities shall be restricted along and within the floodway. Buffers planted with native species of coastal sage scrub and native trees are needed to protect the river's habitat and to create greater edge and diversity. Within these buffers there will be, however, opportunities for pedestrian and bicycle circulation systems. These circulation systems will allow people to experience the river without actually entering sensitive vegetation or wildlife habitat areas.

Concepts and Criteria

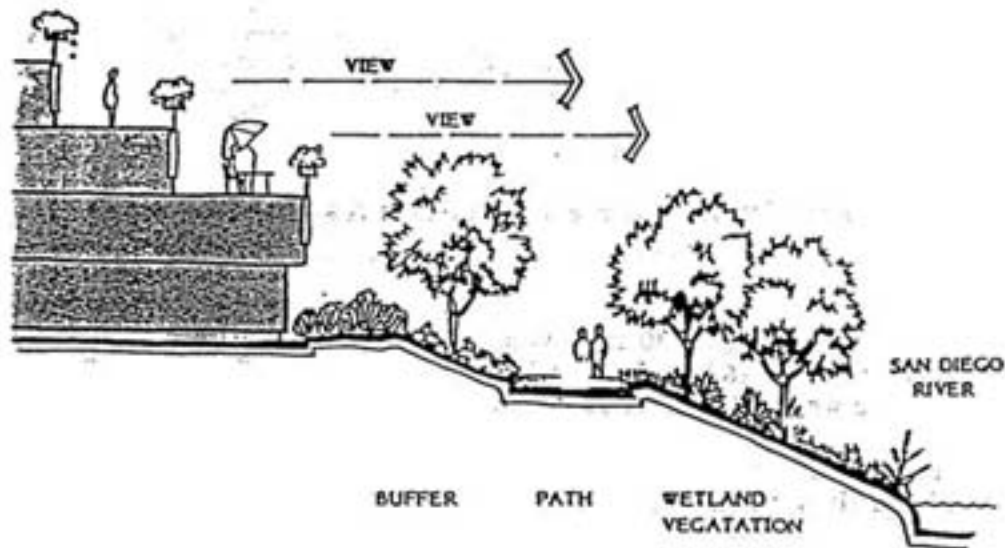
- o The treatment of the river corridor shall comply with the San Diego River Wetlands Management Plan Design Criteria, except as modified by this Specific Plan.
- o Viewsheds into and across the river shall be maintained or enhanced by proper site planning and building design.



Symbolically Integrate the River into Adjacent Development

- o A buffer area averaging 30 feet wide shall be provided along the south side of the river from SR-163 to Fashion Valley Road at the Town and Country site between the wetland habitat area and adjacent development.
- o A buffer area from 30 feet to 50 feet wide shall be provided along the south side of the river at the Hanalei Hotel site between wetland habitat area and adjacent development.
- o The regional east-west pedestrian/bicycle system within the river corridor shall be constructed along the south side of the river at the Town and Country site and the Hanalei Hotel site. The pedestrian/bicycle system shall be provided within a shared, paved path a minimum of 10 feet wide located adjacent to the river and which may be located within the river buffers. At the Town and Country site, the pedestrian/bicycle path shall extend from SR-163 to Fashion Valley Road. An undercrossing under the SR-163 bridge shall be provided to connect with the pedestrian/bicycle path associated with the FSDRIP improvements. An undercrossing shall also be provided under the Fashion Valley Road bridge to connect with the pedestrian/bicycle path associated with the approved Levi-Cushman Specific Plan. At the Hanalei Hotel site, the pedestrian/bicycle path shall extend along the length of the Hanalei Hotel site and shall connect with the pedestrian/bicycle path associated with the approved Levi-Cushman Specific Plan. At both sites, the internal and streetscape pedestrian systems shall be connected to this regional system.
- o The LRT should be located above the 100-year flood and, if feasible, should relate to adjacent structures rather than the river.
- o Passive recreation facilities shall be located along the outer edges of the buffer area to the floodway. These include picnic areas, benches, viewing areas and pathways.

- o The buffer areas shall be planted, where necessary, with a combination of native trees, particularly riparian woodland species, and native shrubs of the coastal sage scrub community.
- o Surface parking areas located near the river corridor shall be either depressed to allow for viewing or screened with berms or landscaping. This will help to maintain the visual integrity from within the river corridor.



Viewsheds Across the River Should be Maintained or Enhanced

- o In order to provide visual openness the 150-foot "Design Sensitive Zone" criteria for development adjacent to the river corridor as identified in the San Diego River Wetlands Management Plan shall be adhered to except as otherwise defined in this specific plan. In addition to other criteria, the "Design Sensitive Zone" criteria establishes a maximum building height of 42 feet within this 150 foot area. Buildings should step back from the river corridor. Public, recreational and pedestrian-oriented uses are encouraged.
- o To allow see-through at pedestrian levels along the ped/bike path within the river corridor buffer, landscaping materials in the river corridor areas shall include tall canopy trees, rather than short bushy trees. Visual access to the river shall be provided along at least 20% of the length of the corridor improvements. No visual break shall be greater than 50 linear feet.
- o Generally, ground level view corridors to the river corridor shall be provided from public areas. This will require space between buildings and special development of landscaped areas in the view corridor.
- o The use of appropriate materials shall be encouraged for building facades adjacent to the river. Reflective "mirror" glass shall not be used on building facades which face the river.

6. Landform Considerations

Although all of the Atlas sites have been severely altered and disturbed by previous grading operations, the final landform configurations on each site are important. Grading is often overlooked as a way to achieve an integrated community design. The purpose of this section is to provide criteria for landscape grading within the Atlas Specific Plan area. These criteria are intended to create a pleasant aesthetic environment by working together with landscape planting, circulation, and land use as well as other elements of this specific plan. The concept drawings in this section are intended to show general conditions and are not keyed to specific locations. They are intended to serve as criteria that can be used in evaluating proposed final grading plans.

Concepts and Criteria (For final grading procedures)

- o Buildings and parking areas shall be adapted to the terrain. This could include terracing of buildings either up or down a slope. In addition to providing views and terraced outdoor "deck" areas, the visual impact of slopes is minimized.
- o Variable slope gradients shall be encouraged. However, it may be desirable to create an "architectonic" effect with a slope. That is, the slope may become an extension of the structure, where a "natural" effect may not always be desired and therefore a more rigid, geometric form may result. Large slopes adjacent to native areas and those on the southern portions at the base of the valley slopes shall retain a "natural" appearance.
- o In general, sharp, angular slope forms shall be rounded and smoothed to blend with the natural terrain. All graded slopes shall be revegetated. Where appropriate, buildings should be sited to conceal graded slopes.
- o All cut slopes over 10 feet in vertical height will be serrated to provide a more suitable surface for revegetation.
- o Site development adjacent to the southerly slopes of Mission Valley shall prohibit grading within the established Hillside Review Overlay Zone. Minor exceptions to the foregoing may be acceptable subject to the approval of the City Planning Director.
- o To retain the integrity of the intended grading configurations, the following criteria shall be applied:
 - During construction, measures shall be taken to control runoff from construction sites. Filter fabric, fences, heavy plastic earth covers, gravel berms or lines of straw bales are a few of the techniques which should be considered.
 - Grading shall be phased so that prompt revegetation or construction can control erosion. Where possible, only those areas which will later be resurfaced, landscaped or built on shall be disturbed. Resurfacing of parking lots and roadways shall take place as soon as practicable and not at the completion of construction.

- o The maximum slope ratio allowed shall be 2½:1, as recommended by the Mission Valley Community Plan.
- o Long, continuous "engineered" slopes that have hard edges and no transition areas at the top or toe of the slope shall be avoided. "Natural" landform contour grading shall be used when possible, to create a more natural appearing slope.
- o Transition spaces shall be used between adjacent land uses to take up grade.
- o Berms shall be large enough to actually have a strong visual impact.
- o Landscape grading shall use grade changes imaginatively, accenting or de-emphasizing the change in grade as necessary to achieve the desired design goals. Circulation elements such as trails and paths can effectively respond to grade conditions by meandering in long graceful curves. In contrast, walks that switch direction too often in response to poorly conceived landscape berms, or walks that go up and down over small berms have an unnatural appearance and should be avoided.

7. Open Space and Recreation

The preservation of natural open space and the provision of open areas in the Atlas Specific Plan area is a significant component of the urban design concept. Regardless of the aesthetics of structures, humans require a certain amount of quality open space within their home and work environments to maintain an optimum level of physical as well as mental health. Within these open spaces, provisions for recreational opportunities shall be considered. These include both active and passive recreation areas.

Open space can be defined as the total area of land and/or water within the boundaries of the project which is generally free from development or developed with low intensity uses that respect natural environmental characteristics. Useable open space generally includes areas such as the river buffer and any designated park-like or plaza areas adjacent to the river. Project open space includes areas such as setbacks, project entries and internal project plazas, walks, etc. Natural open space encompasses the natural hillside areas of the south side of Mission Valley and the river corridor. The following summarizes the open space by categories for each of the Atlas Specific Plan sites:

<u>Site</u>	<u>Open Space</u>			
	Natural (Sq. Ft.)	Useable (Sq. Ft.)	Project (Sq. Ft.)	Total (Sq. Ft.)
Town and Country	374,400	48,000	406,900	829,300
Hanalei Tower	-	-	52,000	52,000
Hanalei Hotel	116,900	94,300	100,700	311,900
Mission Grove Office Park	-	-	40,560	40,560
Kings Inn	-	-	53,200	53,200
Mission Valley Inn	282,900	58,600	153,000	494,500
TOTALS	774,200	200,900	806,360	1,781,460

Open space is perceived as one of the tools for protecting San Diego's quality of life. It supports the conservation and enhancement of San Diego's existing communities and aids in the creation of new communities which strive to retain and enhance natural amenities.

As a major floodplain, Mission Valley is an important element of the city-wide open space system. Additionally, open space in the Valley serves a dual function of recreation and flood control. Given the topography in Mission Valley, open space, and in particular the river, will affect all aspects of future development in the community including land use, transportation (configuration of surface streets), and urban design.

In Mission Valley, open space includes those areas which form a greenbelt around and through the community. The San Diego River is the most prominent natural open space element. The hillsides which form the north and south boundaries of the community are also a significant natural open space feature.

Concepts and Criteria

- o Office buildings shall be designed using terraces, roofscapes, and balconies with heavy plantings to create outside open areas. Building roofscapes should be used to serve both active and passive community needs, including areas for social functions and for the enjoyment of urban and river views.
- o Uses along the river will include landscaped areas, walks, gardens and bike paths to complement the proposed vegetation along the river. Hotel facilities such as the guest rooms and lobby areas will be located off the gardens and landscaped areas oriented to the river. Active recreation facilities are proposed within the hotel complex areas; they include swimming pools, tennis courts, exercise rooms, pro shops and snack bar.

8. Planting Considerations

The individuality as well as the cohesion between the various land uses in the Atlas Specific Plan area should be strengthened by the planting plan. Overall project identity is greatly enhanced by the continuity of plant materials along publicly visible areas. Conversely, individual parcel identity can be established through variations in planting at major entry points, along smaller streets within the project, and within individual areas.

There are three distinctive "entry" situations within the Atlas Specific Plan area: (1) major community entries - these are the predominant entries one encounters upon entering the specific plan area (i.e. at Taylor Street and the SR-163 interchange); (2) secondary entries - these are entries not as obvious as the community entries, but quite significant, for example, along Fashion Valley Road; and (3) special entries - these are the individual project entries one encounters when traveling along Hotel Circle. A distinctive hierarchy in the design of these entries must be achieved. This can be accomplished through sensitive treatment of the landscape.

Plant material is but one of the elements of the landscape. As described in the streetscape section, there are many components that comprise the "urban land

scape". Although the term "landscape" has many connotations, the emphasis in this design element will be on planting design.

Uses of plants can be categorized into four basic categories:

Architectural Uses - These include space articulation, screening and privacy control.

Engineering Uses - These include erosion control, acoustical control, atmospheric purification, traffic control, and glare or reflection control.

Climatological Uses - These include solar radiation control, wind control, precipitation and temperature control.

Aesthetic Uses - Plants can be used to create certain emotional responses for beauty, for pleasantness, for view enhancement and focal points.

These planting concepts and criteria contain criteria for the planted areas of the Atlas Specific Plan area. These planted areas have a significant role in the image that is created of a community. The planting criteria are designed to create a beautiful community while addressing basic planning goals and concepts, as well as community-wide issues of conservation and urban design.

Concepts and Criteria

- o Drought-tolerant plant materials with an emphasis on native plants shall be used extensively throughout the Atlas Specific Plan area. Their use will accomplish several important community planning goals: first, they will enrich the existing landscape character, which is dominated by drought resistant plants; second, their use will conserve water and energy; third, they are economical to maintain; and fourth, in the proper place, they can serve the image-forming needs of the community as well as plants that require more water.

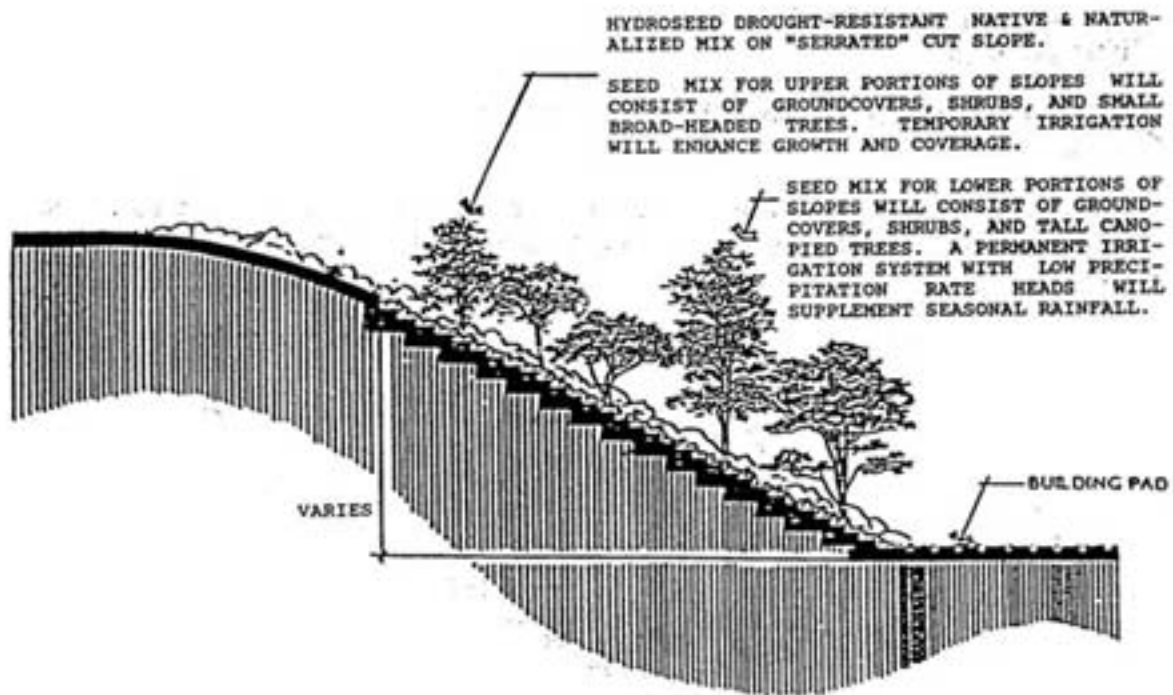
Drought-tolerant plants will need some irrigation, especially in the first few growing seasons. Once the plants are established, irrigation will be required about once a month during the dry months. This irrigation practice will promote deep root growth and a better tolerance for the hot, dry summer months. Irrigation methods will vary depending on the particular situation and the specific plants chosen. In some places, bubbler heads will provide the once-a-month deep watering. Other situations may be better adapted to some form of drip irrigation. Still others may require truck watering for the first few years, and no additional irrigation after that. Specific conditions will require specific solutions that can be implemented as the choice of plant material and specific planting location is known.

The use of drought-tolerant plant material also makes the use of ornamental native plants possible. Many natives are sensitive to overwatering and could not be used unless watering is restricted during the dry months. Plants such as Toyon (Heteromeles arbutifolia), hollyleaf cherry (Prunus ilicifolia) or sugarbush (Rhus ovata) will thrive in dry conditions. These and other native trees and shrubs will be used in a natural way to create a pleasant naturalized landscape.

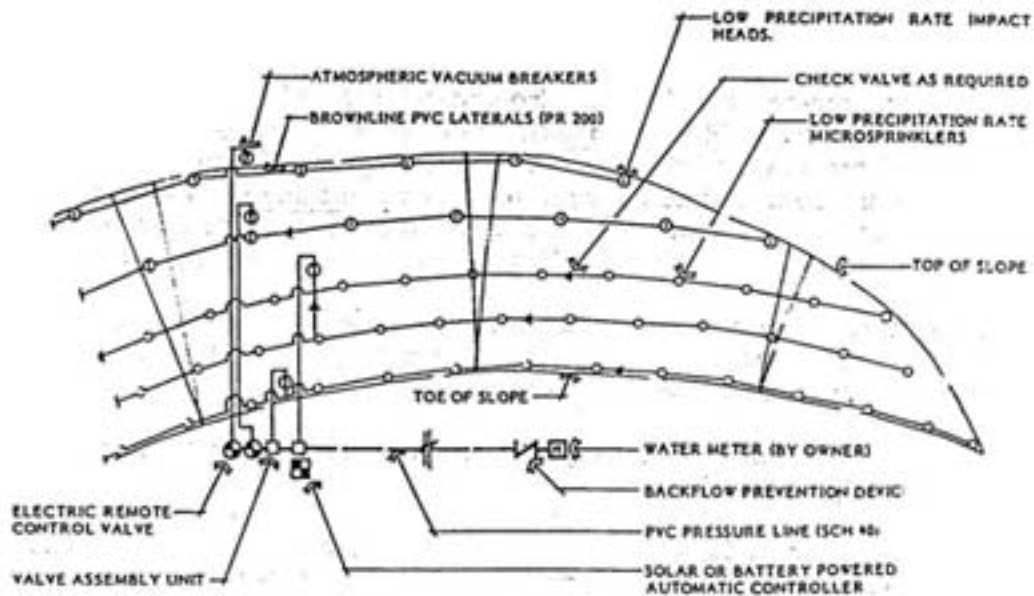
Non-native ornamentals that are drought-tolerant will also be used. Acacia (*Acacia* spp.), olive (*Olea europea*), eucalyptus (*Eucalyptus* spp.) and pines (*Pinus* spp.) are some of the plants that are suggested for use within the Atlas Specific Plan area. Palms (*Washingtonia* spp., *Phoenix* spp.) also are drought resistant, and are suggested for use along the I-8 corridor as a major theme planting and intermittently along Hotel Circle as entry accent planting.

The conversion to drought-tolerant plant material will take time since a considerable amount of plant material presently exists that is not drought tolerant within most of the Atlas sites.

- o An irrigation system shall be required for any planted area to insure plantings are adequately watered.
- o Native plant materials shall be used on existing natural slopes, in designated hillside review areas, and in the river channel and buffer.
- o Graded slopes shall be promptly revegetated with groundcover, shrubs and trees. Hydroseed may be used for groundcover and may include shrubs and trees. Groundcovers shall possess moderate or high erosion control qualities. Further, appropriate fertilization and plant materials shall be verified by soil sampling and analysis by a soils laboratory to be indicated on the landscaping plans for the project. The graphics below and on the following page illustrate typical slope planting and irrigation techniques.

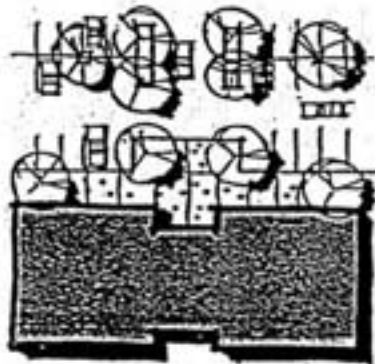


Typical Cut Slope Planting



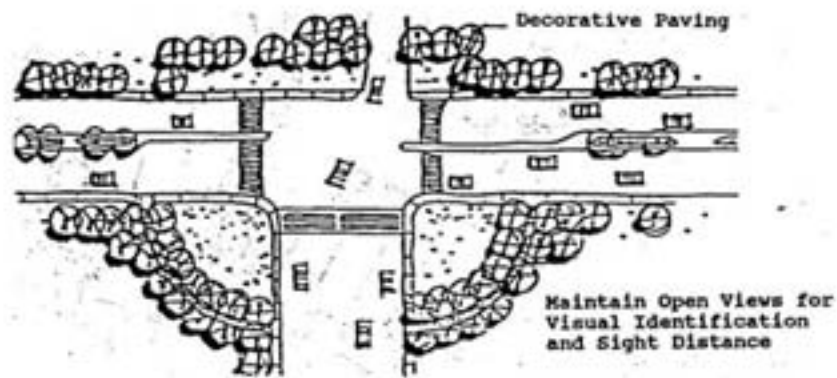
Typical Slope Irrigation - Plan

- o All slopes over 5 feet in vertical height shall receive at least a one (1) gallon plant for every 100 square feet of slope area prior to building occupancy on the respective lot.
- o All slopes over 5 feet high shall receive erosion attenuation treatment such as punched-in straw, tacked-on straw, or jute mesh.
- o Street trees shall be long-lived (60 years), deep rooted, and require little maintenance (structurally strong, insect and disease resistant, and require little pruning).
- o Trees and other plants shall be the dominant elements of the major entry statements.
- o Deciduous trees shall be used in south facing outdoor areas around buildings to provide solar access during winter months, while providing shade in hot summer months.
- o Deciduous trees shall be used where winter sun is to be available to outdoor areas.



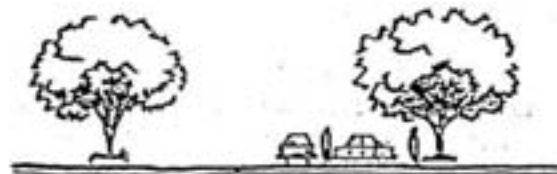
Incorporate Deciduous Trees into Planting Plans Near Buildings

- o Trees and shrubs on west sides of buildings shall be concentrated to reduce heat buildup during hot afternoon hours.
- o Round-headed canopied rather than upright trees shall be utilized in parking areas.
- o Parking lot trees shall be evergreen with a mature height and spread of at least 30 feet. They shall also be long-lived (60 years), clean, and require little maintenance (structurally strong, insect and disease resistant, and require little pruning).
- o Where project development areas occur adjacent to the river corridor, those areas shall utilize landscape materials which are compatible with the native vegetation along the river corridor. Where high intensity hotel and office uses are clustered adjacent to the river, river vegetation species should be introduced within usable open space areas such as public plazas created by the building clusters.
- o To allow visibility at pedestrian levels, landscaping materials in the ground level view corridor areas shall include tall trees with canopy areas, rather than short bushy trees.



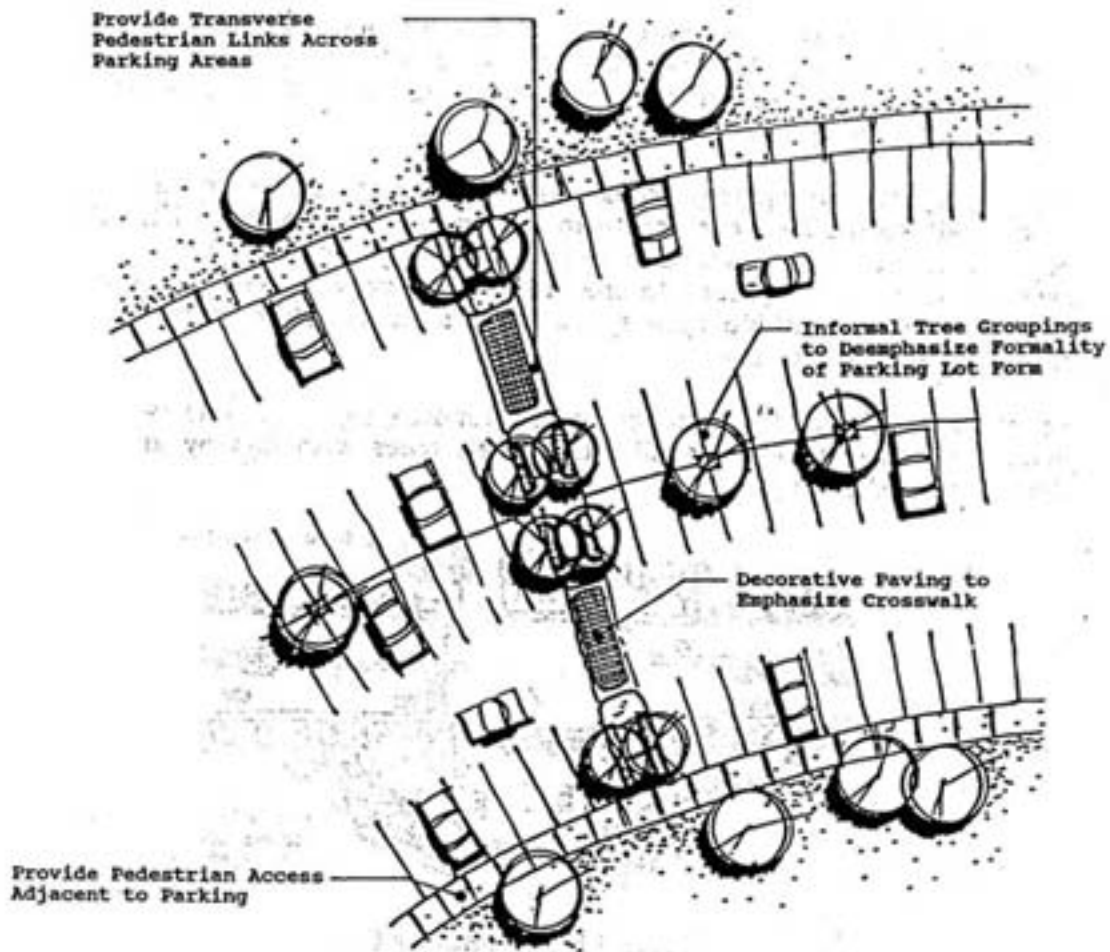
Typical Major Intersection

- o In the interest of maintaining sight distances and public safety, trees shall be planted not less than 25 feet from beginning of curb returns at intersections, 10 feet from street lights, 10 feet from fire hydrants, and 10 feet from driveways.



Broad-Headed Trees Should be Utilized in Parking Areas

- o On- and off-site views (since they are not panoramic) shall be enhanced through the creation of view frames. These can be horizontal or vertical in nature.



Typical Parking Lot Treatment

- o To screen unsightly or undesirable views near a slope area, large dense shrubs shall be massed near the top of the slope, not the toe.
- o Trees and shrubs can be combined with earth berms to screen adjacent views.
- o Plantings designed for major entries shall relate directly to adjacent plantings as well as provide the necessary focal element. If an entry monument or sign is utilized, evergreen shrubs and vines shall be used to provide a visual backdrop and soften its edges. Low plantings of ground cover, turf, or annual color will be used in the foreground.

- o Turf areas shall be minimized except where recreation areas are required. Turf for strictly visual reasons (except at major entries) shall be minimized because of relatively high water use and maintenance costs.
- o Surface parking areas shall be screened from adjacent development.
- o Large walls or fences, such as around tennis courts, shall be softened with large shrubs or small trees.
- o Tree plantings at major intersections shall reflect an "openness" for visual identification, maintaining sight distances, and maintaining open views.
- o The following plant lists indicate acceptable species for use within the Atlas sites. Supplement this list with the list depicted in the streetscape section.

Slope Trees

- o * Acacia cyclops
- o * Callistemon citrinus
- o * Ceratonia siliqua
- o * Eucalyptus species
- o * + Heteromeles arbutifolia
- o Melaleuca styphelioides
- o * Pinus eldarica
- o * + Prunus caroliniana
- o * + Prunus lyonii
- o * Schinus terebinthifolius

Large Evergreen Round Headed Trees

- o Cinnamomum camphora
- o Ficus retusa
- o * Quercus ilex
- o Ulmus parviflora

Small Evergreen Broad Headed Trees

- o * Callistemon citrinus
- o * Ceratonia siliqua
- o * Eucalyptus ficifolia
- o Geijera parviflora
- o * Leptosperum laevigatum
- o * Olea europaea
- o * + Rhus lancea
- o * Schinus terebinthifolius

- * Indicates drought tolerant plant material.
- + Indicates native plant material.

Evergreen Upright Trees

- o Brachychiton populneum
- o Magnolia grandiflora
- o Tristania conferta

Large Scale Canopy Trees

- o * Eucalyptus (selected species)
- o + Fraxinus velutina
- o * + Platanus racemosa

Deciduous Round Headed Accent Trees

- o Albizia julibrissin
- o Bauhinia variegata
- o Jacaranda acutifolia
- o Koelreuteria paniculata
- o Lagerstroemia indica
- o * Pistacia chinensis
- o Pyrus kawakamii (Evergreen Pear)

Riparian Deciduous Trees

- o * + Platanus racemosa
- o * + Populus fremontii
- o * + Alnus Rhombifolia

Shrubs

- o Abelia grandiflora
- o Agapanthus africanus
- o * + Agave americana
- o * + Artemesia californica
- o * + Artriplex semibaccata
- o Carissa grandiflora
- o * + Cassia spp.
- o * + Ceanothus (all species)
- o * Dodonaea viscosa
- o * Echium fastuosum
- o * Elaeagnus pungens
- o * Feijoa sellowiana
- o * + Fremontodendron 'California Glory'
- o Hakea sauveolens
- o Hebe spp.
- o * + Heteromeles arbutifolia
- o Lantana species
- o * Leptospermum laevigatum
- o Ligustrum spp. (shrub varieties)
- o * Mahonia aquifolium

- * Indicates drought tolerant plant material.
- + Indicates native plant material.

- o Melaleuca species (shrub varieties)
- o * Nandina domestica
- o * Nerium oleander
- o * Myrsine africana
- o Photinia fraseri
- o Pittosporum tobira
- o Pittosporum phillyraeoides
- o Pittosporum crassifolium
- o * Plumbago capensis
- o * + Prunus lyoni
- o Pyracantha species
- o Raphiolepis indica
- o * + Rhus ovata
- o * + Ribes speciosum
- o * Rosmarinus officinalis
- o * + Senecio cineraria
- o * Teucrium fruticans
- o Viburnum tinus
- o Viburnum japonica
- o Xylosma congestum
- o * Yucca glauca

Vines

- o Bougainvillea species
- o Cissus antarctica
- o Clematis armandii
- o Clytostoma callistegioides
- o Doxantha unguis-cati
- o Ficus pumila
- o Parthenocissus tricuspidata
- o Solanum jasminoides
- o * Tecomaria capensis
- o Wisteria species

Groundcovers

- o * Achillea tomentosa
- o Arctotheca calendula
- o * + Atriplex semibaccata
- o * + Baccharis pilularis (dwarf varieties)
- o * Drosanthemum species
- o * Fragaria chiloensis
- o Gazania uniflora
- o Hedera helix
- o Hypericum calycinum
- o * + Lampranthus species
- o Lippia canescens
- o * Malephora crocea
- o Myoporum parvifolium

- * Indicates drought tolerant plant material.
- + Indicates native plant material.

- o Pelargonium peltatum
- o Potentilla verna
- o * Rosmarinus officinalis var. prostratus
- o * Sedum confusum
- o Verbena peruviana
- o Vinca major
- o Vinca minor

- * Indicates drought tolerant plant material.
- + Indicates native plant material.

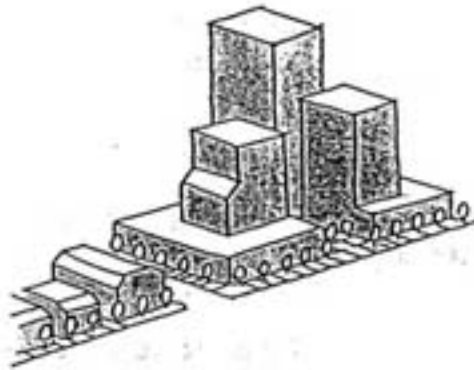
9. Architectural Considerations

This section contains design concepts and criteria related to architectural form, massing, aesthetics and materials. To give the developer enough flexibility, the criteria are conceptual in nature and allow a variety of options. These criteria, though conceptual, should be followed as closely as possible to insure that the intended urban design quality is implemented.

Concepts and Criteria

- o A mixture of high-rise, mid-rise and low-rise structures is proposed within the Atlas Specific Plan area. Tall buildings should be designed in the form of slim towers. Consideration shall be given to the selection of materials that offset and enhance the dramatic landscape and topographic features in the valley and the inland mountains.
- o Mid-rise hotel buildings should make extensive use of balconies, decks, and roof terraces. Building materials shall be homogeneous and shall provide either a contrast or a blending with the open space and landscaped areas.
- o Low-rise buildings shall pay special attention to roof area treatment, the location and screening of roof-mounted equipment and roof materials. Pitched roofs or other special roof forms may be preferred in some cases to flat roofs. Flat roof areas shall be considered for human use as terraces, or surfaced with materials of earth tone colors of darker hues.
- o In general, mechanical equipment should not be roof-mounted. Where necessary to be roof-mounted, equipment shall be enclosed or screened from view.
- o Low-rise buildings shall be designed with homogeneous materials that complement landscaping materials. Special care shall be given to building detailing, particularly at building entrances.
- o Structures shall be designed to create transitions in form and scale between large buildings and adjacent smaller buildings.
- o Building Height Limit Zones shall be as follows:

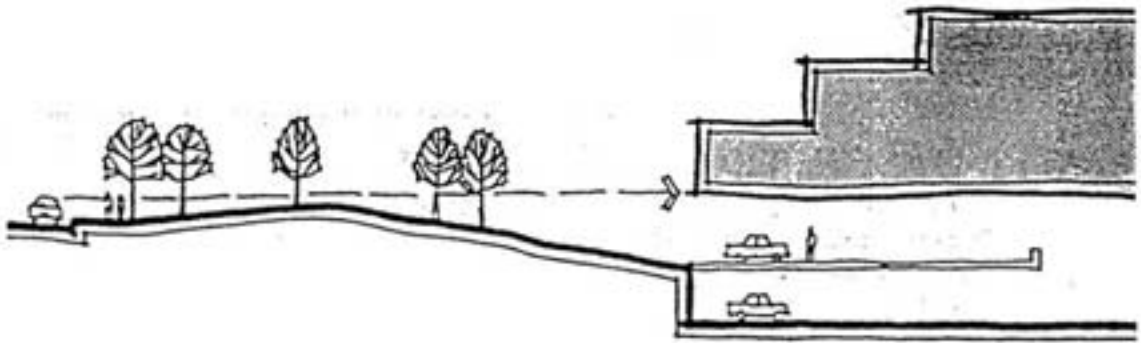
<u>ZONE</u>	<u>MAXIMUM PERMITTED HEIGHT</u>
South of I-8	40 feet with exceptions to 65 feet
North of I-8	250 feet
Within the 150-foot wide Design Sensitive Zone at the river corridor	42 feet



Design Structures to Create Transitions in Form and Scale Between Large Buildings and Adjacent Smaller Buildings



- o Building development at the base of slopes shall utilize building materials and colors which are comprised of earth tones, particularly darker hues.
- o Parking garages shall be provided as an integral part of new development utilizing ground level spaces for retail or other similar activity, where possible.
- o Parking structures shall be screened from street views where possible. Plant material could also be used to create interest.



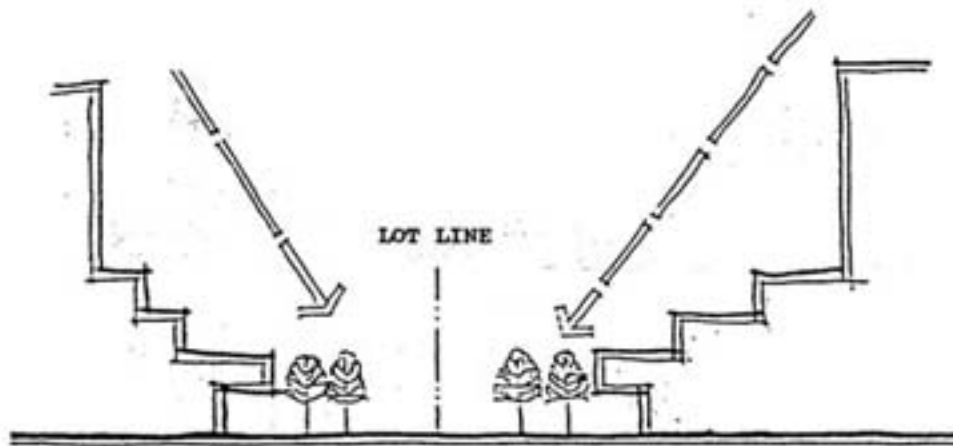
**Parking Areas Should be Placed Below grade or "Tucked Under" Buildings.
This Maximizes Site Efficiency and Places Parking Areas Out of View.**

- o Parking areas placed below grade, "tucked under" buildings, or in inconspicuous above grade parking structures shall be encouraged. This maximizes site efficiency and places parking areas out of view.
- o Buildings shall terrace up from adjacent streets. Rather than create "hallway" effects, structures shall "open up" at the upper levels eliminating "dark" streets.
- o Building forms shall be designed to create visual interest. Changes in form by varying levels and planes can create a visually satisfying structure.



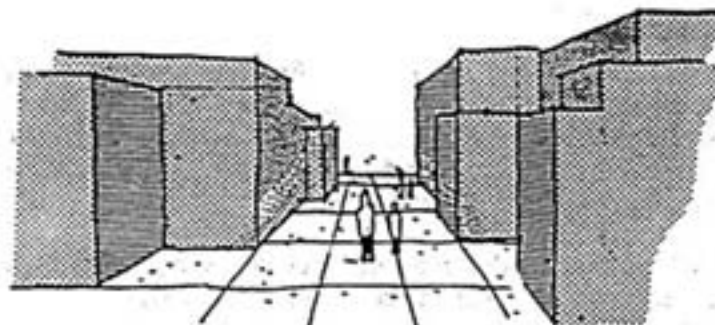
**Parking Structures Should be Screened from Street Views Where Possible.
Plant Material Could Also be Used to Create Interest.**

- o Buildings shall complement surrounding topography. For example, buildings adjacent to steep slopes should reflect the slope by gradual "step-up" design towards the slopes.

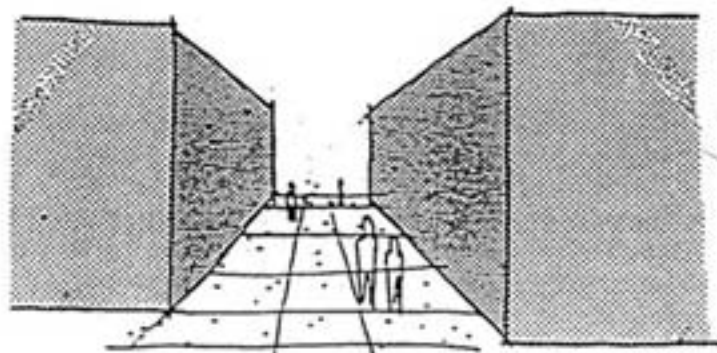


Where High Rise Buildings are Adjacent, Terracing Should be Utilized to Prevent Dark Unpleasant Spaces.

- o Tunnel-like effects between buildings should be avoided.
- o Building forms should terrace down to riverfront areas.
- o Where high rise buildings are adjacent, terracing should be utilized to prevent dark unpleasant spaces.

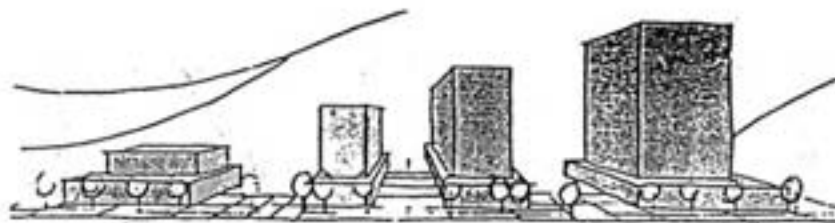


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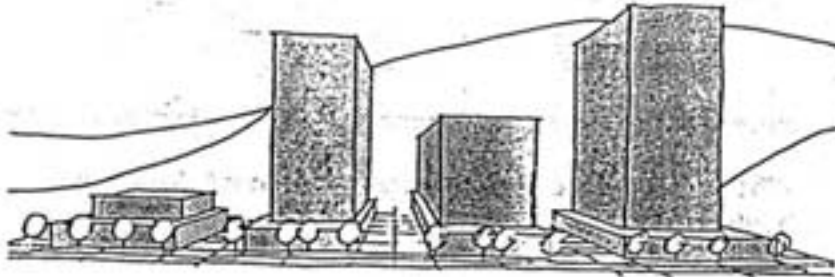


NOT THIS

Avoid Tunnel-Like Effects Between Buildings



LIKE THIS



NOT THIS

**Building Clusters Should Relate to Surrounding Topography
and Create Appropriate Height Transitions**

- o Buildings adjacent to the southerly slopes of Mission Valley shall incorporate the architectural guidelines of the Mission Valley Community Plan Implementation Program.
- o Building clusters shall relate to surrounding topography and create appropriate height transitions. Background topography shall be considered an asset. Rather than "fight" the existing forms of the valley, building clusters shall logically transition in height and form from one structure to the next considering the surrounding topography.
- o Tall buildings that face pedestrian streets and spaces shall incorporate design features that increase visual interest at street level.
- o Buildings shall be designed to create comfortable scale relationships with adjacent open areas.

10. Visual Considerations

To maintain the special visual character of the Atlas Specific Plan area the following visual concepts and criteria shall be followed as closely as possible. The basic concept is that of utilizing view corridors throughout the project. Visual terminuses such as plazas, fountains, special buildings, or sculpture shall occur at key points within these corridors to act as focal points. In addition, the orientation of the buildings shall reflect the visual corridor objectives.

Concepts and Criteria

Developments shall provide landmarks and focal points for visual orientation, through visual vertical elements or other special forms. These architectural forms are particularly applicable to the urban plaza area adjacent to the river.



Buildings Should be Designed to Create Comfortable Scale Relationships with Adjacent Open Space Areas

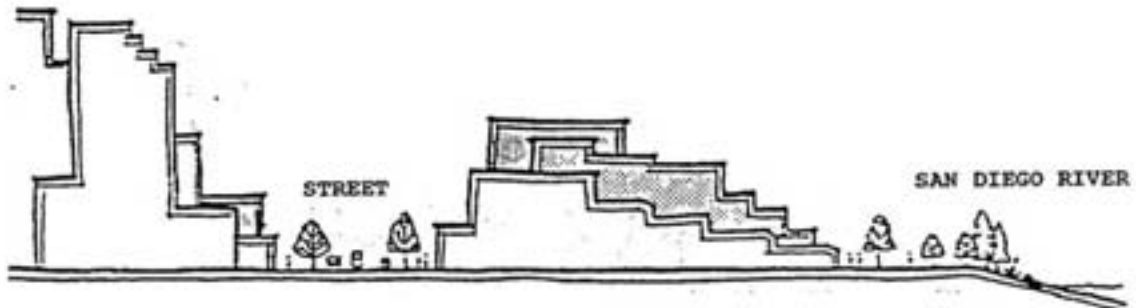


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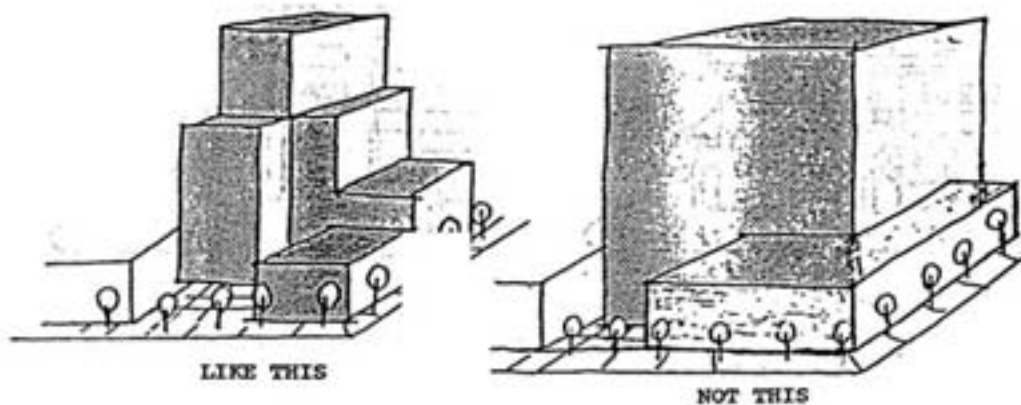
NOT THIS

Tall Buildings that Face Pedestrian Streets and Spaces Should Incorporate Design Features that Increase Visual Interest at Street Level

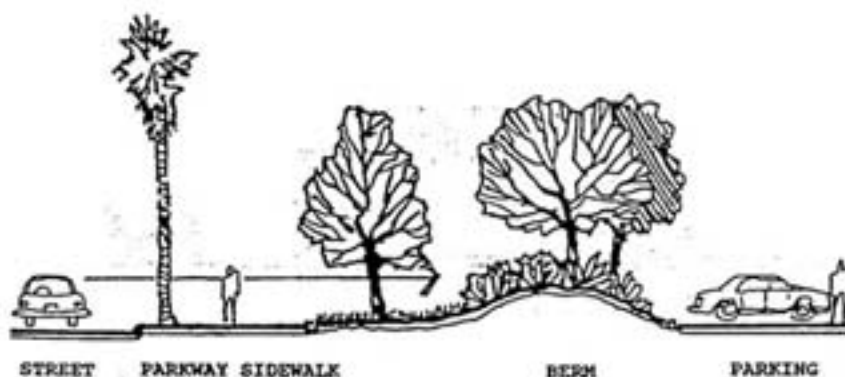


Building Forms Should Terrace Down to Riverfront Areas

- o Individual parcels shall be site planned to consider internal views (for example, in recreation areas) as well as views looking outward.
- o Because of the view impacts of large low-rise buildings as seen from above, mechanical equipment should not, in general, be roof-mounted. Where necessary for equipment to be roof-mounted, roof areas shall be carefully designed to enclose or screen mechanical equipment. Roof-mounted equipment should be incorporated into the architectural design of buildings or should be logically grouped or clustered in a manner which allows them to be effectively screened with free-standing or parapet walls. Projects shall also consider the development of roof forms and the use of roof materials that will have positive visual impacts by providing color and pattern. Ideally, strong consideration shall be given to the use of roofs for recreation, as terraces and landscaped park-like areas, in conjunction with project recreational activities or commercial activities such as restaurants.
- o View corridors from I-8 to the river and from I-8 to the hillsides shall be provided for the Town and Country, Hanalei Hotel, and Mission Valley Inn sites. Refer to the site specific criteria section of the Urban Design Element of this specific plan.



Building Forms Should be Designed to Create Visual Interest



Parking Areas Adjacent to Streets Should be Screened

11. Energy and Conservation Considerations

The need for proper energy planning has become readily apparent in recent years. Shortages of traditional energy sources coupled with spiraling prices make it important that steps be taken to control and conserve the amount of energy expended on a local and national level. Within this context, the following criteria for the Atlas Specific Plan area have been prepared. Significant energy savings will be realized as these guidelines are integrated into the planning and design of each site. Specific energy-saving techniques listed in this section are intended to serve as design criteria to be used by architects, site planners, landscape architects and engineers. Atlas Hotels has been extremely successful in exceeding energy conservation goals through well-organized and implemented energy conservation techniques.

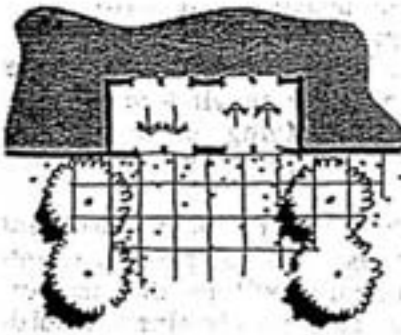
All new or improved buildings within the Atlas Specific Plan area must comply with the minimum state energy conservation standards, presently embodied in Title 24 of the California Administrative Code. As a goal for the Atlas Specific Plan area, all major buildings should exceed Title 24 standards. Typically, state energy standards concentrate on structural factors such as insulation, glazing, etc. This section outlines a conservation program which complements Title 24, by concentration on other avenues of energy conservation not ordinarily addressed by the state requirement. The emphasis is on instituting a number of financially-feasible conservation techniques, such as appropriate landscaping, daylighting, water management etc., rather than attempting the implementation of specialized, high-technology devices such as solar or wind-powered mechanisms. It is believed this strategy offers an equally satisfying end product, while, at the same time, representing significantly more favorable life cycle costs.

One conservation technique which will be incorporated into the design of the Atlas Specific Plan area is the concept of multiple use development. In essence, this concept combines various land uses within the project. This results in fewer vehicular trips than would a comparably-sized traditional development simply because some residents have the opportunity to work, shop and recreate within the confines of the Valley rather than commuting. Other benefits accruing from a project of this scale include connections with major public transit networks including the LRT and bus lines in the Mission Valley area.

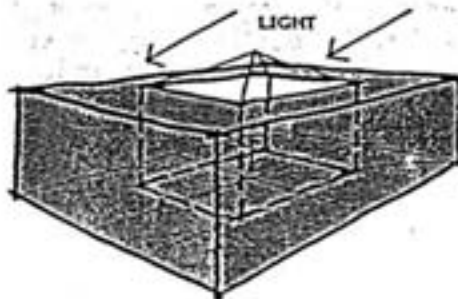
Site planning to take advantage of passive solar energy will be encouraged. The kinds of plant material and their location, window exposure, roof overhang, and building alignment should be manipulated to maximize the "free" energy the sun provides daily. In those places where "active" solar collectors can be used, and also "passive" solar considerations can be utilized, access to the sun's radiation should be preserved and maintained.

Concepts and Criteria

- o Nearly 50 percent of a commercial building's energy is used for lighting purposes. Approximately 33 percent of total building energy is consumed by environmental comfort systems. Daylighting shall be used as a conservation technique on low rise buildings where possible. This can be done by utilizing skylights, atriums, and courtyards to maximize available window space. It provides desirable results and an attractive economic return on investment.
- o Appropriate glazing techniques shall be utilized to permit interior light penetration up to twenty (20) feet within buildings. For interior areas greater than twenty (20) feet from window areas, skylights, light wells, interior courts or similar architectural features shall be considered.
- o In conjunction with daylighting technology, low wattage light fixtures, dimmer switches, zoned lighting banks and time controlled lighting controls for public areas shall be utilized.
- o Energy efficient appliances shall be used in all buildings.



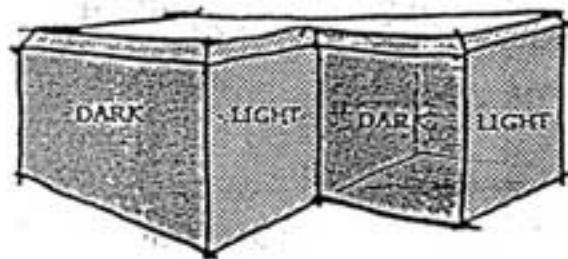
Consider Utilizing Vestibules at Entryways to Reduce Heat or Cold Infiltration



Buildings Should be Designed to Maximize Natural Lighting

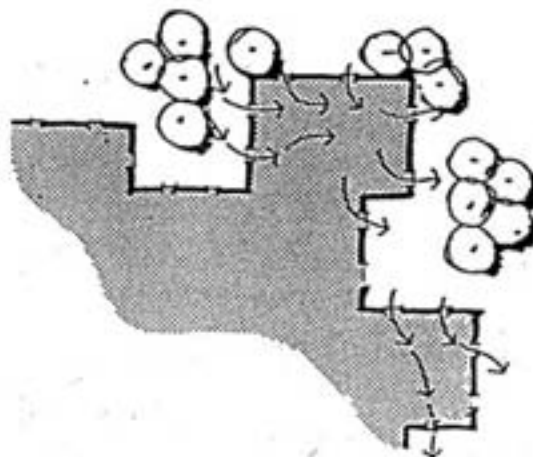
- o Utilization of vestibules at entryways shall be considered to reduce heat and cold infiltration into buildings.

- o Buildings shall be properly insulated. Insulative blankets should be utilized to isolate the building mass from the exterior building skin.
- o Appropriate building colors shall be used to minimize heat gain into building structures.
- o Roof surfaces shall be constructed of materials to minimize solar roof loads, unless a passive heat system is employed.
- o Building facades shall incorporate overhangs, canopies or other methods to reduce heat gain.



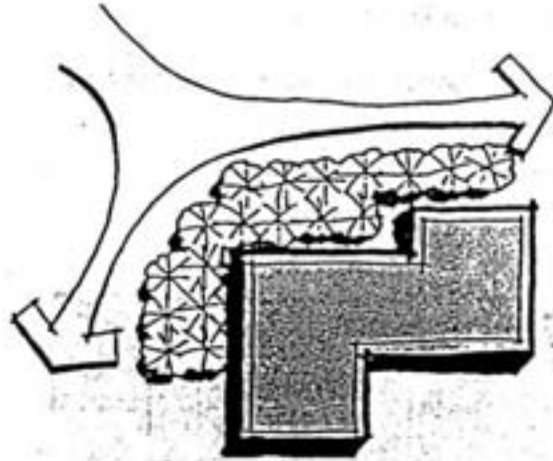
Appropriate Building Colors Should be Used to Minimize Heat Gain

- o The use of cogeneration or district heating and cooling facilities shall be considered.
- o Buildings shall not be solely dependent on mechanical systems for ventilation. Buildings should be designed to encourage natural ventilation.



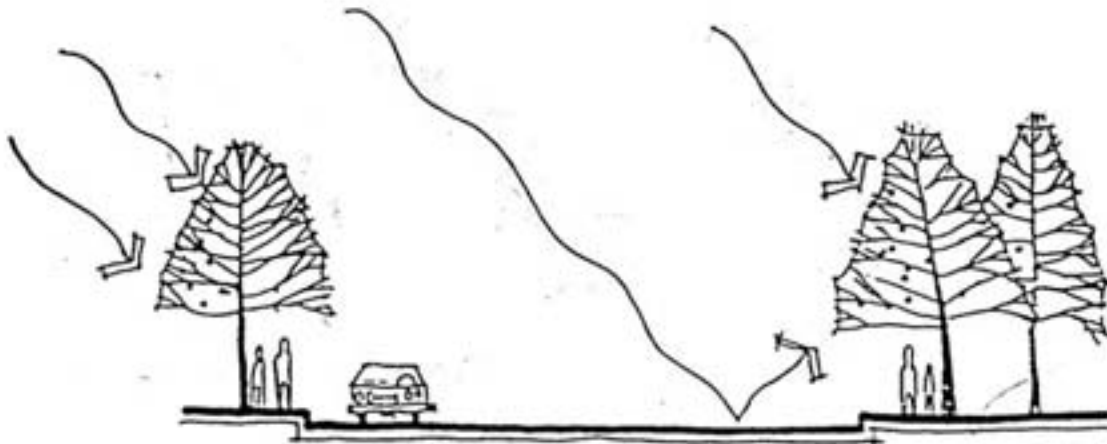
Buildings Should be Designed to Encourage Natural Ventilation

- o When designing exterior plazas and courtyards, buildings shall be of appropriate height and clustered to provide wind and sun protection.
- o Evergreen trees shall be placed on the north, northeast and northwest sides of buildings to provide protection from cold north winds.



Evergreen Trees Should be Placed on the North Side of Buildings to Shield North Winds

- o The installation of "active" solar hot water and space heating systems shall be considered for buildings within the project; and, if installed rooftop solar energy collectors shall be designed as an integral part of the building form. The slopes necessary for the energy collector are important and possible determinants of architectural shapes. If rooftop solar energy collectors are brought into a building complex subsequent to construction, an appropriate add-on design that integrates the collectors to the building form shall be required.



Water Conservation

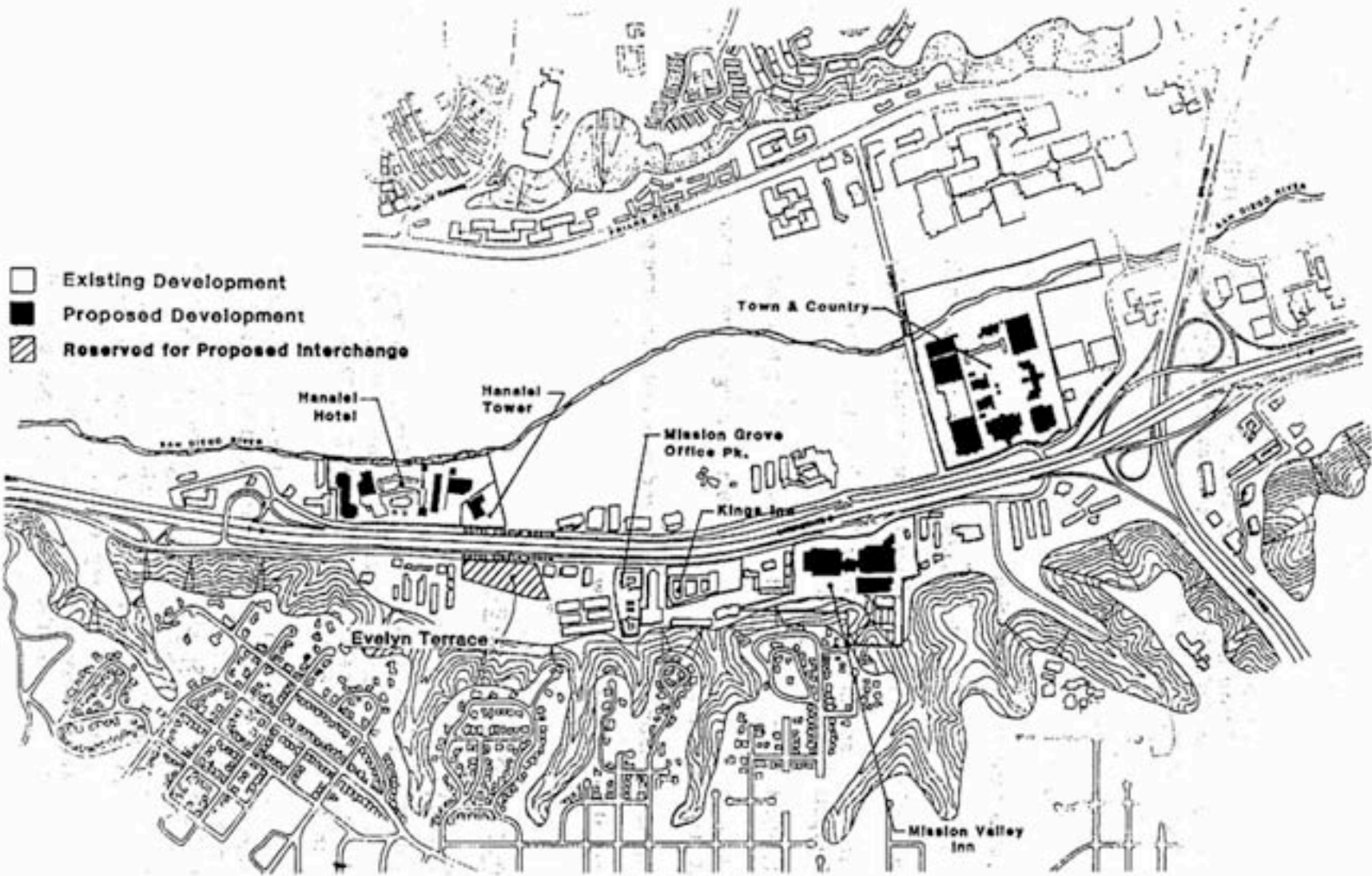
- o Direct water conservation by the users can be achieved through the installation of pressure and flow reducing mechanisms within the water distribution system itself. The following are water saving devices which have been deemed most appropriate and feasible for installation to meet the water savings goal.
 - Low-flow shower head and faucets.
 - Low-flow toilets.
 - Cycle adjustment dishwashers.
 - Pressure regulators to limit household pressure to a maximum of 60 psi.
 - Hot water pipe insulation or instantaneous water heaters.
 - Automatic sprinkler systems for irrigation with timers with low precipitation rates and water sensors.
 - Standard water meters and house connections pipe sizes (no oversizing).
- o Water shall be conserved wherever possible by using low maintenance drought tolerant plant material.
- o Drip irrigation systems shall be encouraged, especially for tree plantings.
- o Encourage the use of reclaimed water.

C. SITE SPECIFIC DESIGN CRITERIA

Conceptual Site Plans

Because each individual Atlas site is unique in character, access, topography, land use and overall visual and functional context, the following site specific urban design criteria have been prepared. The previous general design criteria shall still be utilized as they pertain to each site.

Conceptual site plans have been prepared to better illustrate the urban design concepts presented in this urban design element and are reproduced as part of the discussion for each of the sites. Figure 29 delineates existing and proposed development within the Atlas Specific Plan area. The building foot-prints shown on these plans do not indicate the final building form. Similarly, the pedestrian and open space systems indicate design concepts which will be delineated and further refined during the final design process. However, based on the criteria prepared, the conceptual site plans serve a very useful purpose in illustrating what the project could look like. To ensure that the basic urban design concepts depicted in the site plans are adhered to, the following concepts and criteria have been prepared.



Existing and Proposed Development

Atlas Specific Plan

29

FIGURE



1. Town and Country

This is the largest and most intensely developed of the Atlas sites. It has the most potential for multiple use, and by its location it can become the eastern gateway to the Hotel Circle area. Figures 30 and 31 illustrate a schematic site plan with building height relationships and conceptual open space and view corridor criteria for the Town and Country site. Figure 32 illustrates the anticipated phasing for the Town and Country development. Figure 33 illustrates the circulation and streetscape concepts and criteria. Figures 34 and 35 present cross-sections illustrating various aspects of the proposed development. Figures 36 and 37 illustrate the proposed pedestrian bridge across the river. Figure 38 illustrates the proposed transitional buffer along the south side of the river channel. Figure 39 summarizes certain development criteria for this site.

The 39.4-acre Town and Country site will be the most intensely developed within the specific plan area. The development will include a mixture of hotel, retail, and hotel-related commercial and convention center uses.

The site is currently developed with approximately 960 hotel rooms, a 58,000 square foot convention center and several restaurants. The proposed plan projects a build-out hotel room population of 2,300 guest rooms, 229,000 square feet of exhibit and meeting space, and parking for 3,680 cars. Development is planned to occur in three phases, which are outlined on Figure 32.

Phase One work includes addition of a new 100,000 s.f. exhibit hall, development of a new hotel tower with 562 net additional hotel rooms and lobby space at Hotel Circle North, and the addition of a new parking structure at the southeast corner of the site. Development of a new 39,100 s.f. meeting/conference center, a 29,500 s.f. expansion of the existing Mission Ballroom and certain vehicular and pedestrian amenities are also proposed as part of this phase. The intent of work in this phase is to establish a new image for the site, and begin work on the pedestrian and vehicular infrastructure.

Phase Two encompasses the river channel improvements, development of an additional hotel tower at the eastern boundary of the site, a new meeting/conference center, the addition of service facilities, further development of vehicular and pedestrian amenities, and work aimed at the development of a vibrant pedestrian system along the river.

Phase Three encompasses the addition of a new parking structure at the northwest corner of the site, and the new restaurant/lounge adjacent to the river corridor. Hotel and other hospitality-related activities will be integrated with park-like plaza and pedestrian amenity systems oriented to the river view and use.

Special features proposed for the Town and Country site include a pedestrian plaza oriented to the new riverfront development with associated open spaces integrated with the redesigned riverfront edge. A restaurant and lounge with outdoor dining is located within this area visually and functionally linking the Town and Country development with the river corridor. The existing pedestrian bridge across the river will be replaced and expanded, linking Fashion Valley Shopping Center to the Town and Country site, and providing a pedestrian/bicycle connection to the future Camino de la Reina/LRT station on the north side of the river as shown in Figures 36 and 37. A pedestrian plaza/park is proposed for the interior of the development. Water elements such as pools, fountains, and artificial streams will be developed within the interior of the Town and Country site.

BUILDING HEIGHT LEGEND

HOTEL TOWER A	17'
HOTEL TOWER B	24'
EXISTING HOTEL	95'
BALLROOM	34'
CONVENTION CENTER	40'
PREFUNCTION	24'
MEETING/CONFERENCE CENTER	40'
MISSION BALLROOM	24'
TENNIS COURTS	57'
LOUNGE/DINING PAVILION	27'
RECEPTION	27'
SOUTHEAST PARKING STRUCTURE	75'
NORTHWEST PARKING STRUCTURE	42'
NORTHEAST PARKING STRUCTURE	17' & 37'

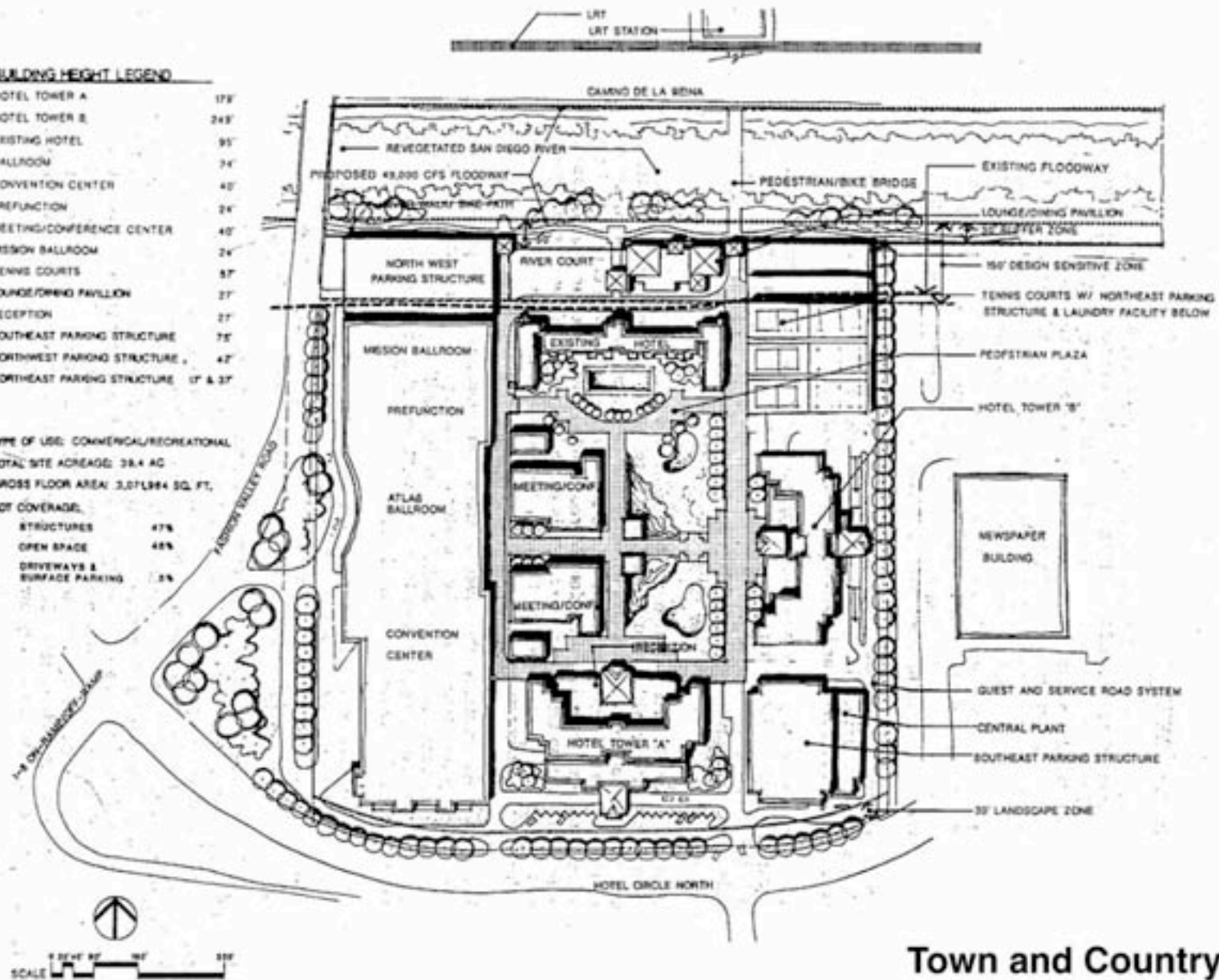
TYPE OF USE: COMMERCIAL/RECREATIONAL

TOTAL SITE ACREAGE: 38.4 AC

GROSS FLOOR AREA: 3,071,984 SQ. FT.

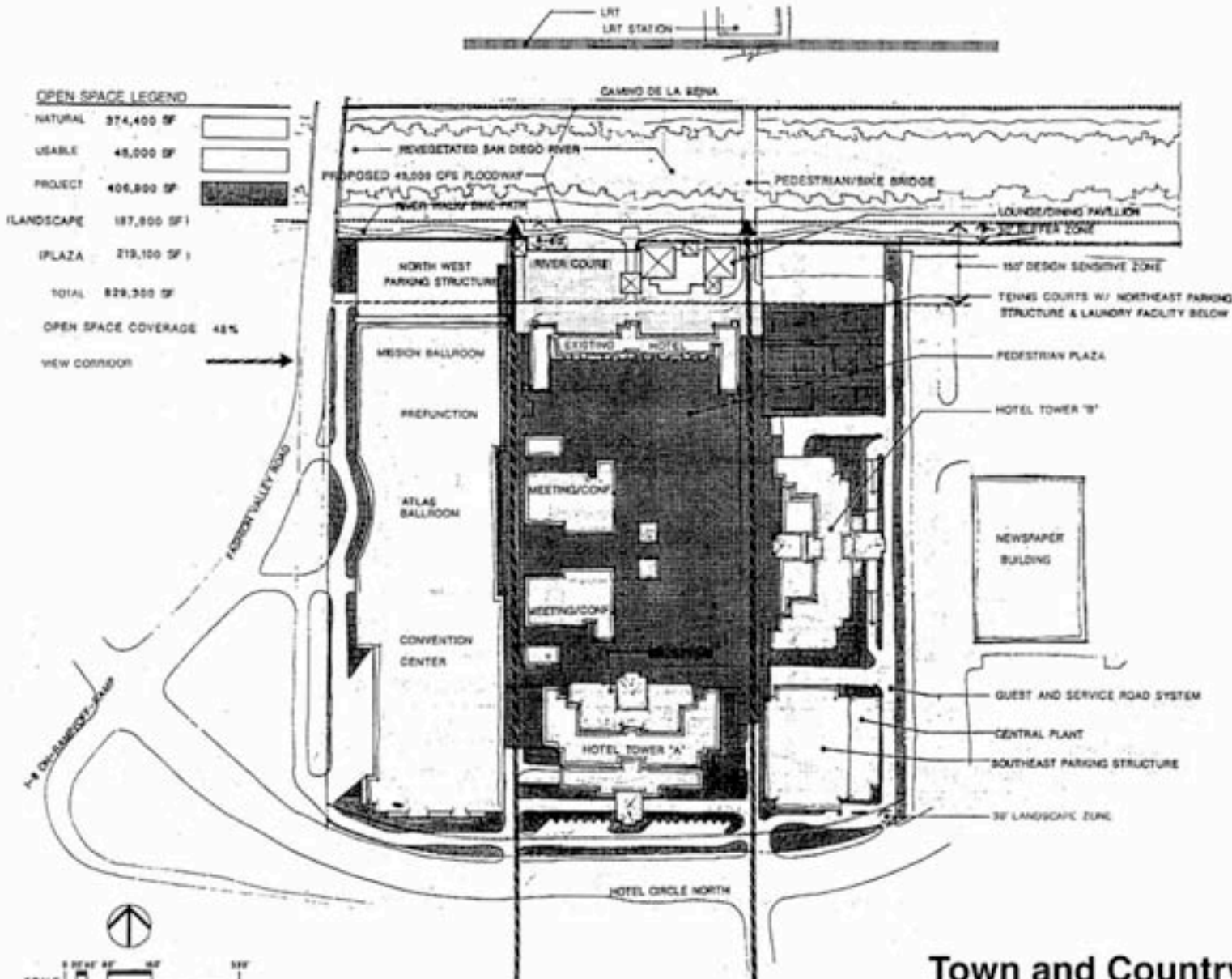
LOT COVERAGE:

STRUCTURES	47%
OPEN SPACE	46%
DRIVEWAYS & SURFACE PARKING	7%



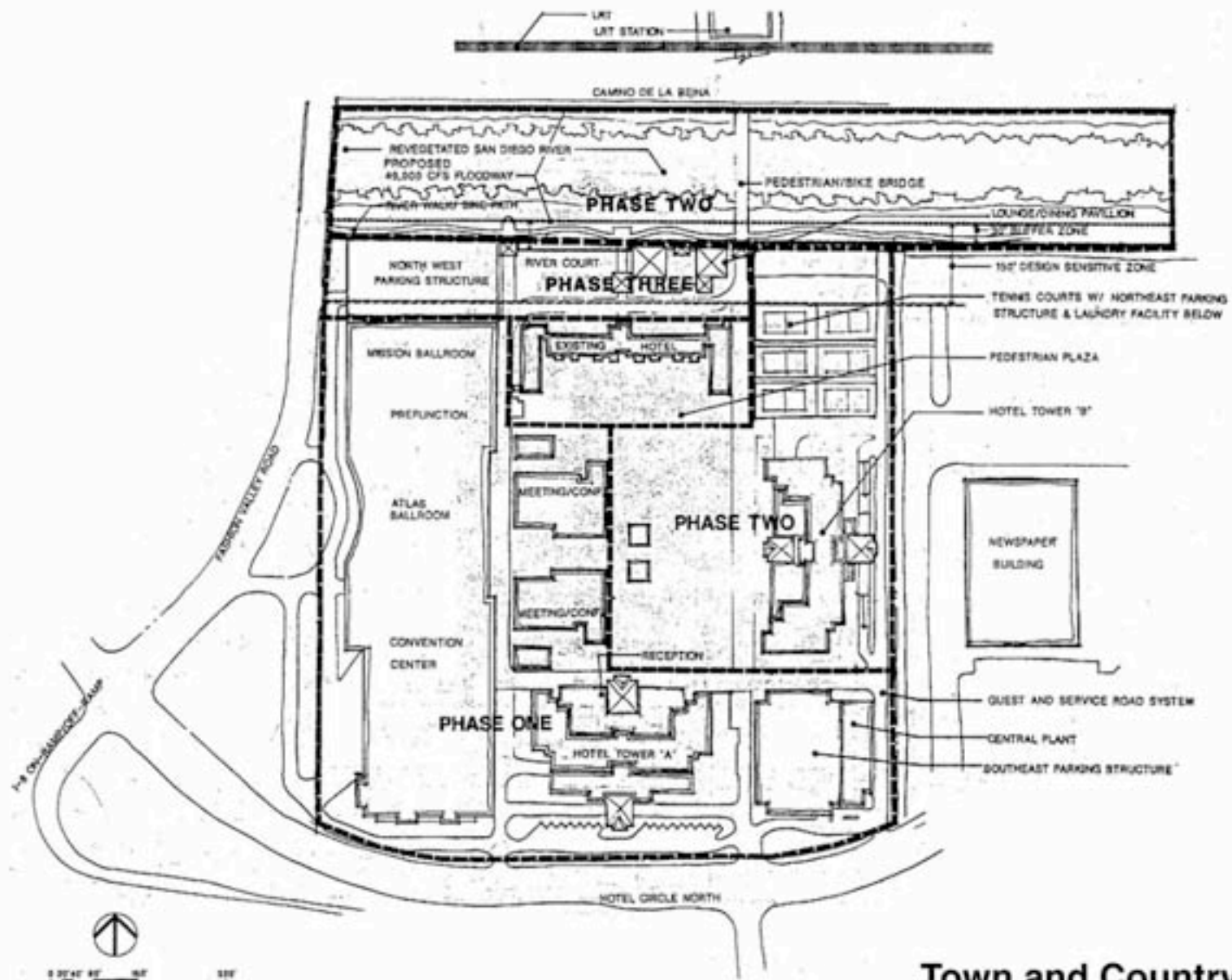
**Town and Country
Schematic Site Plan
Atlas Specific Plan**





**Town and Country
Conceptual Open Space Plan
Atlas Specific Plan**





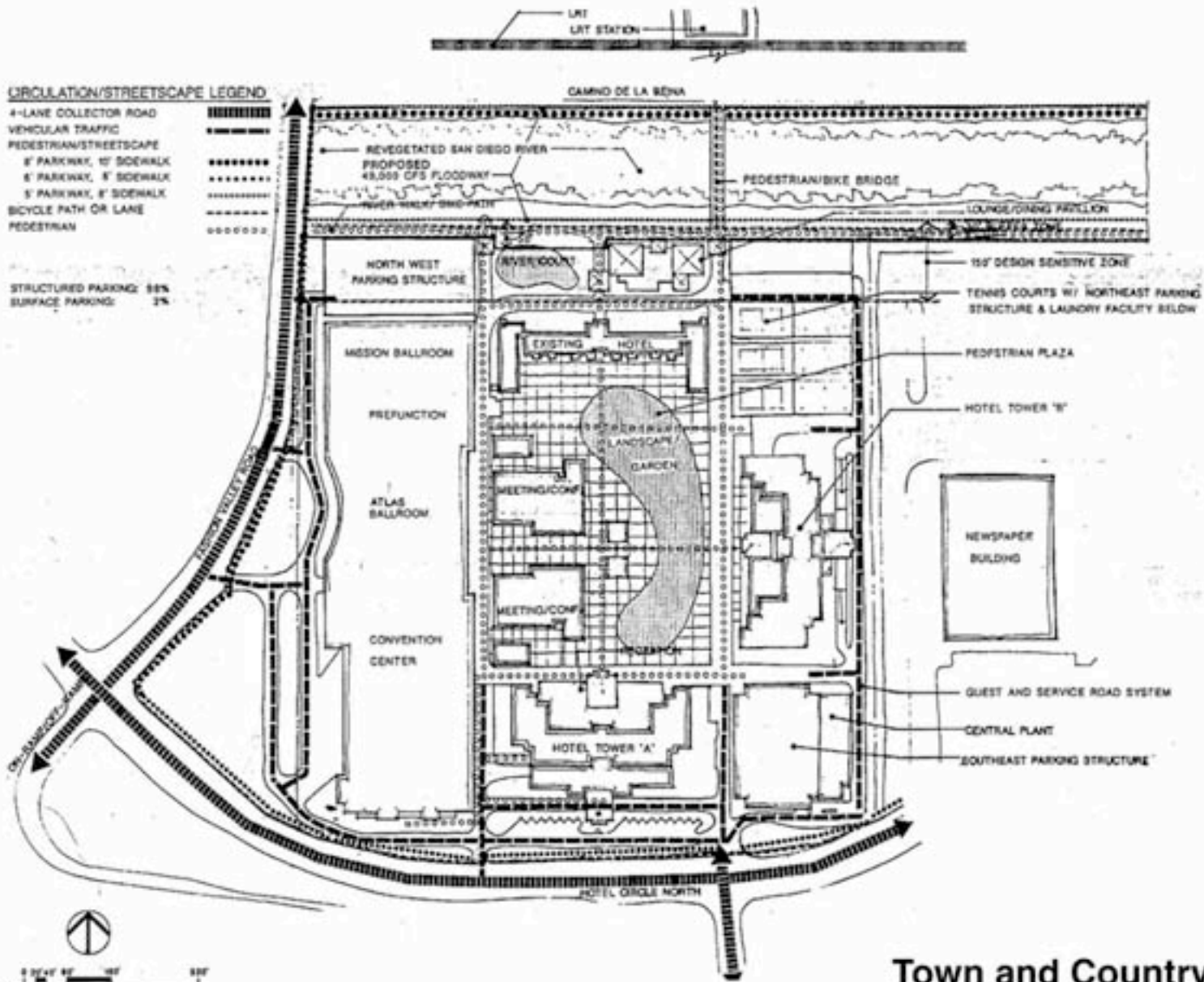
Town and Country
Phasing Site Plan
Atlas Specific Plan



CIRCULATION/STREETSCAPE LEGEND

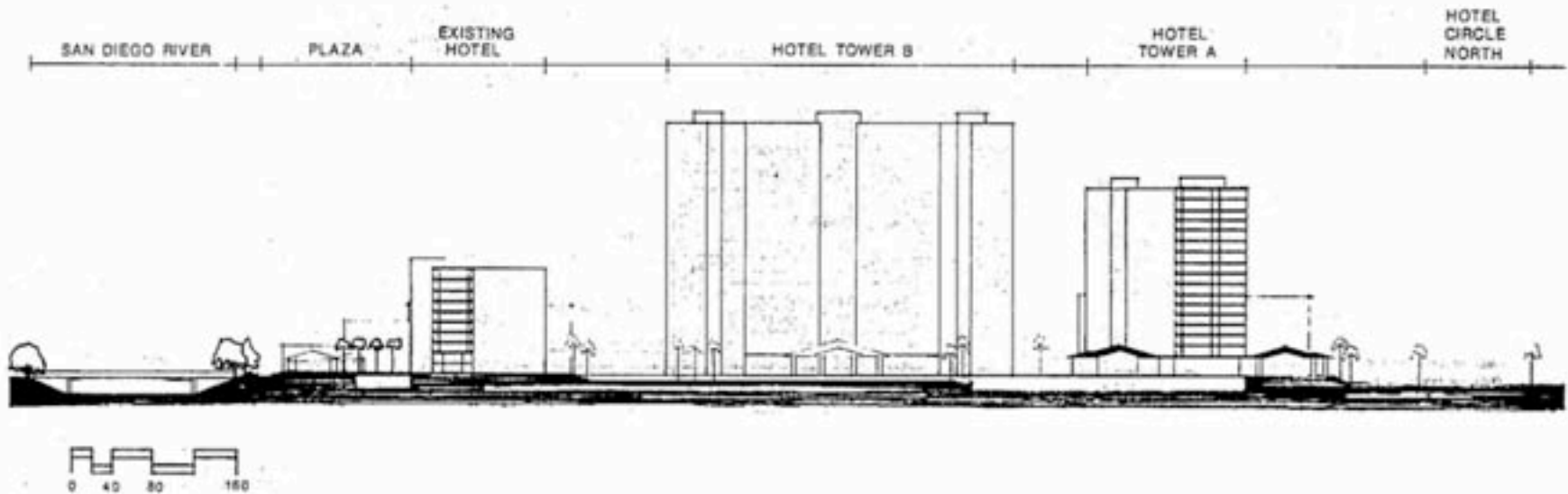
- 4-LANE COLLECTOR ROAD
- VEHICULAR TRAFFIC
- PEDESTRIAN/STREETSCAPE
- 8' PARKWAY, 10' SIDEWALK
- 8' PARKWAY, 8' SIDEWALK
- 5' PARKWAY, 8' SIDEWALK
- BICYCLE PATH OR LANE
- PEDESTRIAN

STRUCTURED PARKING: 85%
 SURFACE PARKING: 15%



**Town and Country
 Circulation and Streetscape Site Plan
 Atlas Specific Plan**





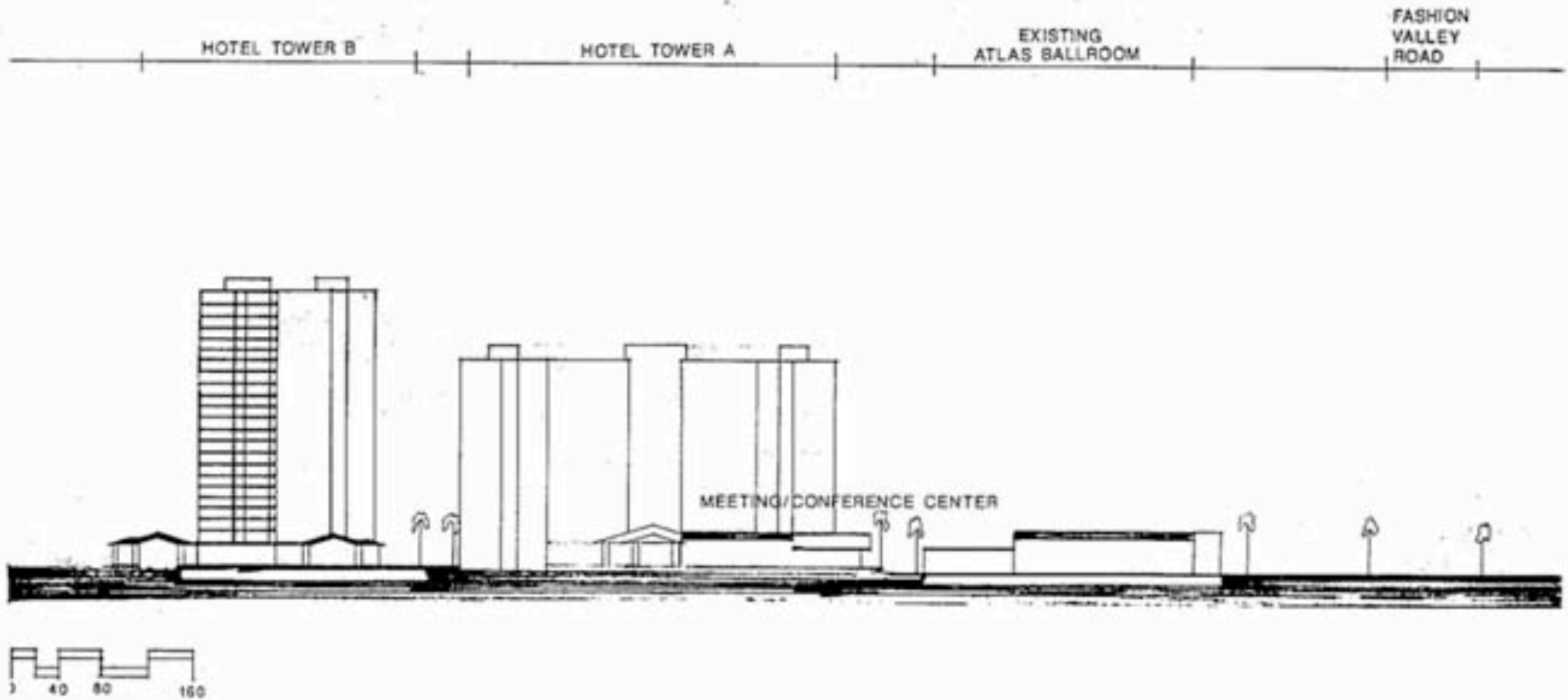
**Town and Country Hotel
North/South Section**

Atlas Specific Plan

34

FIGURE





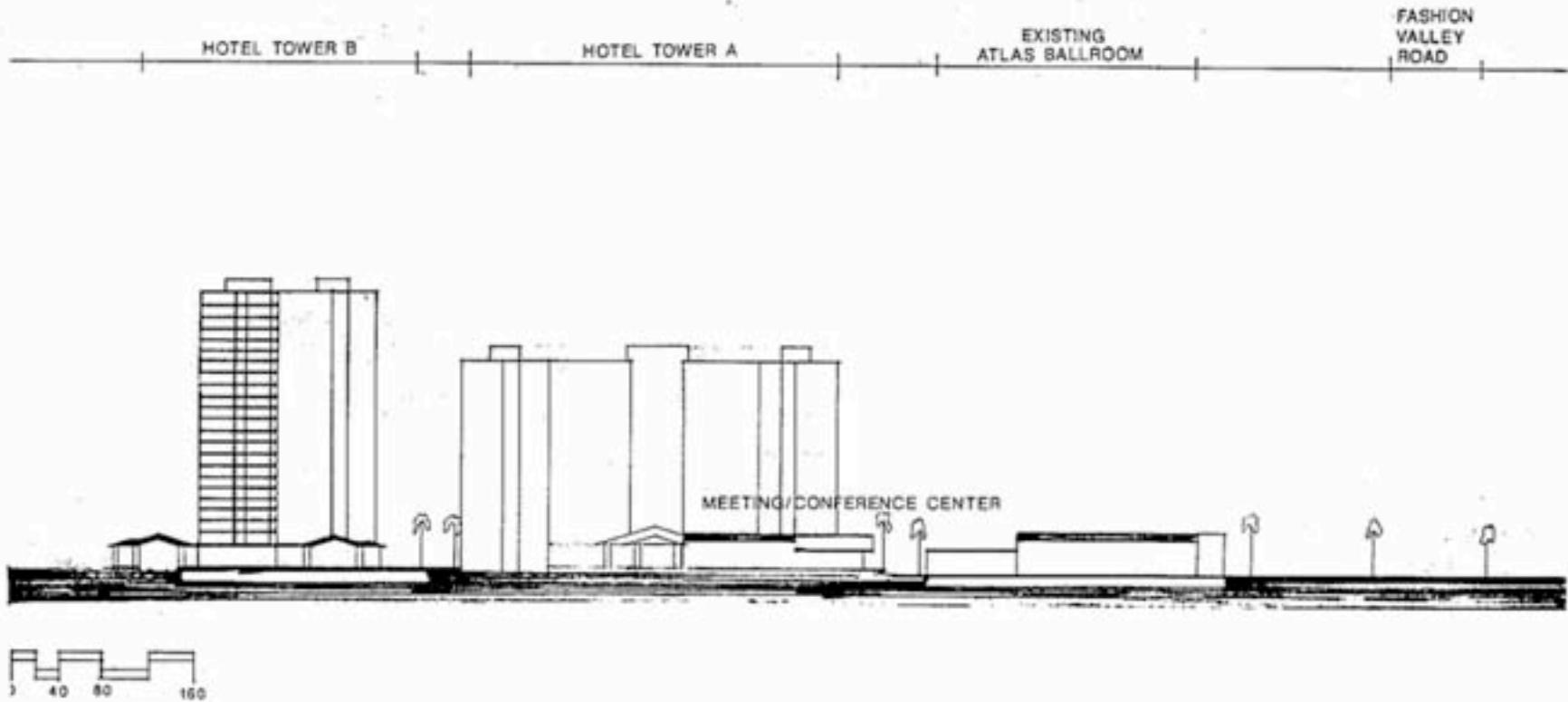
Town and Country Hotel
East/West Section

Atlas Specific Plan

35

FIGURE



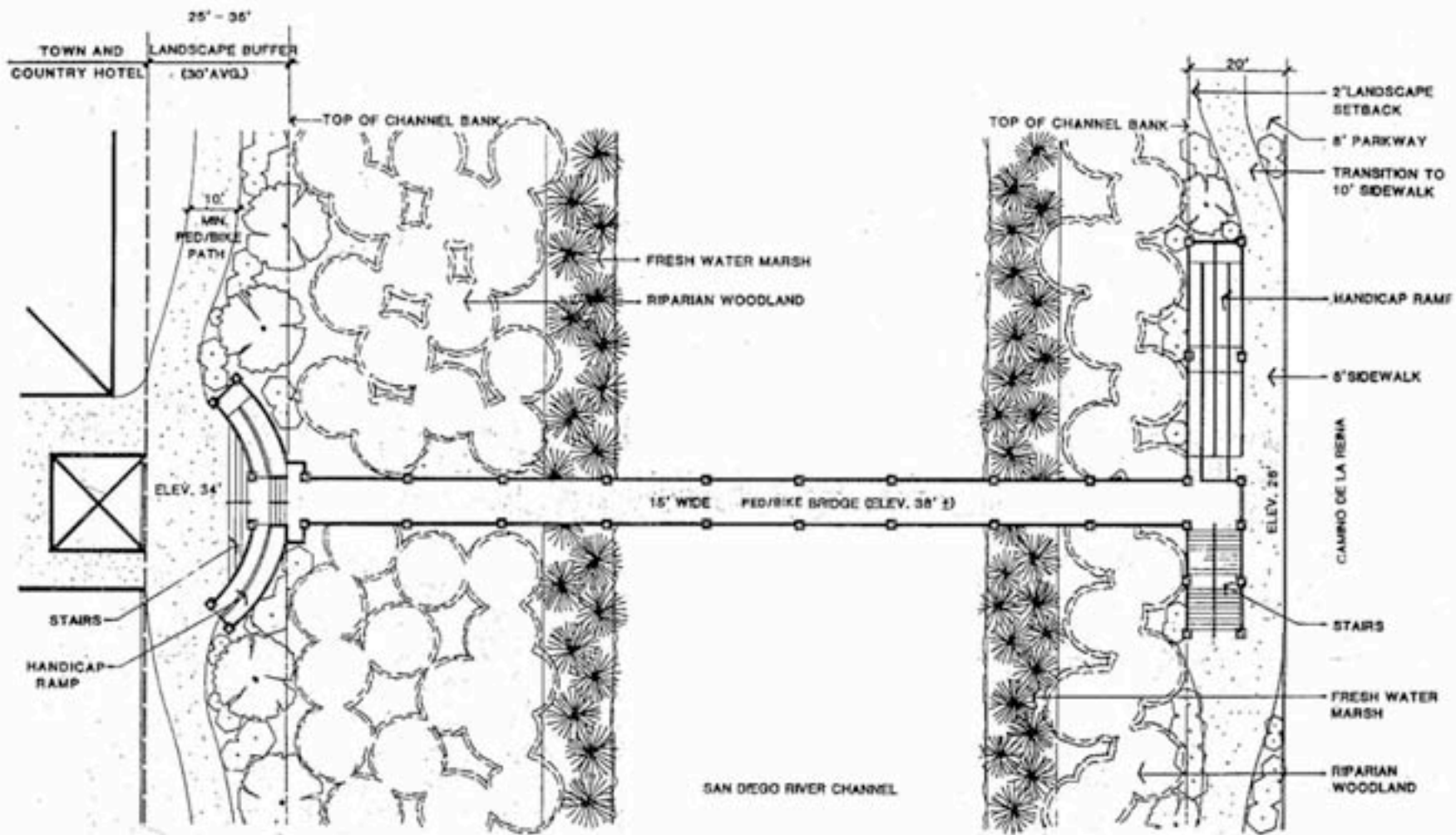


**Town and Country Hotel
Proposed Pedestrian Bridge – Elevation/Section**

Atlas Specific Plan

36
FIGURE





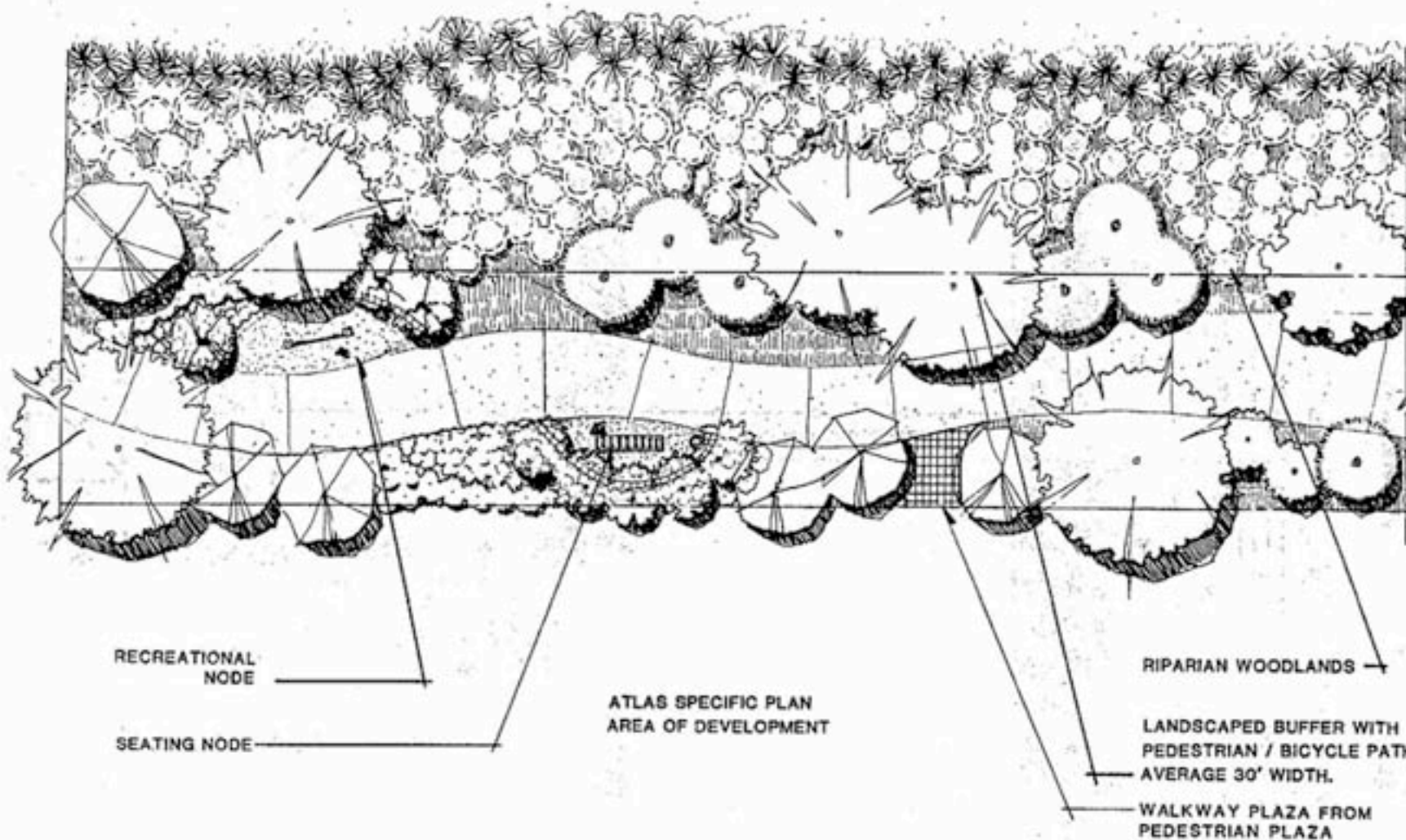
Town and Country Hotel
Proposed Pedestrian Bridge – Plan

Atlas Specific Plan

37

FIGURE

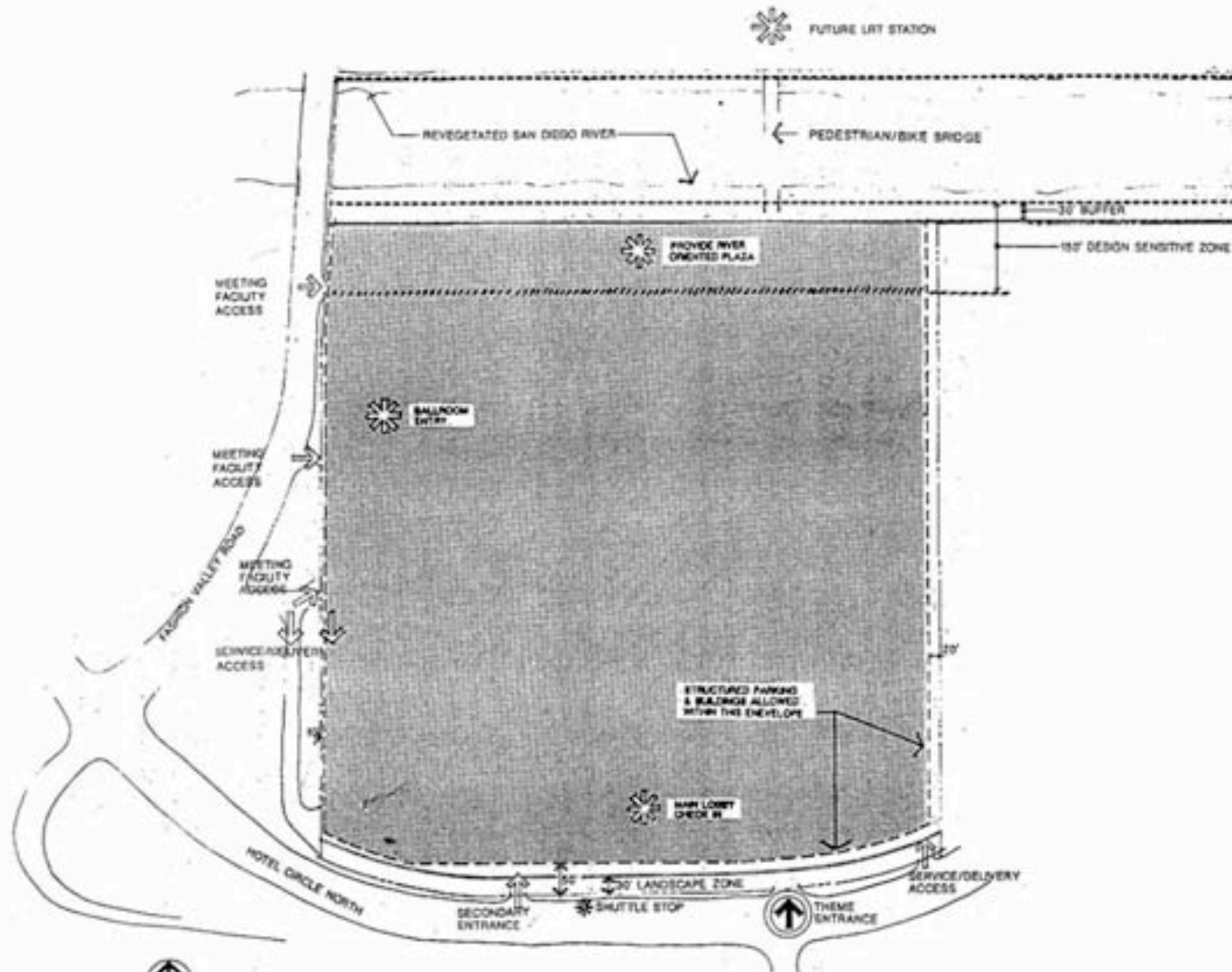




**Town and Country Hotel
Proposed Buffer Along River Corridor**

Atlas Specific Plan





Town and Country
Development Criteria Summary

Atlas Specific Plan



Major vehicular access to the site is limited to four points. Service access occurs near the southwest corner of the site and via the access drive located along the eastern property boundary. A second service access occurs on the west side off Fashion Valley Road. Public and guest access is provided at the southeast corner of the site off Hotel Circle North, and at the existing Mission Ballroom entry off the relocated Fashion Valley Road.

The following design criteria shall be applied to the Town and Country site:

Criteria

- o In order to provide visual openness, the 150-foot "Design Sensitive Zone" criteria for development adjacent to the river corridor as identified in the San Diego River Wetlands Management Plan shall be adhered to except as otherwise defined in this Specific Plan. In addition to other criteria, the "Design Sensitive Zone" criteria establishes a maximum building height of 42 feet within this 150 foot area. Buildings should step back from the river corridor. Public, recreational and pedestrian-oriented uses are encouraged.
- o Vehicular use adjacent to the river corridor within the 150-foot "Design Sensitive Zone" shall be limited to the parking structures identified in this Specific Plan, required fire access, and service carts.
- o Development shall not extend into the area currently designated within the 100-year floodway until the river improvements at the Town and Country site are constructed or are under construction.
- o A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to major streets) landscaped, and shall be designed to screen parked vehicles from view of the adjacent street.
- o Parking on roofs of structures shall be restricted. For the site, a minimum of 30% of the parking structure roofs shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures. A minimum of 10% of each parking structure roof shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures or landscaping.
- o The "feeling" of the adjacent river shall not be restricted to the river corridor. Water elements such as pools, fountains, and artificial streams shall be developed within the interior of the site. In addition, riparian trees that are used to revegetate the river should also be introduced to the interior of the project.
- o A pedestrian/bicycle bridge over the river shall link the future Camino de la Reina/LRT station with the site. Refer to other sections of this specific plan for additional pedestrian/bicycle bridge requirements and criteria.
- o A pedestrian plaza shall be developed on the south edge of the river at the southern terminus of the pedestrian bridge. The plaza will allow for views of

the river and provide an opportunity for pedestrian access to the combined pedestrian/bicycle path along the river corridor.

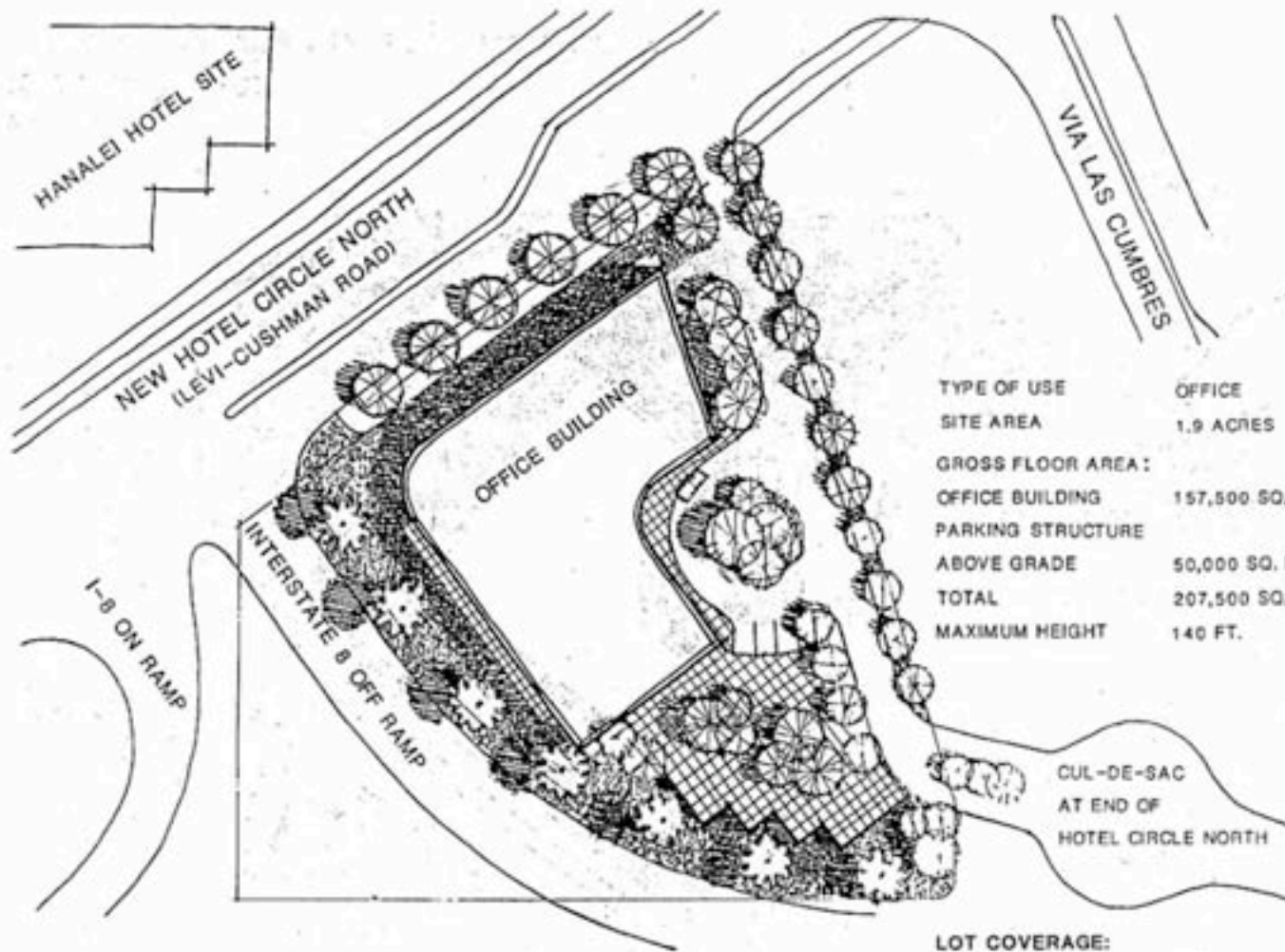
- o Immediately adjacent to the plaza, a restaurant/lounge with outdoor dining shall be developed.
- o A 30-foot buffer (average) shall be located between the river wetland areas and adjacent development. A 10' wide combined pedestrian/bicycle path shall be provided adjacent to the river and may be within the buffer.
- o To further soften the "natural" channelization of the river, the side slopes of the channel shall be planted with riparian plant materials to create a more natural effect.
- o An integrated paving design shall be implemented for all walkways within the project.
- o Convenient pedestrian access shall be provided from the river corridor and the "river plaza" through the interior areas to the public sidewalk within the streetscapes along the north side of Hotel Circle North.
- o Pedestrian circulation systems shall be clearly separated from vehicular circulation systems.
- o Only two vehicular access points shall be provided along Hotel Circle North. Utilizing specific design treatment, one entry should become the obvious main and theme entry to the site while the other entry should be secondary.
- o The irregular curves presently occurring in Hotel Circle North in the southeastern corner of the site shall be eliminated by straightening out the road.
- o A focal point shall be provided (i.e., a fountain or specimen tree) at the termination of the theme entry.
- o Sidewalks and parkways shall be installed along Hotel Circle North and Fashion Valley Road and shall be of widths as identified on Figure 33. Refer to other sections of this specific plan for sidewalk/parkway criteria at other roads.
- o A 30' wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle North and adjacent to Fashion Valley Road. Parking lots or structures shall not be permitted in these landscaped buffer areas with the exception of short term guest check-in parking adjacent to Hotel Circle North as illustrated in Figure 31.
- o Architectural materials for new developments should generally be consistent throughout the site.
- o Surface parking shall be discouraged. Where surface parking is necessary a minimum of 10% of the surface parking area shall be reserved for landscaping.

- o Parking areas shall be screened from view from Fashion Valley Road and Hotel Circle North by utilizing berms, plant material, and/or by depressing the parking area.
- o All service areas related to the site shall be screened from public view.
- o 60% of the parking on-site may be dedicated to compact parking stalls (7½' x 15') per City standards.
- o Roof-mounted mechanical equipment shall be discouraged. Where necessary for equipment to be roof-mounted, mechanical equipment shall be logically grouped and screened from view by incorporating the equipment into the architectural design of the building or by using free-standing or parapet walls.
- o Pedestrian amenities such as benches, drinking fountains, and trash receptacles shall be provided throughout the site.
- o Compatible plant materials shall be used throughout the site.
- o Setbacks shall be as identified on Figure 39; "Development Criteria Summary".
- o An intra-valley shuttle stop shall be located on-site, preferably near a major node such as a plaza or near the hotel lobby, or within an expanded sidewalk paving section within the Hotel Circle North streetscape.
- o Figure 39 summarizes the major criteria for development of the Town and Country site.

2. Hanalei Tower

The 17.80-acre site encompassing the existing Hanalei Hotel and future Hanalei Tower site is bounded by the San Diego River and Hotel Circle North. The site will be significantly modified by the proposed Via Las Cumbres interchange at I-8, resulting in a 1.91-acre site for the proposed Hanalei Tower development. The development of 157,500 square feet of office space in a single eight-story structure is proposed for this site. Structured parking for 485 cars is included beneath the building, with minimal convenience parking provided at the proposed pedestrian plaza area to the south of the structure. Figure 40 illustrates a schematic site plan for the Hanalei Tower site. Figure 41 illustrates the conceptual open space and view corridor criteria. Figure 42 illustrates the circulation and streetscape concepts and criteria. Figure 43 presents a cross section through the site. Figure 44 summarizes certain development criteria.

Access to the proposed development is provided from the reconfigured Hotel Circle North cul-de-sac, and from the proposed Levi-Cushman road. Pedestrian access is provided to the Hanalei Hotel site via an at-grade crossing at the Via Las Cumbres/Levi-Cushman Road intersection.

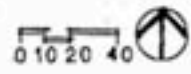
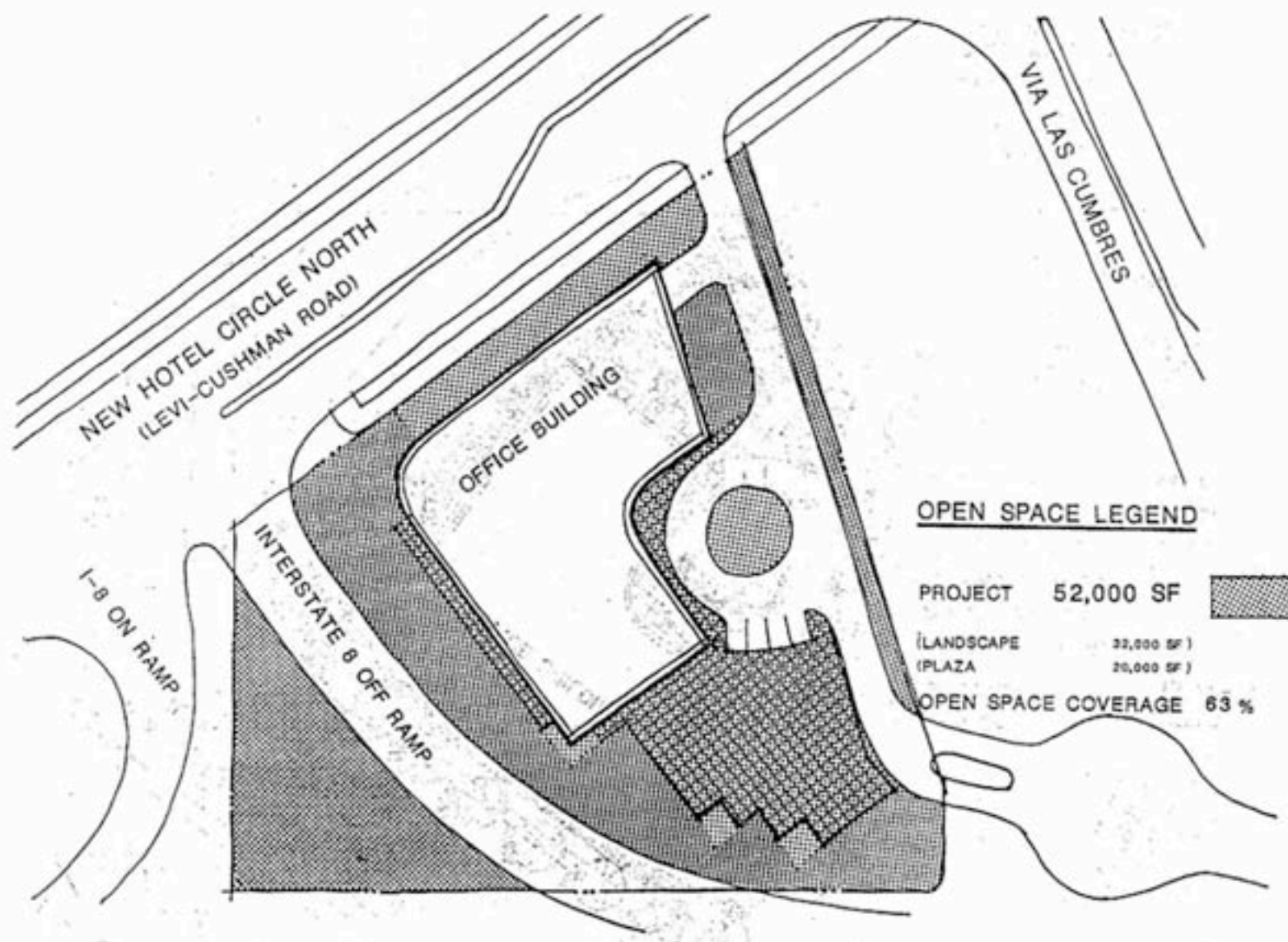


TYPE OF USE	OFFICE
SITE AREA	1.9 ACRES
GROSS FLOOR AREA :	
OFFICE BUILDING	157,500 SQ. FT.
PARKING STRUCTURE	
ABOVE GRADE	50,000 SQ. FT.
TOTAL	207,500 SQ. FT.
MAXIMUM HEIGHT	140 FT.

LOT COVERAGE:	
STRUCTURES	32%
OPEN SPACE	63%
DRIVEWAYS & SURFACE PARKING	5%

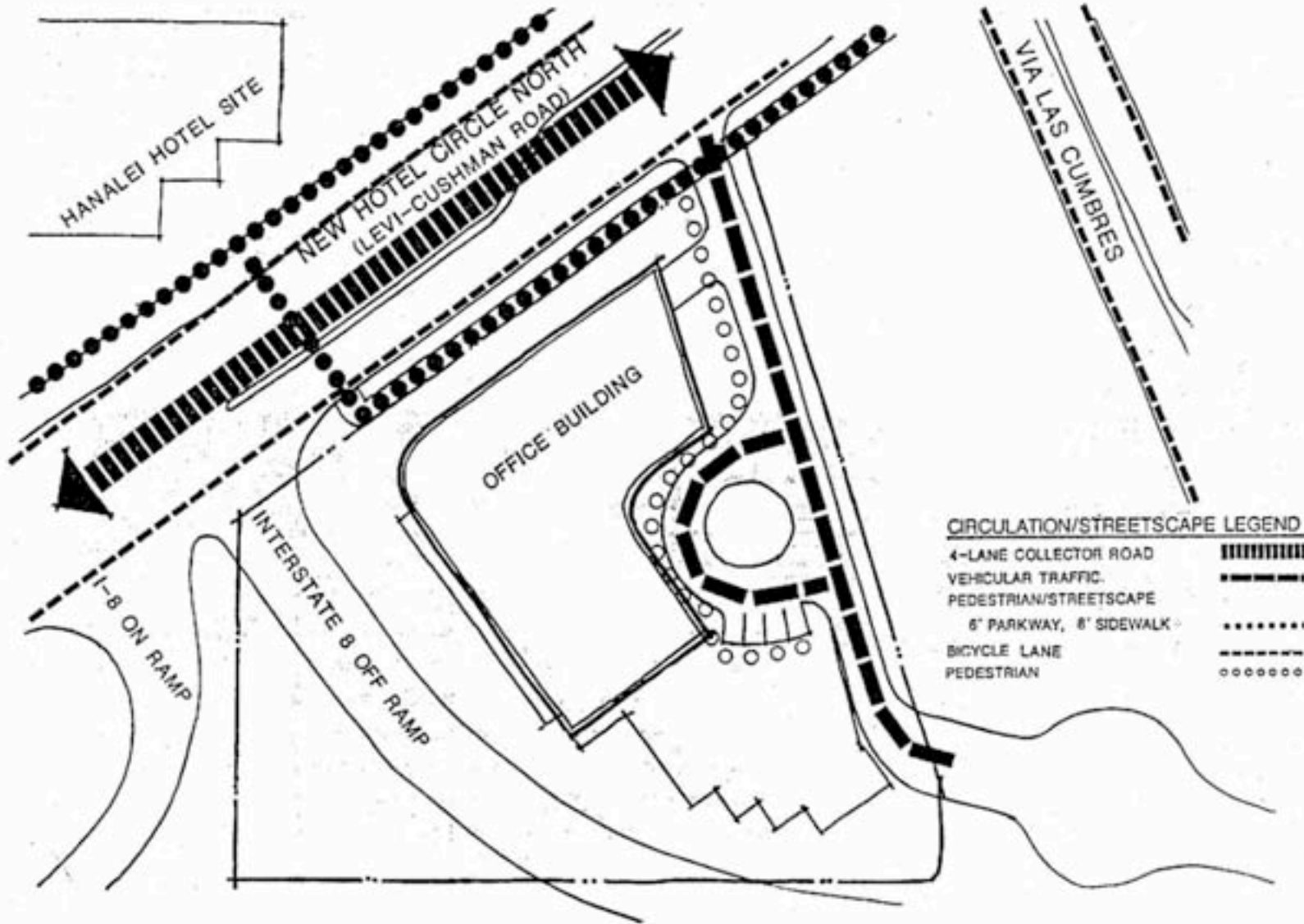
**Hanalei Tower
Schematic Site Plan**
Atlas Specific Plan





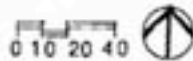
Hanalei Tower
Conceptual Open Space Site Plan
 Atlas Specific Plan





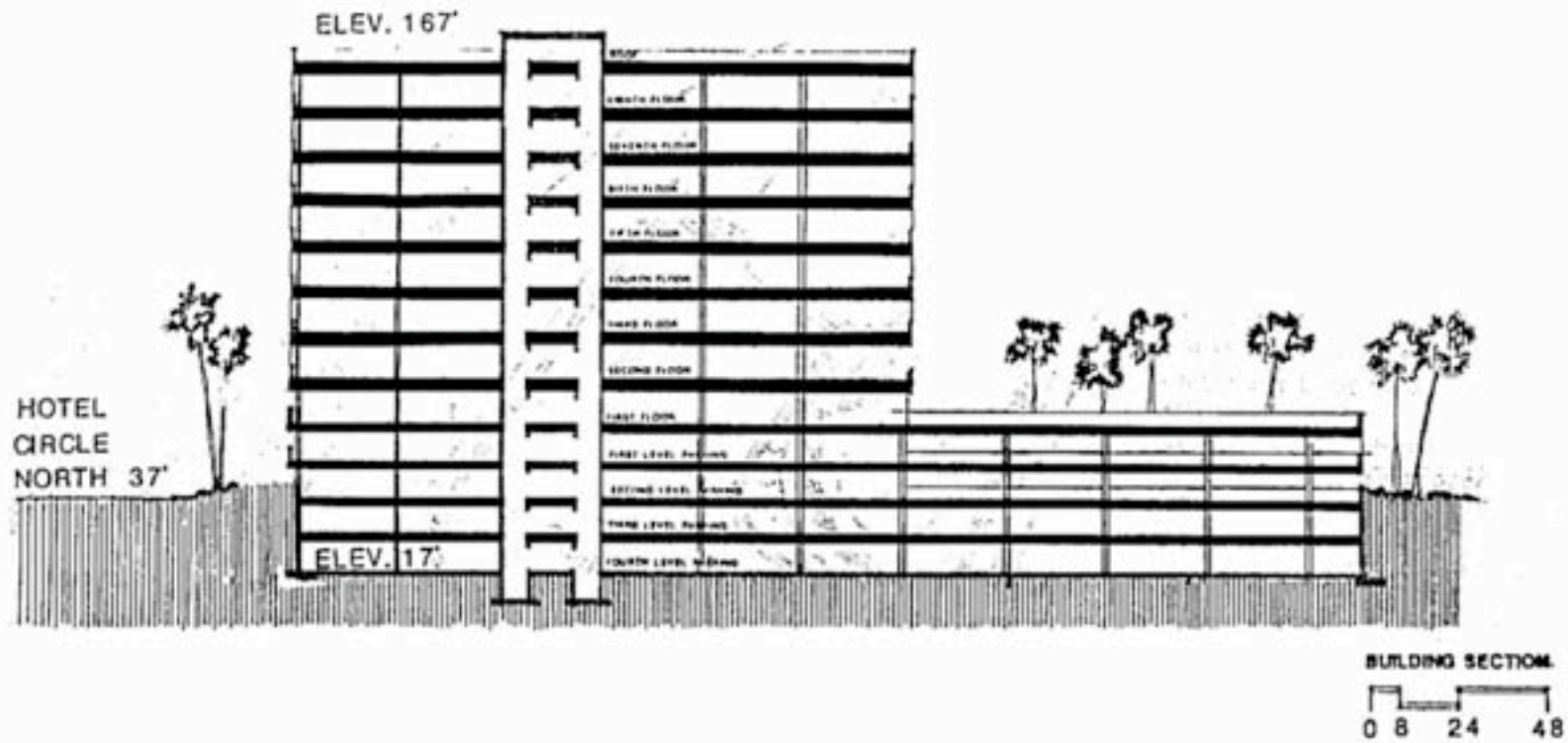
CIRCULATION/STREETSCAPE LEGEND

- 4-LANE COLLECTOR ROAD
- VEHICULAR TRAFFIC
- PEDESTRIAN/STREETSCAPE
- 6' PARKWAY, 8' SIDEWALK
- BICYCLE LANE
- PEDESTRIAN



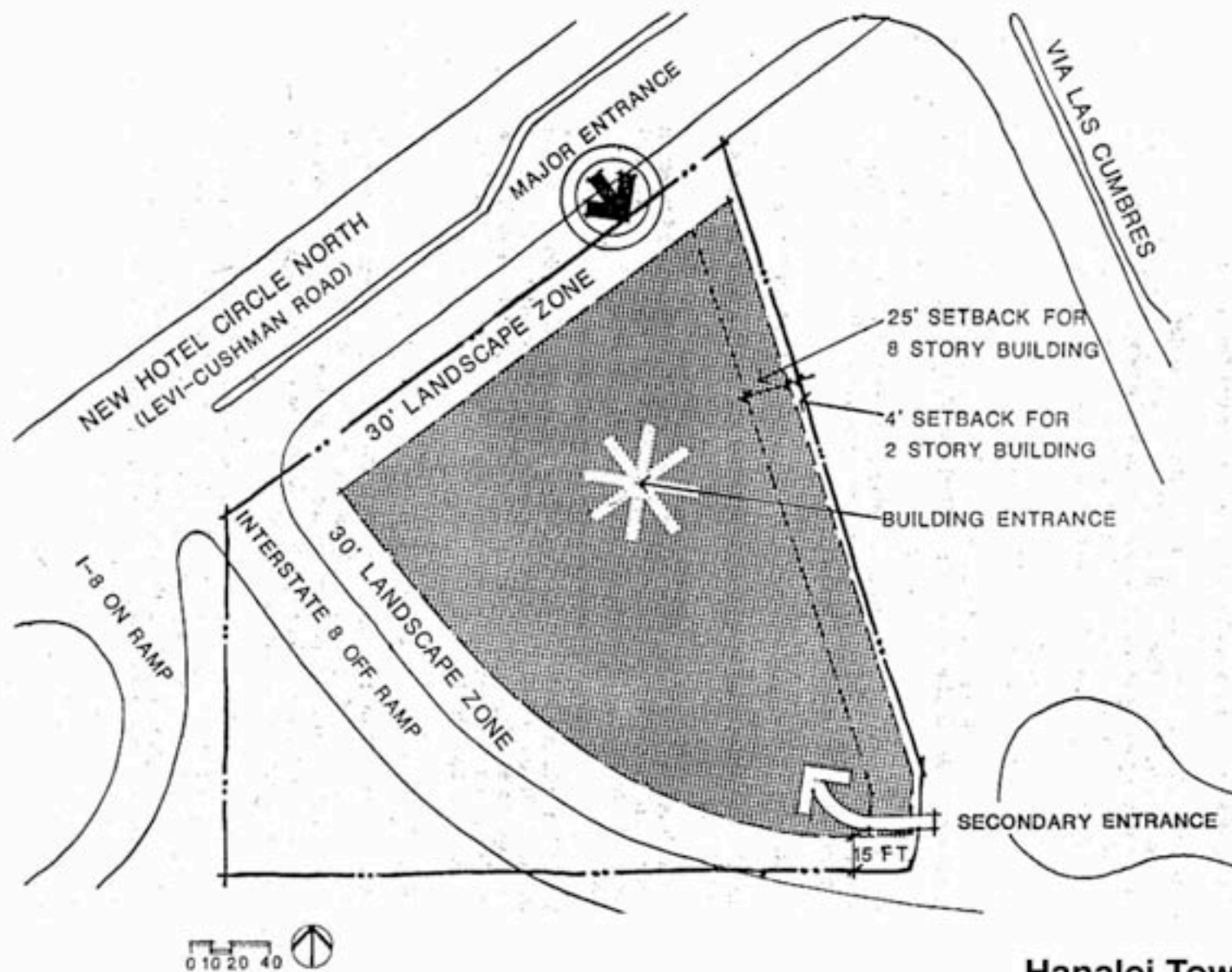
**Hanalei Tower
Circulation and Streetscape Site Plan**

Atlas Specific Plan



Hanalei Tower
 North/South Site Section
 Atlas Specific Plan





**Hanalei Tower
Development Criteria Summary**
Atlas Specific Plan



The following design criteria shall be applied to the Hanalei Tower site.

- o A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle North) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle North.
- o Parking on roofs of structures shall be restricted.
- o An 8' wide sidewalk separated from the public street by a 6' wide landscaped parkway shall be installed along Hotel Circle North (proposed Levi-Cushman Road).
- o A shuttle bus stop shall be located adjacent to the office tower lobby or within an expanded sidewalk paving area within the Hotel Circle North streetscape (proposed Levi-Cushman Road).
- o Architectural materials shall complement existing structures in the vicinity.
- o The office structure shall be sited to maximize views to the river and up and down the valley.
- o The architectural form and mass of the structure shall be developed to act in concert with the architectural form and mass of structures on the Hanalei Hotel site to form an implied "gateway" along the proposed Levi-Cushman Road.
- o A 30' wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to the Interstate 8 off-ramp and adjacent to Hotel Circle North (proposed Levi-Cushman Road). Parking lots or structures shall not be permitted in these landscaped buffer areas except as described and illustrated in this Specific Plan.

3. Hanalei Hotel

Approximately one-half of the existing Hanalei Hotel site is currently developed with 448 hotel rooms and approximately 30,000 square feet of restaurant and banquet facilities. With the proposed placement of the I-8/Via Las Cumbres interchange and the linkage to Levi-Cushman Road, the net acreage assigned for development at the Hanalei Hotel site is 13.39 acres.

The specific plan proposes expansion of the hotel functions with development of 202 additional guest rooms, approximately 34,000 square feet of additional banquet space, and a new "theme" entry and lobby area with access to Hotel Circle North and a new main entry located along the proposed Levi-Cushman Road. A new mid-rise hotel tower and lobby with mixed dining and retail functions is proposed at the new hotel entry.

Access to the site will be restricted to three locations, two serving the hotel functions and one serving the expanded banquet and convention facility. The main entry to the Hanalei Hotel has been relocated east along the proposed Levi-Cushman Road to align with a new entry lobby for the expanded facility. A separate entry for banquet and convention patrons is near the western boundary of the site.

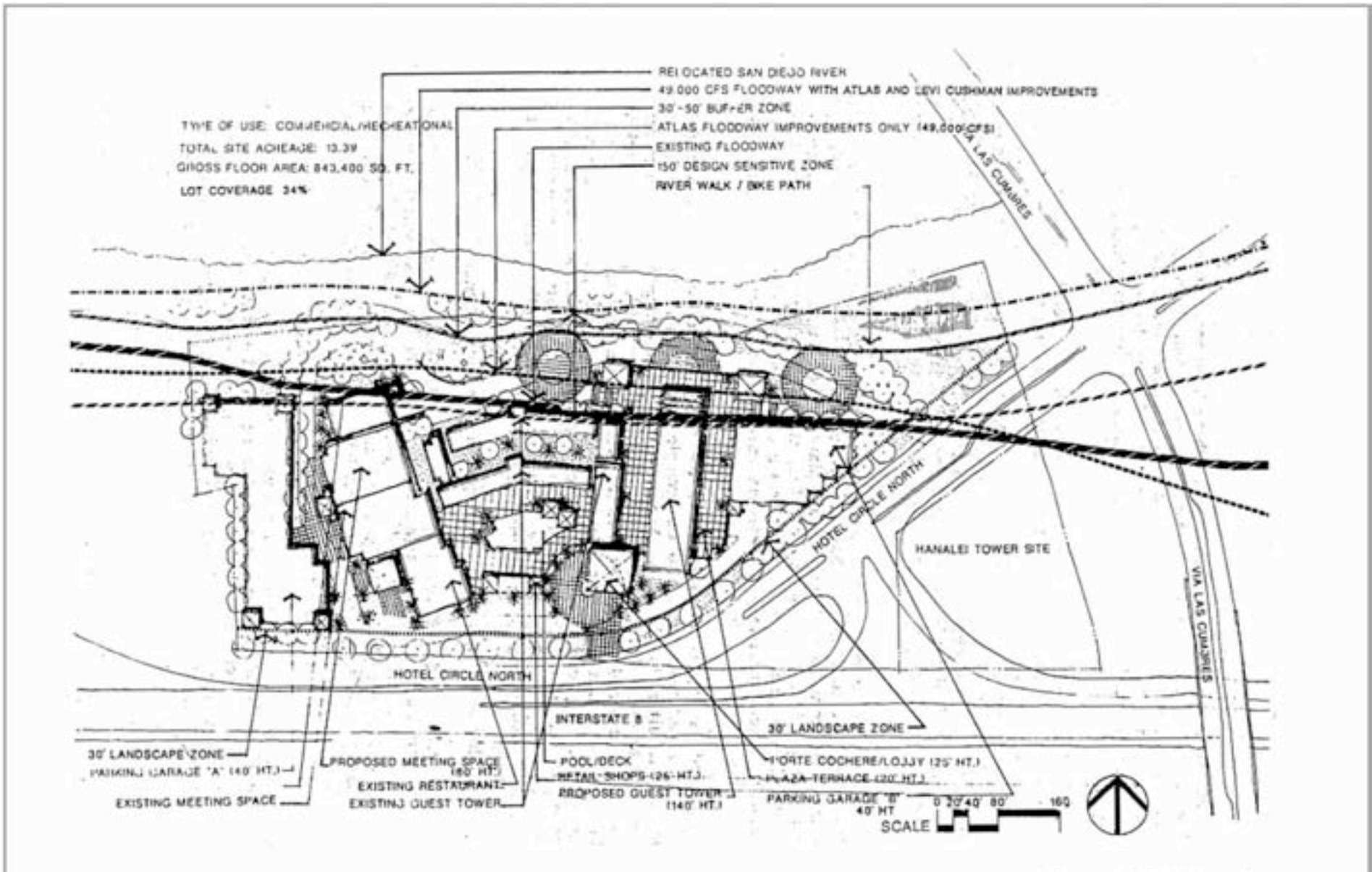
The existing banquet facility will be expanded to the north with new meeting facilities. The orientation of these spaces is to the river corridor which incorporates a shared 10 foot wide pedestrian/bicycle path and river-related amenities adjacent to the river which may be located within a 30- to 50-foot buffer. Low-rise portions of the new meeting facilities are partially located in the 150-foot design sensitive zone adjacent to the river, with pedestrian linkages to the river walk. Additional landscape setback area extends along the river, providing a landscaped link with the hotel-tower plaza located one-story above covered parking.

The new mid-rise hotel tower and lobby arcade with mixed dining and retail functions proposed at the new hotel entry would link directly with this pedestrian plaza. Pedestrian connections from the plaza to the riverwalk and design sensitive zone are provided from this plaza. Project open space at the expanded hotel facility is integrated with the courtyards and pools of the existing hotel complex, providing a continuous loop of pedestrian circulation and activity throughout the hotel site.

Structured parking is provided below the new mid-rise hotel complex and in separate structures adjacent to this complex and adjacent to the banquet and meeting facilities to the west. Access to the parking is apportioned in several locations to serve the various components of this project. 1,120 total parking spaces are provided at the Hanalei Hotel site, with over 75% of the total provided in structured facilities. Figure 45 illustrates a schematic site plan for the Hanalei Hotel site. Figure 46 illustrates the conceptual open space and view corridor criteria. Figure 47 illustrates the circulation and streetscape concepts and criteria. Figure 48 presents a cross-section through the site. Figure 49 summarizes certain development criteria.

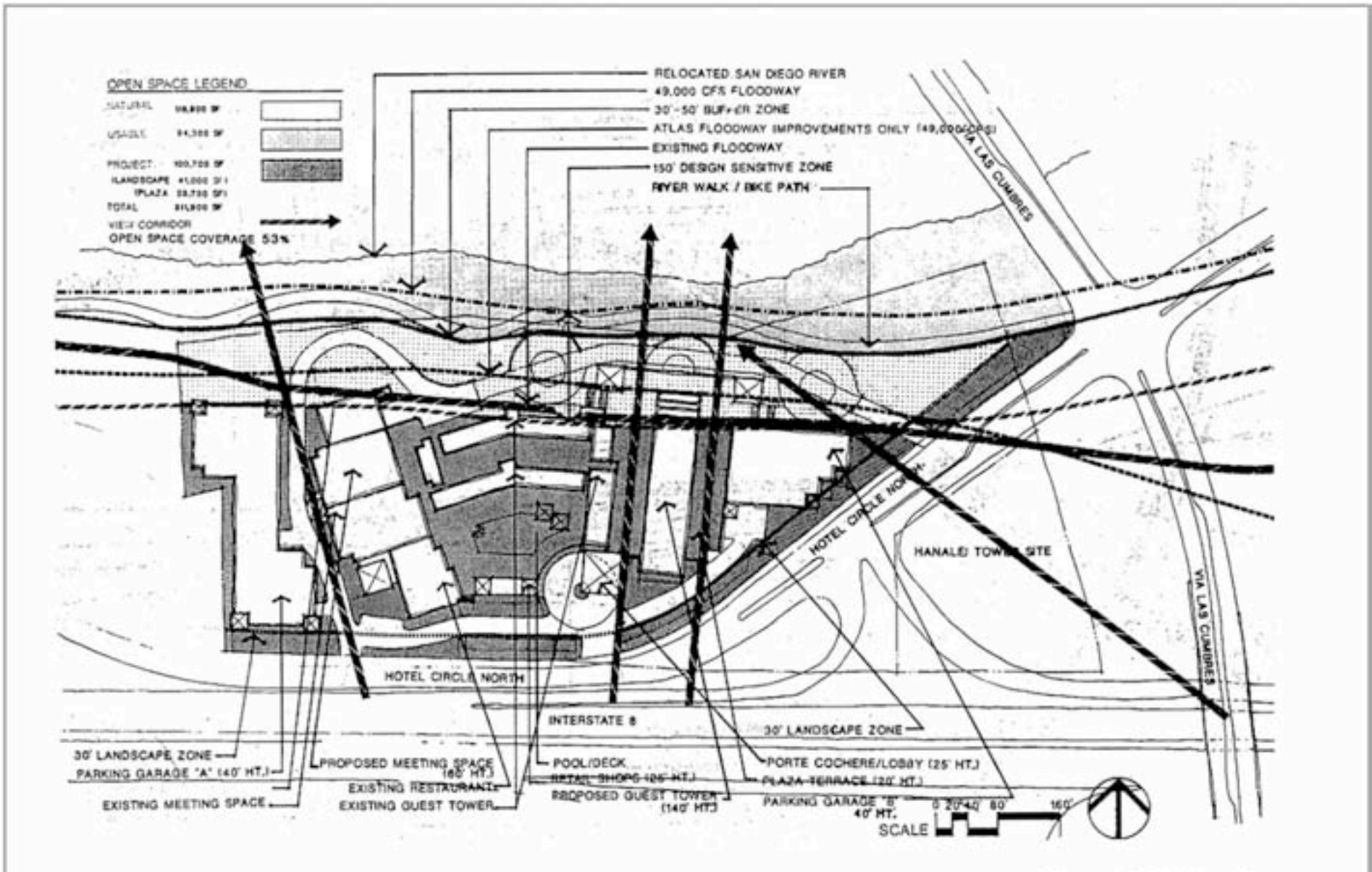
The following design criteria shall be applied to the Hanalei Hotel site:

- o In order to provide visual openness, the 150-foot "Design Sensitive Zone" criteria for development adjacent to the river corridor as identified in the San Diego River Wetlands Management Plan shall be adhered to except as otherwise defined in this Specific Plan. In addition to other criteria, the "Design Sensitive Zone" criteria establishes a maximum building height of 42 feet within this 150-foot area. Buildings should step back from the river corridor. Public, recreational and pedestrian-oriented uses are encouraged.
- o Vehicular use adjacent to the river corridor within the 150-foot "Design Sensitive Zone" shall be limited to the required fire access, service carts, and the two service locations as described and illustrated in this Specific Plan. These service locations include: an access road from the westerly end of Hotel Circle North to service docks located on the north side of the proposed



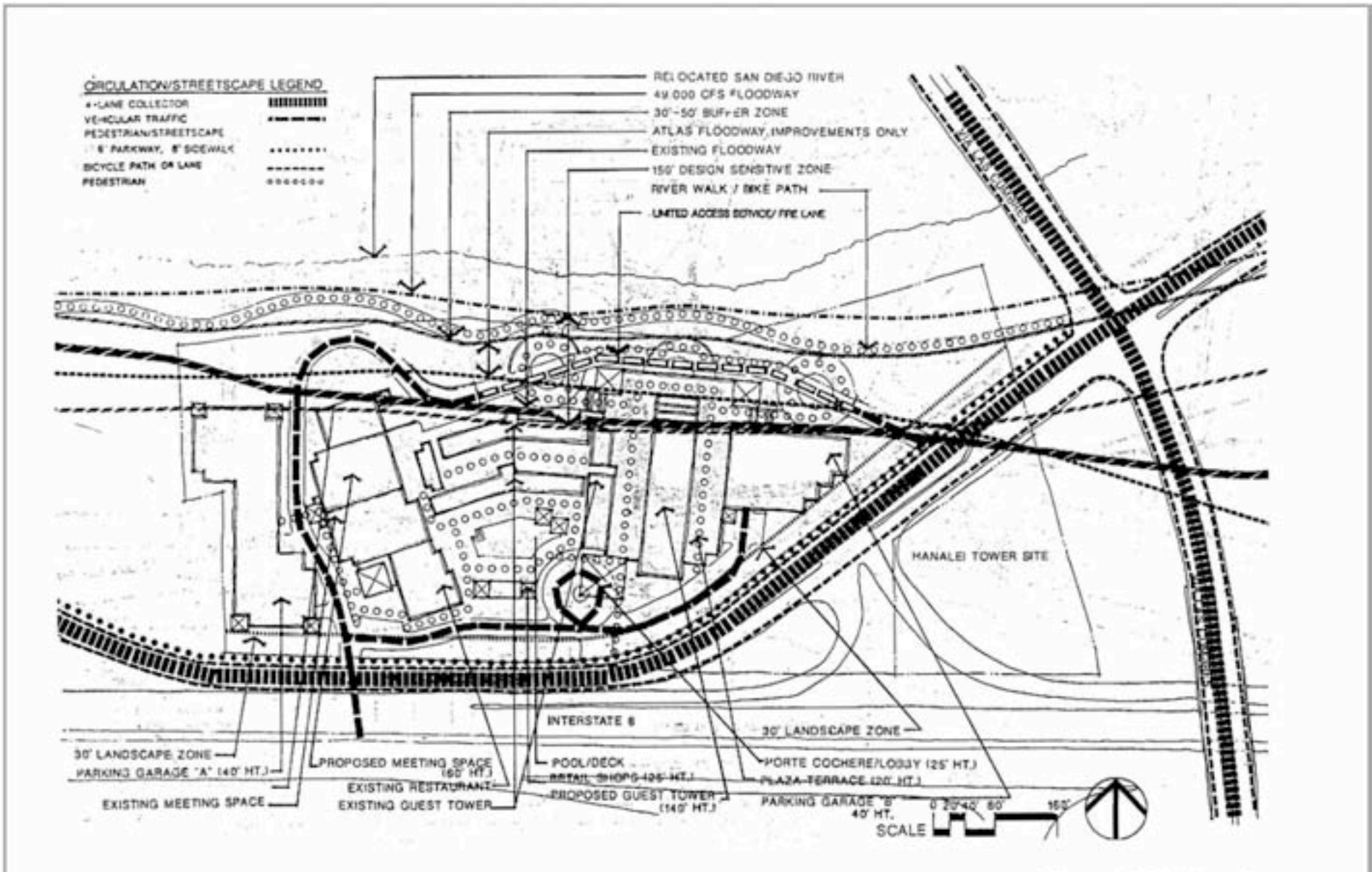
Hanalei Hotel
Schematic Site Plan
 Atlas Specific Plan





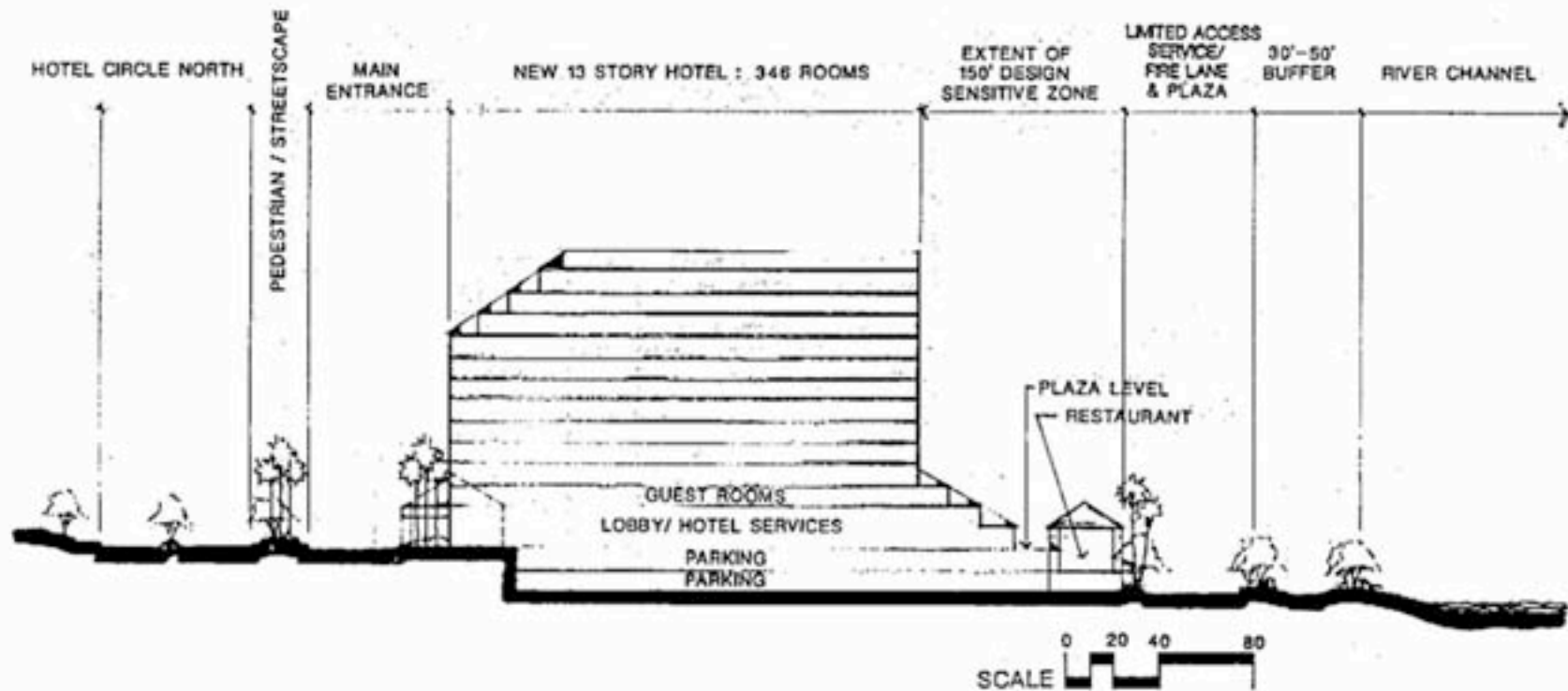
Hanalei Hotel
Conceptual Open Space Site Plan
 Atlas Specific Plan





Hanalei Hotel
Circulation and Streetscape Site Plan
 Atlas Specific Plan





Hanalei Hotel
North/South Site Section
 Atlas Specific Plan

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 FIGURE



meeting center; and, an access road from the easterly end of Hotel Circle North to service facilities on the northeast end of the proposed new hotel tower complex. Limited vehicular use of the service/fire lane between the two service areas shall be controlled by the use of removable bollards or other means approved by the City Fire Marshall.

- o A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle North) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle North.
- o Parking on roofs of structures shall be restricted. For the site, a minimum of 30% of the parking structure roofs shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures. A minimum of 10% of each parking structure roof shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures or landscaping.
- o A 30' wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle North. Parking lots or structures shall not be permitted in this landscaped buffer area.
- o An 8' wide sidewalk separated from the public street by a 6' wide landscaped parkway shall be provided along Hotel Circle North.
- o A 30- to 50-foot buffer shall be provided between the wetland and adjacent development. A paved, 10-foot wide shared pedestrian/bicycle pathway shall be provided adjacent to the river and may be within the buffer area.
- o An intra-valley shuttle stop shall be located adjacent to the hotel lobby and banquet facility, or within an expanded sidewalk paving section within the Hotel Circle North streetscape.
- o The pedestrian walkway along the river shall continue to the east to Via Las Cumbres to connect with the proposed walkways within the Levi-Cushman Specific Plan Area.
- o Architectural materials shall complement existing structures in the vicinity.
- o The plant material utilized on the site, especially in areas adjacent to the river corridor, shall be riparian in nature to better introduce the river element into the project.
- o A theme entry shall be located near or at the main hotel lobby.
- o The architectural form and mass of the easterly parking structure shall be developed to act in concert with the architectural form and mass of the Hanalei Tower structure to form an implied "gateway" along the proposed Levi-Cushman Road.

- o Development shall not extend into the area currently designated within the 100-year floodway until upstream improvements are constructed or are under construction, or until a new pilot channel is constructed or is under construction.

4. Mission Grove Office Park

Since this site has been recently built out to accommodate office use, there are relatively few proposed improvements for this site. The landscaping is quite pleasant aesthetically and the site will require only minor internal pedestrian circulation improvements. Existing exterior materials emphasize wood shingles and wood trims. Figure 50 illustrates the proposed site improvements for the Mission Grove Office Park site. Figure 51 illustrates the open space and view corridor criteria. Figure 52 illustrates the circulation concept and criteria. Figure 53 presents a cross-section through the site. Figure 54 summarizes certain development criteria.

The following design criteria shall be applied to the Mission Gover Office Park site:

Criteria:

- o A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle North) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle North.
- o Parking on roofs of structures shall be restricted. A minimum of 30% of the parking structure roof shall be reserved for additional recreational facilities or screened from view by the use of trellis or other screening structures.
- o A sidewalk and parkway shall be installed along Hotel Circle South. Physical constraints on the site, such as the existing grades and the proximity of existing stairs, signage and walks to the public street, will not permit the construction of the standard sidewalk and parkway for the Mission Grove site. Therefore, a 5' wide sidewalk separated from the public street by a 4' wide landscaped parkway shall be provided to preclude the need to remove, demolish or relocate existing site improvements. A 30" high stone veneered wall will be constructed along the interior edge of the sidewalk to accommodate existing grades.
- o A new 6-foot wide sidewalk shall be installed along the driveway to the rear of the site linking the rear building to the area-wide Hotel Circle pedestrian system.
- o An intra-valley shuttle stop shall be located on-site or within an expanded sidewalk paving section within the Hotel Circle South streetscape.
- o A 26' wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle South. Parking lots or structures shall not be permitted in this landscaped buffer area, except for existing structures.

TYPE OF USE: OFFICE

INTERSTATE 8

TOTAL SITE ACREAGE: 2.47

GROSS FLOOR AREA: 102,055 SF

LOT COVERAGE:

STRUCTURES	40%
OPEN SPACE	38%
DRIVEWAYS & SURFACE PARKING	22%

HOTEL CIRCLE SOUTH

OFFICE BUILDING 'A' (40' HT.)

COURTYARD

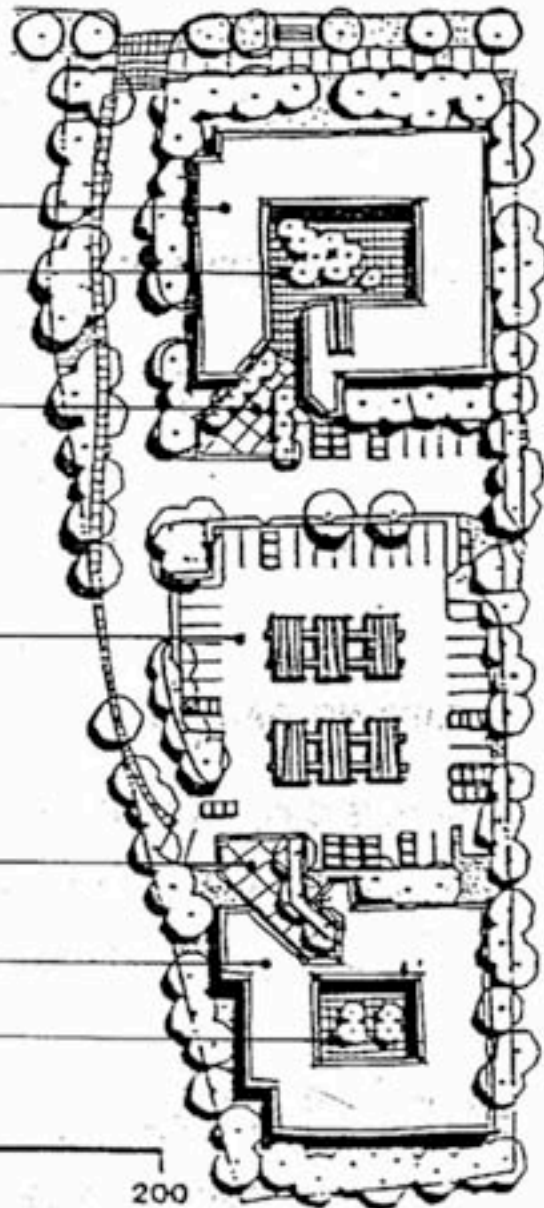
ENTRY PLAZA

PARKING GARAGE (12' HT.)

ENTRY PLAZA

OFFICE BUILDING 'B'

COURTYARD



0 50 100 200

Mission Grove Office Park
Schematic Site Plan

Atlas Specific Plan

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FIGURE



INTERSTATE 8

HOTEL CIRCLE SOUTH

OFFICE BUILDING 'A'

PARKING GARAGE

OFFICE BUILDING 'B'

OPEN SPACE LEGEND

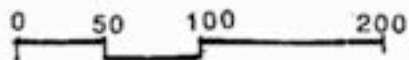
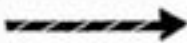
PROJECT 40,561 SF

LANDSCAPE 28,561 SF

PLAZA 12,000 SF

OPEN SPACE COVERAGE 38 %

VIEW CORRIDOR



Mission Grove Office Park
Conceptual Open Space Site Plan

Atlas Specific Plan






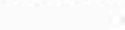
51
FIGURE

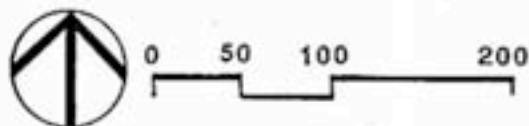


INTERSTATE 8

HOTEL CIRCLE SOUTH

CIRCULATION/STREETScape LEGEND

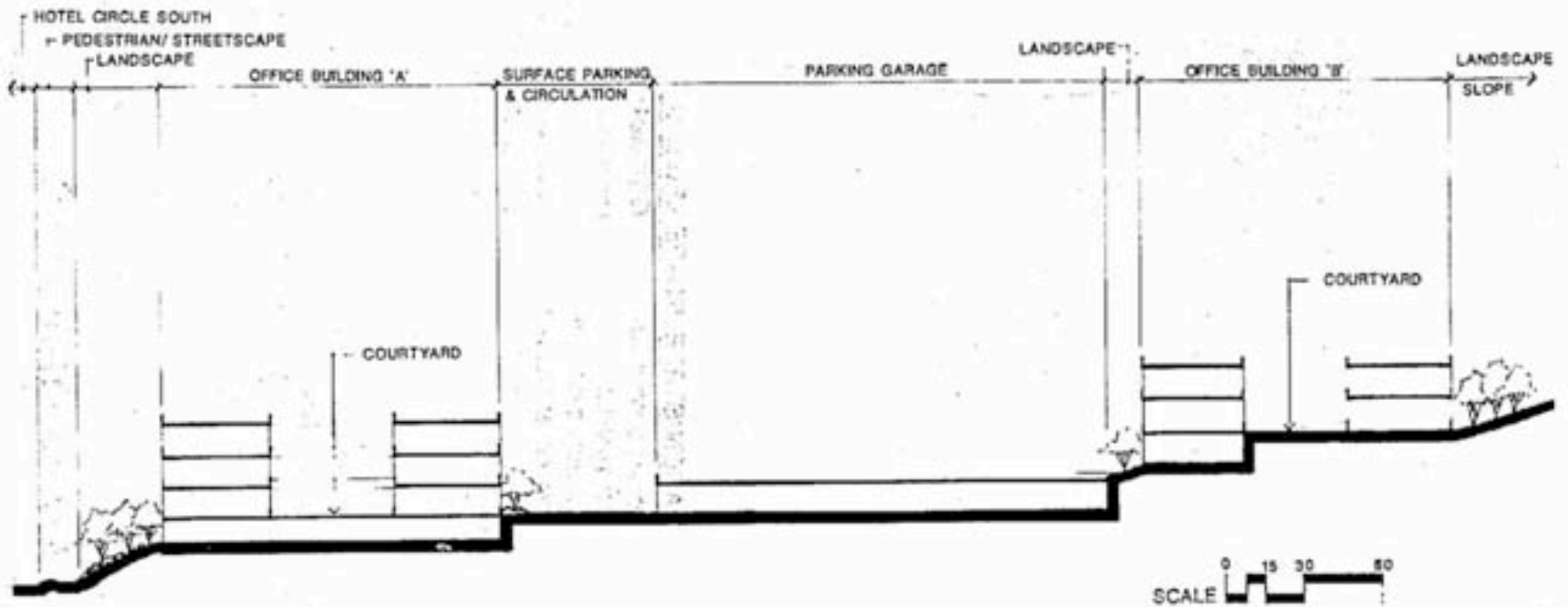
- 4-LANE COLLECTOR ROAD 
- VEHICULAR TRAFFIC 
- PEDESTRIAN/STREETScape 
- 4' PARKWAY, 5' SIDEWALK 
- BICYCLE LANE 
- PEDESTRIAN 



Mission Grove Office Park
Circulation and Streetscape Site Plan

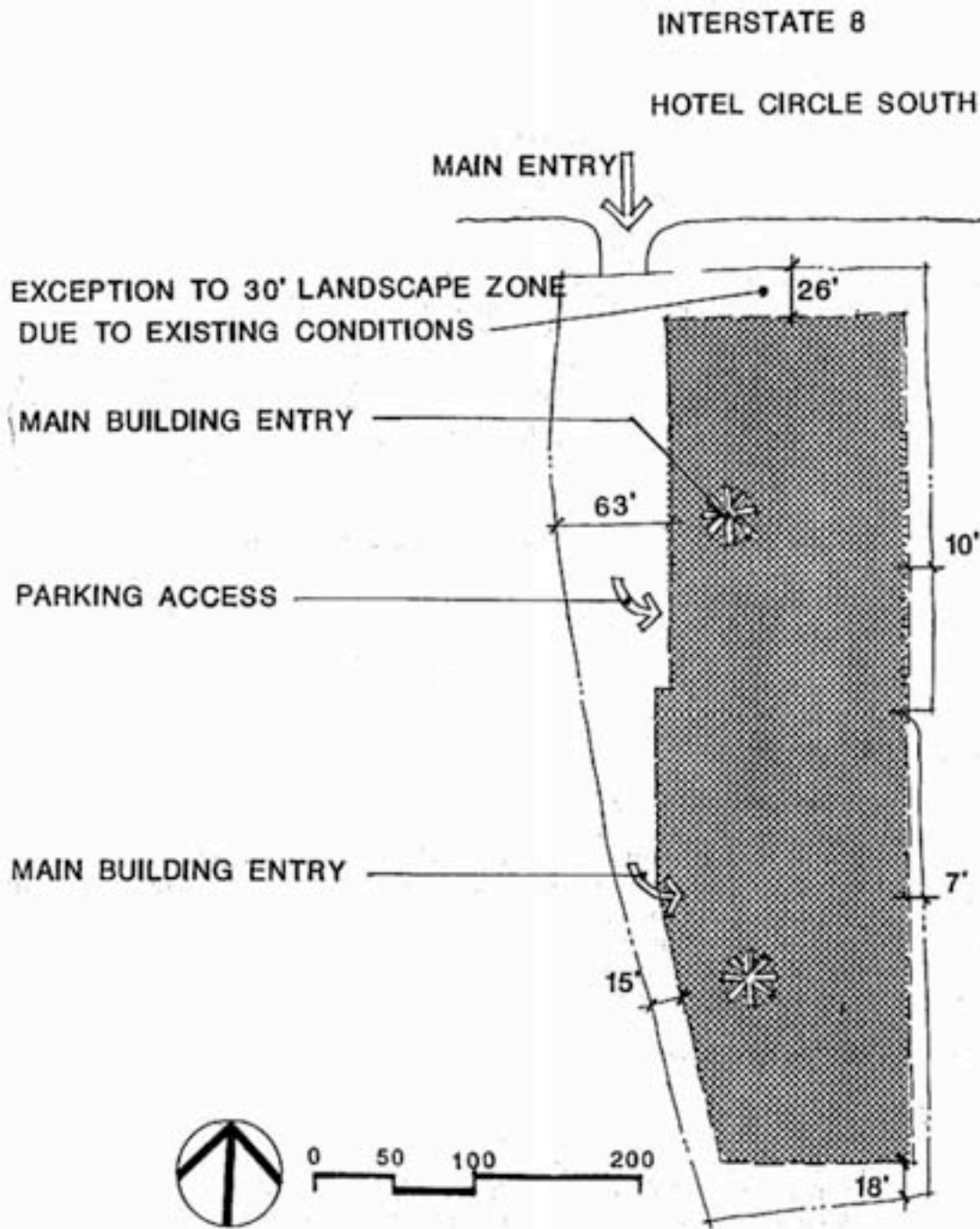
Atlas Specific Plan





Mission Grove
North/South Site Section
 Atlas Specific Plan

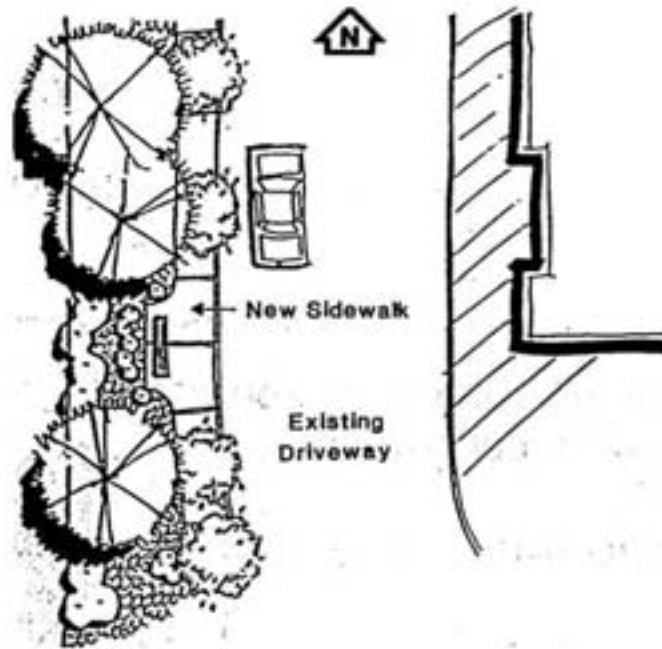




Mission Grove Office Park
Development Criteria Summary

Atlas Specific Plan





Add Sidewalk at Edge of Driveway

5. King's Inn

The site is presently entirely hotel and related uses. The Atlas Specific Plan proposes no new structures or uses, only site improvements and landscaping. The only improvements made will be for the purpose of better integrating the site to the proposed streetscape improvements of Hotel Circle South and the other Atlas Specific Plan area properties. Figure 55 illustrates the proposed site improvements for the Kings Inn site. Figure 56 illustrates the open space criteria. Figure 57 illustrates the circulation concept and criteria. Figure 58 presents a cross-section through the site. Figure 59 summarizes certain development criteria.

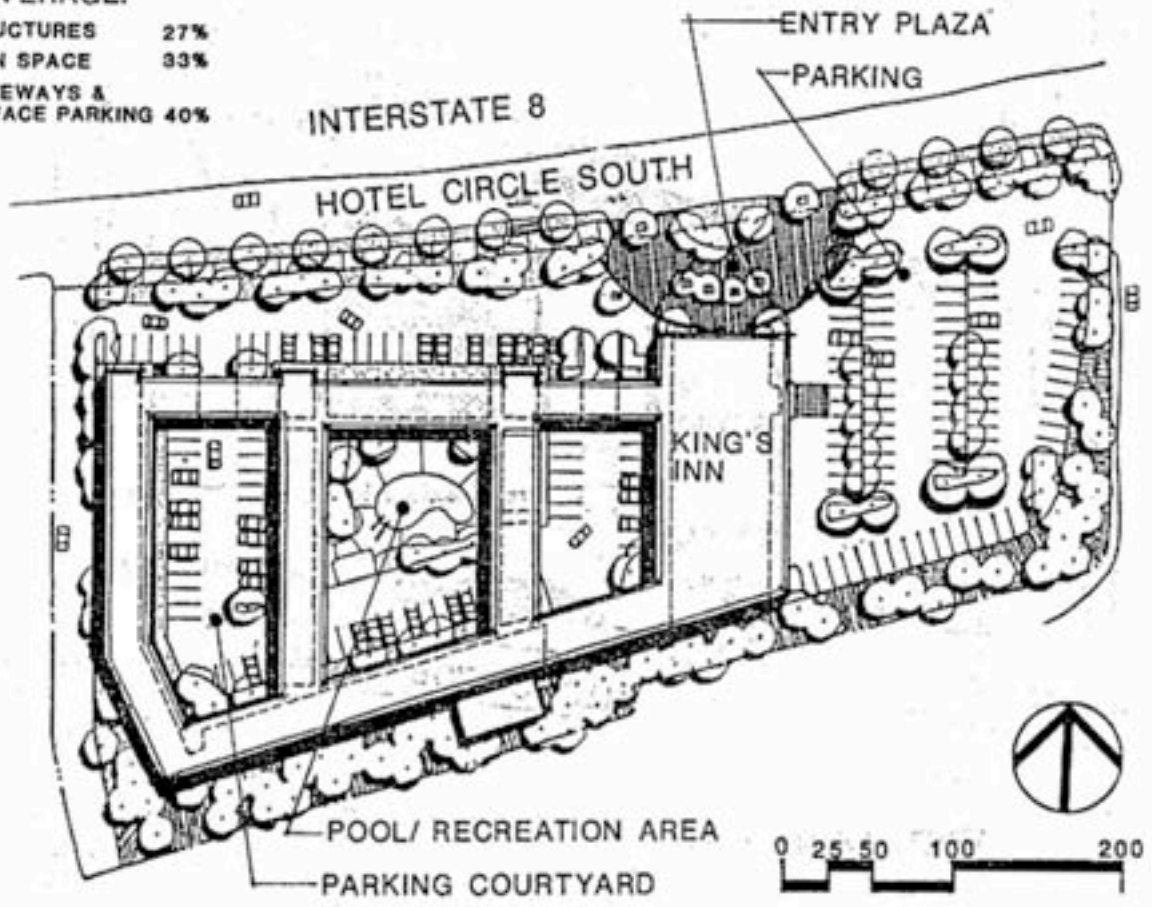
The following design criteria shall be applied to the King's Inn site:

Criteria:

- o An 8' sidewalk shall be installed along Hotel Circle South. The sidewalk shall be separated from the public street by a 6' wide landscaped parkway which will be planted with the appropriate street trees.
- o A pedestrian link or connection shall be made between the lobby of the hotel and the sidewalk within the Hotel Circle South streetscape. Where this pedestrian linkage must cross a parking area it shall be constructed of a paving material which is consistent with the pedestrian sidewalks or hotel entry paving to provide a definite contrast to the parking area paving.

BUILDING HEIGHT: 27'
 TYPE OF USE: COMMERCIAL/ RECREATIONAL
 TOTAL SITE ACREAGE: 3.67 AC
 GROSS FLOOR AREA: 72,888 SF
 LOT COVERAGE:

STRUCTURES	27%
OPEN SPACE	33%
DRIVEWAYS & SURFACE PARKING	40%



Kings Inn
Schematic Site Plan
 Atlas Specific Plan

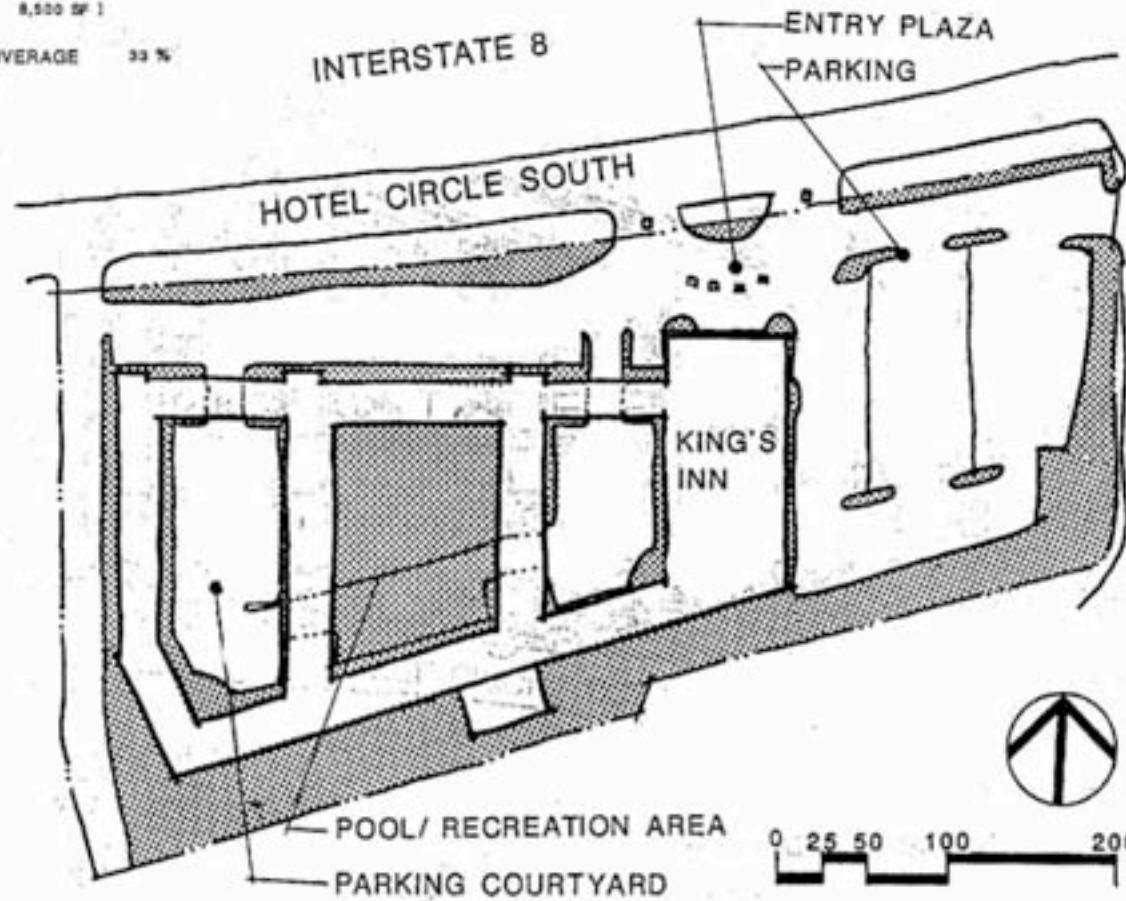
OPEN SPACE LEGEND

PROJECT 53,200 SF 

(LANDSCAPE 44,700 SF)

(PLAZA 8,500 SF)







OPEN SPACE COVERAGE 33 %



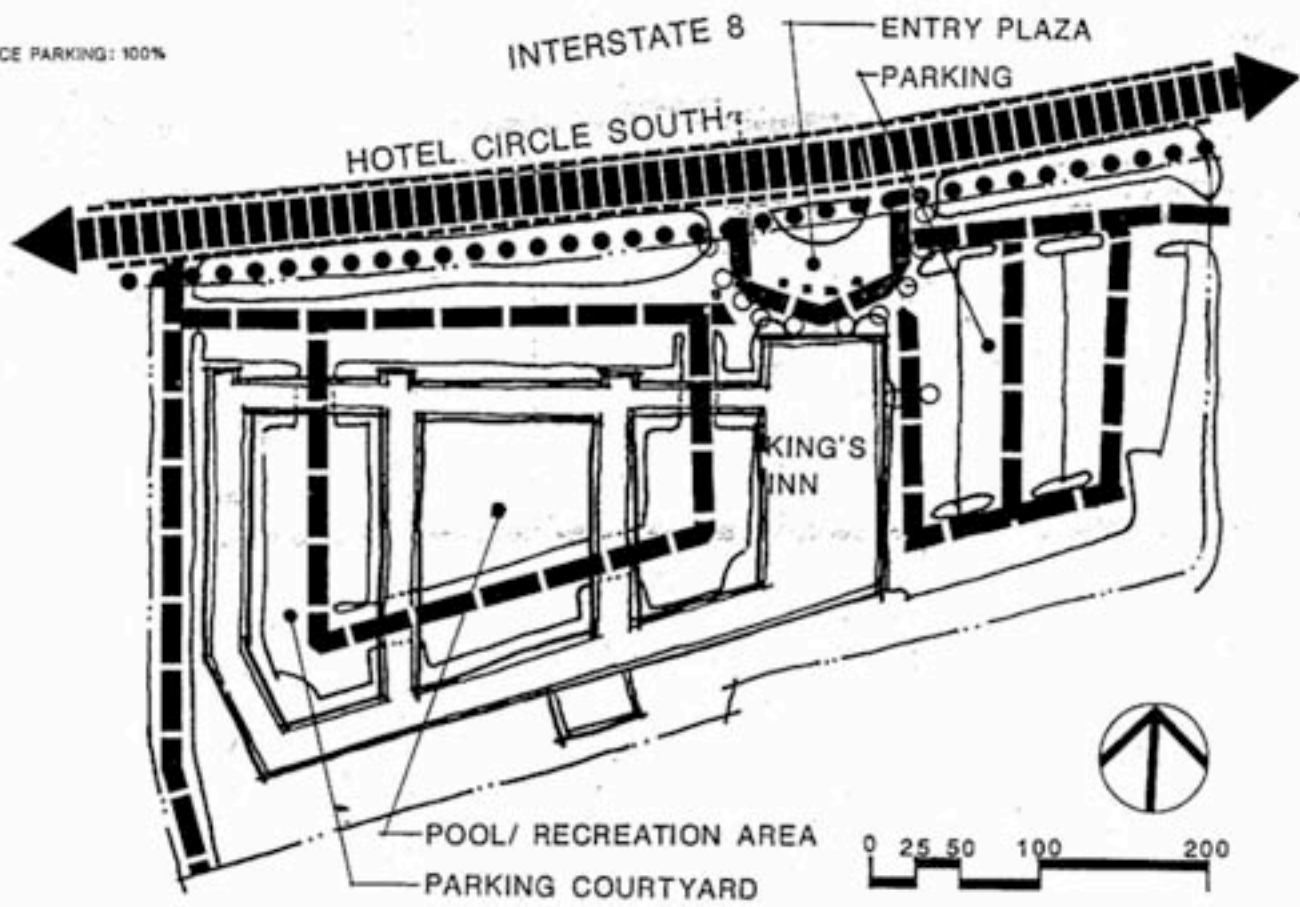
Kings Inn
Conceptual Open Space Site Plan
Atlas Specific Plan



CIRCULATION/STREETScape LEGEND

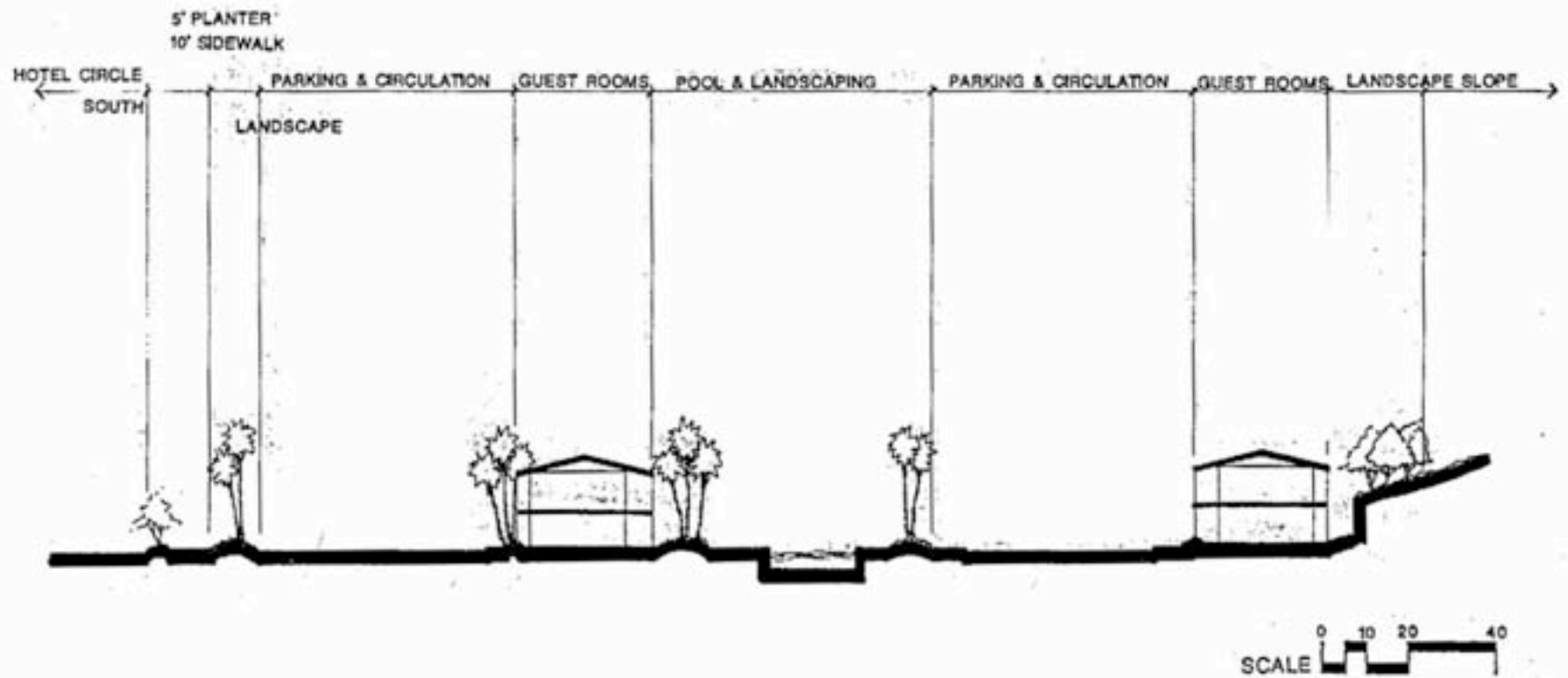
- 4-LANE COLLECTOR ROAD 
- VEHICULAR TRAFFIC 
- PEDESTRIAN/STREETScape 
- 5' PARKWAY, 8' SIDEWALK 
- BICYCLE LANE 
- PEDESTRIAN 

SURFACE PARKING: 100%



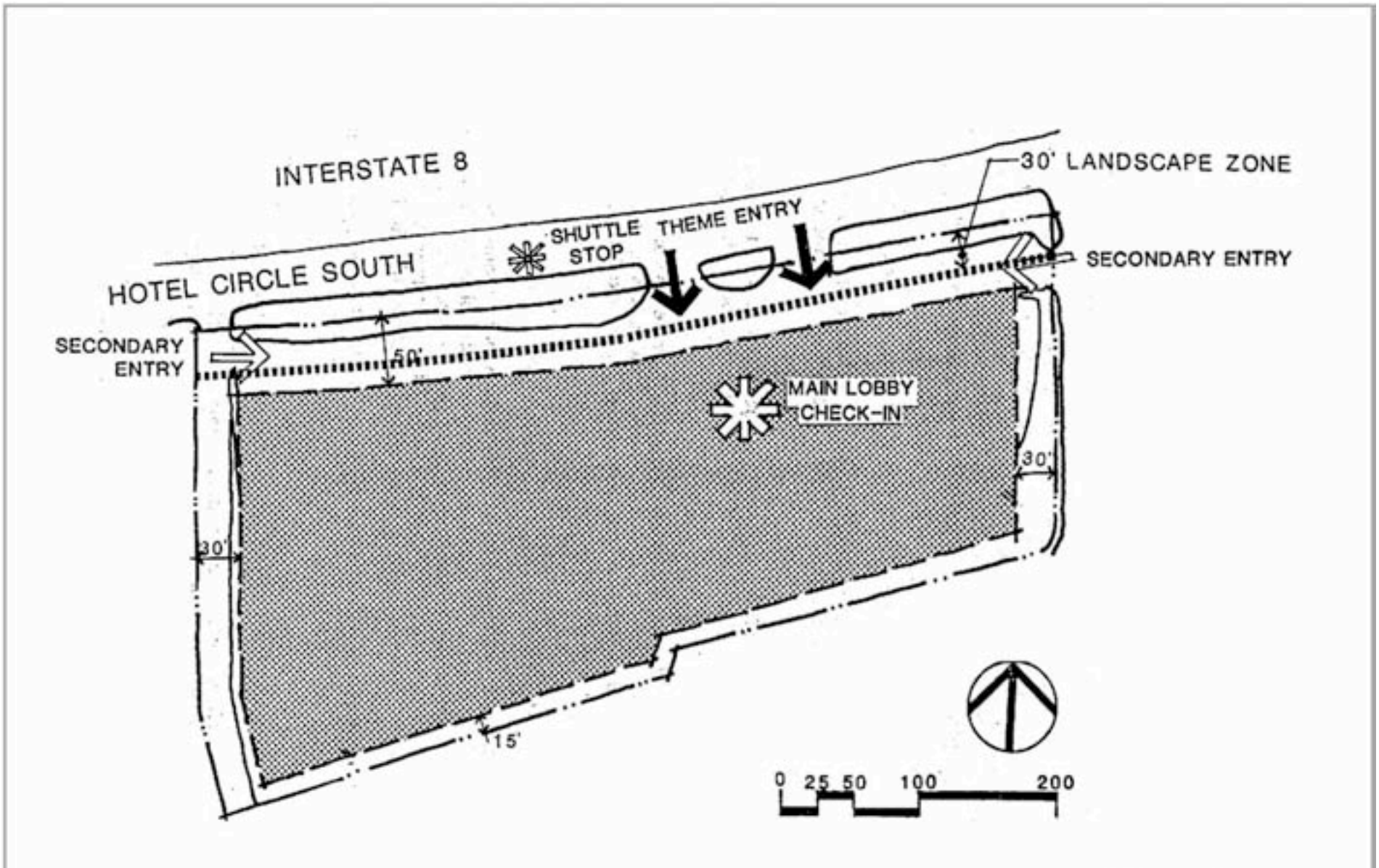
Kings Inn
Circulation and Streetscape Site Plan
Atlas Specific Plan





Kings Inn
North/South Site Section
 Atlas Specific Plan





Kings Inn
Development Criteria Summary
 Atlas Specific Plan



- o The parking area shall be screened from Hotel Circle South by utilizing berms and plant material. However, care shall be taken to not screen the hotel from vehicular view.
- o A theme entry shall be provided near the main lobby entrance. The theme entry shall consist of enhanced paving at the entry drive and theme plantings.
- o Plant material, especially trees, shall be added to the existing parking areas. This includes tree wells located between adjacent parking stalls (see conceptual plan). Surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle South) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle South.
- o New plant material shall be added to the slope at the rear of the site.
- o Generally, new plant material should be added to the entire site to better integrate with the streetscape theme and comply with the previous planting guidelines.
- o An intra-valley shuttle stop shall be located near the theme entry at the lobby or within an expanded sidewalk paving section within the Hotel Circle South streetscape.
- o A 30' wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle South. Parking lots or structures shall not be permitted in this landscaped buffer area, except as described and illustrated in this Specific Plan.

6. Mission Valley Inn

Improvements to this site will include 96 additional hotel rooms, banquet facilities, and landscaping. Figure 60 illustrates a schematic site plan for the Mission Valley Inn site. Figure 61 illustrates the open space and view corridor criteria and Figure 62 is a circulation and streetscape site plan. Figure 63 presents a cross-section through the site. Figure 64 summarizes certain development criteria.

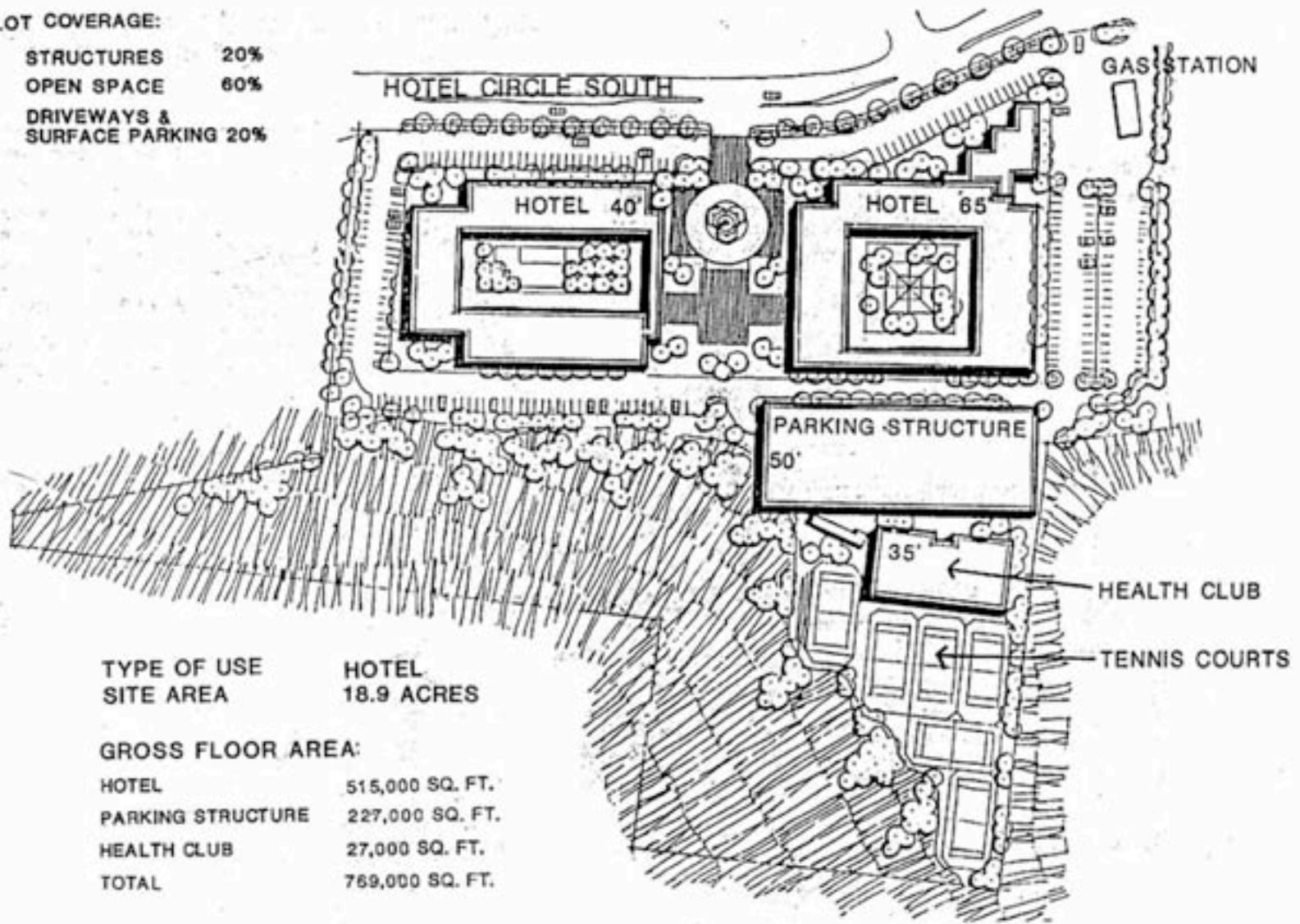
The following design criteria shall be applied to the Mission Valley Inn site:

Criteria:

- o A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle South) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle South.
- o Parking on the roofs of structures shall be restricted. A minimum of 30% of the parking structure roof shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures.
- o A 30' wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle South. Parking lots or structures shall not

LOT COVERAGE:

- STRUCTURES 20%
- OPEN SPACE 60%
- DRIVEWAYS & SURFACE PARKING 20%



TYPE OF USE HOTEL
SITE AREA 18.9 ACRES

GROSS FLOOR AREA:

HOTEL	515,000 SQ. FT.
PARKING STRUCTURE	227,000 SQ. FT.
HEALTH CLUB	27,000 SQ. FT.
TOTAL	769,000 SQ. FT.

**Mission Valley Inn
 Schematic Site Plan**

Atlas Specific Plan

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FIGURE



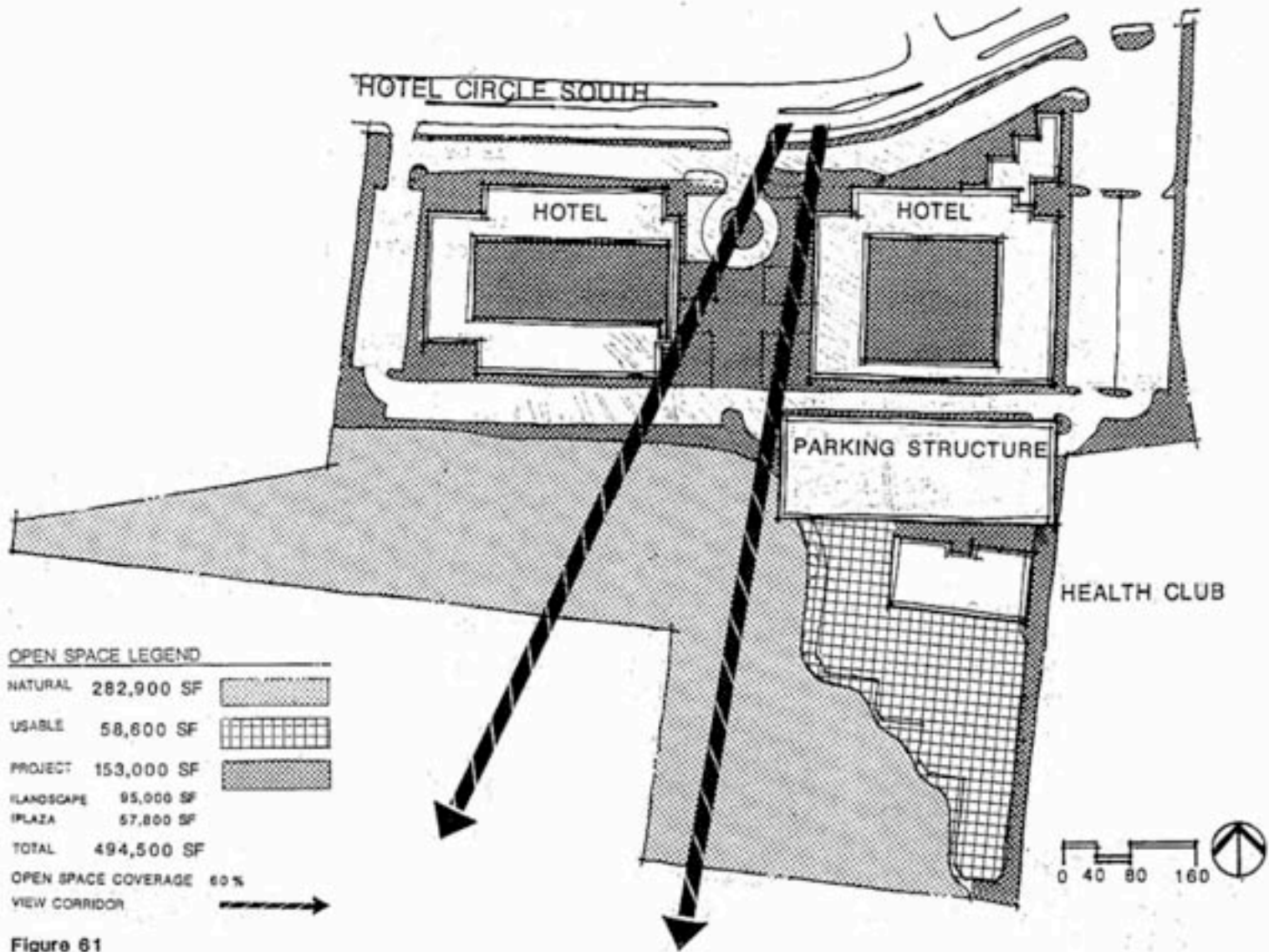
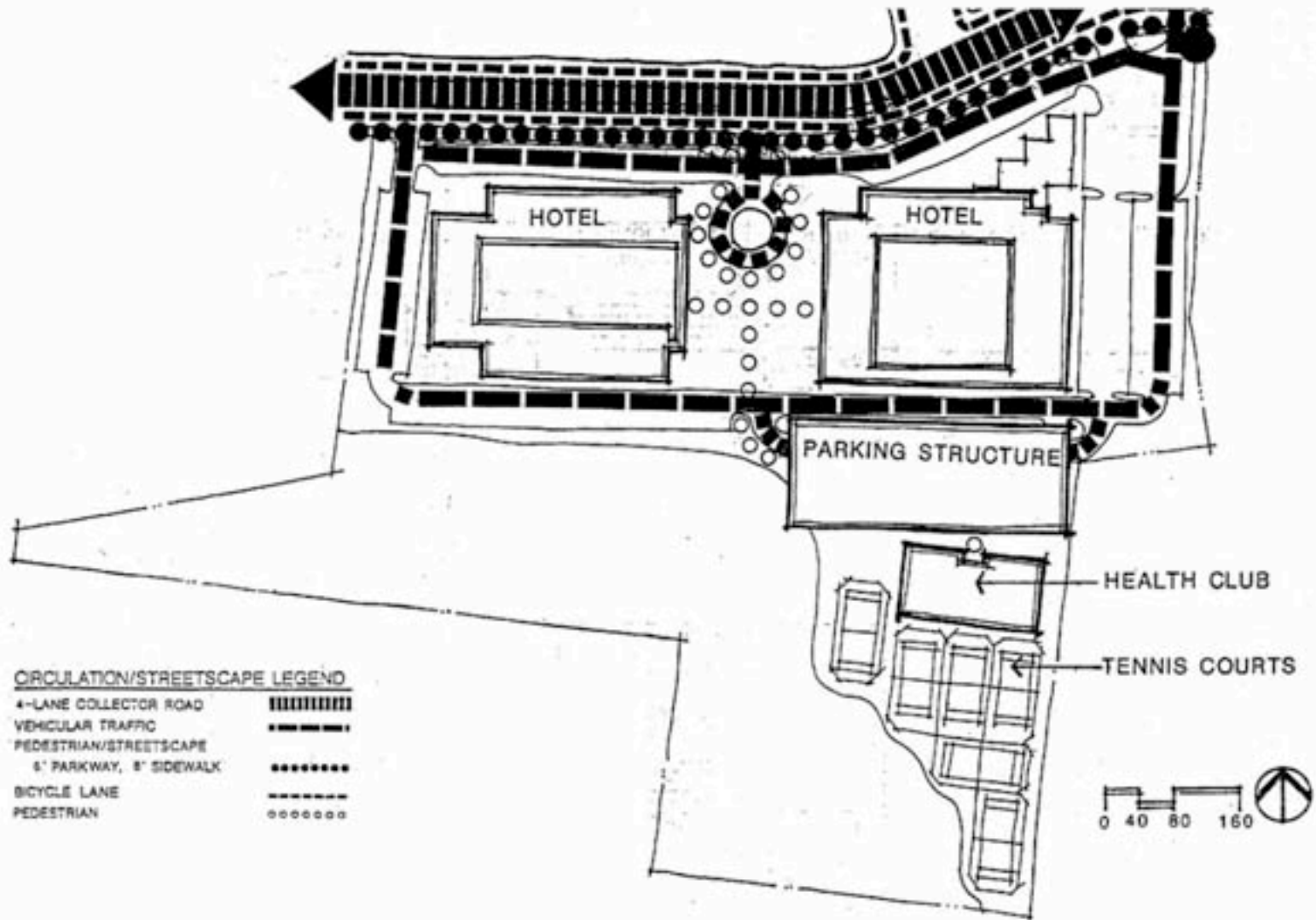


Figure 61

Mission Valley Inn
 Conceptual Open Space Site Plan

Atlas Specific Plan

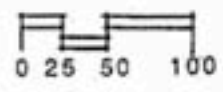
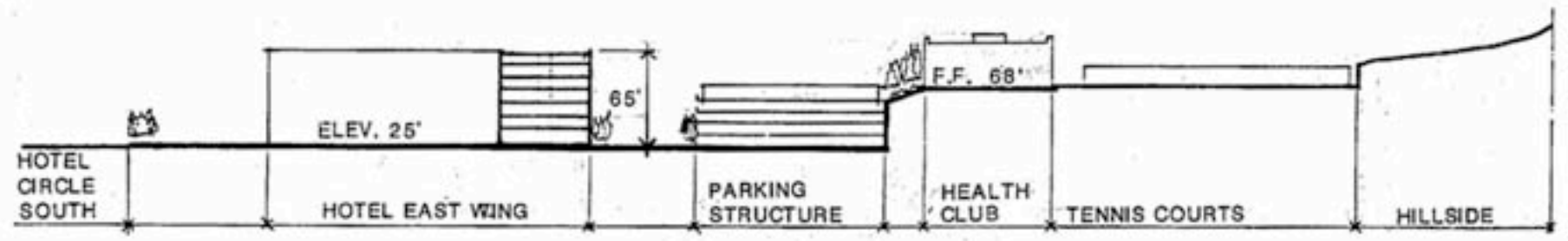
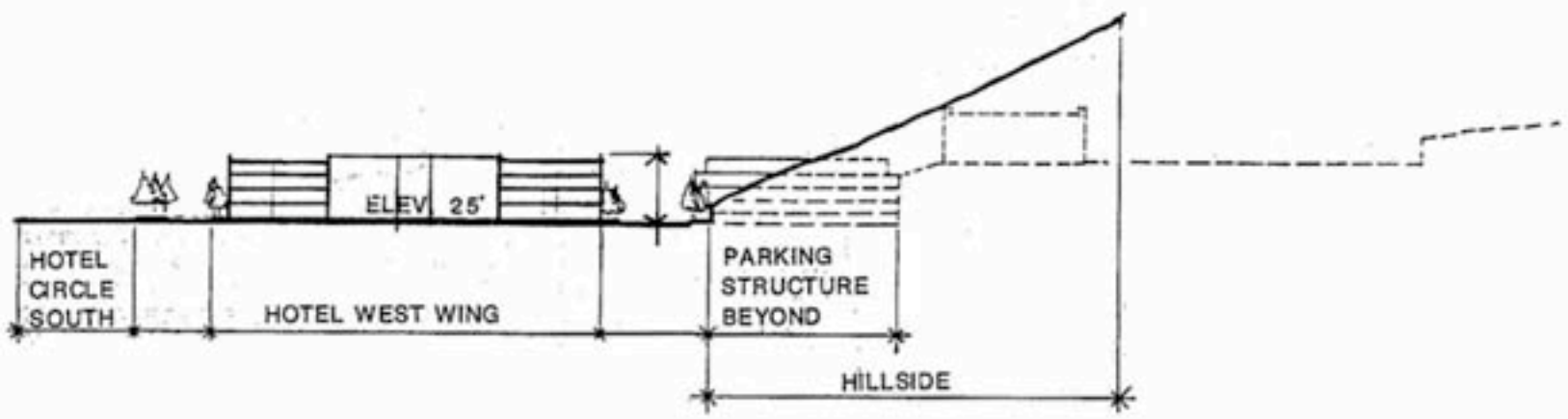




CIRCULATION/STREETSCAPE LEGEND
 4-LANE COLLECTOR ROAD
 VEHICULAR TRAFFIC
 PEDESTRIAN/STREETSCAPE
 6' PARKWAY, 8' SIDEWALK
 BICYCLE LANE
 PEDESTRIAN

**Mission Valley Inn
 Circulation and Streetscape Site Plan
 Atlas Specific Plan**

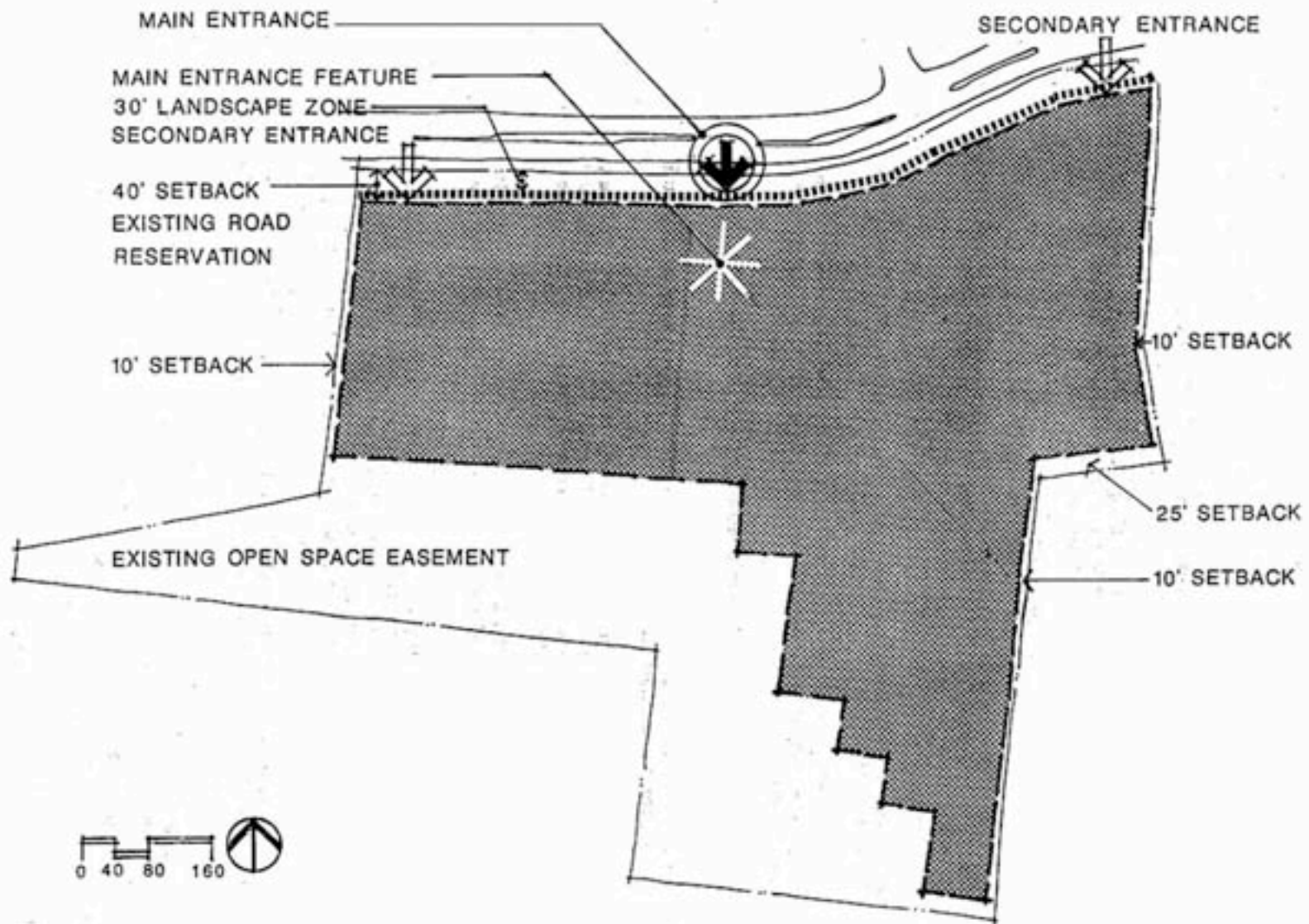




**Mission Valley Inn
North/South Site Section**

Atlas Specific Plan





Mission Valley Inn
Development Criteria Summary

Atlas Specific Plan



be permitted in this landscape buffer area except as described and illustrated in this Specific Plan.

- o An 8' wide sidewalk shall be installed along Hotel Circle South. The sidewalk shall be separated from the public street by a 6' wide landscaped parkway planted with the appropriate street trees.
- o A pedestrian link or connection shall be made between the pedestrian plaza at the center of the site and the 8' wide sidewalk within the Hotel Circle South streetscape. Where this pedestrian linkage must cross a parking area it shall be constructed of a paving material which is consistent with the pedestrian sidewalk and plaza and provides a definite contrast to the parking area paving.
- o A theme entry and pedestrian plaza shall be provided near the center of the site at the hotel lobby.
- o An intra-valley shuttle stop shall be located near the theme entry at the lobby or within an expanded sidewalk section in the Hotel Circle South streetscape.
- o The existing structures shall be refurbished to conform with the architectural design of the new buildings.
- o Focal points should be provided at the major circulation nodes from the parking areas to the hotel areas.
- o Natural hillsides steeper than 25% shall remain undisturbed except for any necessary planting needed for screening. Planting within hillside areas shall be limited to the use of drought-tolerant native plants which are compatible with existing hillside vegetation.
- o Site development architectural design and landscape design shall comply with the requirements of the Mission Valley Community Plan Implementation Program.
- o In general, the landscaping throughout the site shall be revised to better integrate with the proposed streetscape and planting criteria previously mentioned and shall comply with the requirements of the Mission Valley Community Plan Implementation Program where consideration of increased building heights adjacent to the southerly slopes of Mission Valley is concerned.
- o The parking area along Hotel Circle South shall be screened from vehicles on Hotel Circle South while maintaining a clear view of the hotel and especially the lobby.