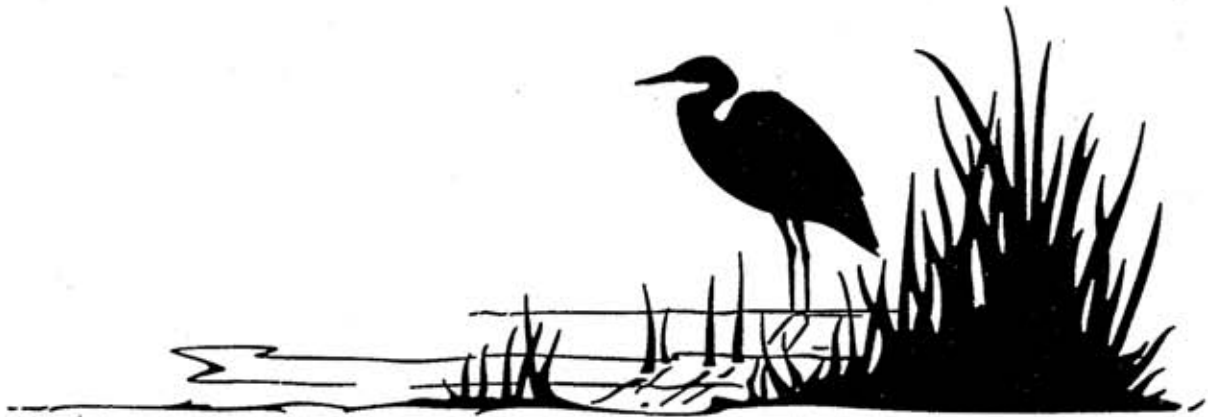


**FIRST
SAN DIEGO RIVER
IMPROVEMENT PROJECT**



SPECIFIC PLAN

April 1999

**FIRST SAN DIEGO RIVER
IMPROVEMENT PROJECT
SPECIFIC PLAN**

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1. Ordinance No. 15662
2. Revegetation Plan (Nasland Engineering, June 3, 1983)
3. (Appendix is available for review in the City of San Diego Planning Department)
4. Shared Parking Allocation Study - Hazard Center Amendment April 1985)
5. Hazard Center Amendment Conceptual Design Exhibits October 1985)
6. Rio Vista West Design Guidelines and Development Standards
7. (Appendix is available from the City of San Diego Publications Department).

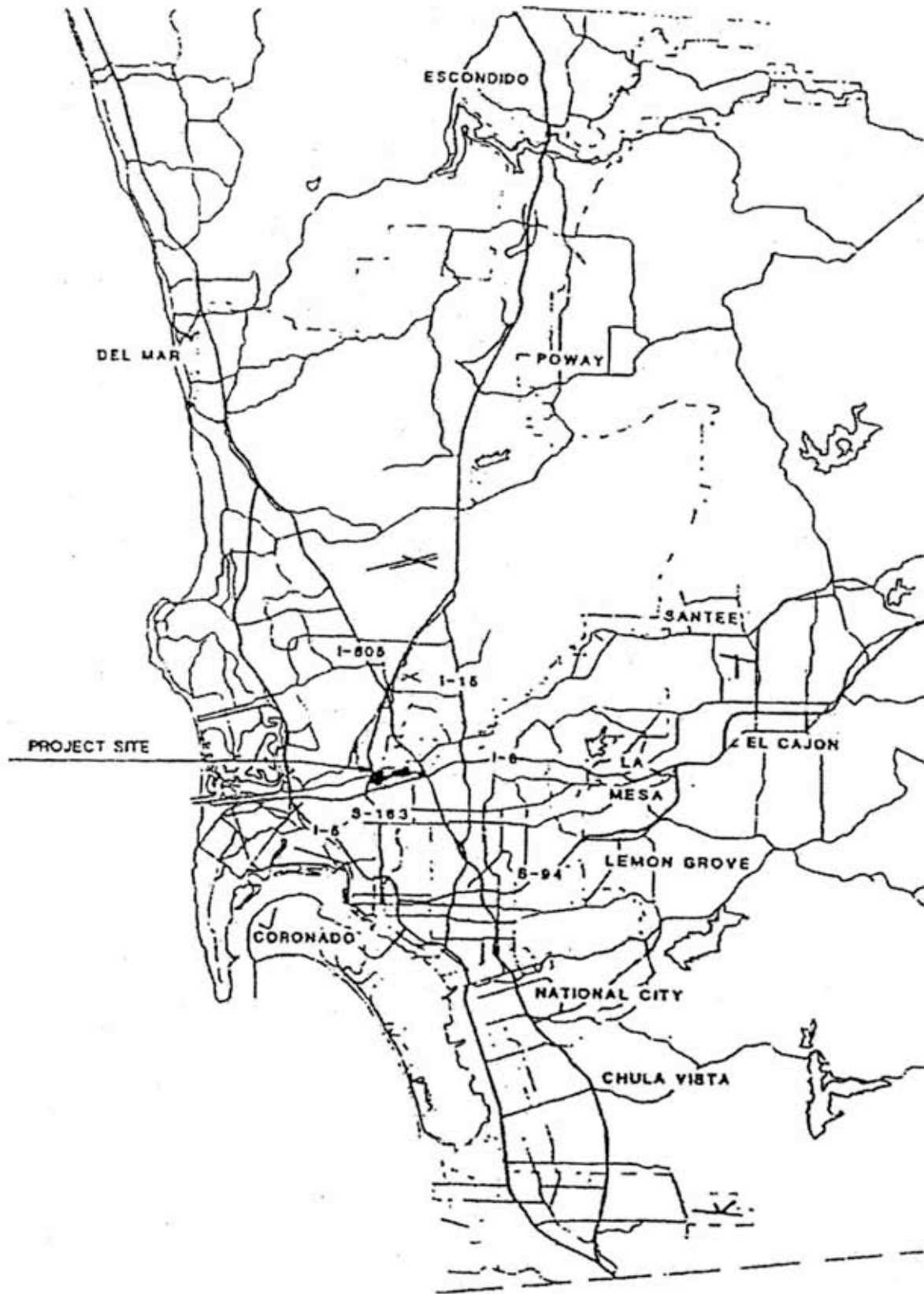
I. Introduction

A. BACKGROUND AND PURPOSE

The First San Diego River Improvement Project Specific Plan ("Specific Plan") area consists of approximately 261 acres in the City of San Diego generally located in Mission Valley. The project area is bounded by State Route 163 on the west, Camino de la Reina and Camino del Rio North in the south, and Friars Road on the north. The easterly boundary of the Specific Plan area is approximately 700 feet east of Interstate 805. A regional site location map is attached as Figure 1. The owners of the property proposed for private development within the Specific Plan area are MBM Associates, Mission Valley Partnership, Mission Valley I, Douglas Allred, Donald Sammis, CalMat Co., R.E. Hazard Contracting Company and Murray Properties ("Owners"). An ownership map and project map for the private development element of the plan are illustrated in Figure 2. Ownerships for the entire Specific Plan area are illustrated in Figure 50 of the Administrative Element.

In the 1970's, The City of San Diego began the process of applying the Floodway (FW) and Floodplain Fringe (FPF) zoning pursuant to the City Floodplain Management Program. In 1977, The City of San Diego adopted Ordinance 12191 whereby large portions of the Specific Plan area were designated as Floodway (FW) and Floodplain Fringe (FPF) Overlay Zones. The same ordinance provided that an alternative alignment of the Floodway Zone may become applicable and original zoning (zoning in existence prior to the application of the FW and FPF Overlay Zones) may be reapplied as shown on Zone Map C-523A, provided that certain conditions are met. These conditions include preparation of a Development Plan and an Environmental Impact Report. The Development Plan is to provide for the passage of floodwaters, satisfactory mitigation of adverse environmental impacts and landscaping. In addition, the Development Plan is to take into account public use of recreational trails, provide for the protection of public health and safety and provide for the protection of adjacent private property.

The California Government Code provides that planning agencies may prepare specific plans based on the general plan for the purpose of "... the systematic execution of the General Plan . . ." (Section 65450). The Government

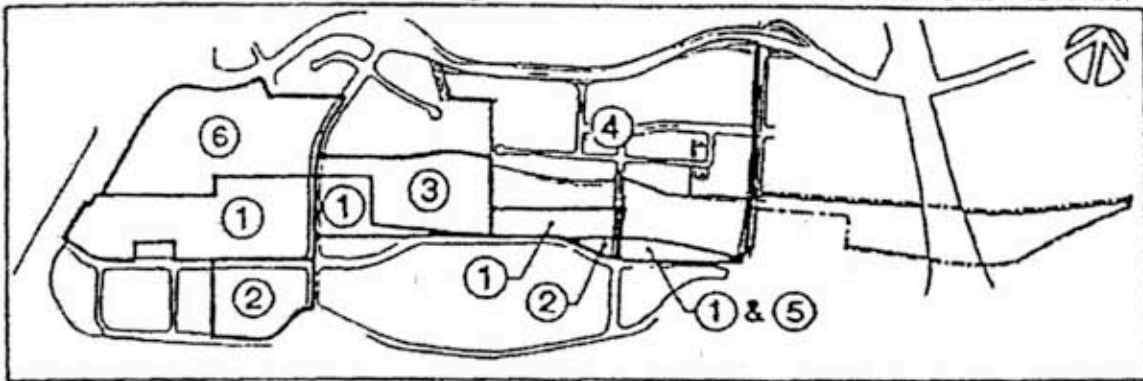


Regional Site Location Map
 First San Diego River Improvement Project Specific Plan

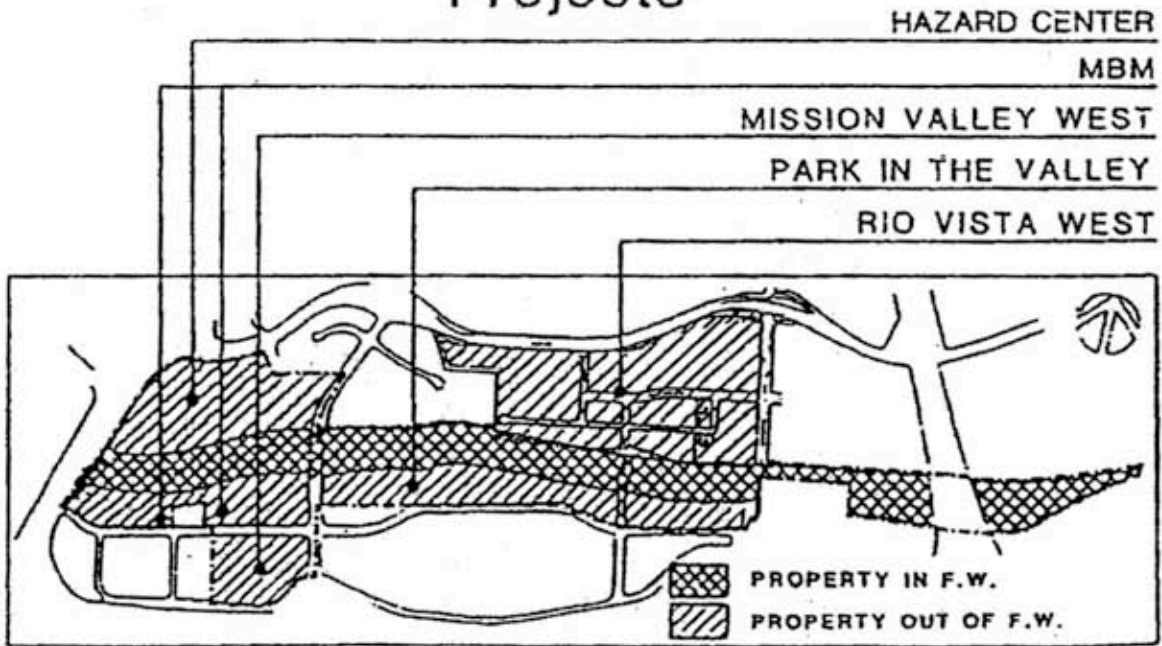
1
 FIGURE

Ownership of Private Development Element

- ① MBM ASSOCIATES
- ② MISSION VALLEY PARTNERSHIP
- ③ MISSION VALLEY I, ET AL
- ④ CALMAT CO.
- ⑤ SAMMIS & ALLRED
- ⑥ HAZARD CONTRACTING & MURRAY



Projects



Code requires that specific plans include " . . . all detailed regulations, conditions, programs, and proposed legislation which shall be necessary or convenient for the systematic implementation of each element of the General Plan . . . " (Section 65451).

It is the purpose of the First San Diego River Improvement Project Development Agreement ("Development Agreement") and this Specific Plan to comply with the Government Code and the conditions of said ordinance, to have the Specific Plan adopted as the development plan referred to in said ordinance and to designate portions of the Specific Plan area to conform to land use designations shown in the Specific Plan. Copies of the ordinance, as amended (Ordinance No. 15662) and the associated Zone Map Drawing C-523A are attached as Appendix 1. The zoning regulations implemented by this Specific Plan are illustrated in Figure 3. Approximately 156.6 acres will be designated for uses permitted in the CA Zone and will be developed pursuant to the CA zoning regulations.

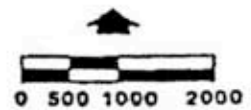
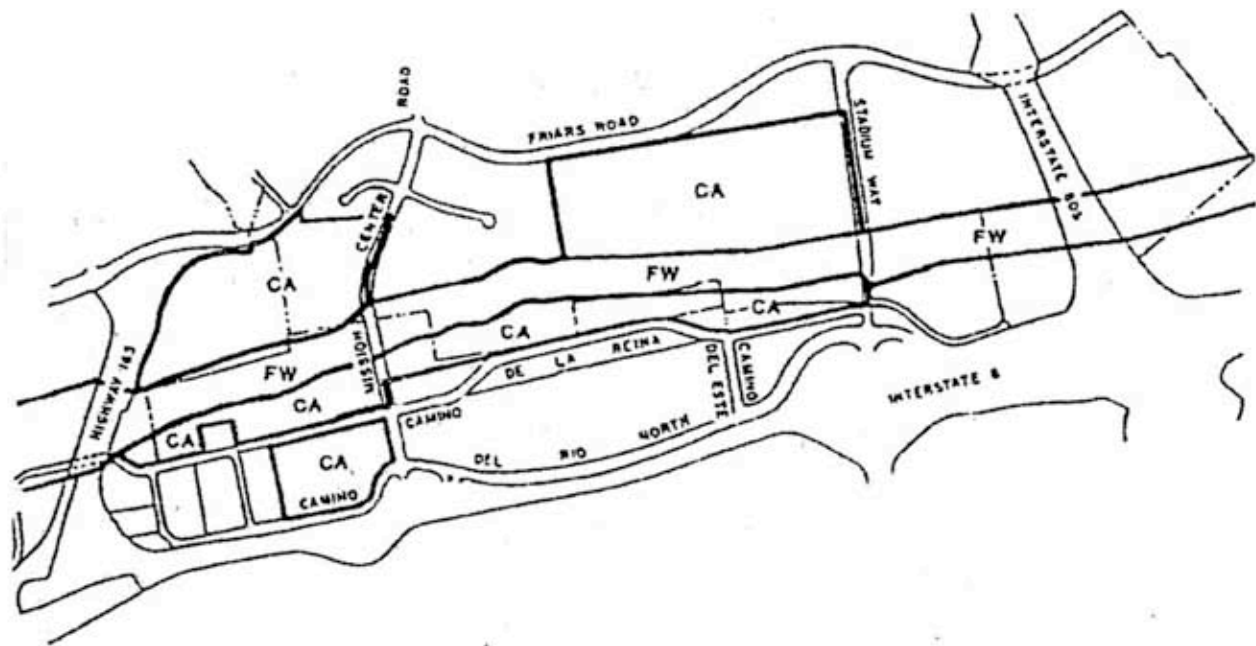
The purposes of this Specific Plan are to describe the development permitted under the Development Agreement and, as indicated above, meet the requirements of Ordinance No. 15662.

B. MARKET OBJECTIVES

The market objectives of the Specific Plan are to enhance Mission Valley as a regional commercial center within the City of San Diego by providing compatible commercial, visitor and recreational uses. Using the centralized location of the Specific Plan area and the San Diego River as a focal point, it is intended that the wide variety of mixed uses will attract not only current San Diego residents to Mission Valley but also visitors and companies from across the United States.

C. SPECIFIC PLAN SETTING



As indicated, the Specific Plan area consists of approximately 261 acres in Mission Valley. An aerial photograph is provided in Figure 4, which shows the Specific Plan area boundaries, the course of the proposed flood control channel and the overall conditions existing in Mission Valley. Interstate 805 is shown on the right, Interstate 8 at the bottom and State Route 163 on the left.



ZONING REGULATIONS SUBJECT TO CONDITIONS SET FORTH IN
 FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT SPECIFIC PLAN.





 FLOOD CONTROL CHANNEL 1992
 FSDRIP BOUNDARY



Aerial Photograph of the First San Diego River Improvement Project

First San Diego River Improvement Project Specific Plan

4

FIGURE

Land uses shown on the aerial photograph include intensive commercial development between the southern valley wall and Camino de la Reina; sand and gravel operations, commercial and high density residential developments are north of the river. Large areas of disturbed vacant land can be seen over much of the area. Portions of these vacant areas are presently undevelopable because of existing floodplain zoning regulations.

Whereas Mission Valley is primarily a business community with commercial and office uses, the Specific Plan area is generally undeveloped. The major land characteristics of the area are the floodplain of the San Diego River and the river itself, which bisects the Specific Plan area.

D. SPECIFIC PLAN DESCRIPTION

The Specific Plan entails three basic elements. The first, the focus of the Specific Plan, is the "River Improvement Element". This element consists of the improvements and benefits that will be provided within or immediately adjacent to the proposed FW Zone. These improvements include the realignment of the San Diego River to create a flood control channel between Interstate 805 and State Route 163. The floodway will alleviate flooding, open up more land for development, and biologically restore the San Diego River wetlands. This floodway will provide part of a permanent greenbelt in Mission Valley, linking the ocean to inland hillsides and the San Vicente and El Capitan dams.

Secondly, four major private developments are planned for the Specific Plan area adjacent to the new flood control channel. Collectively, the private developments are referred to as the "Private Improvement Element" while separately they are referred to as "Mission Valley West/MBM Development", "Hazard Center", "Park In The Valley", and "Rio Vista West" (see Figure 2). The private developments include residential, commercial-office, commercial-retail, and visitor-oriented commercial uses.

Additionally, The City of San Diego has developed a Land Guidance System which establishes policies and standards to direct development in a manner which reduces automobile dependency through the provision of alternative modes of transportation. This transit-oriented development scheme is regulated through transportation and land development policies summarized in the Transit-Oriented Development (TOD) Guidelines and the Progress Guide and General Plan. The TOD Guidelines encourage transportation and land development patterns that reduce reliance on the automobile by encouraging transit use, reducing vehicle trip-lengths and creating environments that are conducive to walking and

bicycling. Mission Valley has been identified as an area in the City where TOD's could logically develop due to good bus transit and planned light rail transit opportunities as well as accessibility to a well-defined circulation network. Therefore, in addition to residential, commercial-office, commercial-retail, and visitor-oriented commercial uses, mixed-use developments in support of The City of San Diego's TOD Guidance are encouraged.

Also included in the Specific Plan in the Public Facilities and Services Element is a description of the public improvements associated with the private developments. Finally, the Administrative Element provides for the processing, phasing and financing of the Specific Plan.

Environmental Impacts Reports (EIRs) for the Specific Plan as well as subsequent Amendments to the Specific Plan have been prepared and are hereby incorporated by reference. The environmental documents are on file with The City of San Diego Planning Department, Development and Environmental Planning section.

E. DEVELOPMENT ISSUES

Several development issues are associated with the proposed project.

The environmental issues include the physical environment surrounding the San Diego River with its potential for flooding and its biological resources. Wetland habitats associated with the river are limited in distribution and the riparian habitat is considered particularly valuable. The project could have an adverse impact on the biological resources and associated aesthetic and recreational amenities.

Traffic circulation and the intensity of development are also issues. The circulation system in Mission Valley is currently congested. Any further contribution to this congestion could have regional transportation impacts because Mission Valley serves as a regional transportation corridor and has limited access possibilities due to its topographic conditions.

The urban design features of the project could substantially affect the visual quality and character of Mission Valley. The high-rise nature and high intensity of the project could make the development highly visible and may set a precedent for other development along the San Diego River. The development of individual projects in a "superblock" type of arrangement can affect the cohesiveness of the total project due to lack of pedestrian interconnections. Urban design guidelines are therefore essential to ensure that the form

and arrangement of development is compatible with the valley's infrastructure and physical environment.

Another development issue is the present lack of public services and facilities within Mission Valley, partially due to the present commercial nature of the valley and present flooding conditions. No libraries, schools, fire stations, police stations, post offices or public parks are now located within the Mission Valley community. The provision of support facilities is addressed in the Public Facilities and Services section.

II. Development Considerations

A. ENVIRONMENTAL CONSIDERATIONS

Geology and Soils/Topography. A geological survey of the proposed site was conducted in January 1979 by Woodward-Clyde Consultants. The primary geologic hazards which might affect the subject property are liquefaction and ground-shaking. There is a relatively high potential for liquefaction because of the granular nature of the subsoils. Significant movements along any of the local fault zones or along the Elsinore fault could subject the site to liquefaction. Because of the potential for liquefaction and settlement, additional geotechnical studies are required for each site before development occurs. These studies are required by the Subdivision Map Act and the Land Development Ordinance.

The elevation of the site ranges from approximately 75 feet Mean Sea Level (MSL) in the northeast portion to approximately 20 feet (MSL) near the western boundary. The site is generally flat. Sand and gravel extraction operations have modified the area to include some ponds and spoil piles.

The average groundwater elevation at Interstate 805 is 30 to 34 feet (Plan Datum) and decreases in the westerly direction until it reaches a level of approximately 18 to 20 feet near State Highway 163. Measurements taken at different times of the year reveal that significant fluctuation in groundwater levels can occur depending on the amount of rainfall.

Hydrology. Flooding in Mission Valley is a major concern. The current means of flood protection in the valley are the Floodway and Floodplain Fringe Overlay zones, which were adopted in 1973 and applied to Mission Valley as an interim flood control measure in 1977.

A number of hydrological studies have been undertaken for the San Diego River, which are described in the document entitled Alternate Floodway Development Plan. The 100-year peak flood flow (which can be expected to occur once every 100 years on the average) was estimated by the United States Army Corps of Engineers to be 36,000 cubic feet per second (c.f.s.) in 1975. This is the basis for current floodway zoning within the valley. However, the continued urbanization of the drainage basin is expected to increase the peak flow of a 100-year flood to 49,000 c.f.s. This is the basis of design for the proposed realigned floodway.

The number of acres now flooded by the 100-year storm event would be reduced so that approximately 30 acres would become developable property within the Specific Plan area. An additional 12.5 acres outside of the Specific Plan area would also be gained for development by removal of the FW Zone.

Biological Resources. The native habitats in the project area include primarily riparian woodland (37 acres), freshwater marsh (14.24 acres), pond aquatic (9.53 acres) and "disturbed floodplain" (145.6 acres). The most valuable resource here is the wetland/riparian habitat covering approximately 61 acres. The riparian vegetation consists primarily of black willow with some Fremont cottonwoods; this vegetation is most dense east of Stadium Way and between SR-163 and Mission Center Road. Because of the mixture of plant associations and open water, the Specific Plan area could potentially support many wildlife species.

Construction of the project would disturb approximately 37 acres of the existing 61 acres of riparian/wetland habitat. The greatest disturbance would occur west of Stadium Way. However, the floodway would be revegetated so that there would ultimately be at least a 100% replacement of the riparian woodland, freshwater marsh and pond aquatic (open water) habitats.

Water Quality. A water quality analysis was conducted by Orville Ball (1978, 1979). The San Diego River is in a highly eutrophic condition, is highly turbid and generally can be considered to have poor water quality. Significant, short term impacts during construction are expected, particularly increased siltation and turbidity and a decrease in dissolved oxygen. Low oxygen levels could result in extensive fish mortalities. Long-term impacts could include increased siltation and the introduction of petrochemical and heavy metals from pavement runoff.

Cultural Resources. An archaeological survey was conducted by WESTEC Services (1978). There are no known archaeological or historical resources within the Specific Plan area.

Noise. The primary sources of noise in the Specific Plan area are streets and freeways. Preliminary calculations indicate that future noise levels from some streets will exceed General Plan standards for noise levels, particularly in residential areas.

Air Quality. An estimate of the site's air quality shows that pollutant levels exceeded federal and state standards for at least 159 days out of the year (1981). The project does not propose land use intensities consistent with the land use assumptions of the Regional Air Quality Strategy. Mitigation measures proposed include traffic flow improvements, the provision of a bicycle and pedestrian network and the reservation of land for a future transit system.

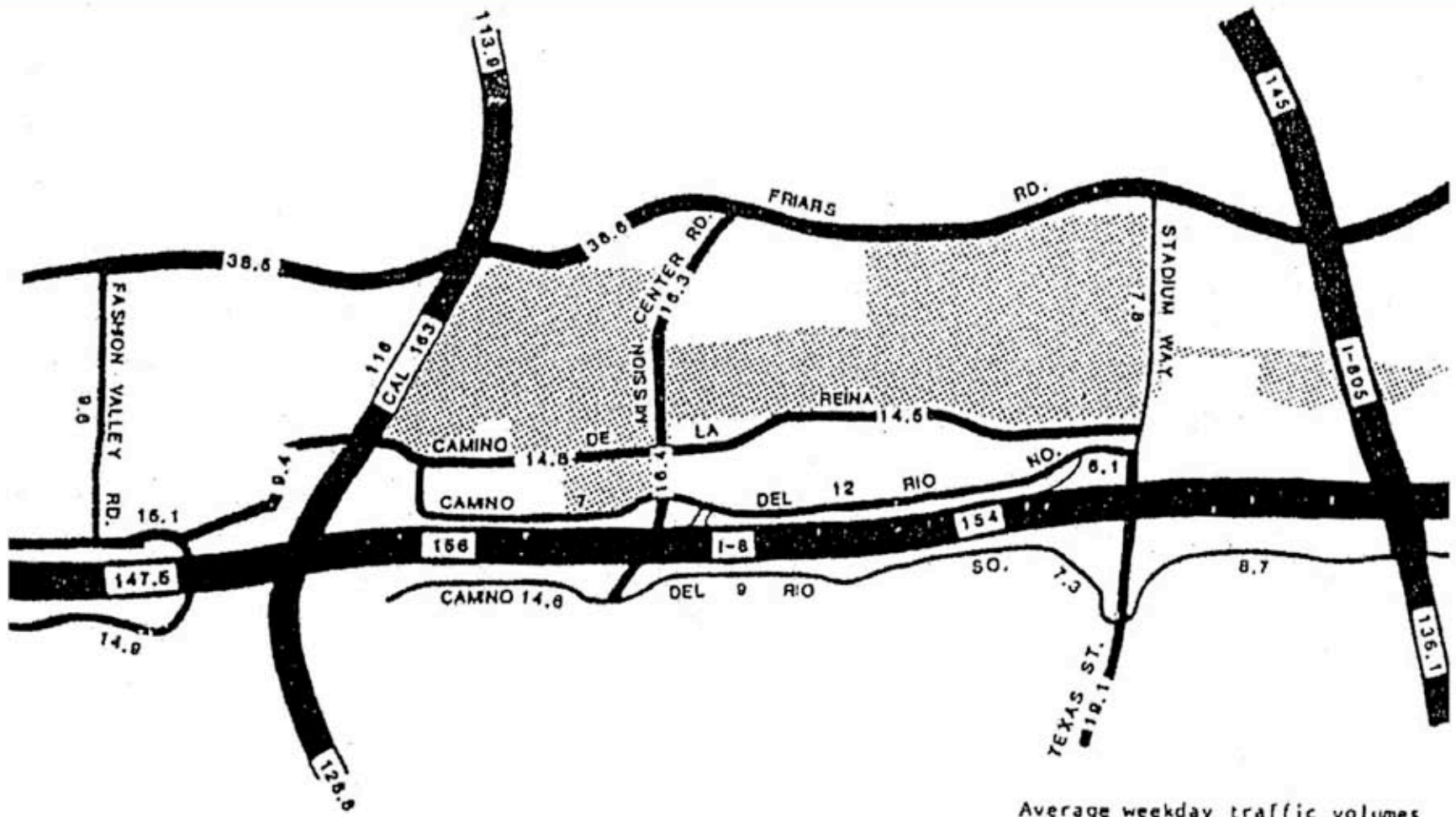
B. PUBLIC FACILITIES CONSIDERATIONS

Transportation

Traffic Circulation. The existing traffic circulation network, including current (1982) average daily traffic, is illustrated in Figure 5. Mission Valley is served by two primary east-west routes - Interstate 8 and Friars Road. Both routes serve the Fashion Valley and Mission Valley Shopping Centers and the San Diego Stadium and also carry a significant amount of commuter traffic. Interstate 8 also acts as an east-west distributor to traffic between various north-south freeways in the region. There are only two north-south surface streets in the Specific Plan area connecting Interstate 8 and Friars Road; these are Stadium Way and Mission Center Road. Flooding of the San Diego River now results in closure of these roads following each significant rainfall.

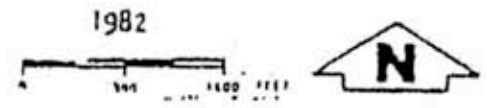
Planned roadway improvements should eventually reduce congestion in Mission Valley. The San Diego Association of Governments (SANDAG) completed a study of the I-8 corridor and made several recommendations for traffic flow improvements. These recommendations include ramp metering, traffic signal coordination, transit service improvements and arterial transit priority treatments. CALTRANS has several I-8 improvement projects in progress or planned. CALTRANS also plans to extend State Route 52 easterly from Interstate 805. SR-52 may ultimately connect to SR-125, which will be an extension of State Highway 94 from I-8 north to SR-56. In addition, CALTRANS and The City of San Diego have planned roadway projects external to Mission Valley which should provide alternate travel routes to Friars Road and Interstate 8.

The local and regional transportation improvements necessary to implement the proposed project are addressed in Section VI, Public Facilities and Services.



Average weekday traffic volumes shown in thousands

 PROJECT AREA



Existing Traffic Network and Volumes
 First San Diego River Improvement Project Specific Plan

5
 FIGURE

Public Transportation. Bus service to Mission Valley is provided by the San Diego Transit Corporation. There are seven existing bus routes serving Mission Valley, which are illustrated on Figure 6. A Light Rail Transit (LRT) alignment through Mission Valley has been adopted by the Metropolitan Transit Development Board (MTDB). This funded project is scheduled to begin construction by the fall of 1994 and be operational by late 1997. The adopted alignment is illustrated in Figure 7.

Pedestrian Circulation. The Specific Plan area currently only has pedestrian sidewalks adjacent to a few public streets and within retail shopping areas. Mission Valley in general does not accommodate pedestrian traffic well, which is due in part to I-8 and the regional nature of development in the area.

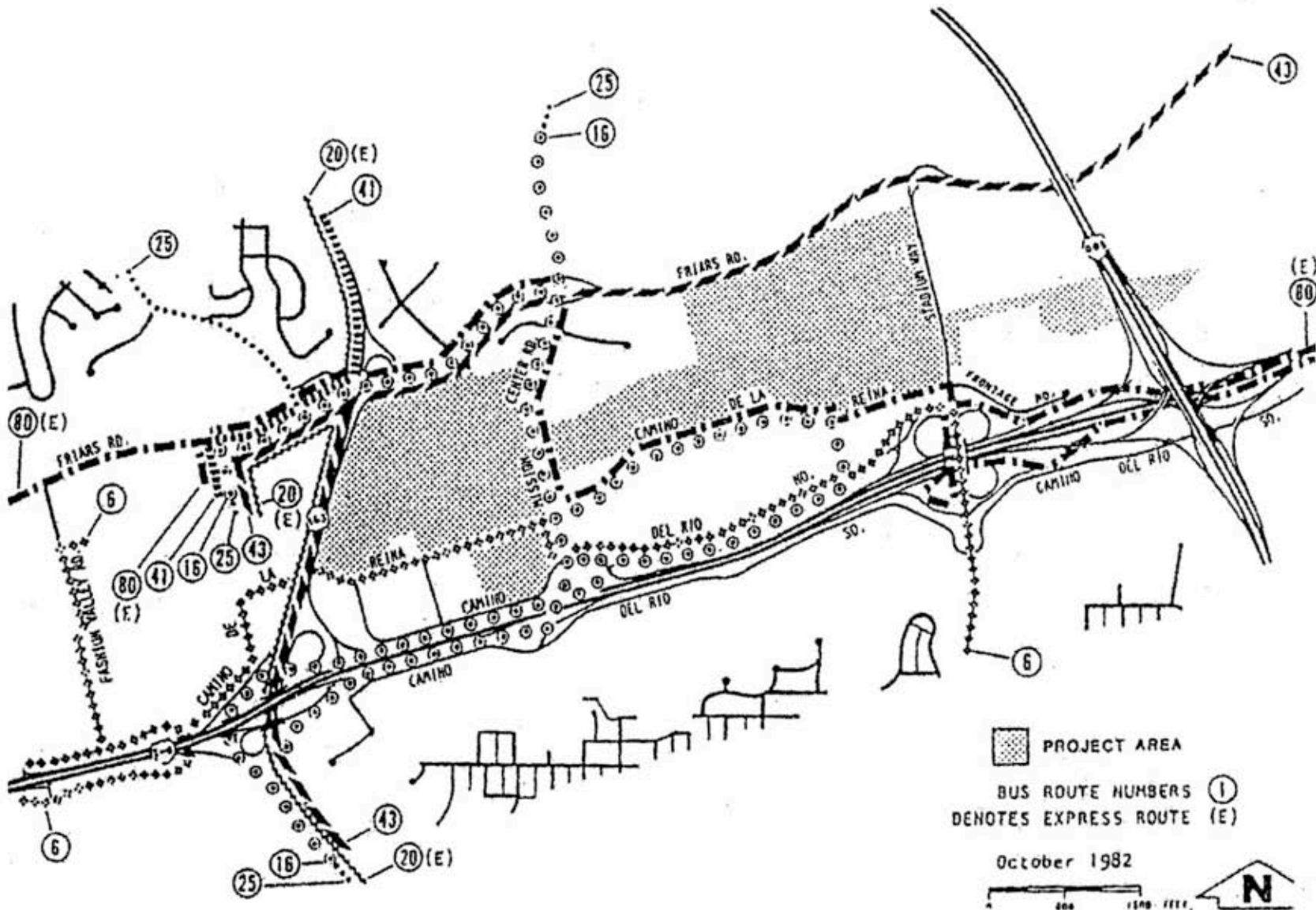
Parks and Recreation. There are no public parks currently located within the Specific Plan area. There are three regional parks surrounding the Specific Plan area: Presidio Park, located in Old Town at the western end of Mission Valley; Mission Bay Park, also located just west of Mission Valley; and Mission Trails Regional Park, located northeast of Mission Valley.

The greenbelt formed by the San Diego River corridor provides both physical and visual relief from the existing urban development. It currently provides limited recreational opportunities in the form of fishing and small boating.

San Diego Jack Murphy Stadium is located to the east of the Specific Plan area and provides a facility for spectator activities such as concerts, football, baseball, soccer and other sporting events.

The YMCA (Young Men's Christian Association) facility is located to the west of the Specific Plan area and provides both indoor and outdoor recreational opportunities. A private health club is located to the east of the Specific Plan area and provides indoor recreational facilities.

Schools. Mission Valley as a whole is served by eight elementary schools, five junior high schools and four senior high schools in communities bordering Mission Valley. School locations are illustrated in Figure 8. The current enrollments and capacities for schools adjacent to Mission Valley are summarized in Table 1. The Specific Plan area is served by Jones and Juarez Elementary schools, Taft Junior High School and Kearny High School. These schools are all operating below capacity.



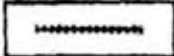
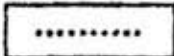


Existing Transit Routes – Central Mission Valley

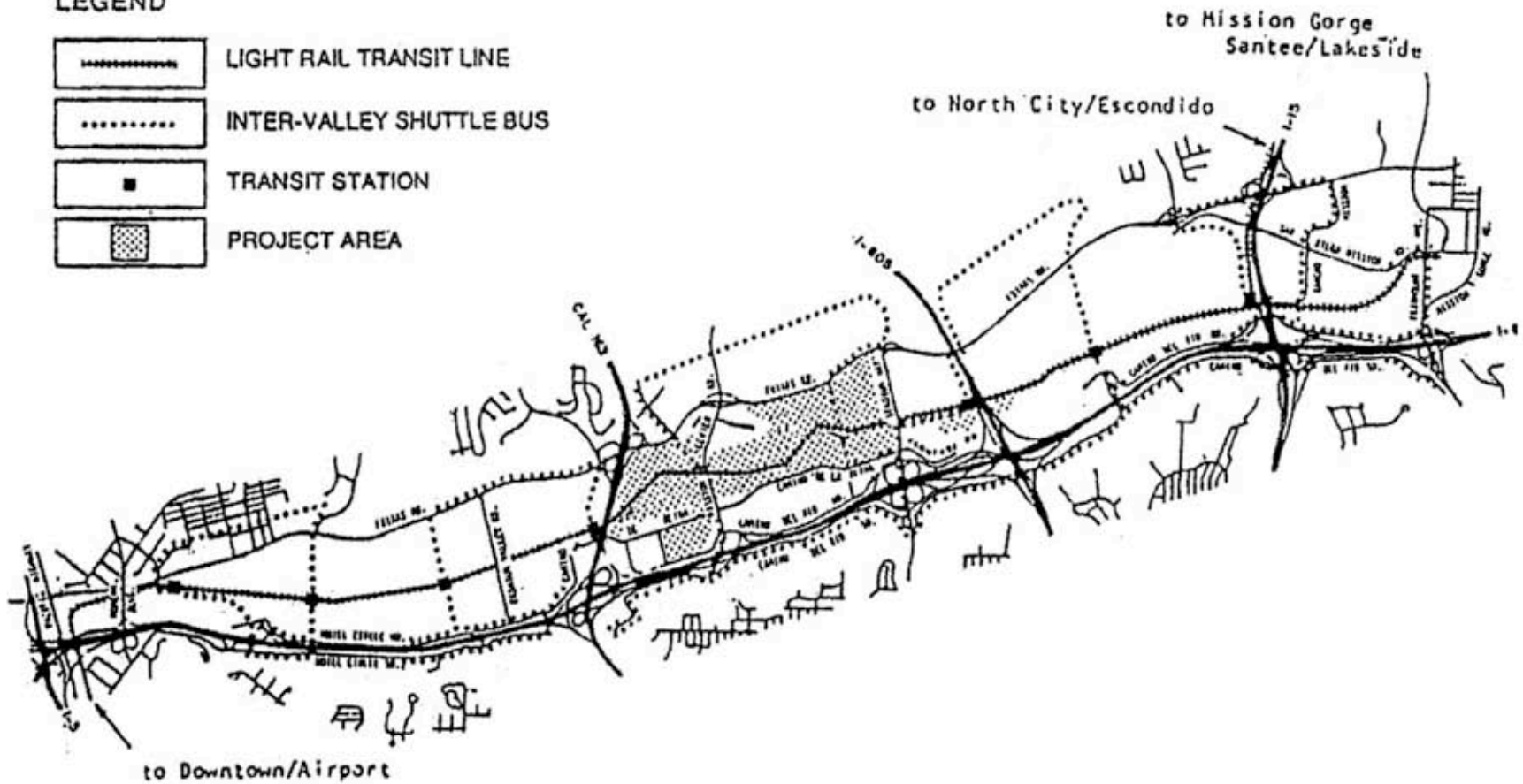
First San Diego River Improvement Project Specific Plan

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FIGURE

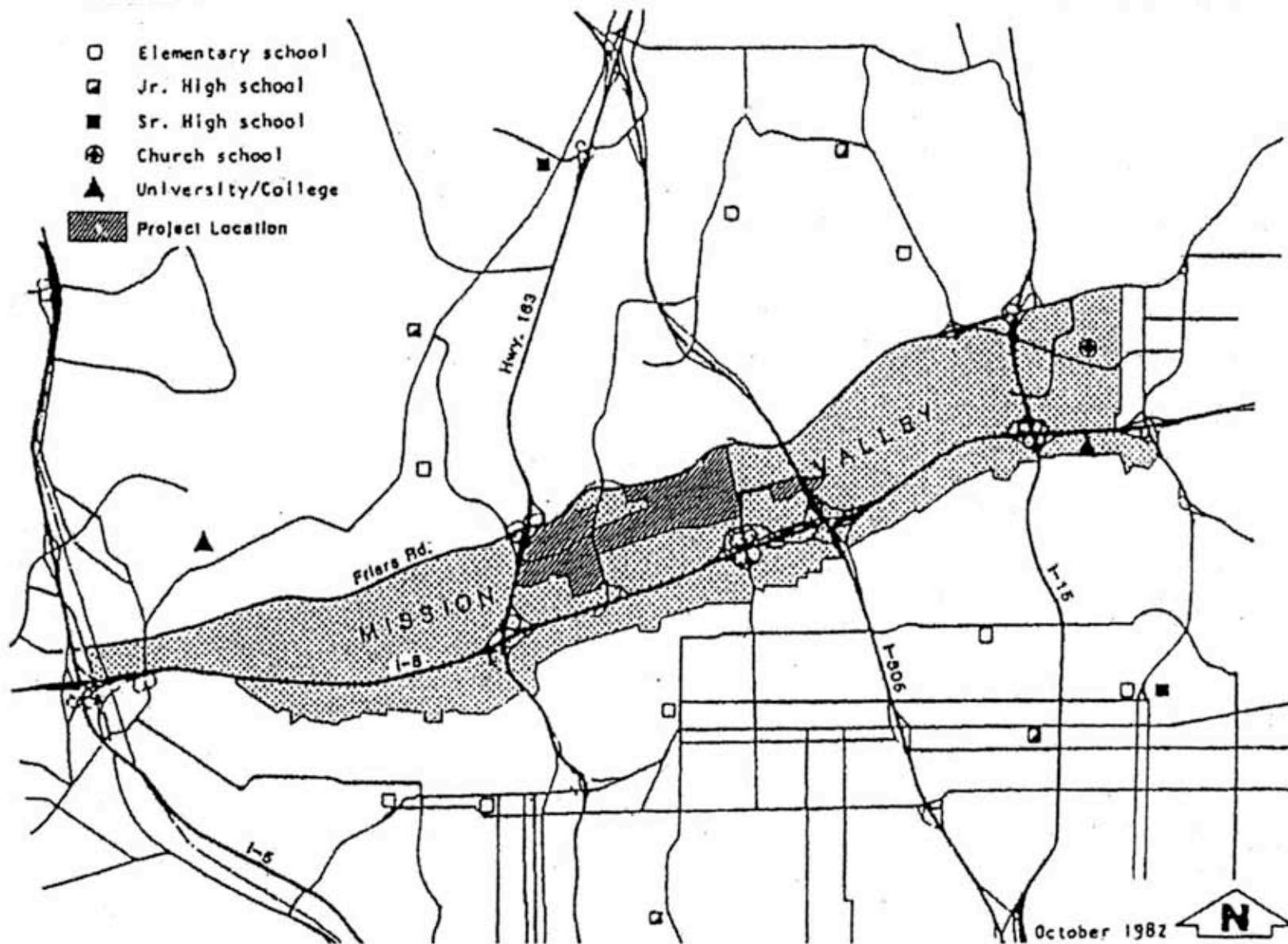


LEGEND

-  LIGHT RAIL TRANSIT LINE
-  INTER-VALLEY SHUTTLE BUS
-  TRANSIT STATION
-  PROJECT AREA



Adopted Light Rail Transit Alignment
First San Diego River Improvement Project Specific Plan



Schools in Mission Valley Vicinity

First San Diego River Improvement Project Specific Plan

8

FIGURE



TABLE 1

ENROLLMENT AND CAPACITY STATISTICS
FOR SCHOOLS LOCATED IN COMMUNITIES BORDERING MISSION VALLEY*

	1991-92	
	School Year	Capacity
<u>Elementary Schools</u>		
	Oct. '91	
Adams	882	908
Birney	813	820
Carson	541	685
Florence	274	300
Franklin	462	528
Grant	678	660
Jones	510	520
Juarez	259	306
<u>Junior High/Middle Schools</u>		
Lewis	1041	1043
Montgomery	738	919
Roosevelt	1184	1260
Taft	615	782
Wilson	1719	1851
<u>Senior High Schools</u>		
Henry	1524	1744
Hoover	2013	1950
Kearny	1263	1423
San Diego	1636	1636

* Source, Bruce Silva, City of San Diego School District, March 11, 1992.

A private parochial school, the Nazareth School, is located at Mission San Diego de Alcalá.

Although no universities or community colleges are located or planned to be located within the Specific Plan area, National University, University of San Diego, San Diego State University, San Diego Community College, San Diego Mesa College and Grossmont College are located within close proximity.

Other Public Facilities. The City of San Diego provides water and sewer service to the project area. Substantial improvements to the Mission Valley-Kearny Mesa trunk sewer system are needed to serve the anticipated growth in the region. Solid waste generated on-site is disposed of at the Miramar North landfill. San Diego Gas and Electric Company and Pacific Telephone provide gas and electric and telephone service. SDG&E will use public and/or private street right-of-way easements to provide gas and electric services to the Specific Plan area.

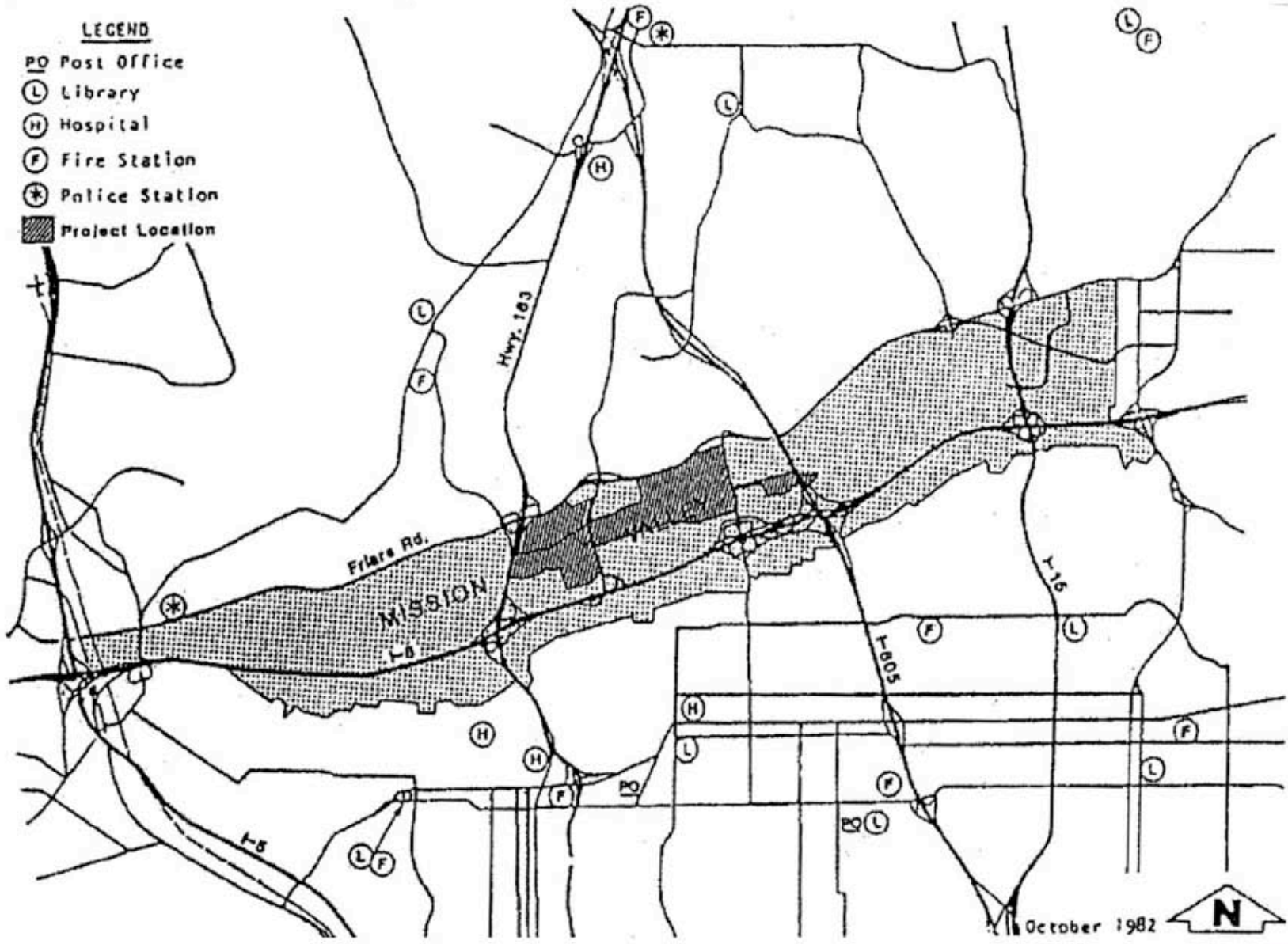
Police and fire protection is provided to the Specific Plan area by the City of San Diego Police Department Western Division at 5480 Gaines Street and The City of San Diego Fire Department Station 18 at 4676 Felton Street and Station 28 at 3880 Kearny Villa Road.

The Specific Plan area is in close proximity to the following City of San Diego libraries: the Linda Vista Branch at 6950 Linda Vista Road; the Mission Hills Branch at 925 West Washington and the University Heights Branch at 4193 Park Boulevard.

Hospitals in close proximity to the Specific Plan area are Sharp Cabrillo Hospital at 3475 Kenyon, Alvarado Internal Medical Group, Inc., at 6367 Alvarado Court, Mercy Hospital and Medical Center at 4077 Fifth Avenue and University Hospital, UCSD Medical Center, at 225 Dickinson Street.

Public Facilities are illustrated in Figure 9.

- LEGEND**
- PO Post Office
 - (L) Library
 - (H) Hospital
 - (F) Fire Station
 - (*) Police Station
 - ▨ Project Location



Public Facilities
 First San Diego River Improvement Project Specific Plan

C. SPECIAL DESIGN CONSIDERATIONS

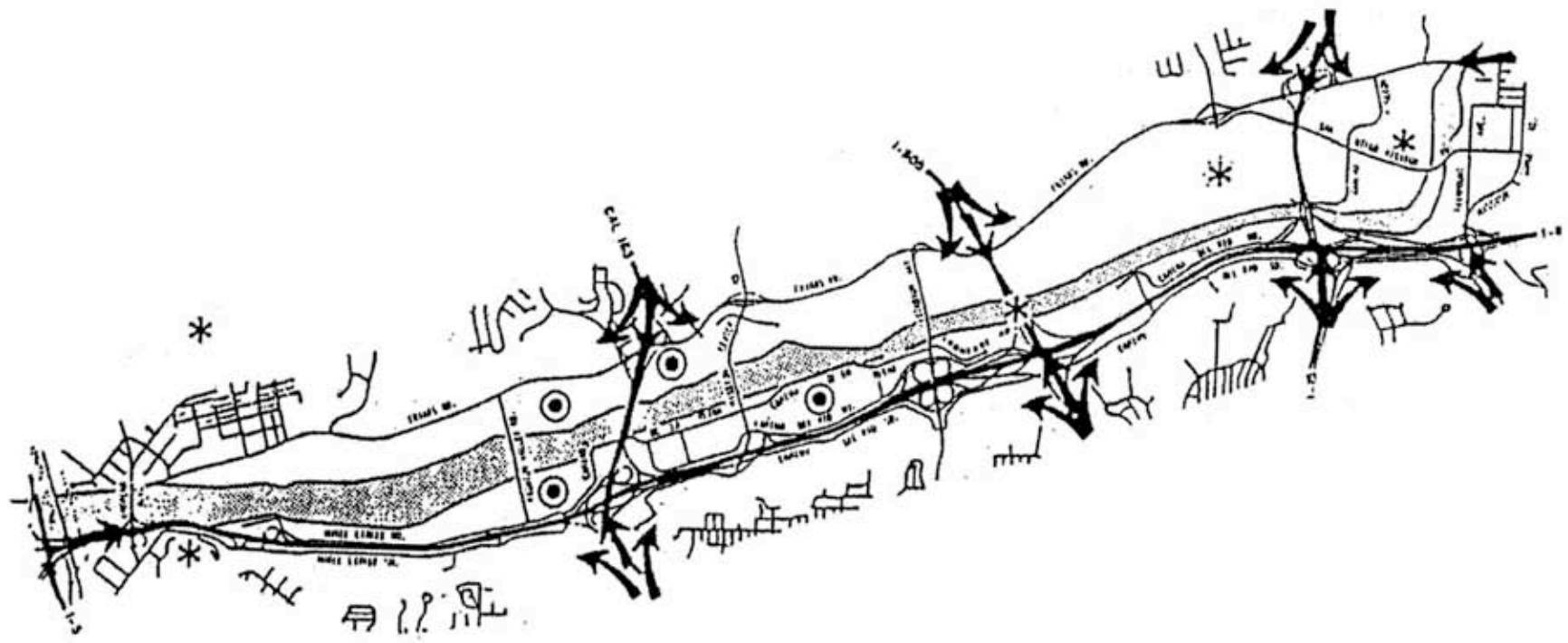
Viewshed Analysis and Natural Features. The Specific Plan area consists primarily of a level valley floor divided by the San Diego River and its associated riparian vegetation. Scenic views of natural features and structures from the valley floor include views of the natural slopes on the south side of the valley, of the mountains to the east in east San Diego County and the I-805 bridge to the east. The hillsides visible on the northern side of the valley have been scarred by sand and gravel extraction, but these slopes will eventually be reclaimed and revegetated.


The primary views from the valley floor are in a north-south direction because views from the Specific Plan site are limited by the relative flatness of the valley, existing development and vegetation. However, views up and down the valley are available from some locations within the Specific Plan area, such as buildings and some public streets. Views into and out of the site are illustrated in Figures 10 and 11.

The valley and the Specific Plan site are highly visible from the mesas and slopes on the north and south sides of the valley. The primary natural features consist of the San Diego River and bordering riparian vegetation. The trees along the river are also visible from many public roads and freeways within Mission Valley. Much of the Specific Plan area beyond the river has been graded or cleared at one time so that the vegetation is disturbed, with native shrubs and a variety of grasses.

Most of the existing development within this section of the valley, between SR-163 and I-805, consists of low rise commercial development. Taller office buildings occur in the vicinity of the SR-163 and I-8 junction as well as within the Rio Vista East development just west of the I-805 freeway. Residential developments are located primarily adjacent to the San Diego River corridor and are generally low rise (less than four stories) structures. Within the Specific Plan area itself, portions of Hazard Center have developed with an office tower and low rise commercial uses including retail, restaurants and theaters. Commercial retail predominates north of Interstate 8 with the Mission Valley West and Mission Valley shopping centers. The Mission Valley and Fashion Valley shopping centers have become strong community nodes. These developments consist of low-rise structures surrounded by expansive parking lots. Scattered restaurants, service facilities, commercial-retail buildings and residential developments are located along Mission Center Road and Camino de la Reina.

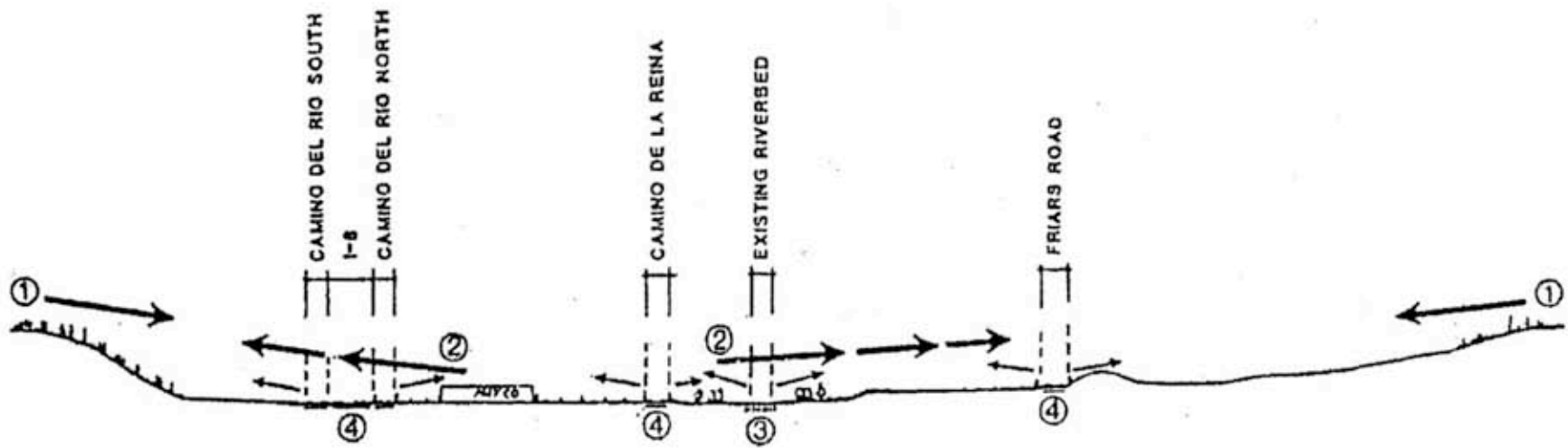
- ➔ View corridors
- ⊙ Activity centers
- * Community landmarks
- ▭ River corridor (FW zone)



October 1982 



Urban Design Considerations in Mission Valley
 First San Diego River Improvement Project Specific Plan



- ① Views into the valley
- ② Views from valley to natural hillsides and residentially developed mesas
- ③ Views from the river
- ④ Public road



Existing View Considerations in Mission Valley

First San Diego River Improvement Project Specific Plan

11

FIGURE

Wetlands Management Plan. The City of San Diego has proposed the Wetlands Management Plan, which is based on the premise that the goals of floodway confinement and on-site wetlands habitat preservation can be achieved with modifications to the floodplain configurations. It is envisioned that such alterations can and should achieve restoration and protection of a viable wetland/riparian resource by incorporating mutually supportive hydrologic and biologic parameters into the floodway design.

The City of San Diego has undertaken this management program to help coordinate various private and public interests concerned with riparian/wetlands habitat protection. With technical assistance from the United States Fish and Wildlife Service, California Department of Fish and Game and Caltrans, the Wetlands Management Plan establishes specific biological design criteria to be coordinated with the hydrologic confinement criteria of the existing Floodway (FW) zone. The intent is that any sections of the projected 100-year flood management facility be so designed that a wetlands habitat system at least equal in overall quality to that presently existing is preserved, enhanced or created continuously along the San Diego River.

Existing Easements and Rights-of-way. A number of traffic corridors and rights-of-way cross or closely parallel the Specific Plan area: Camino de la Reina, Camino del Rio North and Friars Road in the east-west direction; and Mission Center Road, Stadium Way and several other minor cross streets in the north-south direction.

In addition, there are a number of easements for sewer, water, storm drainage, gas, power and telephone installations that cross or are parallel to the more developed areas of the site.

Prevailing Wind Patterns and Blow Sand. Prevailing winds are from the west and north and, therefore, winds tend to come up the valley from the west. Occasional "Santa Ana" conditions bring warm winds from the south and east. The valley landform and the high traffic volumes along Interstate 8 and connecting freeways create a potential for adverse air quality conditions during periods of high traffic congestion.

Blow sand is occasionally observed in the valley because of the ongoing surface mining from the mineral extraction facilities on the northern portion of the Specific Plan area. The mining activities are closely monitored and blow sand is seldom a problem.

III. River Improvement Element

A. OBJECTIVES

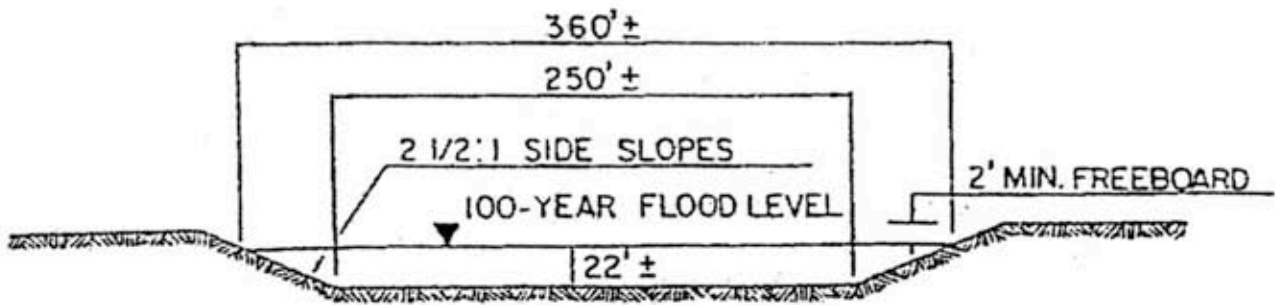
The River Improvement Element describes the improvements to the San Diego River and its floodway, which include the flood control channel, the management, maintenance and monitoring for the flood control channel, a revegetation plan for the establishment of wetland habitats, the recreation and open space that will be provided along the flood control channel, the improvements to the visible qualities of the San Diego River and the relocation and replacement of certain public utilities. A description of the area covered by the River Improvement Element is that property which would be zoned FW within the Specific Plan area as shown on the Zone Map, Figure 3, plus the buffer areas designated beyond the floodway proper.

The objectives of the River Improvement Element include the control of the 100-year flood (49,000 cfs) and the qualitative improvement and management of biological resources along the river. The objectives of this element also include the provision of passive recreation areas, a pedestrian/bicycle path and a nature trail. The improvements should adequately mitigate biological impacts, enhance the visual quality of the floodway and should provide a focal point for the private development on adjacent properties.

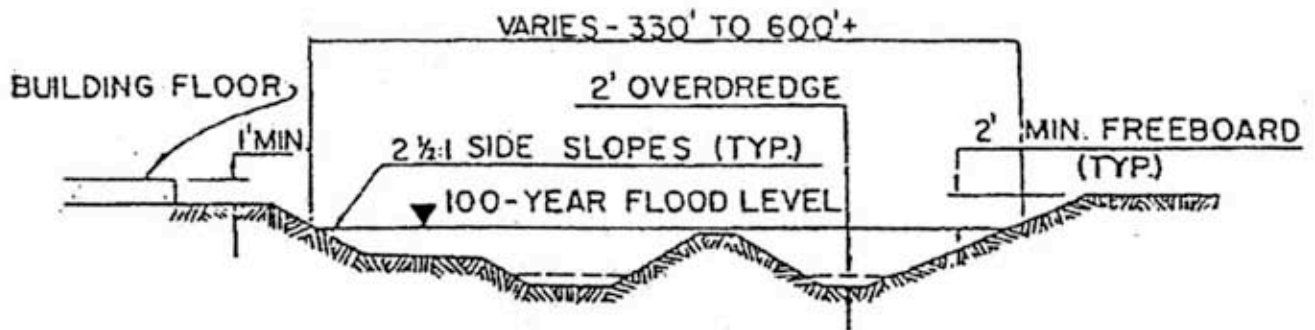
B. FLOOD CONTROL CHANNEL

The River Improvement Element provides for a reconfiguration of the existing floodway between State Route 163 and Interstate 805. The floodway has been designed to convey a peak discharge of 49,000 cubic feet per second (cfs) without raising the calculated water surface above the existing 100-year level. The peak discharge of 49,000 cfs was estimated by the Army Corps of Engineers based on the entire catchment basin being developed to its ultimate potential.

In general, the existing floodway will be narrowed and deepened. When completed, the width will vary from 330 to over 600 feet, with an average of approximately 360 feet between SR-163 and Stadium Way. The maximum depth will also vary, with an average of about 22 feet. The tops of the channel banks will be two feet above the level of the 49,000 cfs, 100-year flood. The basic shape will be trapezoidal with 2½:1 slopes on the channel sides. The channel has been designed to be a winding, natural-appearing waterway with heavily vegetated channel sides. A typical cross-section is illustrated in Figure 12.



NOMINAL CHANNEL DIMENSIONS



TYPICAL CROSS-SECTION



A maximum design velocity of 7 feet per second has been chosen to minimize flood damage of the landscaping and to prevent bank erosion. Energy dissipators will be provided in the form of three drop structures, located at the existing and proposed road crossings. Rip-rap slope protection will be provided in areas where erosion may otherwise occur, such as on the banks at and near road crossings, on the leading edge of islands, in areas where the flow is to be constricted, where the side slopes are steeper than 2½:1 and everywhere flow velocity is calculated to exceed 7 feet per second.

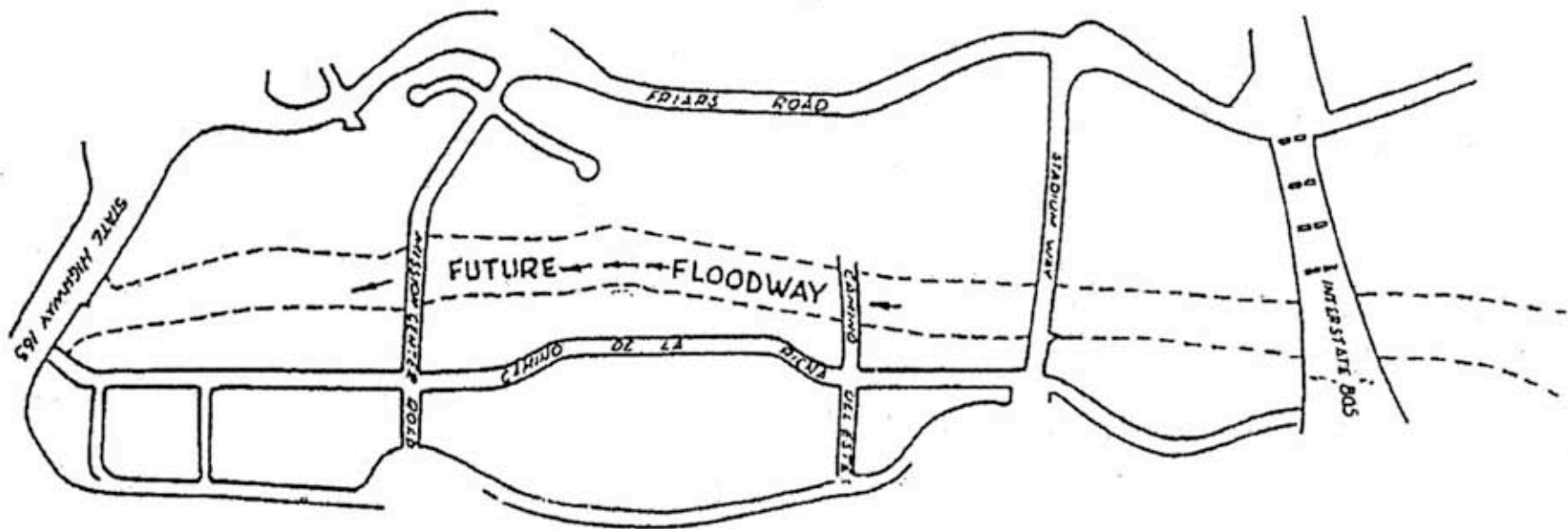
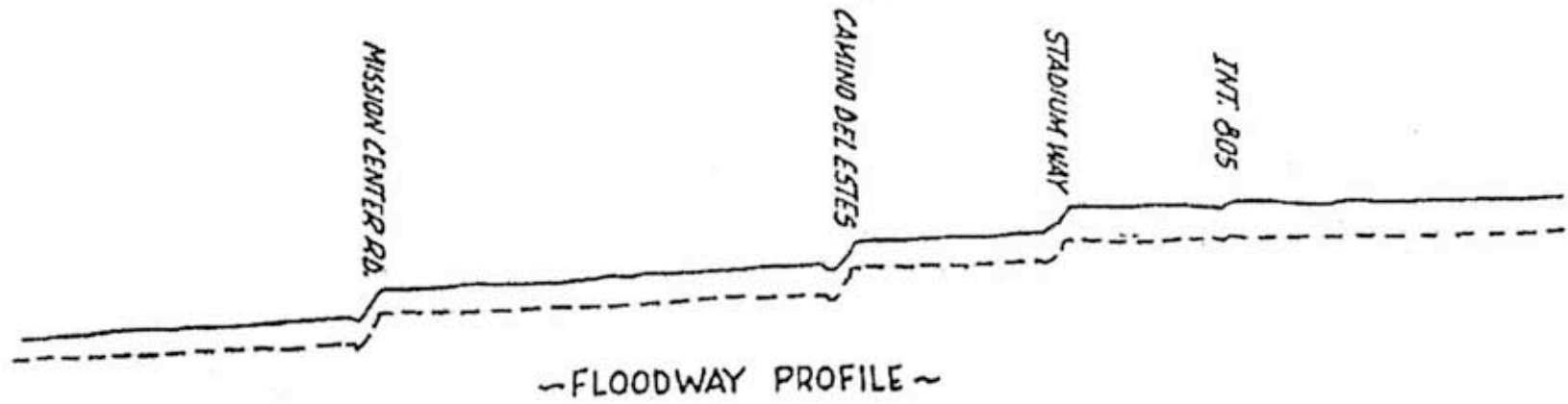
The project design includes the upgrading of both river crossings at Mission Center Road and Stadium Way, and the creation of a third crossing between the two at the northerly extension of Camino del Este. All three crossings are designed to pass the existing 10-year storm (3,100 cfs) in culverts and to act as drop structures. A section through all of these crossings, based on preliminary project plans, is shown in Figure 13. The project design will also protect Camino de la Reina from a 10-year flood.

C. REVEGETATION PLAN AND MANAGEMENT PROGRAM

The Revegetation Plan's chief purpose is to mitigate for losses incurred to the San Diego River riparian/wetland habitats during the floodway improvements. The Revegetation Plan will provide at least 100% replacement of the existing riparian woodland, freshwater marsh and open water habitats and will provide a continuous vegetation corridor along both sides of the river. Existing riparian/wetland habitats include 37 acres of riparian woodland, 9.53 acres of open water and 14.24 acres of freshwater marsh.

Details on the revegetation of the floodway are contained in the Revegetation Plan, incorporated by reference (Nasland Engineering, June 3, 1983) and contained in Appendix 2 (under separate cover). The Revegetation Plan contains the following details: a plant materials list, specifications for planting, specifications for the quality of plant material, conservation of site-native plant material, irrigation system needs and a management, maintenance and monitoring plan.

The referenced Revegetation Plan is based upon preliminary design studies and as later design phases occur, amendments may become necessary as determined by the City Planning Director and City Manager.



Profile of Flood Control Channel

First San Diego River Improvement Project Specific Plan

13

FIGURE



A generalized map of the proposed habitat locations (riparian/woodland, open water, marsh and shrub) is provided in Figure 14 (Section IV). A detailed map of the proposed habitat locations is contained in the Revegetation Plan.

Phasing. The appropriate phasing of construction and revegetation in the River Improvement Element area is critical to the attainment of the Specific Plan objectives. Despite the fact that there are multiple private property owners affected, the flood control channel will be implemented as a single project. To achieve successful revegetation, a contract will be executed between the City and a landscape contractor, with specifications as to performance standards approved by the U.S. Fish and Wildlife Service. Satisfactory completion of certain tasks or phases will be evaluated by a consultant charged with the monitoring program, who will be independent of the landscape contractor and selected by the City.

The phasing plan for the floodway construction is described in detail in the Environmental Impact Report No. 80-03-41. The project is broken into three phases, each spanning roughly a one-year period. Work is scheduled to begin on the west end of the site and proceed easterly. The revegetative phasing is summarized in the Administration Element and is explained in detail in the Revegetation Plan.

Management, Maintenance and Monitoring Plan. The Revegetation Plan also provides details on the management and maintenance of the floodway area. A monitoring program will document the regrowth of the riparian and marsh habitats during project construction and after revegetation. The monitoring program will continue for 10 years after the revegetation of the last phase, with the preparation of semiannual reports. The monitoring information will serve as the basis for management recommendations. Three agencies, the City of San Diego Environmental Quality Division, the U.S. Fish and Wildlife Service and the California Department of Fish and Game, will form a committee for technical management practices, with which the project biologist (monitoring consultant) will consult. This committee will provide technical recommendations, which will be carried out by the City.

Routine maintenance will consist of three elements: 1) maintenance of biological resources as indicated by the management program, which shall include appropriate steps to be taken to insure hydraulic efficiency; 2) maintenance dredging of the channel bottom to ensure hydraulic efficiency; and, 3) maintenance of aesthetic quality by

trash clean-up and repairs of facilities. The design of the floodway will insure that the biological mitigation program can be achieved concurrent with necessary hydraulic parameters.

Project proponents shall maintain the flood control channel to insure adequate flowage in perpetuity at no cost to the City in accordance with an agreement to be entered into with the City.

D. PERMITTED USES WITHIN AND ADJACENT TO THE FLOODWAY

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 should be provided and activities should be restricted along and within the floodway.

Buffers. A substantial buffer area, planted with native species of coastal sage scrub and native trees, is needed to protect the river's habitat and to create greater edge and diversity. Specific criteria for these buffer areas is presented in the Urban Design and Development Guidelines section and should be carefully implemented.

Permitted Uses. A primary objective associated with the floodway improvements is to create a natural open space corridor. Therefore any facilities located within the 100-year floodway should not reduce either the quantity or quality of the native habitat areas. Any passive recreation facility, such as a pedestrian/bicycle path and a nature trail, should be placed within the floodway only where more sensitive habitat areas can be avoided.

Uses within the buffer areas adjacent to the floodway should also not intrude upon or degrade the habitat value of the floodway. Passive recreation facilities within the buffer areas are permitted and encouraged.

E. ROLE OF THE FLOODWAY AS A PARK

The General Plan identifies the San Diego River in Mission Valley as one of the key open space areas in the City for development as a natural park and recreational area in conjunction with flood protection.

The floodway proposed in this Specific Plan will cover approximately 88 acres and will serve as a natural park. Native habitats in the area will be replaced on at least a one-for-one basis and the Revegetation Plan will result in the qualitative improvement of these habitats (riparian woodland, marsh and open water) over existing conditions. The 100-year floodway property will be placed in an open space easement.

Passive recreation will be provided to the extent that these facilities are compatible with habitat preservation. Pedestrian and bicycle paths, a nature trail, picnic areas and rest or view areas will be provided within the floodway and within adjacent buffer areas (Figure 20). Criteria for the provision of buffer areas and for the location of recreational facilities are contained in Section IV, Urban Design and Development Guidelines.

The natural open space system created within the floodway will serve as a regional resource, with access and parking provided for the general public and with view corridors from public roadways.

F. FLOODWAY CROSS - SECTIONS

Typical cross-sections of the conceptual landscape development plan are provided in the Revegetation Plan. These cross-sections show the flood control channel after the River Improvement Element is completed.

G. UTILITIES AND STORM DRAIN IMPROVEMENTS

Utility Relocations. The construction of the First San Diego River Improvement Project will require the relocation of some public and private utilities. The most significant of these is the existing temporary trunk sewer traversing the valley from east to west.

Approximately 3,000 linear feet of the temporary sewer between Mission Center Road and Stadium Way must be relocated. The existing pipe is an unlined 54-inch diameter concrete pipe which was constructed in the early 1960's. At the time it was constructed, it was expected to have a service life of approximately 20 years. The proposed replacement is a 66-inch diameter plaster lined concrete pipe which will be considered permanent. The project proponents shall bear an equitable portion of the cost of this relocation, since the existing pipe has not reached the end of its service life. The balance of the cost attributable to the placement of a larger pipe and the

removal of the old pipe shall be paid out of public funds when such funds become available, which shall be specified in an agreement between the proponents and the City.

Construction of the trunk sewer line should provide adequate access to the line from dry land.

Other utility relocations are relatively minor. A private sewer main crossing the river in Mission Center Road will be replaced with a public main. The support poles for the existing overhead power line crossing the river at Mission Center Road will also need to be relocated.

An existing 16-inch cast iron water main also crosses the river near the west end of the project. This main can be abandoned across the channel.

Improvements to Local Storm Drain Systems. Included in the River Improvement Element is the construction of a number of storm drain pipes and culverts. The proposed configuration of the existing and proposed storm drain systems is shown on the preliminary project drawings. The detailed design and sizing of these minor storm drains has not been accomplished at this time, but will be required as part of the Administration Element of the Specific Plan. Construction of these storm drains will be accomplished in conjunction with the grading operations.

IV. Urban Design and Development Guidelines

The Urban Design and Development Guidelines section encompasses all components of physical design and other development considerations within the Specific Plan area. It provides the qualitative design concepts and development guidelines that will make all subsequent individual development actions cohesive. The determinants of Urban Design are categorized into three primary areas; the river corridor, the transportation system, and architectural considerations. Development guidelines are recommended in these three main areas and are designed to provide a basis for the evaluation of future private development plans and public improvements. In all cases, the guidelines are written to address physical and visual impacts affecting public areas.

A. RIVER CORRIDOR

The river corridor includes the floodway proper and its surrounding environs, including buffer areas and all land that connects visually and functionally with the river open space.

Natural Environment

As described in the River Improvement Element, the floodway will be designed as a natural-appearing waterway with the redevelopment and preservation of native wetland habitats. Open water, freshwater marsh areas, riparian woodlands, buffer areas and passive recreation areas will together form a complete open space system along the river. Natural environmental features should be preserved and recreated within the floodway proper and should be incorporated as much as possible in areas beyond the floodway boundary to maintain and enhance the habitat and aesthetic values of the river.

Upon completion of the floodway, open water areas will be more extensive because of groundwater sources, although the water level will fluctuate with the seasons. Freshwater marsh vegetation will occur adjacent to and within water areas. Riparian woodlands will generally be located on the floodway slopes and on some islands created within the floodway. A woodland canopy will extend beyond the floodway into the private development area. A continuous vegetation corridor will occur along both sides of the river (Figure 14).

As explained in the River Improvement Element, buffer areas along the floodway are important to maintaining viable wildlife habitats. The following criteria should be carefully implemented.

GUIDELINES:

1. Buffer Areas

The buffer areas are to be located along the entire length of both sides of the river. At no particular location shall the private development intrude into the floodway proper. The average width of the buffer for the entire Specific Plan area shall not be less than 20 feet. The maximum width of the buffer should be approximately 50 feet. It is desirable to have flexibility in the width of the buffer areas, but a minimum buffer area must be assured.

Buffer areas should be widest adjacent to the most sensitive habitat areas.

The buffer areas will be planted with a combination of native trees, particularly riparian woodland species and native shrubs of the coastal sage scrub community.

Land uses within the buffer areas should include only the LRT corridor, bikeway and pedestrian areas and other passive recreation uses.

2. Passive Recreation Areas

Passive recreation facilities are proposed along the floodway, including picnic areas, benches, viewing areas, pedestrian and bicycle lanes and a par course (Figure 20). These activities should occur in the 100-year floodway only where they can avoid the more sensitive wildlife habitat areas.

Active recreation uses are to be provided in the central portion of the Specific Plan area, within the private developments. These facilities are to be linked with the passive recreation facilities along the river corridor.

Flood Protection

Implementation of the Specific Plan will realign the existing Floodway Zone through the construction of a man-made, naturalized channel (Figure 15). The design features of the channel are described in the River Improvement Element. Generally the channel will be designed to carry a 100-year, 49,000 cfs flood. The floodway width and depth will vary, with the width varying from 330 feet in the central portion to over 600 feet in the eastern and western areas. The average depth will be 22 feet. Erosion protection will be accomplished primarily by vegetation with some rip rap in areas with higher water velocity or steeper channel slopes.

Open Space

The river corridor is the central focus of the Specific Plan's open space system. The river corridor, together with the individual project's recreational and urban plaza areas and the street landscaping, form an important focal point to the valley's hillsides and mountain back drop to the east (Figures 11 and 16).

GUIDELINES:

The river corridor is the dominant open space feature in this area and is a part of the San Diego River City-wide open space system; as such, it should be accessible to the public.

Areas outside the river channel should be landscaped and linked to the river corridor.

Private project recreational and urban plaza areas should be linked visually and/or, physically to the river corridor, in order to integrate them into an area-wide open space system.

Public roadways directly feeding into this Specific Plan area should be landscaped on-site and off-site with trees native to this area. If possible, riparian woodland type of trees or drought-resistant and fast growing species should be used.

The open space system of the river channel should be continued to the east and west in subsequent development activities.

Views

View considerations in relation to the river corridor are of two types, 1) ground level views from public areas such as roads, primarily affecting the siting of buildings, and 2) aerial views from the hillsides into the river area and also from public areas such as parks or roads, primarily affecting the desired height and bulk of buildings.

GUIDELINES:

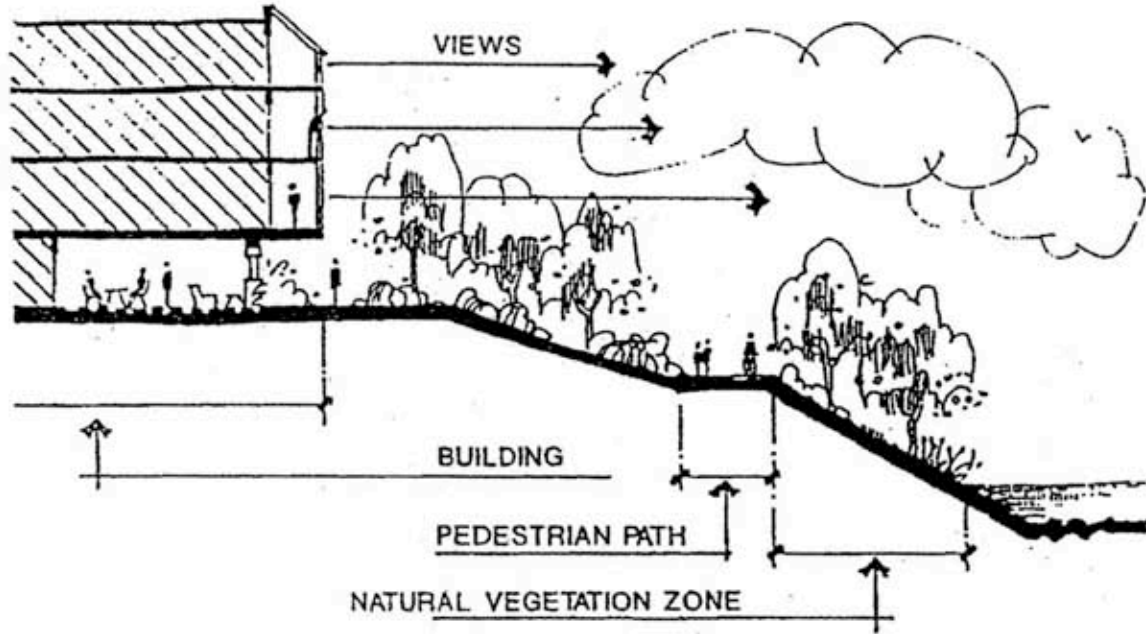
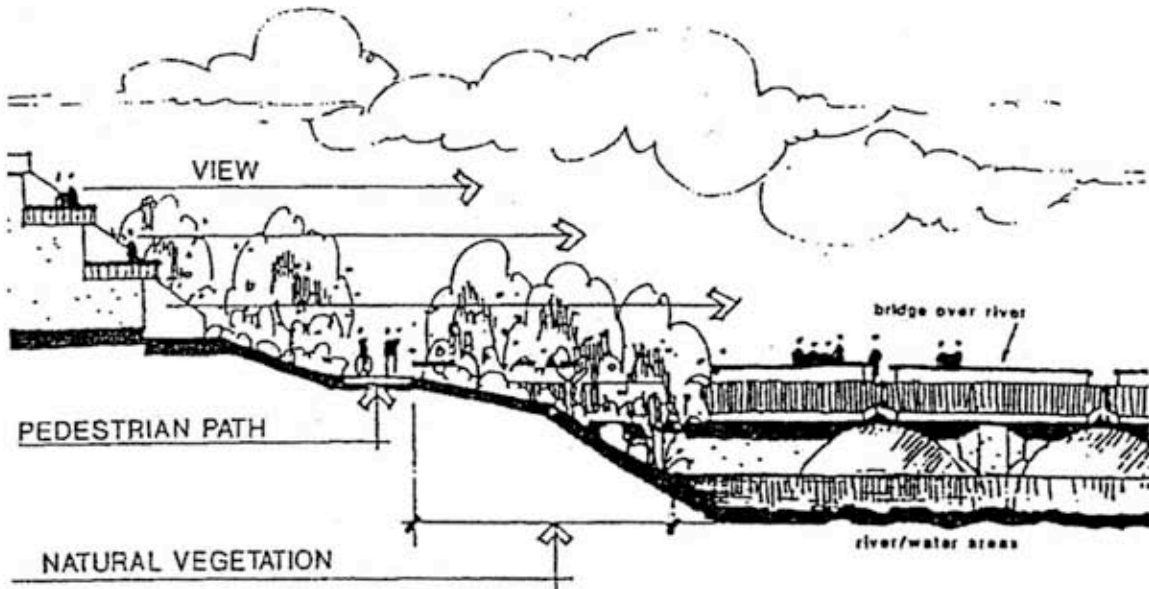
Generally, ground level view corridors into the river corridor should be provided from public streets. This will require space between buildings and development of landscaped areas in the view corridors areas, as identified in Figures 17 and 18.

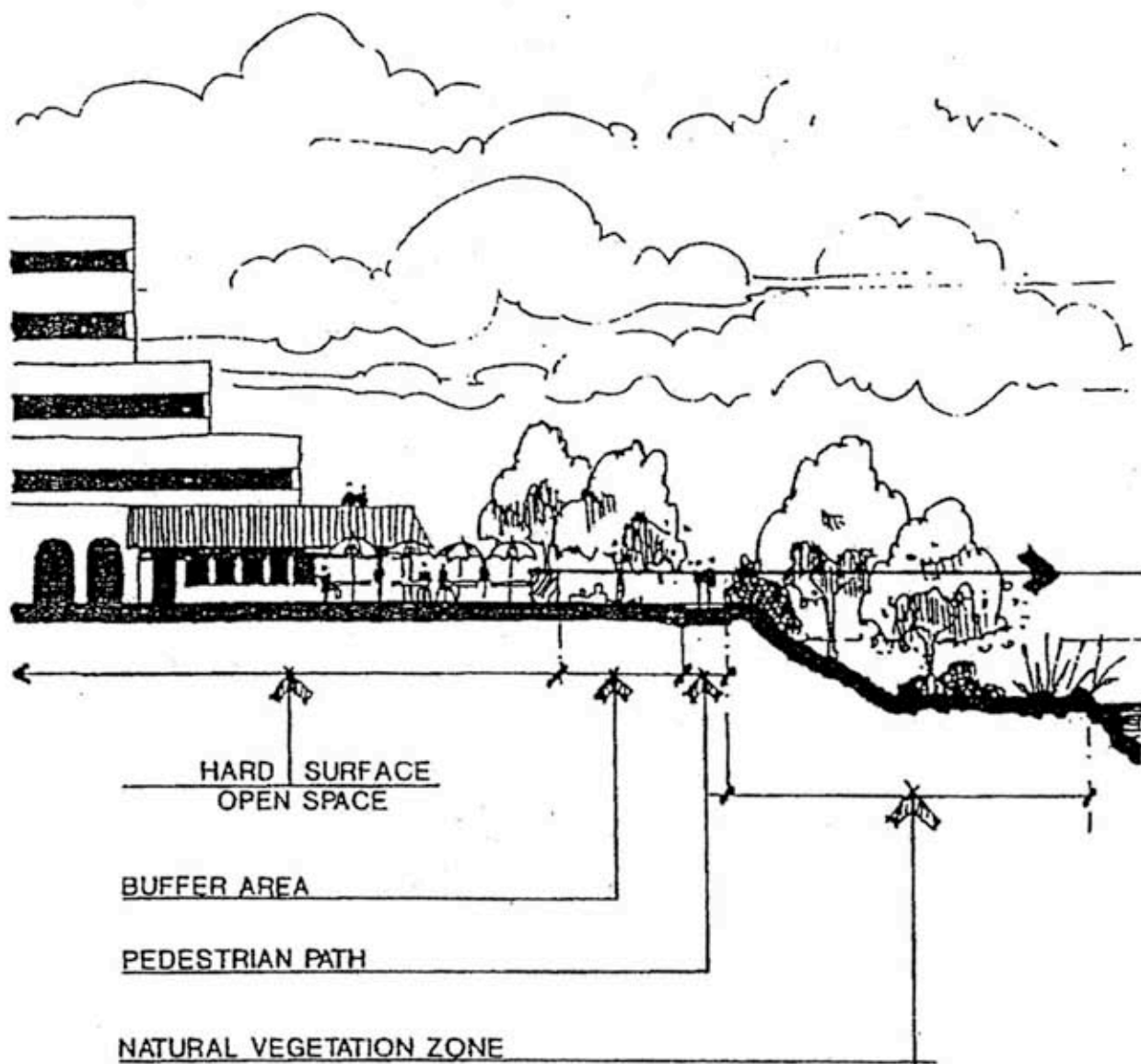
Curving streets also provide special view corridors. These areas have been identified in Figure 17. Development should set back from the corridors and provide landscaped see-through areas.

In order to provide visual openness and pedestrian scale along the river, building heights or portions of the buildings should generally be lower adjacent to the river, stepping up to higher elements (Figure 19).

Because of the view impacts of large low rise buildings as seen from above, roof areas should be carefully designed to enclose mechanical equipment. Projects should 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 should 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.

The private developments should provide landmark qualities and focal points for visual orientation, through visual vertical elements or other special forms (for example, towers, campaniles, domes or other forms): These architectural forms are particularly applicable to urban plaza areas in commercial developments.





Concept of Hotel Building's Relationships to the River
 First San Diego River Improvement Project Specific Plan

Portions of surface parking areas can be considered as view corridors if they are depressed 3 feet below the public street's pedestrian level.

B. TRANSPORTATION SYSTEM

This section is divided into Pedestrian/Bikeway Circulation, Automobile access and Parking and Public Transportation sections.

Pedestrian/Bikeway Circulation

The Specific Plan makes extensive recommendations for pedestrian and bikeway areas along the River Corridor. The Specific Plan further suggests other pedestrian linkages into the river area from the private development areas (Figure 20).

GUIDELINES:

Pedestrian and/or bikeway access should be provided where feasible along the length of the river as generally shown on Figure 20. The pedestrian and bikeway access should be placed in the buffer areas and in the floodway according to the criteria provided in this Specific Plan, with lookouts developed at strategic areas along the river bends to afford views of the habitat areas. Figure 21 depicts the various bicycle facilities classifications.

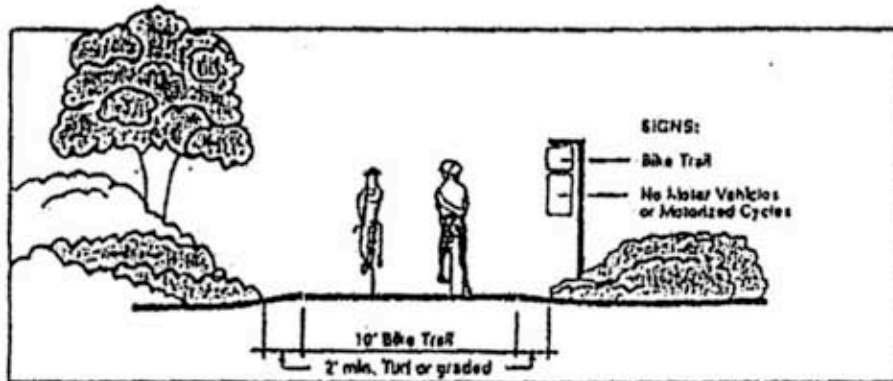
All primary pedestrian walks should be six feet wide.

Pedestrian/bikeway areas should be eight feet wide within 12 foot (maximum) right-of-ways, exclusive of slopes.

The nature trail, planned along a segment of the pedestrian system on the north side of the river, should be a maximum of five-feet-wide and should be paved with natural-appearing material. The nature trail would be a self-guided tour using something like numbered stations.

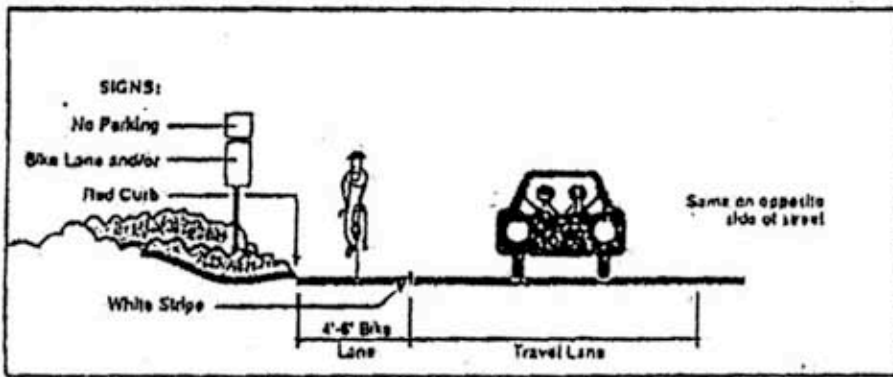
Separated pedestrian bikeway areas should be provided within the improved right-of-way on one side of the major street crossings of the river. Other river crossings may be considered for pedestrian access only as part of the nature trail network. River crossings may be provided as long as they are found to be consistent with the necessary flood protection measures and can be adequately maintained.

Urban plazas and project recreational areas for the commercial, residential, hotel and office development should have direct links to both the river channel and the public streets parallel to the river, Friars Road and Camino de la Reina.



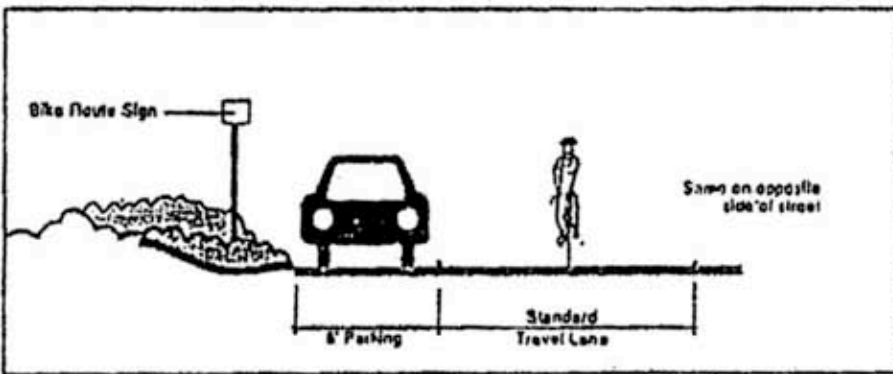
CLASS I
 (typical location: open space)

Bicycle Path
 A completely separate right-of-way for the exclusive use of non-motorized vehicles.



CLASS II
 (typical location: major street)

Bicycle Lane
 A restricted right-of-way located on the paved road surface along the travel lane nearest the curb and identified by special signs, lane striping, and pavement markings.



CLASS III
 (typical location: neighborhood street)

Bicycle Route
 A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The diagrams included on this page are subject to change.



Project areas along the river should not be designed and developed as islands. In order to avoid this isolation, a separate pedestrian and/or bikeway should be developed within the private development, conveniently linking all individual project areas.

River pedestrian/bikeway corridors should be designed to link to adjacent areas to the east and west of the Specific Plan area. The links will be completed when projects to the east and west are proposed.

Separate bikeway corridors should be provided, where feasible, on the streets serving the project area. The establishment of this separate bikeway system is critical to the concept of encouraging other "local" modes of transportation and to diminish the reliance on the automobile for local trips, by making bikeway access convenient and safe.

Commercial buildings should be encouraged to provide bike racks and other facilities to encourage bicycle use.

Landscaped pedestrian sidewalks should be provided along all public streets, where feasible, to encourage pedestrian activity and expedite pedestrian access. Trees should be located adjacent to the curb to provide pedestrian scale and separation from vehicular activity without reducing normal sidewalk area.

Projects should front on the public street and provide identifiable pedestrian access from the street into the project, even in areas where parking lots are located between the street and the buildings. At the same time, projects along the river corridor should front on the river.

On-grade street crossings should be developed in conjunction with major street crossings. Pedestrian crossings should be identified through special paving design, where feasible. In the event that on-grade mid-block pedestrian crossings are provided, they shall be designed in accordance with applicable standards.

Areas of very high pedestrian activity, which need to be linked across a public street, should be linked above-ground through the development of platform or bridge structures. These bridges should connect pedestrian high activity areas and should not be located in low intensity pedestrian areas or parking lots.

Direct pedestrian lines from transit stops (bus or L.R.T.) should be provided to high activity areas, such as places where there is a concentration of commercial, office, or recreational activity. These pedestrian lines should also link transit stops to the river corridor.

Automobile Access and Parking

The Specific Plan recommends significant improvements in the street system serving the area and provides substantial parking areas to accommodate the projected parking (Figures 22 and 23).

GUIDELINES:

Minimize driveway entrances into parking areas in order to avoid breaking the pedestrian continuity of the sidewalk areas.

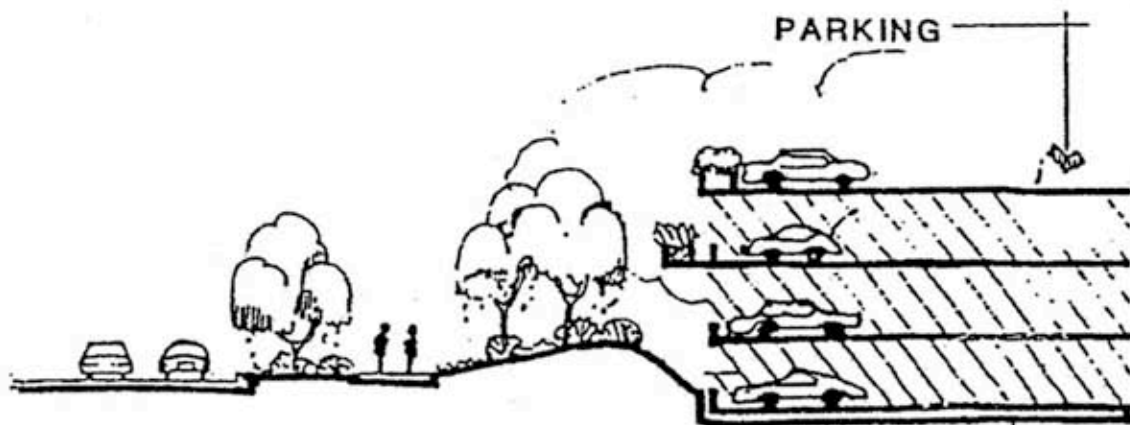
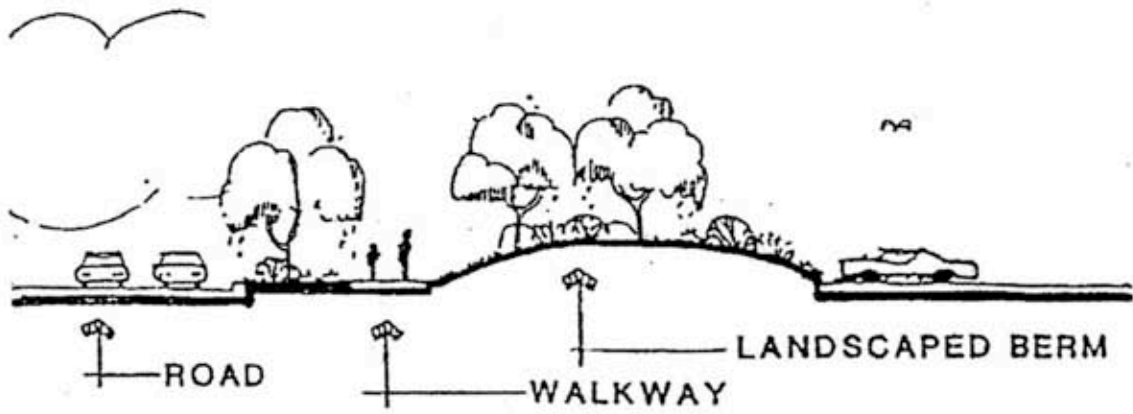
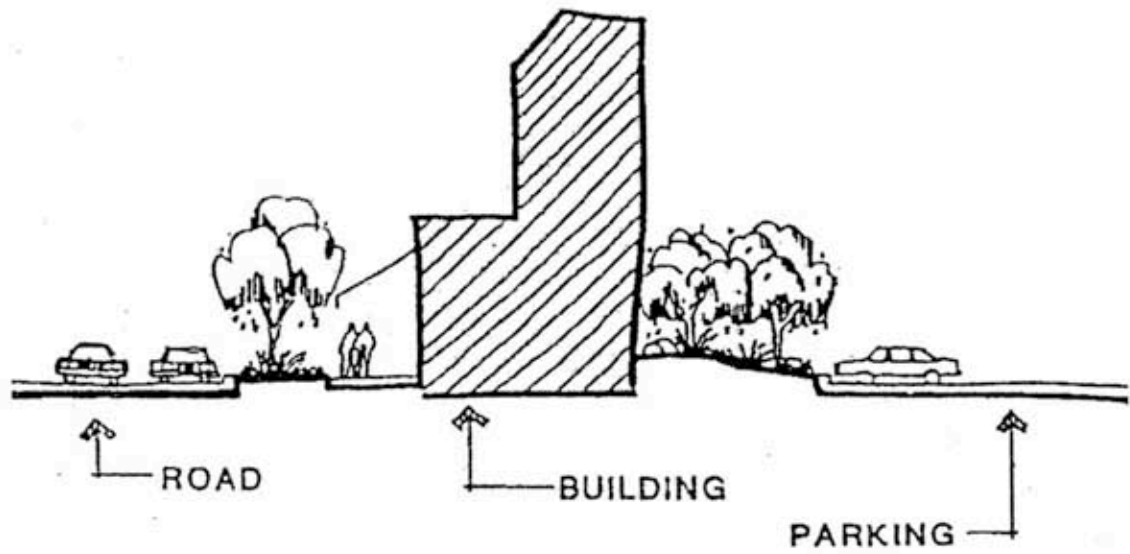
Large parking areas should feed off an internal project street rather than a public street area. In that manner, ingress and egress is simplified and the project provides drive up and drop off access as well as parking.

Streets provided within an individual parcel for the purpose of automobile access should be landscaped and should include six to ten foot sidewalks.

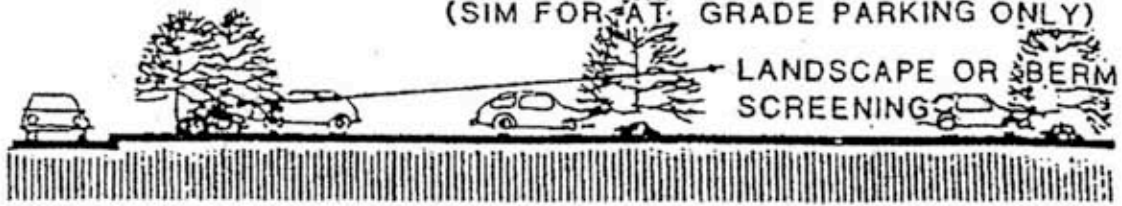
Large parking areas should be enclosed as much as economically feasible and exposed parking areas should include 10% of their area in landscaping. Parking areas should be heavily landscaped and should include large canopied trees. Ideally, landscaping materials should include native plants or either riparian species or drought resistant species.

Large exposed parking areas should be depressed, where feasible, below the level of the public street, in order to maintain view corridors through the project site, as a way to mitigate for potential view blockage at streets perpendicular to the project.

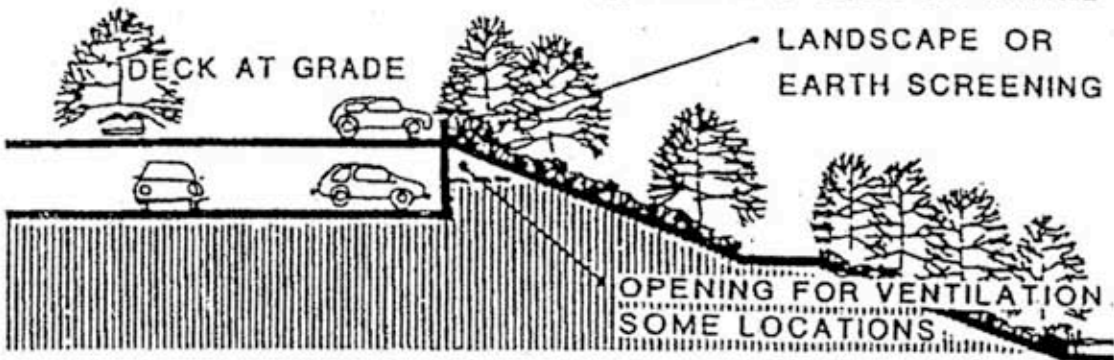
Surface parking areas should be located away from the river corridor in order to give that prime land a higher use with more human orientation. However, if surface parking areas have to be located along the river channel proper, where feasible, the parking areas should be set back allowing a wider buffer area than the average for passive recreational activities.



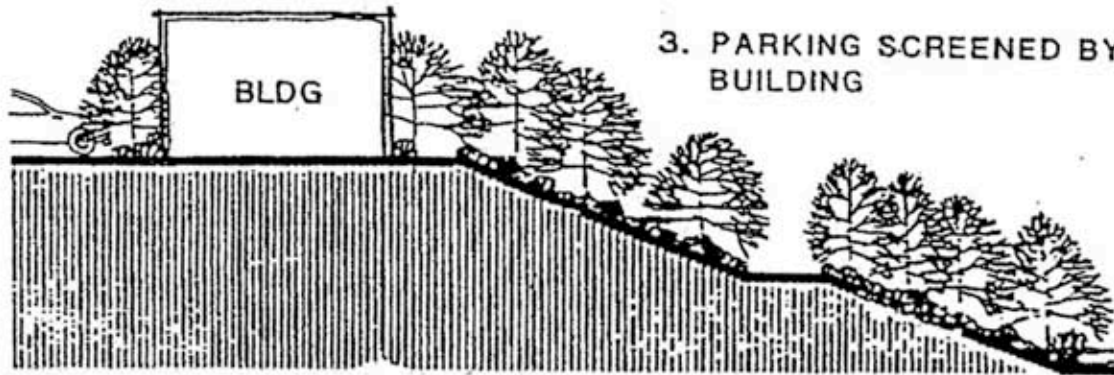
1. PARKING AT F.W. EDGE
(SIM FOR AT GRADE PARKING ONLY)



2. PARKING DECK AT GRADE



3. PARKING SCREENED BY BUILDING



PARKING MULTI-LEVEL
STRUCTURE ABOVE GRADE



Mixed 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.

In order to more efficiently use the parking reserves of the project, all surface parking areas should be interconnected. This design would avoid the need to over-use the public streets by people who are looking for a parking place.

Additionally, a more efficient use of the parking areas can be made, accommodating peak loads in areas that are not being used at capacity.

Public Transportation

In order to accommodate the high intensity of projected development, it is essential that a strong effort be made to accommodate public transit corridors and stops. Two public transit elements are considered in the plan, the City bus system and the Light Rail Transit System. Additionally provision should be made for the accommodation of a possible internal shuttle system, linking the specific plan project area to other high activity areas nearby such as the Fashion Valley Shopping Center and the Town and Country Convention facility (see Figure 21).

GUIDELINES:

Camino de la Reina is identified as the main bus transportation corridor serving the Specific Plan area. In order to expedite bus access, consideration should be given to a 12-foot exclusive bus lane adjacent to the sidewalks. If necessary, parking should not be permitted along Camino de la Reina to facilitate exclusive use for buses.

Bus stop areas should be located at 1/2 mile intervals in order to give the greatest walk-in access possibilities throughout this high intensity project area.

Bus stops should be designed to be integrated into building or pedestrian areas and urban plazas, in order to provide easy pedestrian access from bus stop to destination.

If not integrated into the building, bus stops should be designed to provide shelter from cold and rain, as well as being highly visible inside and out. Bus stops should also be colorful, properly signed, and readily identifiable to both pedestrian and rider.

Light Rail Transit Alignment

The Light Rail Transit System (L.R.T.) should be incorporated along an east/west alignment with an exclusive right-of-way unimpaired as much as possible from cross-traffic. The L.R.T. alignment is illustrated on Figure 7. In order to provide for the L.R.T. line and for no other purpose, a right-of-way for the L.R.T. shall be reserved. Such right-of-way shall provide for the following, unless otherwise approved by the City:

- a. An alignment along the north and south banks of the proposed floodway channel, subject to a determination of the exact location which is mutually agreeable within two (2) years from approval of the Specific Plan, with an extension period of up to one (1) year if it is shown that substantial progress on a final alignment has been made, provided, however, that the City shall calendar a hearing from a progress report on the status of the alignment determination one (1) year from approval of the Specific Plan and again at the end of the said two-year period, and at such hearing(s) the City may delete this condition, if it determines that no substantial ongoing effort, having any reasonable ar of success, is being made to make a final determination on alignment.
- b. The width of such right-of-way shall not exceed twenty two (22) feet, except at station locations which shall be thirty-four (34) feet.
- c. The right-of-way shall be reserved for fifteen (15) years, with an extension period of up to five (5) years, if it is shown that substantial progress on implementation has been made, provided, however, that the City shall calendar a hearing for a progress report on the status of the implementation every three (3) years within said fifteen (15) year period and at such hearing(s) the City may delete this condition, if it determines that no substantial ongoing effort, having any reasonable probability of success, is being made to implement the L.R.T. line.

- d. Owners shall have the exclusive use and enjoyment of the right-of-way, until such time as it is acquired for trolley use, provided such owner use shall not preclude use of the right-of-way for trolley purposes.
- e. The replacement of any off-street parking which is removed due to the L.R.T. line, shall not be required of the subdividing owners by the City.

L.R.T. stops should be located at 1/4 mile intervals in areas readily accessible from urban plazas or major building areas by people, or near main street crossings in order to afford the greatest and easiest public accessibility from other areas outside the project.

L.R.T. stops should provide shelter from the elements and should be designed in a colorful manner to provide readily distinguishable design to both the pedestrian and L.R.T. rider. Consideration should be given to individualistic station designs, within some common parameters, in order to make the stations more individualistic and readily identifiable.

L.R.T. stops may be also located in the interior of a building or buildings, as long as the building use is highly intensive.

C. ARCHITECTURAL CONSIDERATIONS

This section includes design considerations related to architectural forms and also addresses building materials, energy conservation and signing.

Building Forms and Materials

The quality of the Specific Plan environment points to the use of certain materials as being more appropriate than others. The following guidelines are provided to give some insight into the character of building materials that would fit into the area's environment.

GUIDELINES:

Tall buildings should be designed in the form of slim towers. Consideration should be given to the selection of materials that offset and enhance the dramatic biotic and topographic features in the valley and the inland mountains. The materials should also enhance the light quality in the valley.

Mid-rise residential buildings should make extensive use of balconies, decks and roof terraces. Building materials should be homogeneous and should provide either a contrast or a blending with the open space and landscaped areas.

Low-rise buildings should pay special attention to roof area treatment and materials. Pitched roofs or other special roof forms may be preferred in some cases to flat roofs. Flat roof areas should be considered for human use as terraces. Low-rise buildings should be designed with homogeneous materials that complement landscaping materials. Special care should be given to building detailing, particularly at building entrances.

Signing

Because of the coordinated nature of development proposed within the Specific Plan area, a coordinated sign district should be prepared. Signing standards for both public and private areas should be developed for the project area.

GUIDELINES:

Public signing for river access and parking access should be graphically coordinated. Sign sizes should be subdued relative to the other design elements of the river corridor. Consideration should be given to painting directional signs on the ground. This method is a highly effective method of providing directional signing and is not subject to removal.

Street signing within the project area should be graphically coordinated in the design of the signs themselves and in their location. Sign locations should be prominent in order to establish a clear directional identification.

Private development signing should be coordinated for directional signing, identifying entrances, etc.

Building identification signs identifying building activities and tenants should be designed to fit the structure and design of the building.

Energy Conservation

With the increasing emphasis on energy conservation and the utilization of alternative energy sources, it is important to identify known design considerations that should be considered in the project development.

GUIDELINES:

Rooftop solar energy collectors should 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 should be required.

Building orientation and building openings are important considerations to efficient energy performance. The use of materials, building form, ventilation, natural vegetation and orientation should be considered to minimize energy loads and to have more energy efficient buildings.

Location and selection of landscaping materials should be considered in relation to energy efficiency. Landscaping can reduce high energy loads in the southern and western exposures.

V. DEVELOPMENT GUIDELINES FOR THE PRIVATE IMPROVEMENT ELEMENT

This section describes the private development that will take place on the Specific Plan properties outside of and adjacent to the river corridor. These private developments are identified as the Mission Valley West/MBM Development, Hazard Center, Park in the Valley and Rio Vista West (Figure 2). Land uses are summarized in Table 2. Land use activities along the floodway are illustrated in Figure 25.

It is the intent of this plan that all of the private developments work together to create an urban center, linking a variety of uses into a mixed use project. The linkages will be created through the use of pedestrian and bike paths as well as through strong visual links with the river corridor. The San Diego River will act as an open space corridor and focus.

The development guidelines that follow are therefore designed to perform two distinctive functions. First, the guidelines are designed to insure that the private development projects fit into the urban design infrastructure established in Section IV of this Specific Plan (Urban Design and Development Guidelines). Second, the guidelines are designed to be used for the evaluation of future development plans. The development guidelines are divided into the following general areas: type and intensity of land use, open space considerations and access and circulation.

TABLE 2. FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT
PRIVATE IMPROVEMENT ELEMENT
LAND USES

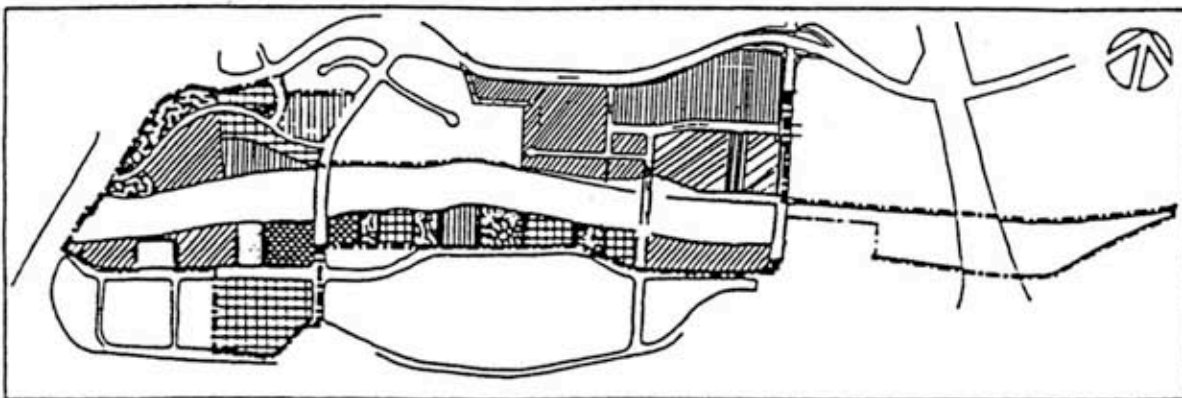
<u>DEVELOPMENT</u>	<u>COMMERCIAL OFFICE</u> (Sq. Ft.)	<u>COMMERCIAL RETAIL</u> (Sq. Ft.)	<u>HOTEL</u> (No. of Rms.)	<u>MAXIMUM RESIDENTIAL</u> ⁽¹⁾ (No. of Units)
MVM/MBM	490,000		300 ⁽²⁾	336 ⁽¹⁾
HAZARD CENTER ⁽²⁾	284,000 (Gross)	205,500	275	145
PARK IN THE VALLEY ⁽³⁾	500,000	300,000	300	300
RIO VISTA WEST		290,000 - 310,000		1,754
TOTAL	1,274,000	815,500	875	2,535

⁽¹⁾ Alternative high density residential would result in no hotel development and a maximum of 707 dwelling units.

⁽²⁾ See Page 77a, #6.

⁽³⁾ Commercial retail square footage may vary. An all retail project shall not exceed 410,000 sf, and the office and hotel uses would not apply.

Percentage of Land Uses at Floodway Edge



PERCENTAGE FIGURES ARE APPROXIMATE

	OFFICE	18%
	RESIDENTIAL *	34%
	COMMERCIAL / RETAIL **	20%
	RECREATION CENTER	2%
	HOTEL *	4%
	OTHERS (PARKING, OPEN SPACE, ETC.)	26%

* The Alternative High-Density Residential Project on the MBM Hotel Site may slightly modify these figures.

** An alternative all-retail project on the Park in the Valley site may slightly increase this figure, and slightly reduce the office and hotel figures.



Mission Valley West/MBM Development

The Mission Valley West/MBM Development will be located on three parcels (Figure 26). The first parcel is a 16.0-acre site located south of Camino de la Reina and west of Mission Center Road. This parcel is now occupied by Mission Valley Center West and includes commercial and other theater, bank and service structures. The second and third parcels are 6.9- and 10.1-acre sites (MBM), located north of Camino de la Reina and abutting the river between Mission Center Road and State Route 163. These parcels are presently in the Floodway (FW) and the MV-M/SP zones. There is a 1.1-acre parcel within the 10.1-acre residential site which is not owned by the project proponents and is not included in the Specific Plan.

A. LAND USE TYPE AND INTENSITY

The objective of development on this site is to construct a mixed use project with office, recreational, visitor-commercial and/or residential development. Because of this mixed use approach, it is expected that some of the people working in or near the project site will also find it economically feasible and convenient to reside on-site and to utilize the recreational facilities provided within the river corridor area.

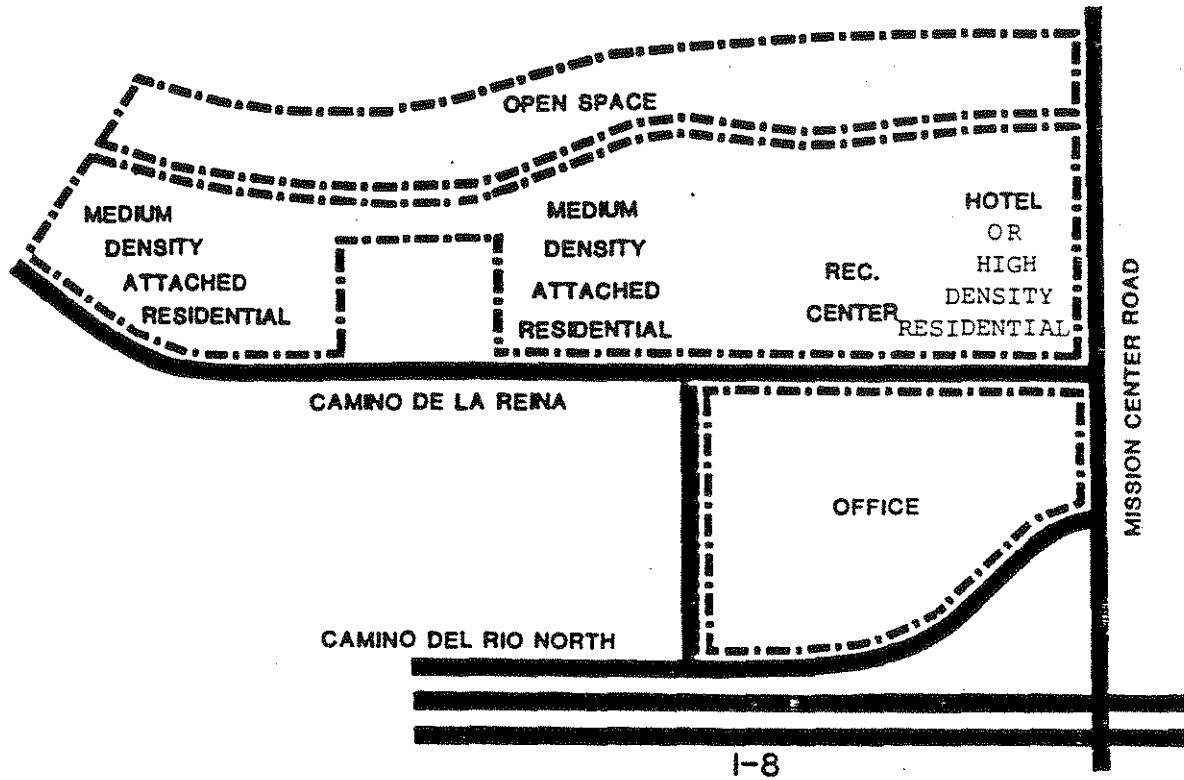
GUIDELINES:

The 16.0-acre Mission Valley West parcel is proposed for a commercial office building with restaurants, boutiques, specialty shops and similar uses integrated into an office tower. The 6.9- and 10.1-acre net MBM sites are proposed for a hotel-related recreational facilities and/or residential development (Figure 26).

As an alternative to the hotel project, the 6.9-acre MBM site may be developed as a high density residential project consisting of approximately 371 units, with an optional commercial component to increase public access and activity in the River area. The residential component of the project would include a combination of one, two and possibly three bedroom units. The total number of units may be reduced in the future to accommodate market demand. These multi-family units will range in size from approximately 700 sq. ft. to approximately 1650 sq. ft. The multi-family residential dwelling units may be marketed as apartments and/or condominium units.

The commercial component of the predominantly-residential alternative could include a restaurant and other neighborhood commercial uses, in conformance with the trip allocation for the site. The commercial component could be located at the southeast corner of the site, possibly extending along Mission Center Road.

Land Use



Height and Bulk

ALTERNATE HIGH DENSITY RESIDENTIAL
1-4 STORIES

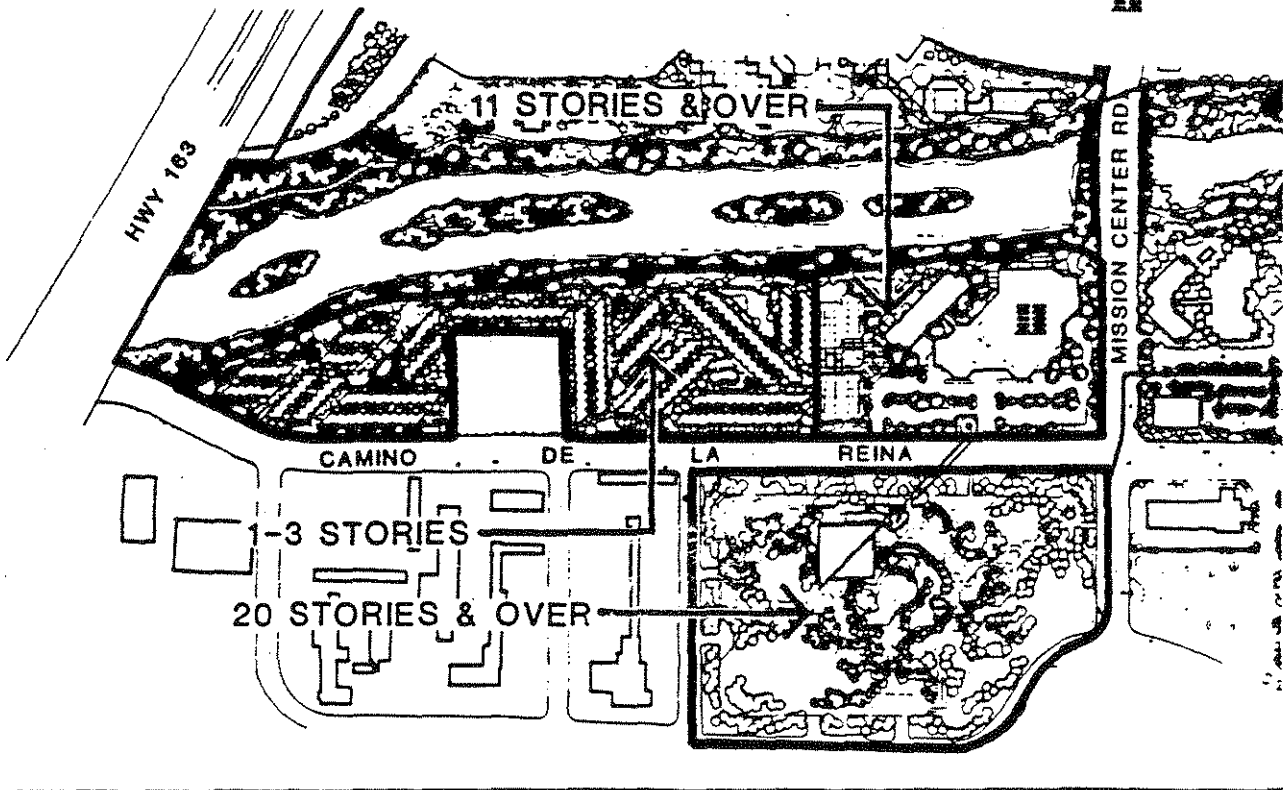


Figure 26 : MISSION VALLEY WEST/MBM-LAND USE, BUILDING HEIGHT AND BULK

■ FOOTPRINT WOULD CHANGE BASED UPON A RESIDENTIAL

The residential development on the 10.1-acre site will consist of 336 units with a combination of one and two-bedrooms, townhouses or flats, ranging in size from 750 square feet to 1,400 square feet. The residential units will be designed for working couples or individuals and will be marketed primarily as condominium units for sale.

Within the joint Mission Valley West/MBM sites, the following square footages of land uses are proposed:

MVW (16.0-acre site): 490,000 square feet
(Commercial office)

MBM (6.9-acre site): 300 rooms (Hotel)
(Commercial Recreation included)
or
371 dwelling units (Residential)

MBM (10.1-acre site): 336 dwelling units (Residential)

Building coverage in the different sites is proposed as follows:

MVW (16.0-acre site): 5% of the site (office building)

MBM (6.9-acre site): 41% of the site (hotel, swim and
tennis club)
or
(6.9-acre site): 31% of the site (Residential)

MBM (10.1 acres): 28% of the site (Residential)

Building heights are proposed as follows (see Figure 25):

MVW (16.0-acre site) office building: 20 stories or
higher

MBM (6.9-acre site) hotel: 11 stories or higher
conference facility: 1-4 stories
recreation center: 1-2 stories

or
(6.9-acre site) residential: 1-4 stories
MBM (10.1-acre site) residential: 1-3 stories

B. OPEN SPACE

The objective of the development on these sites is to provide a setting in a park-like environment that will be an important addition to the river corridor natural park and open space system.

GUIDELINES:

The private open spaces and landscaped areas within the three individual project areas should be linked physically and visually to the San Diego River. Variety in the quality and function of these open spaces is also proposed.

To maximize open space recreation opportunities, the office tower in the Mission Valley West site (16-acre) will be located in the center of a park-like setting constructed over an underground parking facility. The setting will include lawns, shrubs, trees, walks, sitting areas, plazas, fountains and kiosks. Views will be available to the interior as well as from the tower into the river channel and adjacent areas. Approximately 95% of the site will be landscaped. (Figures 16 and 27).

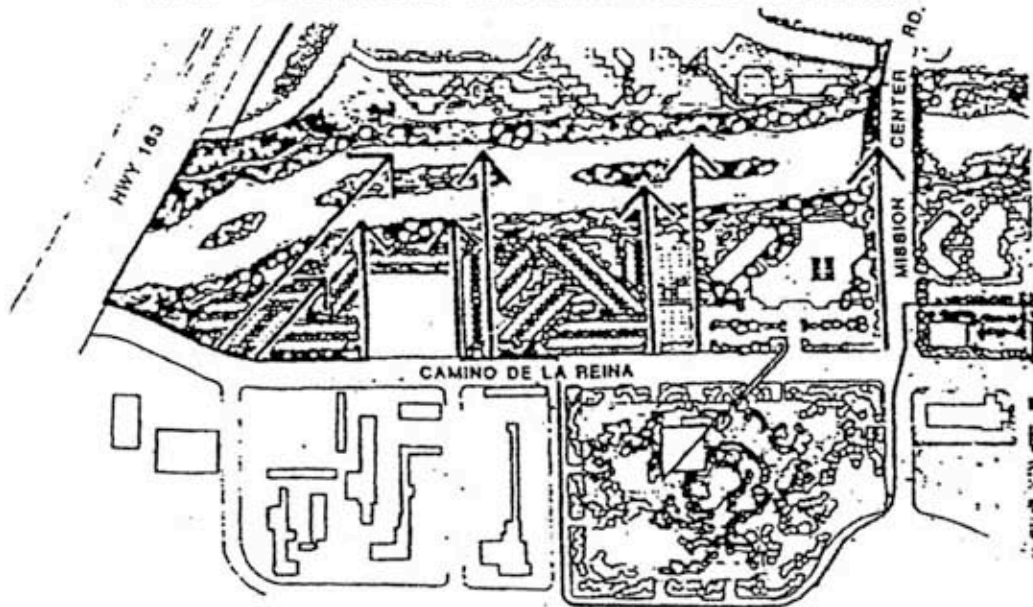
The hotel development on the 6.9-acre MBM site to the north will be closely integrated with landscaped areas. These landscaped areas will include walks, gardens and bike paths to compliment the proposed native vegetation along the San Diego River. Approximately 48% of the site will be landscaped, exclusive of the parking area.

The hotel's support facilities such as the restaurants, lobby and conference areas will be located off the gardens and landscaped areas oriented to the San Diego River. Active recreation facilities are proposed within the hotel complex area; they include a swimming pool, four tennis courts, exercise room, pro shop and snack bar.

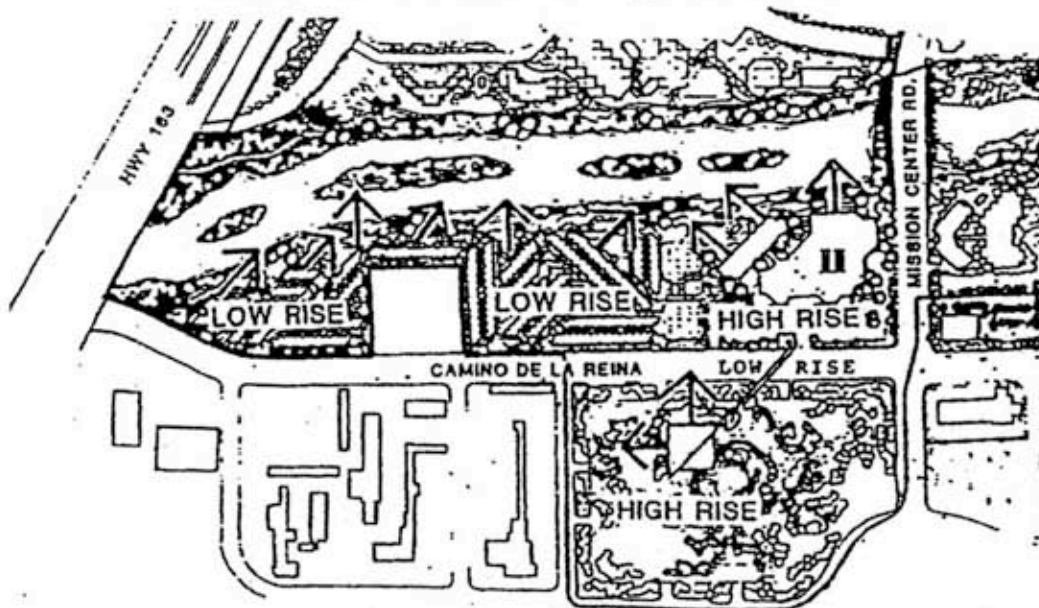
As an alternative to the hotel project, the 6.9-acre site may be developed as a high density residential project consisting of six 2, 3 and 4-story buildings with underground parking. Active and passive recreational facilities would be incorporated into the project including recreational buildings, pool, spa and active sport court areas. In addition, resident restroom facilities, a meeting room and an on-site manager's office would be incorporated into the project.

The residential development on the 10.1-acre site will consist of twenty-three, three-story buildings with underground parking. The spaces surrounding the building clusters will be landscaped and integrated with the vegetation along the San Diego River. Approximately 72% of this area will be in landscaping.

View Corridors from Public Roads



Views from the Project Site



▨ FOOTPRINT WOULD CHANGE
BASED UPON A RESIDENTIAL
PROJECT



Views

Views from the 6.9-acre hotel/residential site will be available to the river corridor. The eleven-story hotel tower is also oriented to maximize the view of the San Diego River from the surrounding property and the hillside residences across I-8. The public areas such as the lobby, conference centers, etc., have been kept low in scale to minimize their bulk and provide open vistas wherever possible.

Views from the residential units are both internal and into the river corridor.

See-through views should be provided into the San Diego River from both public areas within the project and from the streets perpendicular to the project. See-through opportunities into the MBM development along Camino de la Reina should be available along approximately 13% of that street frontage.

View considerations and proposed view corridors are illustrated in Figures 17, 18, 19 and 27.

C. ACCESS AND CIRCULATION

This section addresses access for pedestrian, bicycle, automobile, service vehicles, and public transportation (bus, L.R.T.). Parking requirements and treatment are also addressed.

GUIDELINES:

Pedestrian Circulation

A pedestrian way on the MBM site, generally parallel to the river walk, will be developed linking the hotel and residential portions together. That link will be continued to adjacent properties as development proposals for these areas are evaluated. The pedestrian way at the MBM site will be linked north/south to the river corridor and to Camino de la Reina by six perpendicular pedestrian-ways (Figure 28).

The Mission Valley West site's pedestrian areas will be linked to adjacent development when redevelopment of these parcels is proposed. The southern pedestrian areas will terminate at Camino del Rio North, since no development is contemplated across the street on the Caltrans freeway right-of-way.

Pedestrian areas within the MBM parcel will be linked via a bridge or platform structure over Camino de la Reina to the Mission Valley West office site (Figure 28).

A future bridge should also be considered across Mission Center Road to expedite pedestrian access.

Pedestrian walks will be designed to be a minimum of 10 feet wide. However, local residential walks may be narrower.

Automobile Access

Automobile access will reflect the design guidelines identified in the Urban Design and Development Guidelines Element of this plan.

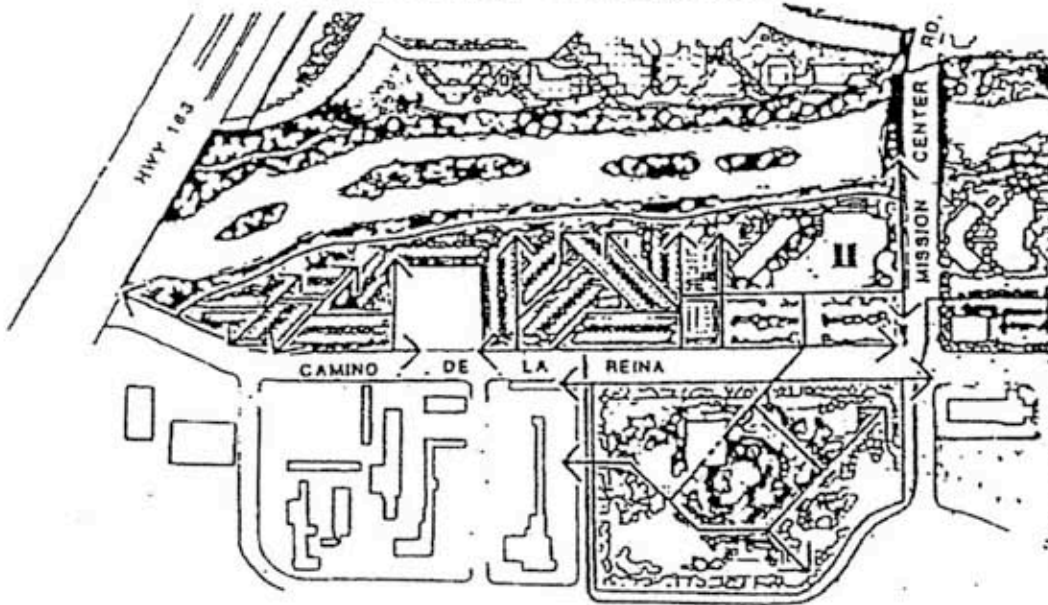
Automobile access to parking structures should avoid crossing the pedestrian sidewalks whenever possible.

Automobile driveways at Camino de la Reina should be carefully designed with the pedestrian crossing in mind. The driveway width should be a maximum of 25 feet and the surface should visually accent the pedestrian right-of-way.

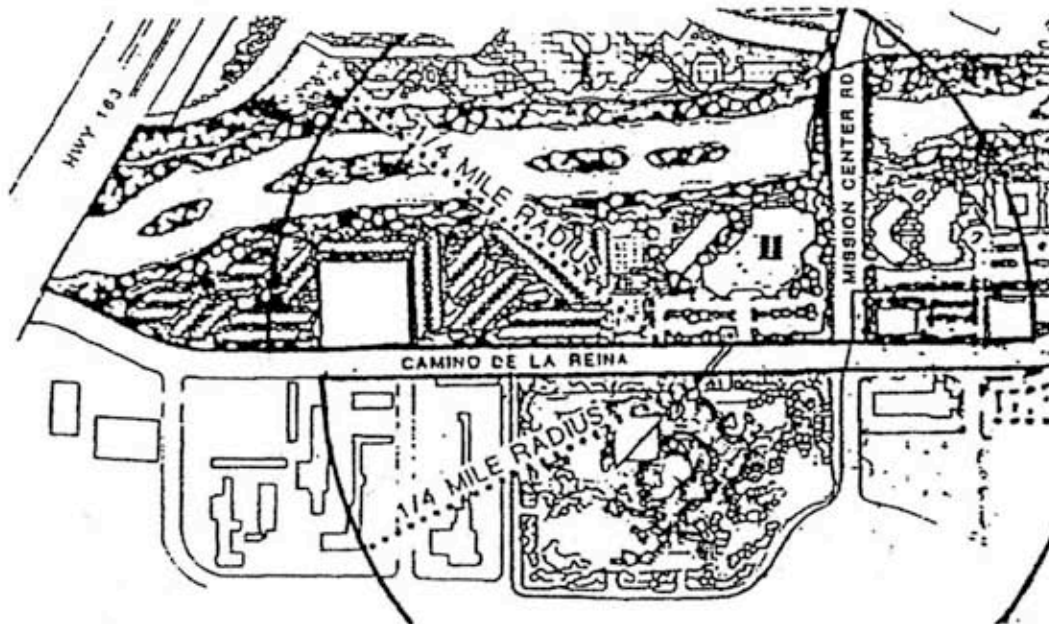
Parking

The MBM hotel project will include approximately 440 parking spaces, with 120 spaces in a surface parking area. The Alternate High Density Residential Project (6.9-acre site)

Pedestrian Circulation



Bus Stations and Access



II FOOTPRINT WOULD CHANGE
BASED UPON A RESIDENTIAL



will include approximately 694 parking spaces for the 371 residential units including approximately 89 guest parking spaces and 12 surface parking spaces. The MBM residential (10.1-acre site) parking area will include 735 spaces for 336 units and will be located in underground structures. The residential parking shall be comprised of standard, compact and tandem spaces pursuant to City standards. The Mission Valley West office parking will accommodate 2,500 cars in an underground structure.

Surface parking areas will be designed in accordance with the Urban Design and Development Guidelines section of this plan.

Public Transportation

In the event private development adjacent to the Light Rail Transit (LRT) corridor is proposed prior to the establishment of a final LRT alignment, a study shall be prepared demonstrating to the satisfaction of the City that: 1) the proposed private development will not preclude the ability to successfully construct and operate the LRT; and 2) the LRT's impact on adjacent private development can be adequately mitigated. The area of the referenced study shall be limited to the proposed private development and the immediate vicinity thereof.

A 35-foot light rail transit ("LRT") right of way ("ROW") shall be provided across the northeastern portion of the MBM III Property, subject to final engineering and design by the Metropolitan Transit Development Board ("MTDB"). MBM III shall execute an irrevocable offer to dedicate the 35-foot LRT ROW and shall dedicate such ROW at no cost to the City or MTDB when so requested by the City or MTDB. The LRT alignment across the MBM III Property will be elevated. Any portion of the 35-foot dedication that becomes excess after final design shall revert to MBM III.

MBM III shall contribute to the equivalent cost of construction for the Mission Valley West LRT alignment.

Both the hotel and/or residential and office developments should provide space for bus stops within close proximity to the proposed pedestrian bridge in order to provide the maximum pedestrian/transit accessibility to these two high intensity project sites (Figure 28).

D. NOISE MITIGATION

Some residential units will be subject to exterior noise levels from future traffic conditions that exceed 65 decibels. The areas subjected to noise levels exceeding 65 decibels are identified in Environmental Impact Report No. 83-0092 and 90-0900. To insure that interior noise is reduced to 45 decibels or less in these areas, the applicants will perform an acoustical analysis as required by Title 25 of the Guidelines of the California Administrative Code. This acoustical analysis should be conducted prior to submittal of a Special Permit application and should determine the noise conditions and necessary mitigation based on horizon year traffic projections. The design of the mitigation measures should occur prior to the Planning Director approval of the Special Permit. The Special Permit review process is described in the Administration Element (Section VII A).

Any outdoor private recreation areas in the residential area that are subject to significantly adverse traffic noise conditions will be shielded from line-of-sight noise sources by earth berms and/or masonry walls. These berms or walls should be accompanied by landscaping, should be visually compatible with surrounding open spaces and should avoid, where feasible, view blockage to the river corridor.

E. TRANSFER OF DEVELOPMENT INTENSITY

A transfer of development intensity may be permitted in accordance with Municipal Code Section 103.2104(G). Transfer of development intensity may be considered within or among Development Intensity Districts subject to a traffic study and approval of a Specific Plan Amendment or discretionary Mission Valley special permit.

Hazard Center

The Hazard Center multi-use complex is proposed for development within a site bounded by State Route 163 on the west, Friars Road on the north, Mission Center Road on the east and the proposed San Diego River channel on the south. The 41.3 acre complex will be bisected by a proposed east west collector/major street extending from Mission Center Road to the Fashion Valley area through a four-lane undercrossing of State Route 163 of which the Hazard Center will provide two lanes. The site will also be divided by an extension of Frazee Road from Friars Road. Consequently, the complex will be divided into three development sites: 1) a 20.3 acre site flanking the river; 2) a 3.9-acre site lying westerly of Frazee Road and south of Friars Road; and, 3) a 6.9 acre site situated between Frazee Road and Mission Center Road.

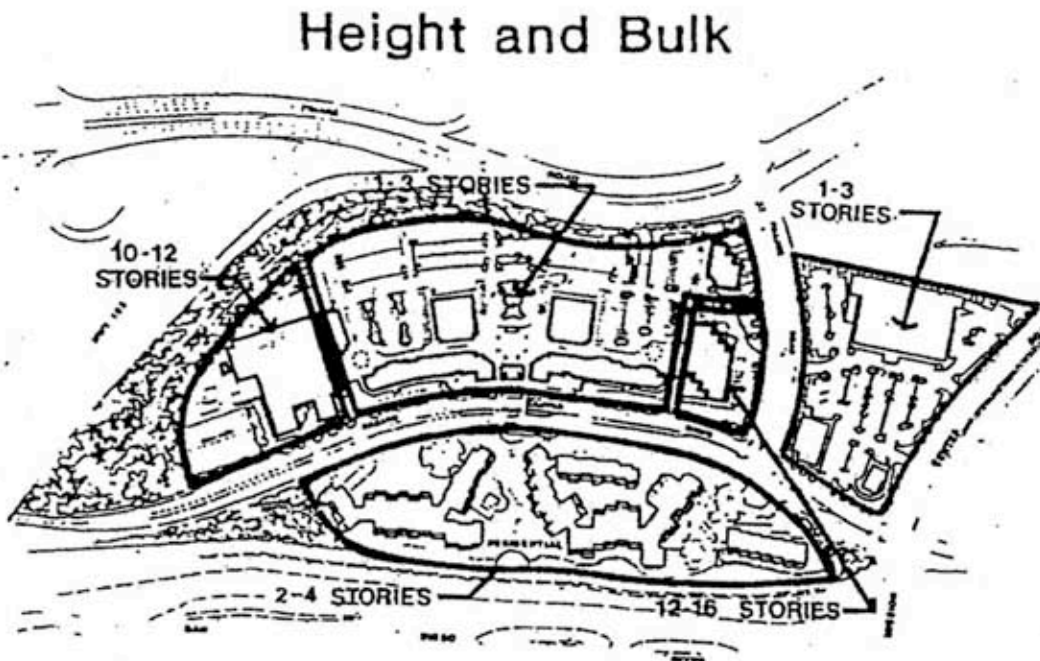
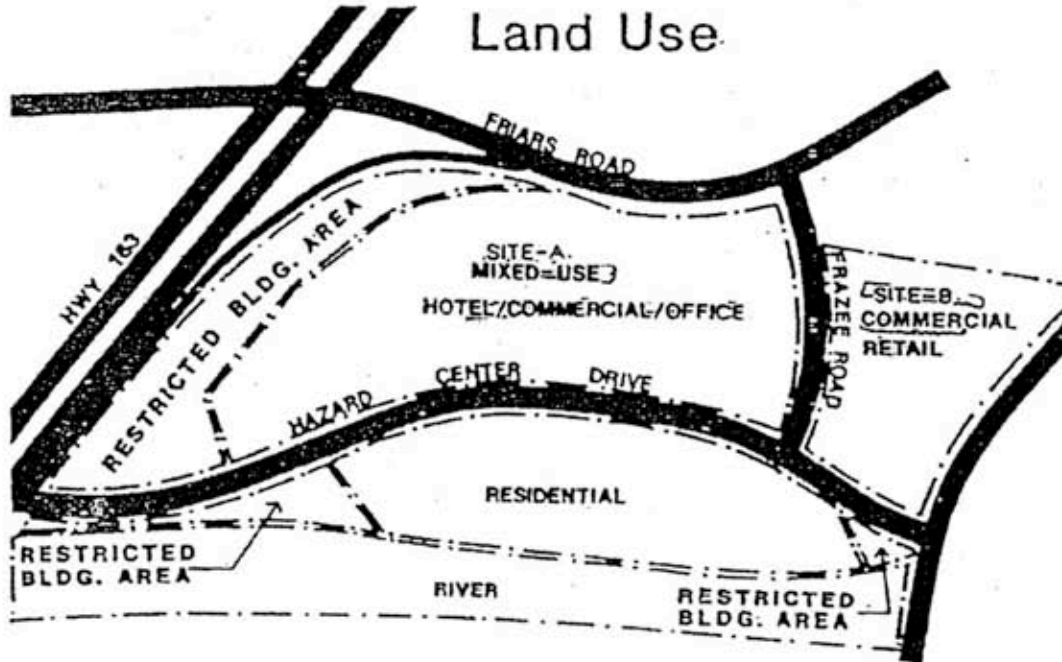
A. LAND USE TYPE AND INTENSITY

Hazard Center is proposed as a mixed-use complex containing commercial-retail, office, residential and recreational functions. A key objective includes the close integration of commercial office and residential activities in order to maximize internal circulation between activity centers and to reduce traffic generation and parking demands below levels associated with conventional development. The complex should encourage employees in the office and commercial centers to live in the nearby residential units and to patronize shops, restaurants and entertainment facilities during the day and for after-work activities.

GUIDELINES:

The following land use allocations, which may be modified somewhat as a result of future precise design, are proposed (Figure 29):

LAND USE	FLOOR SPACE/NO. OF UNITS	ACREAGE
Total Center:		
Hotel (300 Rooms)	255,000 SF	
Commercial Retail	205,500 SF	
Office	284,000 SF	21.6
Residential	145-DUS	8.6
Open Space	N/A	**
Roads	N/A	<u>6.8</u>
	TOTAL	41.3



Hazard Center—Land Use, Building Height and Bulk
 First San Diego River Improvement Project Specific Plan



Site A:*

Phase I

Hotel (300 Rooms)	255,000 sf	
Commercial Retail	143,500 sf	
Office	284,000 sf (gross)	15.5

Site B:*

Phase II

Commercial Retail	62,000 sf (gross)	6.1
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Site C:*

Phase III

Residential	145 DUs	8.6
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The proposed land use mix and intensity within Hazard Center have been revised, together with on-site parking as appropriate, but the resultant traffic generation will not deviate from the 18,100 ADT previously approved. However, in the event that (i) current City-adopted trip-generation rates are modified to permit a greater intensity of use, without exceeding the approved maximum ADT, to the satisfaction of the City Engineer, and (ii) studies to the satisfaction of the City Engineer and the Environmental Analysis Section are prepared which show that no cumulative or direct traffic impacts will occur; such increase in intensity may be permitted by the Planning Director. Additional parking as deemed necessary by the City Engineer due to this additional land use and any existing parking shortages shall be provided by the project proponent as part of this or any other increase of land use intensity granted by the Planning Director.

The above referenced maximum ADT is based upon the proposed Hazard Center Drive underpass at SR-163 being constructed as a two-lane street. If this underpass is constructed as a four-lane street, consideration may be given to an amendment to the Hazard Center portion of the specific plan to increase land use intensity.

PROPOSED BUILDING COVERAGE:**

<u>Site A:</u>	Commercial-Retail/Office/Hotel	25.8%
<u>Site B:</u>	Commercial-Retail	24.0%
<u>Site C:</u>	Residential	38.8%

* See page 77a, #6

** Based on the building footprint area

PROPOSED BUILDING HEIGHTS:

<u>Land Use</u>	<u>Height Ranges</u>	
Hotel	10-12	Stories
Commercial-Retail	1- 3	Stories*
Office	10-13	Stories
Residential	2- 4	Stories

*Includes parking structure - Phase I

The primary focus of the Hazard Center is a retail, office, hotel and residential complex flanking the north side of the river. The commercial retail center -- containing stores, specialty shops, restaurants, theaters and service establishments on three levels will offer a diversity of daytime and nighttime activities for visitors and those living and working in the complex. The hotel and office building adjacent to the retail will share the amenities of the retail center through close siting of buildings and shared pedestrian courts, plazas and walks. Below-grade parking will not only serve commercial, hotel and office functions, but will also separate vehicular and pedestrian movements and ensure the creation of an attractive, pedestrian-oriented environment for retailing and office activities.

The commercial-retail center east of Frazee Road will include a grocery store, retail shops or drug store and a restaurant. Landscaped surface parking will be provided to serve the commercial-retail center.

The residential element will provide low- to mid-rise dwellings with resident parking contained in structured parking. While the residential complex will be primarily intended for working couples and individuals, the allocation of condominium or rental units will be shaped by future market analyses. A system of pedestrian walks will afford convenient access to the retail-office facilities to the north (Figure 33).

The office tower will be sited to gain river and valley views; linkages to core functions will be provided through convenient pedestrian systems. Parking will be provided in a combination of structured and surface facilities.

B. RESTRICTED BUILDING AREAS

Hazard Center environmental design objectives include: 1) the establishment of view corridors to the river environment from both public and private activity areas; and 2) the creation of landscape elements and interfaces to enhance and extend the planned river open space and recreational corridor, and to encourage pedestrian travel.

GUIDELINES:

A variety of restricted building area elements will be provided in the Hazard Center. These include buffers along the floodway and along SR-163 (Figure 30), open plazas and courts, walkways and active recreation areas within the private residential development (Figures 16 and 29) and the long sweeping estate edge at Friars Road (Figure 31a). Approximately 32% of the total site area will be developed as landscaped and restricted building areas.

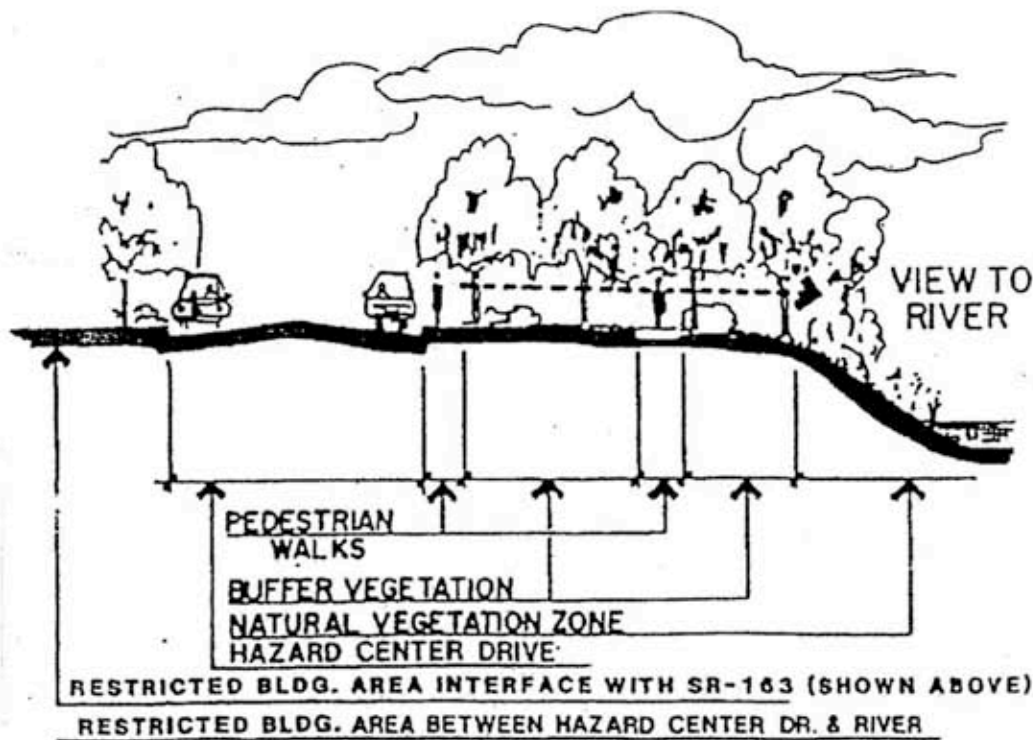
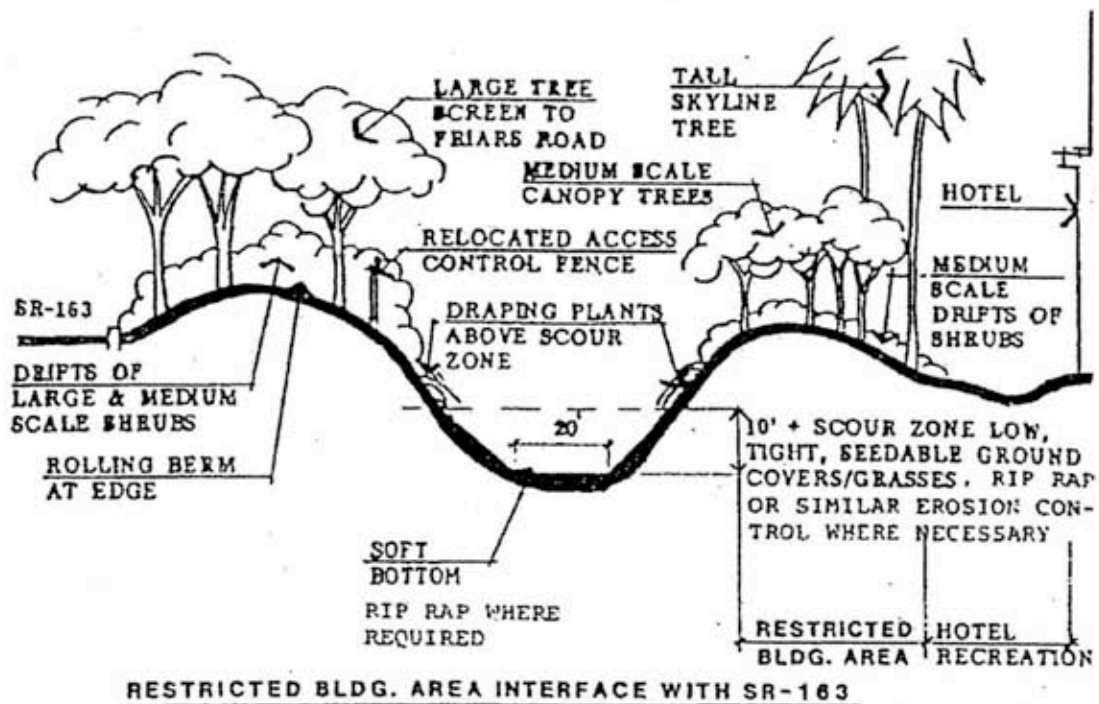
A buffer area will be provided between the 100-year floodway and the development by means of building setbacks. Landscape materials along the interface between the river and the residential development should utilize native trees and should conform with the specifications in the Revegetation Plan for planting within buffer areas in order to enhance the habitat value of the native riparian vegetation in the floodway.

A central, developed restricted building area element will be located in the residential development near the river. Water elements within the plaza areas will provide focal points and will extend the nearby river qualities into the development.

A 2.5-acre restricted building area belt will be provided between the hotel/commercial/office complex and State Route 163. Development of this area will involve:

- 1) Improvement of a largely-open drainage channel currently feeding into the river. A portion of the existing open channel will be enclosed by use of a box culvert. This structure will be covered with earth and transitioned into the planting theme adjacent to Friars Road to create a landscape buffer from State Route 163. The Friars Road edge starting easterly of the box culvert and extending to Frazee Road will be a broad sweeping estate edge consisting of a gently sloping lawn/ground cover band. The back edge of the lawn will be terminated with a decorative, relocated, access control fence, a foreground textural/color band and a loose back-drop of shrubs and ground covers. Symmetrical rows of tall estate trees should be used to define the edge where Caltrans or utilities constraints do not limit their use (Figure 31a).

- 2) Landscaping of the channel slope and roadway interface at State Route 163 should be a gently contoured rolling landscape buffer consisting of drifts of large scale trees and large mass shrub planting. This vegetative buffer will be backed by tall skyline trees on the hotel side of the channel. The access control fence should be hidden in the east face of the SR-163 rolling berm. Regenerative, seedable ground covers/grasses should be used within the ten foot scour and flooding zone at the bottom of the channel; however, rip-rap or other erosion control devices may be required at certain discharge points and along portions of the channel sides and bottom. Above the ten foot water



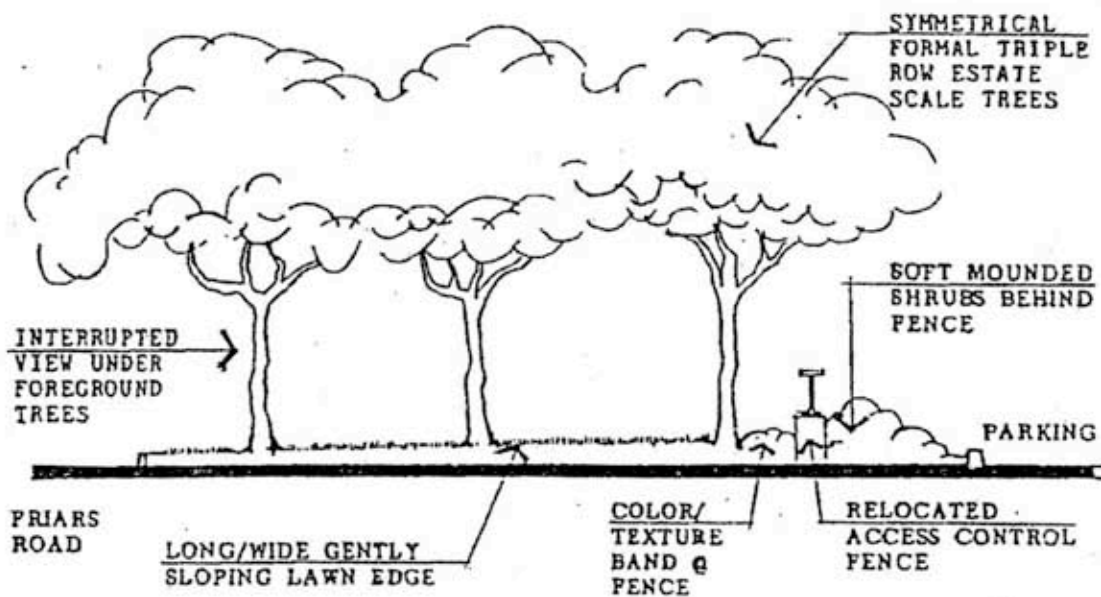


Figure 31a

RESTRICTED BLDG. AREA INTERFACE,
FRIARS ROAD AT PROJECT ENTRY

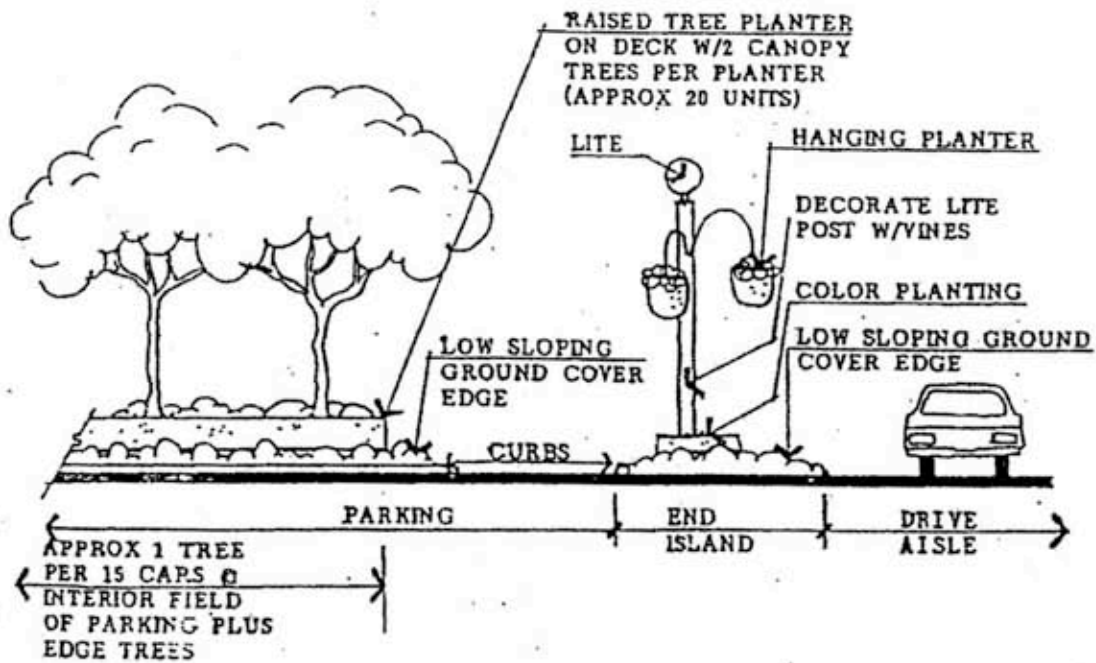


Figure 31b



line, draping shrubs and vineing materials will soften the transition to the more mass shrub plantings adjacent to the roadway. The channel bottom should be softened at its transition to the side slopes where rip-rap protection is not required (Figure 30).

Two restricted building areas containing about 1.4 acres and .4 acres respectively are also proposed south of Hazard Center Drive, adjacent to the river. These areas will preserve key view corridors to the river along the east and west edges of the project, accommodate the open drainage channel extending from the north and possibly provide for future rest areas or view outlooks. These areas should be planted with native trees, low ground covers and maintained shrubs compatible with vegetation within the river element. The landscaping in these areas will conform with the specifications in the Revegetation Plan for planting within buffer areas. Although the primary purpose of these areas is for drainage and public views, revegetation with native trees can serve to extend the riparian vegetation into the project area and to enhance the value of the native habitat in the floodway proper. A "see-through" landscape concept illustrated in Figure 30 should be achieved in order to maximize view opportunities for motorists, pedestrians and bicyclists. The areas utilized for drainage should also be included in the maintenance district for the floodway.

Hazard Center Drive through the project area will be designed and landscaped to retain selective view corridors to the river and to provide a scenic streetscape. Sidewalks will be set back from the curbs, thus providing a landscaped parkway with trees adjacent to the curbs. Landscaping and berms should soften the visual impacts of parking areas from the street. Landscaping adjacent to the street corridor should permit selective views to the river as indicated in Figure 32. Some of these road design concepts are illustrated in Figure 22.

Other internal project spaces will be provided with a variety of landscaped environments. Since much of the parking will be contained in structures, the pedestrian-oriented environment will be freed for landscaped courts, plazas and walks.

Landscaping will be provided along the perimeter roads and within parking areas to screen and soften the effect of surface parking. All planting within the "deck" areas will be in drainable containers installed on the deck surface. To provide the largest soil volume for tree growth and support and to minimize vehicular site line blockage at drive aisles, the main tree groupings will be placed within the parking bays in taller containers skirted by low ground covers. End island planting should be lower in height to preserve site lines at drive aisles. These areas will be tiered to provide more soil volume for improved plant growth and a better display textural plantings. The islands will be accentuated by decorative light standards with integrated color baskets and flowering vines (Figure 31b). Special

paving patterns, in conjunction with the landscaping, should be considered to lessen the effect of extensive surface parking.

Plant material sizes at installation should be consistent with the project scale, detail level of proposed structures and other site amenities provided. Generally large, unadorned structures require larger initial planting sizes. Hazard Center, however, will have an "interest" all it's own. Plant sizing will be utilized to provide a part of this unique "interest" along with the other proposed architectural details and plaza amenities. In addition, there will be limitations in the deck parking area in terms of soil weight. The following are suggested minimum sizes for various areas within the project.

1. Restricted Building Area Interface With SR-163: Generally these native and drought tolerant species will be installed in 5 and 15 gallon tree sizes and 1 and 5 gallon shrub sizes. The sizes will be approximately equal in distribution.
2. Friars/Frazer/Mission Center road Frontage: Basic tree sizes will be 24" box minimum with entry statement and corner I.D. trees increased to combinations of 36" and 48" box sizes. Distribution of 36" and 48" box sizes would be approximately 80% - 36" box and 20% - 48" box. Street trees will be planted minimum 24" box size.
3. Hazard Center Road Frontage: Hazard Center frontage trees will be minimum 24" box-size to the westerly project limits at the woodlands habitat. Woodlands habitat trees will be five and fifteen gallon sizes with distributions approximately 50% each. At the main pedestrian entry from Hazard Center Drive at the project midpoint, accent trees will be installed in 48" and 60" box sizes approximate distribution 70% - 48" box, 30% - 60" box.
4. Parking Area Deck Planting: These trees will be installed in raised containers within the parking area and will be 24" box minimum size.
5. Store Front/Plaza Areas: These containerized trees will be installed in a combination of 24" box and 36" box. Approximate distribution = 80% - 36" box, 20% - 24" box.
6. Shrub Materials: Shrub sizes should be consistent with tree material sizes in their respective locations. As an example, perimeter frontage planting along Friars, Frazer, and Hazard Center will be done with 5 gallon shrubs within the exception that ground cover shrubs will be installed in 1 gallon sizes. At project corners, project entries, plaza areas, and store fronts, approximately 10-15% of shrub material will be 15 gallon size. Color will be planted from quarts on close centers for instant affect. Lawns, wherever possible, will be installed as sod.

A system of landscaped walkways extending through residential open space areas will link residents with project recreational facilities. Controlled linkages between the private residential pedestrian system and the public riverside pedestrian walk will be provided.

Roofs of low buildings visible from adjacent roadways or sites, or from higher buildings within the complex, should be organized and designed as carefully as other exposures of the building elements. Equipment should be integrated into building forms where it cannot be hidden from view.

Views

Building orientations will be established to maximize view opportunities to the river environment and the valley setting. The hotel and office tower will be sited to capture important views and spaced to provide generous view corridors from existing and proposed public streets. Low-rise retail structures will include restaurant dining decks and open plazas in Phase I with views to the river.

Concept plans for the residential complex contemplate a mix of stepped low- to mid-rise units. This design solution coupled with a staggered arrangement of building groupings will produce the maximum number of river-view residences on the relatively flat site. Any shading of the river will be minimal because of the north side location of the complex; however, final design of building groupings in close proximity to the river should reflect this design consideration.

Buildings should be staggered along the river corridor and should be designed to step back both horizontally and vertically from the river to provide views and to preclude an undesirable wall effect. In addition, the building profiles and roof lines will be staggered by varying the number of floors within each block of building units. A similar staggered configuration should be used along the public pedestrian linkages between Hazard Center Drive and the river.

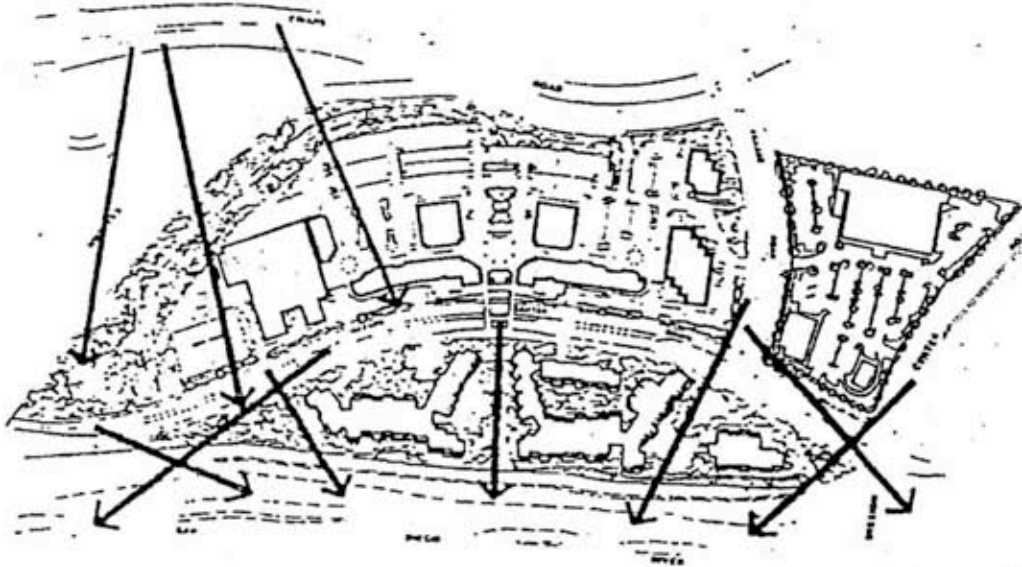
Important view corridors to the river will be provided substantially as shown on the public view schematic (Figure 32). Key landscaped see-throughs should be provided from Frazee Road (as it drops south into the complex area), the intersection of Mission Center Drive where it drops to enter a proposed undercrossing of State Route 163. Approximately 45.6 percent of the frontage along Hazard Center Drive should be reserved for landscaped see-through corridors.

View opportunities are illustrated in Figures 17 and 32.

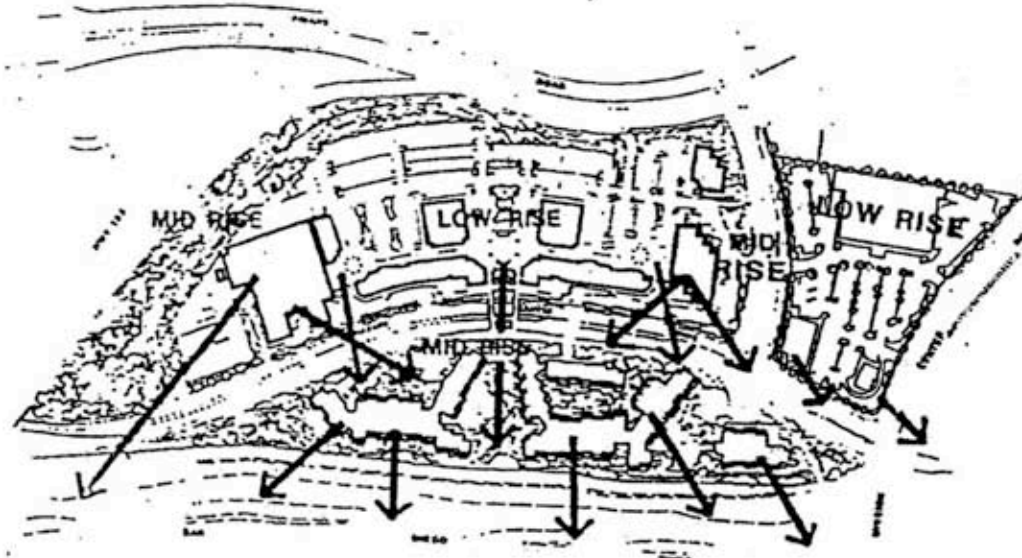
C. ACCESS AND CIRCULATION

The Hazard Center has been designed as a transportation-efficient complex in an attempt to maximize internal circulation between activity centers and reduce traffic

View Corridors from Public Roads



Views from the Project



generation and parking demands below levels associated with conventional development. The mixed-use concept will make it possible for occupants to live, work, shop and recreate within the environment through a convenient pedestrian system linking various functions and providing controlled connections with the planned riverfront system. Furthermore, the hotel/commercial/office mix will allow reciprocal use of parking areas during the daytime and nighttime periods.

GUIDELINES:

Pedestrian Circulation

Major elements of the internal pedestrian system are illustrated in Figures 20 and 23, and will include:

1. A focal point for pedestrian movement centered in the core hotel/commercial/office complex;
2. A system of pedestrian pathway elements linking the commercial and office functions to the residential development along the river front;
3. Controlled linkages between the residential complex and the retail-office core, including an elevated structure, midblock connection to be built with the Phase III (residential) development. An at-grade intersection may be provided in lieu of the elevated crossing, if approved by the Engineering and Development Department.
4. Defined pedestrian ways extending from the hotel/commercial/office core to traffic-controlled crossings to the commercial-retail center on the east, and Mission Center Road;
5. Pedestrian linkages between river front development and the planned river front pedestrian system extending from Mission Center Road to a City-proposed undercrossing of State Route 163. A minimum of two public pedestrian linkages through the residential development should be provided -- one to align with Frazee Road and one at the project midpoint as shown. Provision should also be made for access through the open space areas at the east and west ends of the residential development.

The pedestrian linkages to the river front environment should be designed to afford attractive interfaces and avoid public-private conflict. Where these linkages pass through the residential development, the buildings should be located no closer than 70' apart, with an average separation of 100' to provide a comfortable, well-landscaped public path while still allowing adequate private space for the residences. The pedestrian way extending along the north side of the river channel should be located within the buffer area except where alignments within the channel are deemed necessary for public access to the river or the transition to the undercrossing of State Route 163. The pedestrian way

should be six feet wide except at possible rest areas or lookouts located near State Route 163 and near Mission Center Road (Figures 20 and 33).

Primary pedestrian linkages are illustrated in Figure 33.

Automobile Access

Multi-directional access and linkages will be provided through the planned circulation system. A future road connection to the Fashion Valley area will extend Hazard Center Drive westerly via a planned four-lane undercrossing of State Route 163, of which Hazard Center will provide two lanes, and the City will provide the additional two lanes at some future date, if desired. Preliminary design proposals include curvilinear alignment and control of vehicular speed (particularly where the highway will taper from four lanes to the two-lane underpass). Frazee Road will extend from Friars Road to Hazard Center Drive.

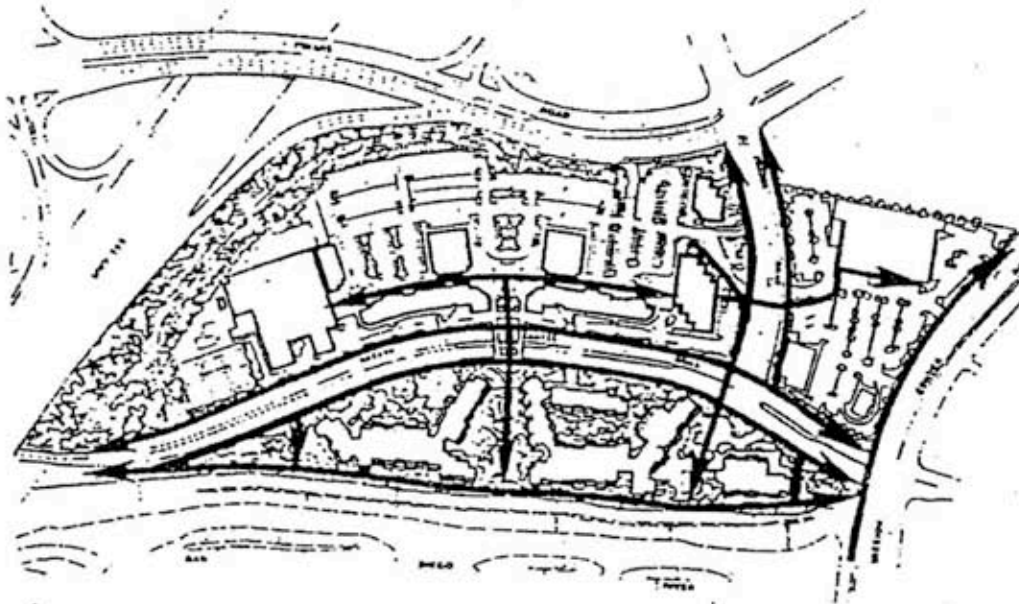
Automobile driveways should be carefully designed with the pedestrian in mind. Entry drive widths should be held to a maximum of 30 feet, except at required service drives, and a textured or patterned surface meeting City design standards should be provided to visually define pedestrian crosswalks. Accesses to parking structures should avoid crossing pedestrian ways, wherever practical.

Parking

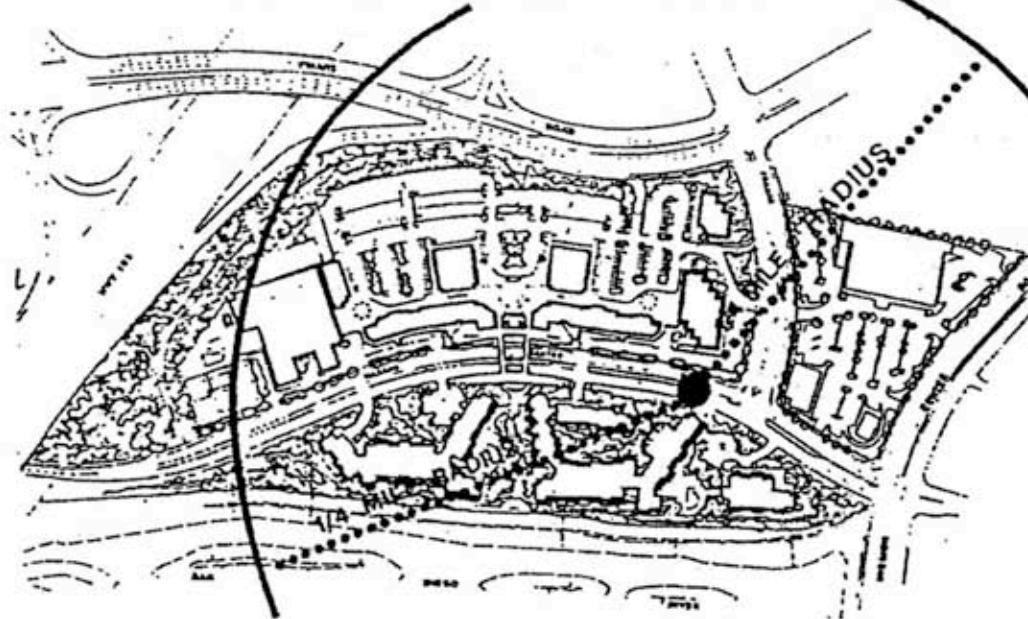
The complex will include approximately 2,738 parking spaces to serve projected-use allocations. The Phase I core hotel/commercial/office complex will be provided with 2,138 spaces, based on the Shared Parking Allocation Study (Appendix 3). The commercial-retail center east of Frazee Road will have parking provided to the satisfaction of City Planning and Engineering staff with approximately 300 spaces. The parking serving the satellite commercial-retail center east of Frazee Road will be accommodated by landscaped surface parking. The residential complex, when ultimately developed, will require roughly 290 spaces for residents and guests based on a 2 cars/unit ratio. The allocation of this parking relating to the specific uses is shown in the Phase I resume on Exhibit 1 contained in Appendix 4 of this report.

In the hotel/commercial/office complex, all parking dedicated to the commercial-retail uses is located at grade adjacent to the main "plaza" level (Level 56). There will also be some short-term parking to serve the office building located at this level. The majority of remaining parking for the hotel, theater and office tower will be located in a below-grade structure. Hotel parking will be accommodated at Level 45.5 between the theater and the hotel. Office parking will be provided at the eastern end of the parking structure at Level 45.5 and at Level 35. Theater parking will be accommodated in the central and eastern area of the

Pedestrian Circulation



Bus Stations and Access



Level 45.5 structure and use the entire Level 35 parking area in evenings.

Due to the planned location of an LRT station within Hazard Center, which could reduce automobile travel to and from the site, reductions in parking requirements may be considered on an individual project basis. Reduced parking requirements could allow for increased open space, landscaping and pedestrian circulation within the project.

With the exception of a small allocation of visitor spaces to serve the residential complex, all of the parking spaces contained with the residential development sited along the river will be provided in underground or structured parking facilities.

Parking on Hazard Center Drive would be prohibited or severely restricted in order to provide for bike movements and designated bus stops.

Public Transportation

Bus stops are proposed to be located just westerly of the Frazee Road intersection with Hazard Center Drive (Figure 31). While the precise locations would be subject to some revision based on future studies, such stops should ideally be centrally located with respect to the core hotel/commercial/office complex.

Light Rail Transit:

1. A thirty-five (35) foot Light Rail Transit (LRT) corridor right-of-way reservation shall be granted at the time of recordation of the first final subdivision map for Hazard Center pursuant to TM No. 85-0362. Dedication of an easement will take place upon commencement of construction of the Mission Valley LRT only if the final alignment of the LRT right-of-way will depend on final engineering and design. Conditions and criteria associated with the LRT reservation are included in the Urban Design and Development Guidelines Section IVB. In no event shall it be greater than the thirty-five (35) foot reservation. The original reservation, that becomes excess after the final engineering and design, shall revert back to Hazard Center.
2. Reservation of an urban LRT station, similar to the existing station on "C" Street between Sixth and Seventh Avenues to be granted at the time of approval of the first final subdivision map pursuant to TM No. 85-0362. If Hazard Center chooses to commercially develop the air rights above the LRT station, the developer shall pay fair market rent for said air rights to the Metropolitan Transit District.
3. The alignment for the LRT right-of-way shall be at-grade along the south side of Hazard Center Drive.

4. The thirty-five (35) foot reservations described in #1 and #2 above, shall expire at the end of ten (10) years if the reservations do not become publicly dedicated easements pursuant to the terms in 1. above. The reservations may be extended for an additional period of five (5) years if the San Diego City Council makes a finding that the Mission Valley LRT is progressing toward commencement of construction.

5. By making these offers to dedicate, Hazard Center shall have no further responsibilities, financial or otherwise for the LRT.

6. Because the reservation and dedication of the LRT right-of-way and station will have a positive impact by reducing traffic in Mission Valley, Hazard Center shall receive a ten percent (10%) increase in the allowable building square footage, in exchange for said reservation and dedication. The increase in allowable building square footage may take place after dedication of the LRT right-of-way and station and in any phase of Hazard Center.

7. Driveway access to Phase Three, is guaranteed at three (3) locations along Hazard Center Drive.

D. NOISE MITIGATION

Some residential units and the hotel may be subject to exterior noise levels from future traffic conditions that exceed 65 decibels. The Light Rail Transit facility may also affect the residential uses. The areas subjected to noise levels exceeding 65 decibels are identified in the Environmental Impact Report No. 83-0092. To insure that interior noise is reduced to 45 decibels or less in these areas, the applicants will perform an acoustical analysis. This acoustical analysis should be conducted prior to issuance of building permits for the hotel and during environmental review of the PRD special permit for the residential uses.

Any outdoor private recreation areas in the hotel and residential area that are subject to significant adverse traffic noise conditions will be shielded from line-of-sight noise sources by earth berms and/or masonry walls. These earth berms or walls should be accompanied by landscaping, should be visually compatible with surrounding open spaces and should avoid, where feasible, view blockage to the river corridor.

See Appendix 4 for Conceptual Design Exhibits.

E. ARCHITECTURAL DESIGN

The hotel/commercial/office/complex; Phase I, of Hazard Center is complete. The existing center is an eclectic blend of traditional forms and modern materials. The

Architectural theme for the commercial/retail center on the East, (Phase II), will emphasize design continuity with the existing complex. This will be accomplished through the use of predominantly the same materials and colors. The Architectural detailing of the center will be similar, where appropriate, taking into account the size and scale of the buildings in this phase. The Landscape palate and the signage design will also be similar to further tie the centers together visually.

In keeping with the high standard of architectural design in Hazard Center, and in view of the site's visibility, special attention should be given to components of the commercial retail use in Phase II. Specifically, the loading docks, refuse collection and compactor areas are to be screened from the public right-of-way.

Park in the Valley

Park in the Valley includes 31.7 acres located on the north side of Camino de la Reina between Mission Center Road and Stadium Way. The easterly portion of the site (east of Camino del Este) includes 9.2 acres, and has been developed with approximately 300 multiple family residential dwelling units (Figure 34)

The remaining 22.5-acre site (Park in the Valley - West) will be developed in two phases. The initial phase will consist of the development of free-standing commercial buildings adjacent to Mission Center Road on the west end, and adjacent to Camino del Este and Camino de la Reina on the east end. Phase II provides for the development of the remaining center portion of the property across from Mission Valley Center. It is anticipated that this center portion will be of a higher development intensity and provides the opportunity for multiple land uses, including retail, office, and hotel buildings. A proposed future Light Rail Transit (LRT) station would be located in this area.

The level of development intensity for the Phase II area will largely be determined by market conditions in the future. Phase II will be further influenced by continued development of nearby properties in the area. Therefore, Phase II alternative site development options have been incorporated into this Specific Plan.

A. LAND USE TYPE AND INTENSITY

Park in the Valley will fulfill the goals of this Specific Plan related to the development of properties adjacent to the San Diego River, and for the development of river improvements. In 1990, the City of San Diego adopted the Mission Valley Planned District Ordinance to provide additional regulations for the development within Mission Valley. The purpose of these regulations is to ensure that development and redevelopment in Mission Valley will be accomplished in a manner that enhances and preserves sensitive resource areas; improves vehicular, bicycle, pedestrian and public transit circulation; provides reasonable use of property; and contributes to the aesthetic and functional well being of the community. These regulations link development intensity to the traffic levels allowed under the Mission Valley Community Plan.

The following is the summary of the permitted land uses, maximum development intensity for a mixed use development, and total project trip generations for Park in the Valley. Alternate development options for Park in the Valley - West allow for some variation of uses and densities within the total allowable ADTs.

TOTAL PROJECT RIPS (ADT's) ALLOWED: 28,100 ADT
(Park in the Valley - East and West)

USE	MAXIMUM BUILDING AREA ALLOCATION*	TRIP RATE	AVERAGE DAILY TRIPS (ADTs)
Retail	300,000 sf **	51/1000 sf	15,300
Office	500,000 sf	16/1000 sf	8,000
Hotel	300 rooms plus 16,400 square feet of ancillary meeting space	8/room	2,400
Residential***	300 units	8/unit	2,400
TOTAL PROJECT TRIP GENERATION			28,100

- * Actual total uses may vary; total allowable ADT will not exceed 28,100 ADT.
- ** In an all-retail project, the maximum square footage would be 410,000 sf.
- *** Existing residential units in Park in the Valley - East. No residential units are included in Park in the Valley - West.

Park in the Valley - East (9.2 acres)

The existing residential development located between Camino del Este and Stadium Way includes approximately 300 multi-family residential dwelling units in three-story buildings with underground parking.

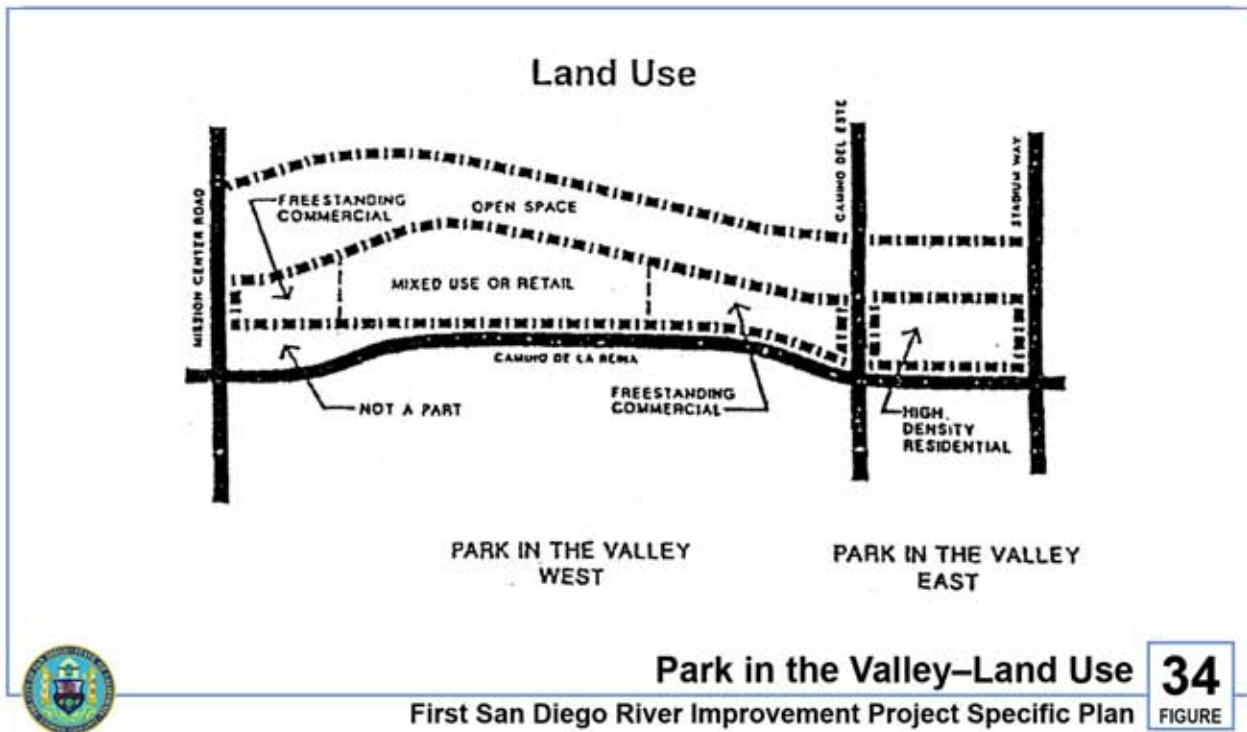
Park in the Valley - West (22.5 acres)

The western majority of Park in the Valley will be developed in two phases. Phase I will consist of freestanding commercial buildings at either end of the 22.45-acre site. Phase II will be developed either as a mixed-use commercial development or retail center, depending on market demand. Phase I is intended to occur in advance of Phase II although strict adherence to this phasing schedule is not required.

In order to maintain flexibility, several alternative development options are included in this plan as Options A through E. These include two-mixed-use options, two retail options, and a retail/entertainment/restaurant option.

The freestanding commercial buildings and retail element of Park in the Valley - West will complement and benefit from the existing Mission Valley Center across Camino de la Reina, and will enhance the retail synergy of the area. The development Options provide the opportunity to locate active uses adjacent to the proposed LRT station and along a pedestrian "street" connection to Camino de la Reina. In addition, a pedestrian bridge or signalized intersection will link Park in the Valley with Mission Valley Center to the south.

The following pages illustrate Options A through E and summarize Phase I and Phase II site development options for Park in the Valley - West. The Option diagrams represent the desired relationship between the proposed future LRT station and adjacent buildings, pedestrian access and the river. Actual driveway locations, building locations, configurations, and size may vary. In the event that construction of the proposed LRT project does not proceed, then the Park in the Valley site shall develop without the LRT under a Special Permit application, without the need for a Specific Plan Amendment.



Park in the Valley - West

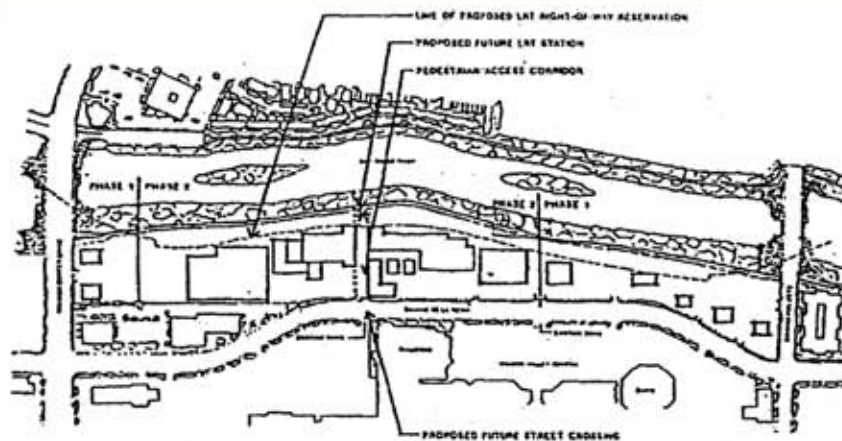
Option A

Phase I:

This phase will include a maximum of seven free-standing commercial buildings, such as restaurants, banks, service stations, and individual retail stores, totalling approximately 35,000 square feet on two site areas totalling approximately 7 acres.

Phase II:

Phase II will include a mixed-use complex of approximately 265,000 square feet of retail, 500,000 square feet of office space in multiple buildings with ground-level commercial retail uses, and a 300-room hotel with supporting uses and parking structures on approximately 10.5 acres. Parking lots and structures would be sited so as to maximize shared parking among adjacent uses. The multi-level complex will link the proposed LRT station to future Camino de la Reina street crossings via a 30-foot minimum main pedestrian corridor, with several retail establishments, smaller than the large retail anchors, and a plaza along the northern segment of the corridor.



Park in the Valley—West Option A—Mixed Use
First San Diego River Improvement Project Specific Plan

35
FIGURE

Park in the Valley - West

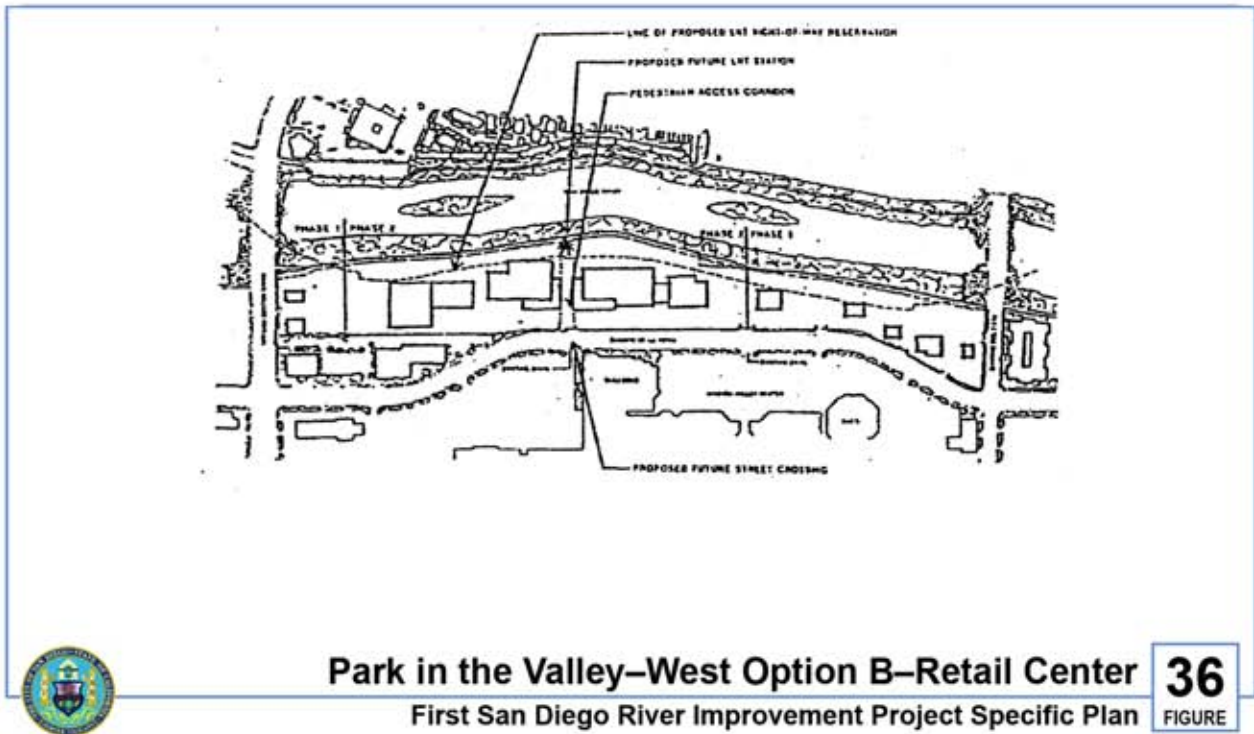
Option B

Phase I:

This phase will include a maximum of seven free-standing commercial buildings, such as restaurants, banks, service stations, and individual retail stores, totalling approximately 35,000 square feet on two site areas totalling approximately 7 acres.

Phase II:

This phase may include a retail center of approximately 265,000 square feet including several major retail anchors, shops, and restaurants with a combination of surface parking and limited structured parking on approximately 10.5 acres. The retail center will link the proposed LRT station to future Camino de la Reina street crossings via a 30-foot minimum main pedestrian corridor, with several retail and/or food establishments, smaller than the large retail anchors, and a plaza along the northern segment of the corridor.



Park in the Valley—West Option B—Retail Center

First San Diego River Improvement Project Specific Plan

36
FIGURE

Park in the Valley - West

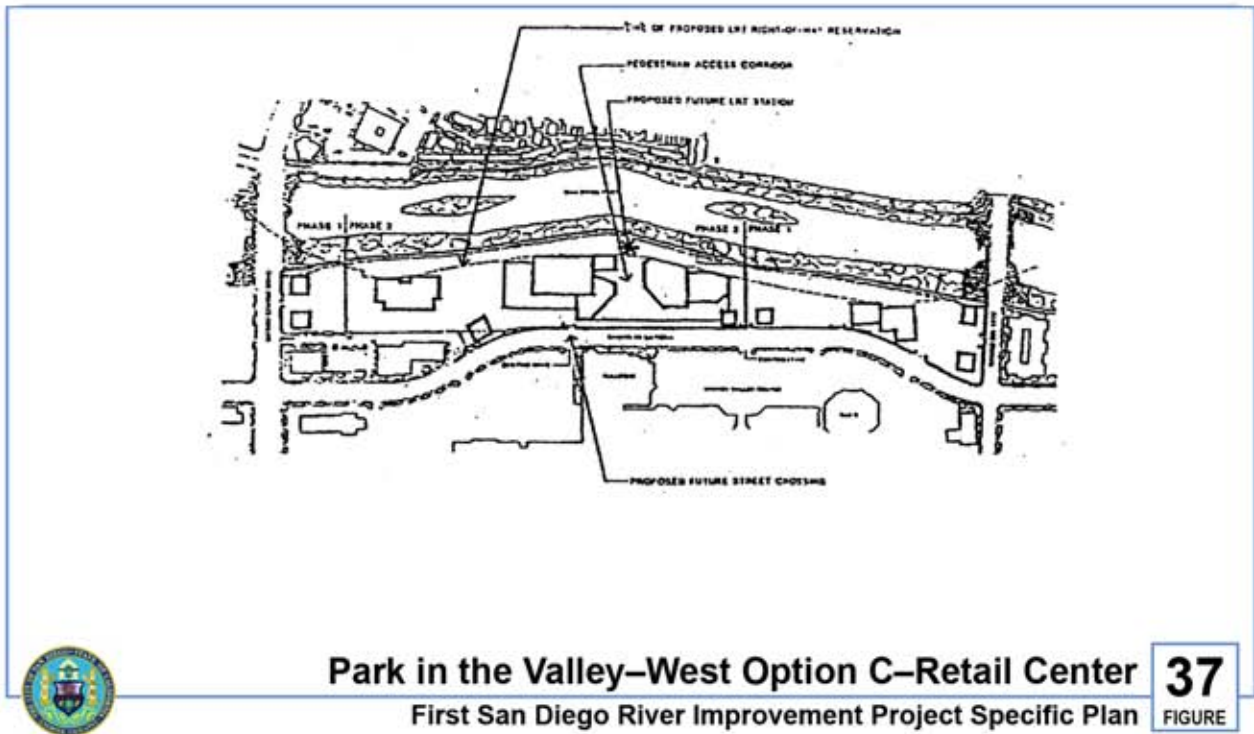
Option C

Phase I:

This phase will include a maximum of seven free-standing commercial buildings, such as restaurants, banks, service stations, and individual retail stores, totalling approximately 50,000 square feet on two site areas totalling approximately 7 acres.

Phase II:

This phase may include a multi-level retail complex of approximately 360,000 square feet, including multi-level retail anchor stores, shops, restaurant and entertainment facilities with supporting parking structures on approximately 10.5 acres. The multi-level complex will link the proposed LRT station to future Camino de la Reina street crossings via a 30-foot minimum main pedestrian corridor, with several retail establishments, smaller than the large retail anchors, and a plaza along the northern segment of the corridor.



Park in the Valley - West

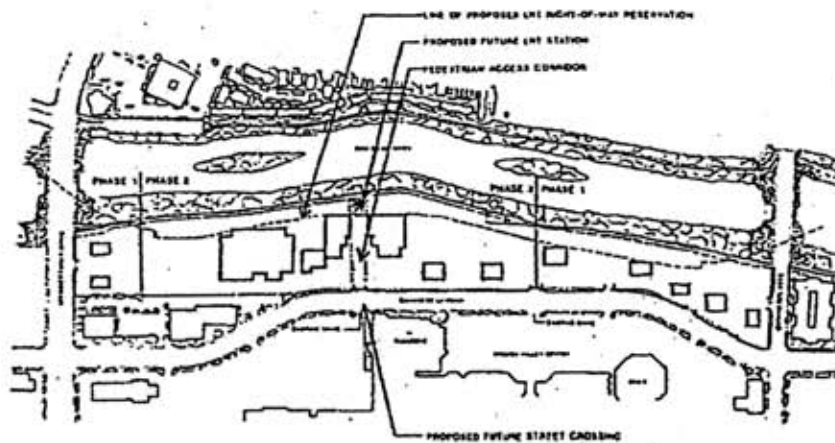
Option D

Phase I:

This phase will include a maximum of seven free-standing commercial buildings, such as restaurants, banks, service stations, and individual retail stores, totalling approximately 35,000 square feet on two site areas totalling approximately 7 acres.

Phase II:

This phase may include a retail/entertainment/restaurant complex including freestanding restaurants, theaters, and shops of approximately 150,000 square feet. The complex will link the proposed LRT station to future Camino de la Reina street crossings via a 30-foot minimum main pedestrian corridor, with several retail establishments, smaller than the large retail anchors, and a plaza along the northern segment of the corridor.



Park in the Valley–West Option D–Retail/
Entertainment/Restaurant Complex

First San Diego River Improvement Project Specific Plan

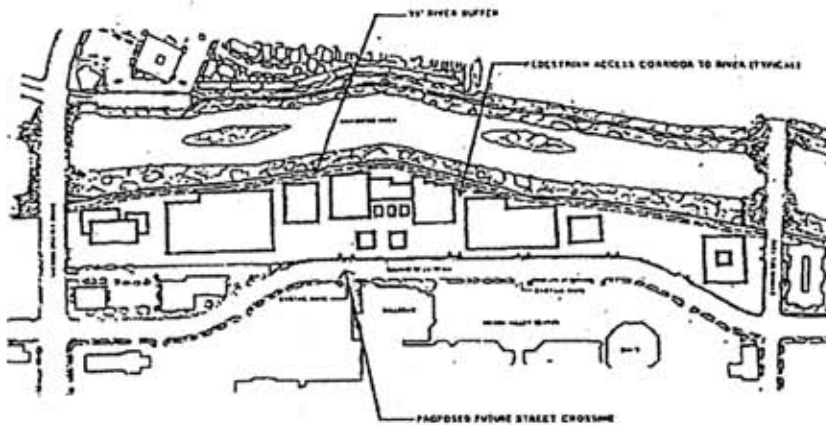
38
FIGURE



Park in the Valley - West

Option E

In the event that the LRT project does not occur, this option would provide for the development of a multi-use project consisting of a maximum of 500,000 square feet of office buildings, 300,000 square feet of retail buildings, and a 300-room hotel with 16,400 square feet of ancillary meeting space. A 35' river buffer shall be provided in accordance with the MVPDO. Access to the river should be provided by pedestrian walkways and/or defined plazas between buildings.



Park in the Valley—West Option E—Mixed Use/No LRT
First San Diego River Improvement Project Specific Plan

39
FIGURE

B. DEVELOPMENT GUIDELINES

Development guidelines are designed to provide a basis for the evaluation of future development plans and public improvements. Guidelines also provide the qualitative design concepts that will make subsequent development actions consistent.

1. Consistency with the Mission Valley Planned District Ordinance (MVPDO)

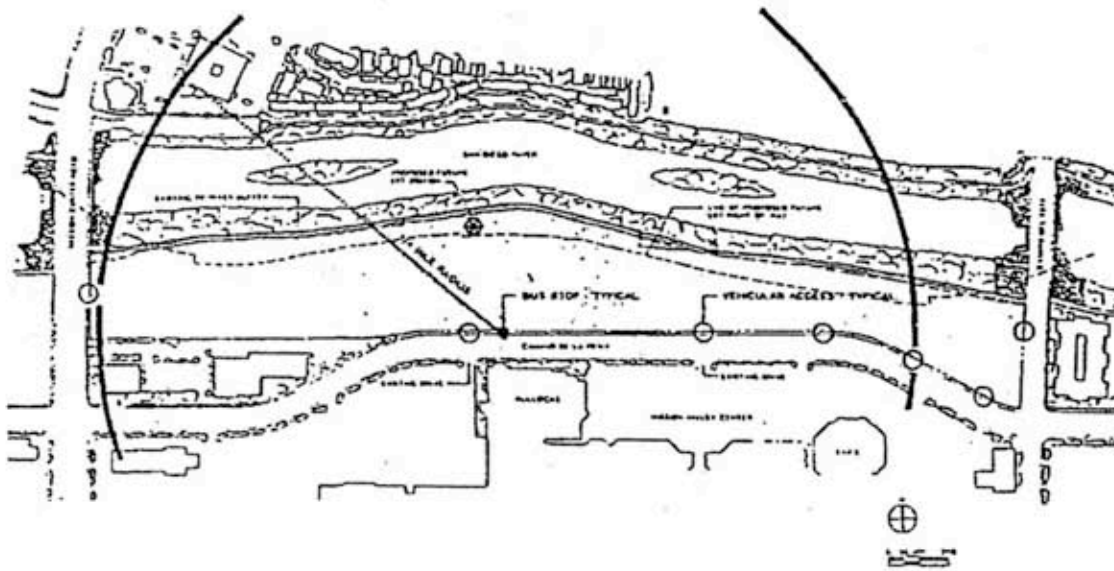
The original FSDRIP Specific Plan was adopted prior to City adoption of the MVPDO in July 1990. It is the intent of this revision to conform with the goals and objectives of the MVPDO development criteria. References to the MVPDO are specific only to the Park in the Valley property. These references shall not apply now or in the future to other FSDRIP properties. The Park in the Valley requirements with regard to MTDB are set forth in this project's Tentative Map Conditions (TM 92-0608).

2. Light Rail Transit (LRT/Transit Orientation)

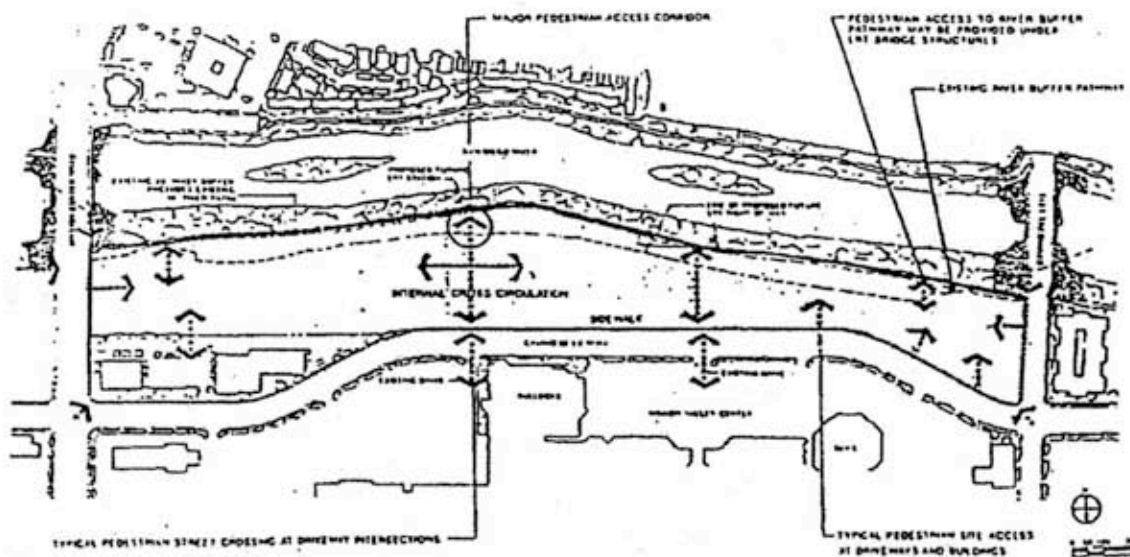
The Metropolitan Transit Development Board (MTDB) proposes a Light Rail transit line and station within the Park in the Valley - West site. The line will generally follow the river buffer along the top of the 100-year floodway, with the proposed station to be located approximately in the center portion of the site. At the east and west ends of the site, the LRT begins to rise on slope embankments and bridge structures to cross Mission Center Road and Camino del Este respectively. As a result, it is anticipated that views and access to the river will be limited on the east and west ends of the site, as shown in Figure 40.

Freestanding commercial buildings will be located in Phase I on the east and west ends of Park in the Valley - West where views and access to the river is limited. The Phase II center portion of the site should provide for the LRT station as shown in Options A through D. Buildings adjacent to the LRT station will include several smaller retail establishments, and are encouraged to provide active uses at the ground level along a 30-foot minimum pedestrian corridor, or "street" between buildings, with landscaping, seating, decorative paving and other urban amenities. The pedestrian corridor will link the proposed LRT station to the Camino de la Reina pedestrian bridge or street crossing(s) over Camino de la Reina.

Vehicular Access and Public Transit



Pedestrian Circulation



Park in the Valley West—Vehicular Access and Public Transit and Pedestrian Circulation
 First San Diego River Improvement Project Specific Plan



A bus stop(s) is intended to be located along Camino de la Reina, at the pedestrian street crossing connecting with the pedestrian corridor and the LRT station.

3. Open Space

A minimum of 33% of the total site shall be in landscaped open areas. Landscaping shall be provided in accordance with the City of San Diego Landscape Ordinance and MVPDO, and shall define open spaces, vistas, linking elements and pedestrian circulation corridors. Landscaped open space view corridors should be provided at the ground level along Camino de la Reina, and building setbacks should be provided at the river crossings at Mission Center Road and Camino del Este. Approximately 10% of the site's perimeter along Camino de la Reina should be reserved for landscaped view corridors.

The river buffer shall extend from the San Diego River measured from the 100-year floodway line. A 20' river buffer shall be provided at the east and west ends of the property where the proposed future LRT is elevated. Elsewhere on-site the LRT right-of-way will provide additional buffer area in accordance with the MVPDO. If the LRT is not constructed, then a 35' buffer will be provided in accordance with the MVPDO.

4. View Corridors (Figure 41)

The Park in the Valley development is comprised of multiple buildings providing the opportunity for view corridors between the buildings. In addition to the major pedestrian access corridor linking the LRT station to Camino de la Reina, north/south view and access corridors should be provided in several locations between buildings.

Landscaped parking areas and setbacks shall be designed to maintain views from Camino de la Reina to the river. A 20' river buffer is provided at the east and west ends of the property to maintain the openness of the river pathway and views up and down the river. To allow view corridors at pedestrian levels, landscaping materials in the view corridor areas should include tall trees with canopy areas, rather than short bushy trees.

5. Access and Circulation

Pedestrian and vehicular access and circulation shall be designed to link the river, the proposed LRT station and buildings with parking areas, and access to adjacent properties via a comprehensive access and circulation system.

Pedestrian walkways and plazas should be separated from vehicular circulation by a raised curb or bollard, and can be further defined by the use of landscaping, light fixtures and architectural elements. In instances where parking areas occur between buildings, walkways should be provided between these buildings to avoid requiring pedestrians to walk within main circulation drives.

A pedestrian bridge over Camino de la Reina shall be provided to link the planned development and the pedestrian/LRT corridor with Mission Valley Center. A signalized intersection may be provided in lieu of a pedestrian bridge if approved by the Engineering and Development Department.

Pedestrian walkways should be separated from vehicular circulation. The entire circulation system should be well lighted, further defined by landscaping.

Automobile driveways at Camino de la Reina should be carefully designed with pedestrian crossings in mind (see Figure 40). A patterned surface should be included to visually accent the pedestrian right-of-way. Automobile access to parking structures should avoid crossing the pedestrian sidewalks whenever possible.

6. Parking

The Park in the Valley development provides potential land uses which are compatible and in close proximity to one another, and are therefore eligible to utilize the City of San Diego Shared Parking Standards, Section 101.0830 of the City of San Diego Zoning Ordinance. In those areas where the opportunity for shared parking does not exist, parking shall be provided in accordance with the Zoning Ordinance (Division 8 - Off-street parking).

The Phase I commercial development may need to provide parking based on the zoning code parking requirements, however, upon completion of Phase II the overall parking ratio requirements may be lower if a shared parking plan is approved.

Parking areas and parking structures shall be landscaped, and provide for pedestrian circulation in accordance with the City of San Diego Landscape Ordinance and MVPDO.

7. Urban Design

The following design objectives and criteria are intended to create a development of consistent quality, visual continuity and functionally integrated.

- a. Architectural Treatments and Materials - The character of the Mission Valley and river setting suggests the use of certain materials as being more appropriate than others. Building materials should convey durability and permanence suitable to the San Diego climate. Design features should be incorporated into all structures to increase visual interest at ground level.

Structures shall create transitions in form and scale between large buildings and adjacent smaller buildings. Buildings should terrace down to the river and to open areas to maintain a comfortable scale relationship. Project focal points or landmarks, such as at the proposed LRT station, shall provide visual orientation through the use of vertical elements or other special forms. These architectural elements are particularly applicable adjacent to urban plaza areas.

A 30-foot minimum pedestrian corridor will link the proposed LRT station with Camino de la Reina and Mission Valley Center to the south. Several retail establishments, smaller than the large retail anchors, will be provided along the pedestrian corridor near the LRT station to provide for active, pedestrian-oriented development near the station.

Reflective materials should not be used in a way which causes a traffic hazard, diminishes the quality of riparian habitat, or reduces the enjoyment of public open space. No more than 50% of any single elevation of a building's exterior may be constituted of material with a light reflectivity greater than 30%.

- b. Plazas - A plaza or court will be provided at the proposed future LRT station to provide a

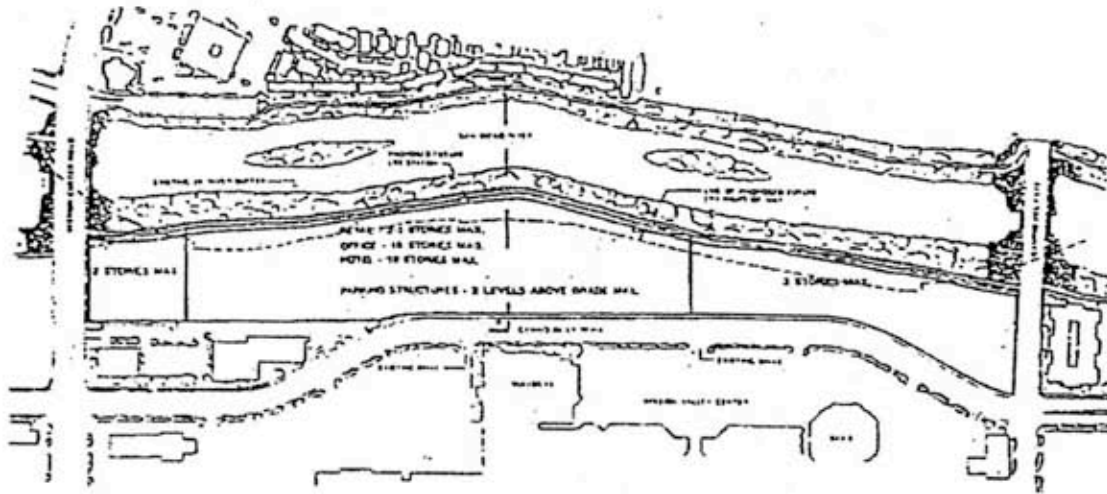
pedestrian gathering spot. The plaza should integrate hardscape and landscape areas, and have a focal point such as an architectural element, sculpture, garden or fountain. The plaza area and adjacent proposed future LRT station are intended to be located at the pedestrian corridor. Additional plaza areas are encouraged in conjunction with the commercial development on the site.

- c. Parking Structures - The perimeter of each parking structure floor above street level shall be screened to shield automobiles from public view. Landscaping and architectural treatments shall be provided in conformance with the MVPDO to shield any unfinished structural elements or mechanical appurtenances from at-grade viewing position from the opposite side of the street. Lights visible from the exterior of the structure shall be covered or screened with a diffusing lens, and oriented to minimize the visual impact from a standing position.
- d. Roof Treatment - Special attention shall be paid to roof area treatment and materials in all buildings. Mechanical equipment shall be screened from view above.
- e. Height - In order to provide visual openness and pedestrian scale along the river, building heights or portions of the buildings should generally be lower adjacent to the river, stepping up to higher elements. Height limits are conveyed in Figures 42 and 43, and shall comply with the MVPDO.

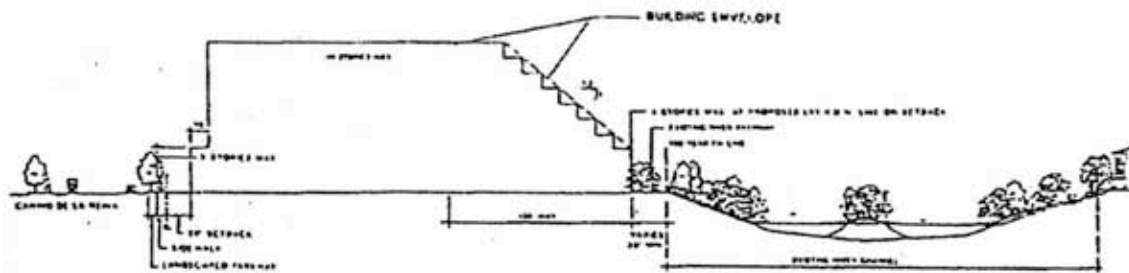
8. Noise and Vibration

The LRT and local roadways could generate unacceptable noise levels if a hotel is developed on-site. Site specific mitigation will be required upon review of a site specific study submitted with a subsequent Special Permit for hotel development in conformance with EIR Addendum No. 92-0608.

Building Height Limits



Building Height Envelope - Section



Rio Vista West

This project area is located on approximately 94 acres south of Friars Road and east of Qualcomm Way along the north bank of the San Diego River (Figure 44). The San Diego River occupies approximately 23 acres of Rio Vista West resulting in a net developable area of approximately 71 acres. The property was formerly used for processing of sand and gravel.

Provided under separate cover and as an accompaniment to the land use, development intensity and design guidelines provided in this section are the "Rio Vista West Development Standards and Design Guidelines." The Rio Vista West Development Standards and Design Guidelines establish detailed standards and guidelines for a mixed-use community. Implementation of the specific development standards and design guidelines for Rio Vista West will result in the creation of a Transit Oriented Development (TOD) in accordance with the City's TOD Guidelines. In compliance with the City's TOD Guidelines, Rio Vista West encourages transportation and land development patterns that reduce reliance on the automobile and promoting transit use, reducing vehicle trip lengths and creating environments that are conducive to walking and bicycling.

A. LAND USE AND INTENSITY

Rio Vista West establishes a new mixed-use neighborhood designed to implement the City's TOD Guidelines. Diverse housing, retail, entertainment and employment opportunities will be brought together in a way that supports transit, bicycling and walking, enhances the San Diego River corridor, and creates an attractive community with a traditional San Diego aesthetic. These land uses will be organized around public open space features in a traditional or modified grid pattern. The highest residential densities will be provided closest to MTDB's Trolley Station west of Qualcomm Way.

GUIDELINES:

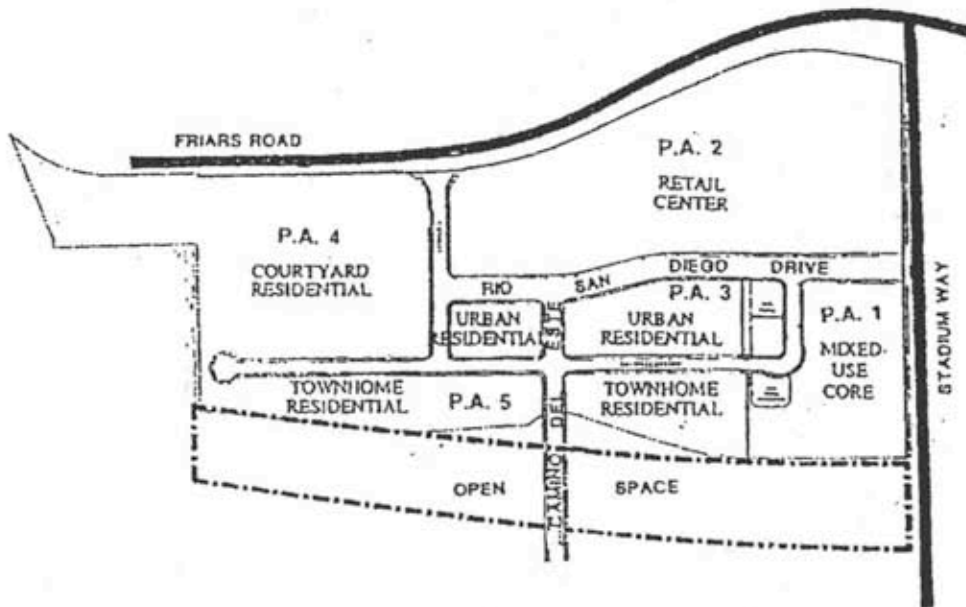
TOTAL DEVELOPMENT INTENSITY

Residential: 928 - 1,754 dwelling units

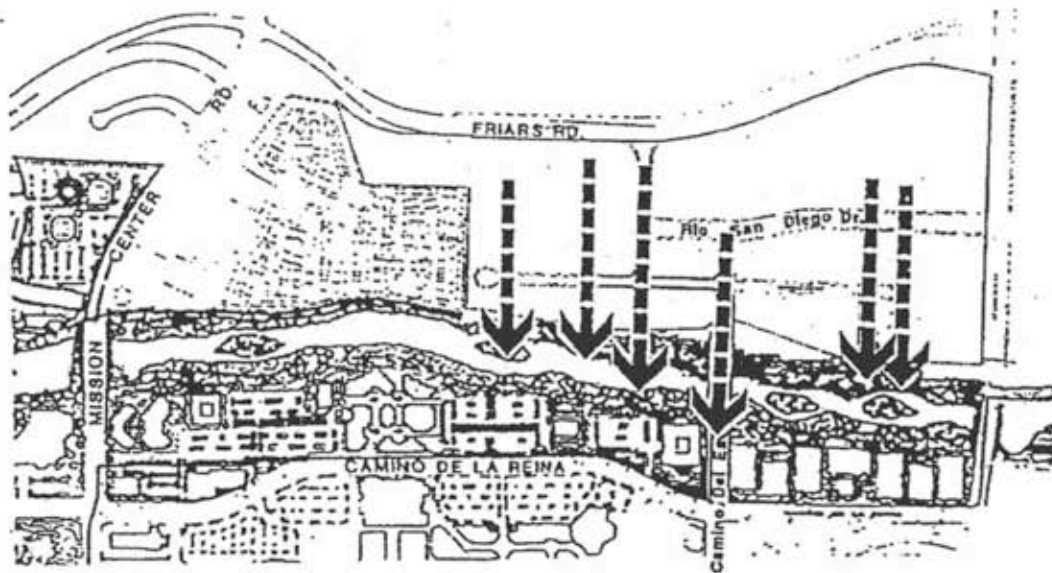
Retail Commercial: 290,000 - 310,000 square feet

Rio Vista West is divided into five separate planning areas as shown in Figure 46. These planning areas include: 1) Urban Residential/Mixed-Use Core; 2) Retail Center; 3) Urban Residential; 4) Courtyard Residential; and, 5) Riverfront Residential. The uses proposed for each of these planning areas have been carefully planned to function as a mixture of integrated land uses. The following uses are proposed (Figure 35):

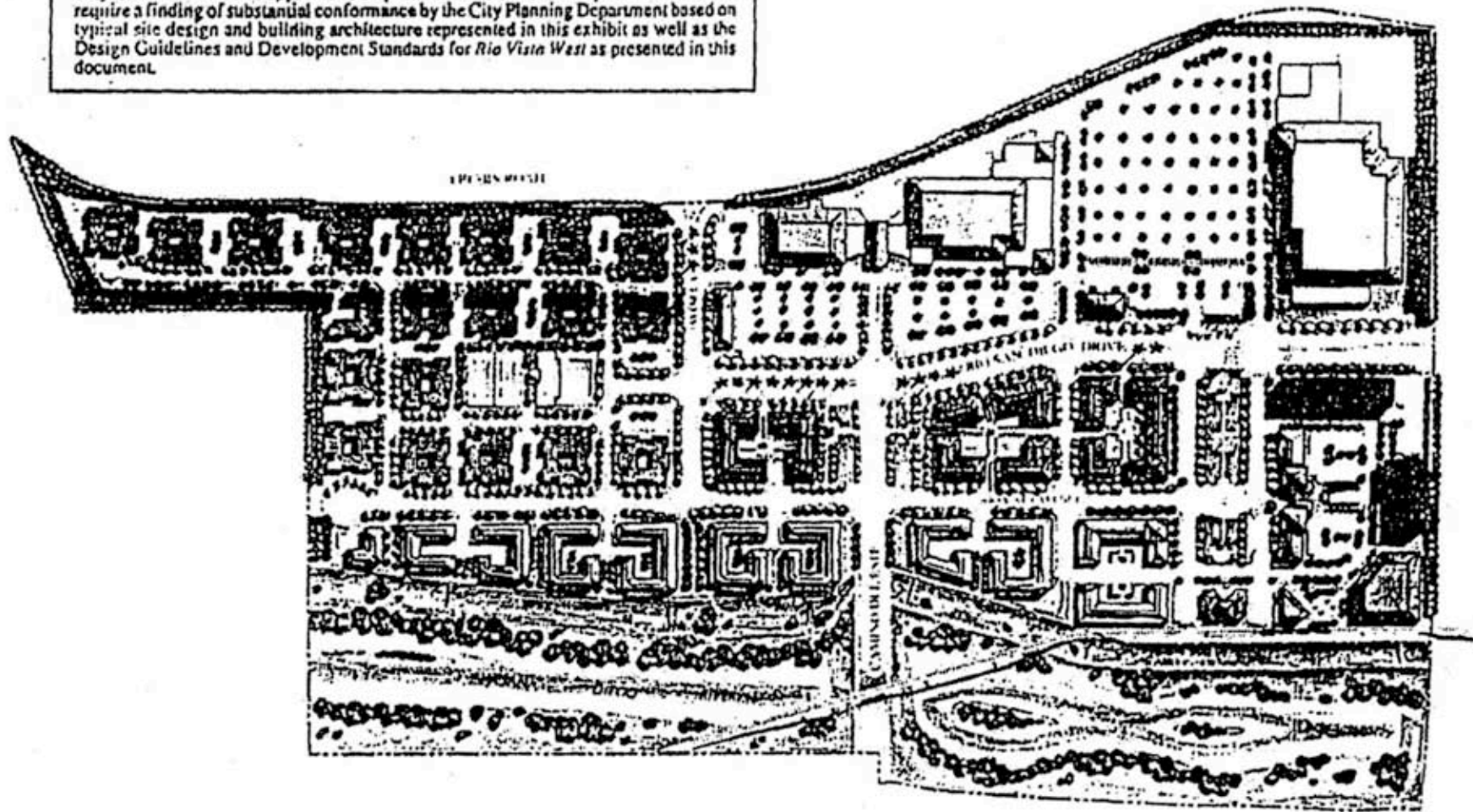
Land Use



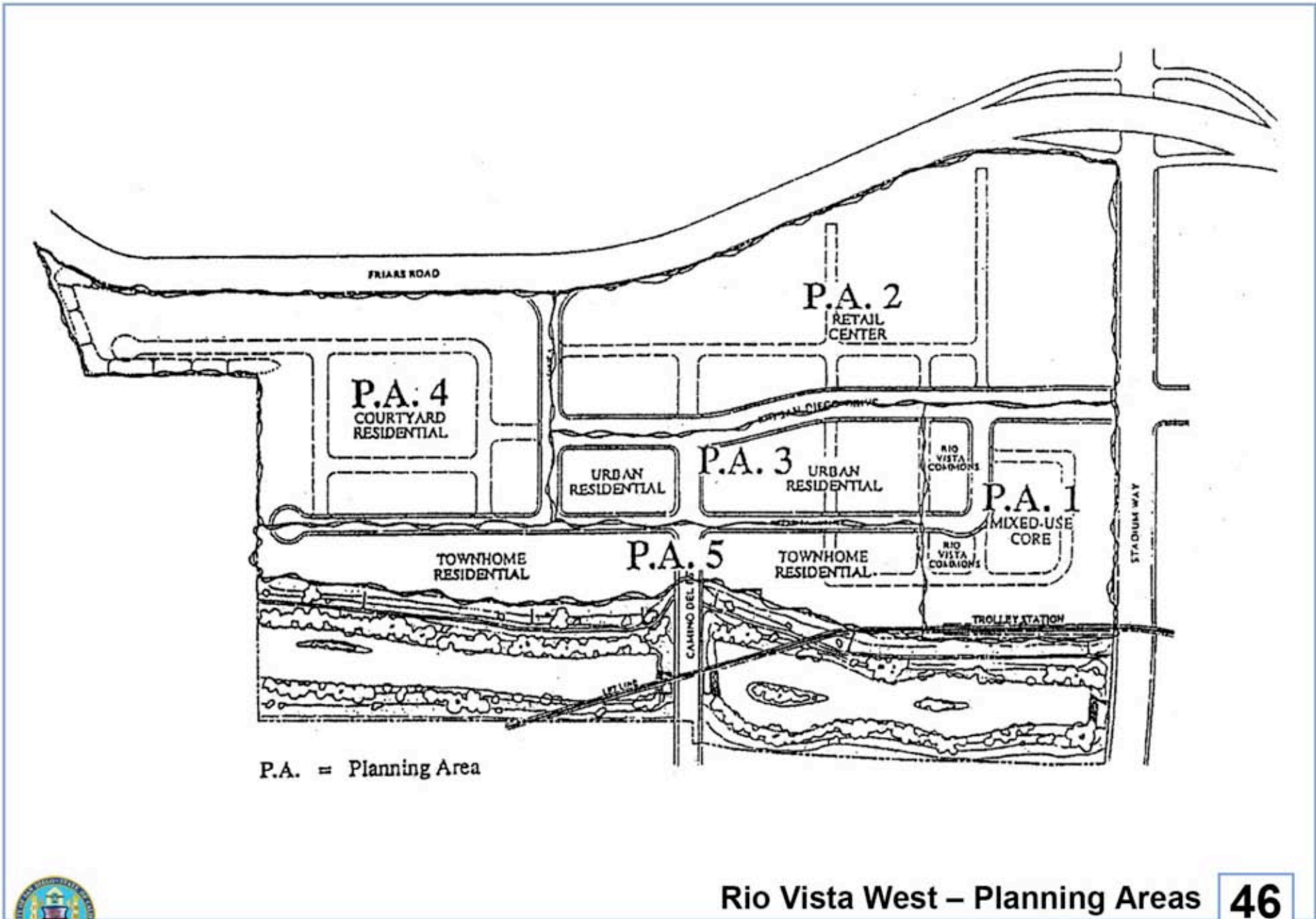
View Corridors



This is a conceptual design for illustrative purposes only. Individual lot site design, building footprints, parking and circulation, and architecture are typical and based on the design requirements of the *Rio Vista West Design Guidelines and Development Standards*. Actual development may vary from these typical representations and are subject to submittal and approval of a Special Permit. Review of Special Permits will require a finding of substantial conformance by the City Planning Department based on typical site design and building architecture represented in this exhibit as well as the Design Guidelines and Development Standards for *Rio Vista West* as presented in this document.



Rio Vista West – Illustrative Site Plan
First San Diego River Improvement Project Specific Plan



Rio Vista West – Planning Areas

First San Diego River Improvement Project Specific Plan

46

FIGURE



1. Urban Residential/Mixed-Used Core - Approximately 13.9 acres to be developed as a mix of the high intensity and residential uses on-site in proximity to the trolley station and the Rio Vista Commons public space. Commercial uses, such as retail shops, restaurants and office, are planned in areas which front the Rio Vista Commons, as well in areas adjacent to the Trolley Plaza. Commercial uses are permitted at street level adjacent to the Rio Vista Commons public area. Parking for commercial and residential uses may occur as surface parking, tuck-under garages or in a parking structure. Outdoor sales such as push-carts, eating areas and a Farmers' Market are permitted to further enliven this area.

Commercial: 30-50,000 square foot
Residential: 416 - 970 dwelling units

2. Retail Center - Approximately 22 acres containing anchor stores and ancillary shops in a configuration that accommodates storefront parking while maintaining comfortable pedestrian connections to adjoining land uses. It is anticipated that the center will contain a large discount department store, a super market/drug store, clothing stores, and other miscellaneous shops. Additional uses may include outdoor sales, push-carts, outdoor eating areas and a Farmers' Market.

Retail Commercial: 260,000 square feet

Urban Residential - Approximately 2.8 acres to be developed in attached and stacked units with shared courtyard space built over structured parking. Units will be arranged in three-to-five story residential buildings.

Residential: 85 - 197 dwelling units

3. Courtyard Residential - Approximately 16 acres to be developed with attached and stacked units with parking on-grade, often in a "tuck-under" configuration. These residential units will be within walking distance of transit and the Retail Center. A centrally located private recreation center will create a focus for this planning area and serve as an important amenity for residents.

Residential: 374-490 dwelling units

4. Riverfront Residential - Approximately 2.9 acres to be developed as attached on-grade surface parking, "tuck-under" garages, subterranean garages or parking structures. Many

of these two-to-three story apartments will offer views of the San Diego River. The lower building heights in this area will help maintain views to the river from the project's interior.

Residential: 53 - 97 dwelling units

B. OPEN SPACE & RECREATION

Rio Vista West will provide a variety of recreational amenities including three prominent public areas and a private recreation center. In addition, the project is designed to take advantage of its proximity to the San Diego River and the Riverfront trail. These open space features are shown in Figure 45 and discussed below.

Rio Vista Commons (1.37 acres) - This area is located south of Rio San Diego Drive in the vicinity of the Retail Center and the Urban residential/Mixed-Use Core. With a minimum width of 100 feet, it is envisioned that the Rio Vista Commons will provide an interface in this area where the highest intensity of development is planned for Rio Vista West. Permitted land uses include a pavilion and bandstand, grass amphitheater, open areas and pedestrian links to adjacent uses and the Trolley Station.

Trolley Plaza - Contrasted with the landscaped Rio Vista Commons is the Trolley Plaza which will feature hardscape treatments and a paved plaza to serve as the focal point and gathering place for the Trolley Station. The open plaza may also allow push-cart retail vendors. An expanded drop-off area and pedestrian corridor shall occur at the southern end of the Rio Vista Commons to promote pedestrian access to the Trolley Station. The transition between the ground level in Rio Vista West and the elevated LRT will be designed to encourage pedestrian activity. Site designs in this area should incorporate features such as broad pedestrian terraces, steps and ramps which incorporate the elevation interface of development and the LRT. Structural features which integrate with buildings, such as subterranean parking garages, are encouraged to raise the site to the level of the LRT Station.

The applicant shall dedicate easements to MTDB for pedestrian and service vehicle access at the Trolley drop-off area and through the Trolley Plaza to the Trolley Station. Pedestrian ramps to the Trolley Station shall be ADA accessible. Turning movements on the ramps shall be designed to accommodate MTDB service vehicles, to the satisfaction of MTDB.

Private Recreational Facilities - A private recreation center (+/- 1.0 acres) will be provided in conjunction with the Courtyard Residential area. This amenity will provide residents with such facilities as a pool, tennis courts, tot lots, etc. Additional private recreational facilities, totaling a minimum of 1.64 acres, will be provided in the Urban Residential, Urban Residential/Mixed Use Core and Riverfront Residential areas to serve the needs of residents. In the event that one builder is responsible for construction of the Urban Residential/Mixed Use Core, Riverfront Residential and Urban Residential areas, smaller recreational areas may be constructed to serve more than one planning area. These recreational facilities may include such amenities as a meeting room, spa, shuffleboard, gym, weight rooms, rooftop active recreation uses or active recreational uses constructed on the top level of parking structures, tot lot or pool.

San Diego River Frontage (23 acres) - The San Diego River frontage also provides recreational and open space amenities for the project, especially for the Garden Apartments and Urban Residential areas that immediately abut it. Vertical access to the Riverfront trail exists along the river slopes abutting the project's southern boundary. The project will provide an additional "Riverfront Promenade" to serve the project at the top of the river slopes within the project limits.

GUIDELINES:

The project should utilize landscaping materials compatible with the native vegetation along the river corridor. Where development fronts on the San Diego River, landscape materials used in the river corridor should be brought into landscape open spaces between buildings.

The project will be designed to provide individual site open space that will be linked among themselves and with the river corridor.

All of the buildings in Rio Vista West will be designed and sited to create positive landscaped open spaces. All of the areas that have not been covered by habitable structures should be designed to be human scale, usable project open space.

Vistas should be created by varying building heights with the taller buildings generally closer to Friars Road and the lower buildings adjacent to the river.

Landscaped areas should be developed so as to create view corridors into the river. Structures should be set back a minimum of 30 feet (average 35 feet) from the floodway line of the San Diego River.

To best integrate the residential development and the related open space with the San Diego River's amenities, the residential development should be staggered along the river to provide vistas. To further enhance the river corridor, the residential buildings should terrace down to the river.

In the Courtyard Residential Planning Area, buildings should be clustered around a centralized private recreational enter. The residential units should be developed with access to a system of balconies, terraces and private outdoor areas that will be available to all units.

Commercial buildings should be clustered to make the most efficient use of the site, while creating large landscaped open spaces for human use and developing vistas to river and other open space areas.

Where practical, building roofscapes should be used as part of the community and building open space which will serve both active and passive open space needs, including areas for social functions and for the enjoyment of urban and river views.

View corridors to the river and/or the Trolley Station should be created along internal project roads, as shown in the Design Guidelines and Development Standards for Rio Vista West, to provide views from public roads to the San Diego River. Landscaped building setbacks at Rio San Diego Drive, Qualcomm Way and Camino del Este will be provided to create views to the river. Approximately 13% of the Rio San Diego Drive perimeter should be reserved for see-through or views to the river and/or Trolley Station (Figure 44).

Conceptual cross-sections through Rio Vista West are illustrated in Figure 47.

C. ACCESS AND CIRCULATION

In 1993, the FSDRIP/Rio Vista West entitlements were modified which resulted in an excess of approximately 13,000 average daily trips (ADT's). The property owner intends to transfer approximately 4,200 of these trips to Rio Vista East (Map 10305), east of Qualcomm Way. This transfer is subject to approval of a Planned Commercial Development (PCD) Plan Amendment or other discretionary Mission Valley permit and all

necessary traffic and environmental studies. The transfer of excess Rio Vista West trips to any other destination would require an amendment to this Specific Plan.

An interconnected network of public and private streets are planned for Rio Vista West to provide direct and walkable connections within the site and into surrounding areas. Building entries, parking, plazas and other development elements are designed and configured in a way to focus activity on streets, the Rio Vista Commons and Trolley Plaza, and the San Diego River. At higher density levels, multi-story structures will be necessary to accommodate residential units. For developments at the higher density ranges, individual unit entrances may occur interior to the project; however, exterior building entries should address Station Village Way and/or Rio Vista Commons. Building design with multiple entrances will enforce the rhythm of the urban main street. Rio Vista West is designed to promote the concept of defensible space by reestablishing streets as the focal points of neighborhood life.

GUIDELINES:

Pedestrians/Bicycles:

Rio Vista West's network of pedestrian paths is an essential ingredient in creating a development that is successful as a walkable and transit-oriented neighborhood. Pedestrian accesses should be provided in a manner which encourage residents and employees to walk along continuous pedestrian-oriented paths to places of employment, shops, residences and public places, such as the Commons and Trolley. Higher transit ridership will result from comfortable pedestrian environments which are well lighted and enveloped in landscaping. Streetside sidewalks and pedestrian walkways shall be as indicated in the Design Guidelines and Development Standards. Sidewalks should be paved with a lightly-textured concrete and light in color. All sidewalks and pedestrian walkways shall be a minimum of six-feet in width.

In addition to the pedestrian connections provided throughout the site, a Riverfront Promenade will be created along a portion of the southern edge of Rio Vista West where it abuts the river corridor. Additionally, a pedestrian and bicycle crossing of Qualcomm Way will be provided in conjunction with MTDB's construction of the LRT bridge over Qualcomm Way. This pedestrian and bicycle crossing will increase accessibility between the Rio Vista East and Rio Vista West developments including access to the Trolley Station. Easements shall be

dedicated to MTDB for a stairway access to the LRT station adjacent to the access ramp on Qualcomm Way and for pedestrian and MTDB service vehicle access, as previously described.

The Trolley Station shall also create a place for pedestrian activity. Pedestrians should be directed to and from the trolley through a "plaza" where sidewalk vendors, open patio dining, and small retail shops are encouraged. An expanded drop-off area and expanded corridor shall occur at the southern end of the Rio Vista Commons to promote pedestrian access to the Trolley Station. The transition between the ground level in Rio Vista West and the elevated LRT will be designed to encourage pedestrian activity and accommodate ADA-compliant access to the station. Site designs in this area should incorporate features such as broad pedestrian terraces, steps and ramps which incorporate the elevation interface of development and the LRT. Structural features which integrate site buildings, such as subterranean parking garages, are encouraged to raise the site to the level of the LRT station. Pedestrian access through the Trolley Plaza should also tie into other uses and public places, such as the Rio Vista Commons.

Bicycle accessibility and the provision of on-site facilities are also important aspects for development of the Rio Vista West site. Class II bikeways should be provided on Camino del Este, Rio San Diego Drive and Gill Village Way as it enters the site from Friars Road up to Rio San Diego Drive. Other internal streets within the project should accommodate bicycle travel in a shared manner with vehicles. A Class I bike path is available on the existing San Diego River Pedestrian/Bikeway and curb cuts should be provided on Camino del Este to accommodate bicycles. Secured bicycle parking facilities should be provided adjacent to retail commercial, employment and common area uses. MTDB should incorporate bicycle lockers and/or bicycle parking areas in the design of the Trolley Station.

Automobile:

Street standards and features recommended for Rio Vista West, as described in the Design Guidelines and Development Standards, are designed to correspond with each street's functional setting. Based on this functional analysis, proposed street dimensions should not exceed what is required for the safe and efficient flow of traffic.

Rio San Diego Drive should be designed with a landscaped median and extended through the site from Qualcomm Way. Upon entering Rio Vista West, Rio San Diego Drive should be

constructed within a 124-foot wide right-of-way in order to accommodate right and left turn lanes for vehicles turning onto Qualcomm Way. As traffic continues westward, the right-of-way may be reduced. On either side of Rio San Diego Drive, within the right-of-way, a landscaped parkway, 6-foot sidewalk, and 6-foot bikeway should be provided.

Camino del Este enters Rio Vista West from the south providing access to areas across the San Diego River. Designed as a 4-lane facility, this street also should have landscaped parkways, a 6-foot sidewalk and bikeway on either side of the street, creating a pleasant entry statement for the project.

A public street, private street or private drive should be provided to access the Trolley Station/Plaza through the Urban Residential/Mixed Use Core. Because of its location within a high activity commercial core, it is important that this street remain pedestrian-friendly. This can be accomplished by providing parallel and perpendicular parking. No median should be provided on this street to further minimize its intrusion into this public space.

Other public streets within Rio Vista West should be designed to accommodate anticipated traffic volumes while minimizing traffic speeds and responding to the pedestrian focus of the project. Landscaped parkways and 6-foot sidewalks should be provided along all public streets.

Private streets within Rio Vista West should be constructed as 36 to 40-foot curb-to-curb widths. A tree well may periodically intrude within the 8-foot parking lane on private residential streets to diminish the presence of vehicles and create a pedestrian-friendly streetscape.

Parking:

Parking for the variety of uses planned in Rio Vista West should be as defined in the Design Standards and Development Guidelines. A reduction in parking should be considered due to the intensity and mix of uses as well as transit opportunities. This can be facilitated by conducting a shared parking analysis for the commercial office, retail and mixed-use core uses. Because of mobility options provided by the Trolley and easy bus connections, reductions in residential parking ratio should also be considered. On-street parking shall be permitted throughout Rio Vista West and can be utilized in calculating required parking.

Public Transportation:

The MTDB has extended a LRT through Mission Valley. In conjunction with this extension, there is a Trolley Station at the Rio Vista West site (Figures 24 and 48). The station includes platforms, telephones, seating, trash receptacles, ticket vending equipment, a public address system and lighting. The station is landscaped to conform to the overall theme of Rio Vista West. A 35-foot light rail transit right-of-way, plus up to 25 additional feet of width at the station area has been provided across the southern portion of the property. As previously described, an expanded area will be provided at the southern terminus of the Rio Vista Commons to provide passenger drop-offs. Within this area, MTDB vehicles will be permitted to park for maintenance and security purposes.

VI. Public Facilities and Services

A. PUBLIC IMPROVEMENTS

Public improvements shall be provided as described below:

General:

The "General Conditions for Tentative Subdivision Maps" filed in the office of the City Clerk under Document No. 767688, on May 7, 1998, or as amended, shall be made a condition of map approval. Only those exceptions to the General Conditions which are shown on the tentative map and covered in these special conditions will be authorized.

The subdivider must provide a geological report on the subject properties to determine the stability of the soil. All slopes shall be constructed in accordance with the provisions of San Diego Municipal Code Section 62.0410 et seq.

Undergrounding of existing and/or proposed public utility systems and service facilities is required according to San Diego Municipal Code Section 102.0404, Subsection 2.

On-Site Street Improvements:

Street improvements shall be provided as shown on Figure 49, as described below:

1. Camino de la Reina

- a. Widen to 78-foot curb-to-curb width major street (within a 98-foot right-of-way width), except adjacent to the existing Bullocks Store, from SR-163 to Qualcomm Way to provide for four lanes with center islands, parking lanes, sidewalks, street lighting, and bus turnouts as required.
- b. Construct adequate drainage system to control drainage on street and conduct runoff to flood channel.
- c. Construct or modify traffic signals at Mission Center Road and Qualcomm Way, and at Camino del Este.

- d. Construct pedestrian overpass westerly of Mission Center Road.
- e. Realign roadway approaching the SR-163 underpass and reconnect lateral roadway to the satisfaction of City Engineer. Remove and restore surplus roadway.
- f. Provide bike path generally paralleling Camino De La Reina. Path shall be eight feet wide within a 12-foot (minimum) right-of-way, and crossings of street with four lanes or more shall be at signalized intersection or shall be separated from street grade.

2. Mission Center Road

- a. Construct 102-foot curb-to-curb width major street (within 122-foot right-of-way) between Camino De La Reina and the fully completed section to north of river, including six travel lanes, center islands, parking lanes, sidewalks, and street lights.
- b. Construct six-lane roadway across flood channel, with same cross-section required in 2.a. above.
- c. Construct adequate drainage system to control street drainage and conduct runoff to flood channel.
- d. Modify traffic signals at Camino Del Rio North.
- e. Widen Mission Center Road from Camino Del Rio North to Camino De La Reina to six-lane major street standards.

3. Stadium Way

- a. Construct as 102-foot curb-to-curb width major street (within 122-foot right-of-way) from Camino De La Reina to north of the river and complete the improvements to Friars Road, including six lanes, center islands, parking lanes, sidewalks, and street lights. Ultimate widening north of river required when Rio Vista West is developed; however, eucalyptus trees to remain until depletion of sand and gravel resources. An interim six-lane facility may be required.
- b. Construct 102-foot roadway over flood channel.

- c. Construct adequate drainage system to control street drainage and to conduct runoff to flood control.
 - d. Modify traffic signal at Camino De La Reina.
4. Camino Del Este (Required when Rio San Diego Drive is dedicated)
- a. Construct 64-foot curb-to-curb width (within an 86-foot right-of-way) from Camino De La Reina to Rio Vista West, including four travel lanes, Class II bicycle lanes, parking lanes, sidewalks, and street lights.
 - b. Construct four-lane roadway as a 64-foot curb-to-curb width major street, within a 86-foot right-of-way, across flood channel.
 - c. Construct adequate drainage system to control street drainage and conduct runoff to flood channel.
5. Rio San Diego Drive
- a. Construct 100-foot curb-to-curb width (within a 124-foot right-of-way) from the entrance to Rio Vista West up to Rio Vista Avenue and the Rio Vista Commons, including four travel lanes, Class II bicycle lanes, right and left turn pockets at Stadium Way, center landscaped medians, landscaped parkways, sidewalks, and street lights, with local drainage structures as appropriate.
 - b. From Rio Vista Commons, reduce the curb-to-curb width to 78 feet within a 102-foot wide right-of-way, including four travel lanes, Class II bicycle lanes, center landscaped medians, landscaped parkways, parking lanes, sidewalks, and street lights, with local drainage structures as appropriate.
 - c. Construct traffic signals at the intersections of Camino Del Este and Stadium Way.
- NOTE: Intersection with Friars will be right turns in-and-out only. No signals contemplated.
6. A memorandum dated October 22, 1982, to Allen Jones, Deputy Director, Environmental Quality Division from Deputy Director, Engineering and Development Department at paragraphs 7. and 9. under the heading

of Mitigation identifies the need for additional and/or modified traffic improvements over those above. Such additional and/or modified traffic improvements shall be provided to the satisfaction of the City Engineer.

Off-site Transportation Facilities

The approved draft Mission Valley Community Plan as adopted identifies the following community-wide traffic improvements:

1. Project #3 - consisting of the widening and/or restriping of Mission Center Road to six lanes from Friars Road to Camino Del Rio North, including the improvement of interchange ramps at the Friars Road interchange.
2. Project #14 - consisting of the provision at SR-163 and Friars Road for dual left turn lanes for eastbound and northbound on-ramps including the widening of the leg of the intersection to accept two turning lanes.*
3. Project #17 - consisting of the cutting back at the intersection of SR-163 and Friars Road of the median and traffic islands to allow three westbound lanes through the signal for northbound on-ramps.*
4. Project #22 - consisting of new westbound I-8 ramps to and from Camino Del Rio North in the vicinity of I-805.

The above referenced traffic improvements shall be provided to the satisfaction of the City Engineer at any time in the sole discretion of the subdividing owners or upon one year's prior written notice to the subdividing owners for the City but in no event shall such improvement be required to be in place pursuant to said notice prior to occupancy of any private development.

The subdividing owners reserve the right to provide the improvements by an assessment district or appropriate reimbursement agreement.

* Subject to modification by CalTrans to be determined by a "Project Study".

Additional On-Site Street Improvements for Hazard Center

In addition to the street improvements described above, the following on-site street improvements shall be provided at the time of development to the satisfaction of the City Engineer:

1. Hazard Center Drive

- a. Construct 78-foot curb-to-curb width collector street (within 98-foot right-of-way) including four travel lanes, shoulders and sidewalks from Mission Center Road to Frazee Road. Construct a 72-foot curb-to-curb width collector street (within 92-foot right-of-way) including travel lanes, shoulders and sidewalks, from Frazee Road to SR-163.
- b. Construct two traffic signals, one each at Frazee Road and at Mission Center Road intersections with Hazard Center Drive.

2. Frazee Road

- a. Construct 78-foot curb-to-curb width collector street (within 98-foot right-of-way) between Friars Road and Hazard Center Drive, including four travel lanes, shoulders and sidewalks.
- b. Modify traffic signals at the intersection of Friars Road and Frazee Road.

Additional Off-site Transportation Facilities for Hazard Center

In addition to the on-site transportation facilities described above, the following shall be provided to the satisfaction of the City Engineer:

1. Construction of a two-lane street from westerly of Hazard Center to a physically traversable connection with the Fashion Valley shopping center property.

Such improvement shall be provided to the satisfaction of the City Engineer at any time in the sole discretion of the Hazard Center owners or upon two years prior written notice to the Hazard Center owners by the City, but in no event shall such improvement be required to be in place pursuant to said notice prior to certificates of occupancy being issued for floor area of private development within the Hazard Center which generates not less than 10,000 ADT.

When the final alignment of this street is determined, additional environmental review may be required to determine if the street construction from the Hazard

Center to the Fashion Valley shopping center will have any environmental impacts. If deemed necessary, such environmental review and any mitigation shall be provided as reasonably determined by the Planning Director.

The Hazard Center owners shall provide the above improvement by: (i) an assessment district, or (ii) an appropriate reimbursement agreement, or (iii) by other means.

2. Reconfiguration and improvements in the immediate vicinity of the Friars Road/Frazee Road intersection in order to minimize the impact of the intersection. This measure would consist of reconfiguration of the intersection to include four lanes of through traffic both east-bound and west-bound on Friars Road, dual left turn lanes from both directions on Friars to Frazee, and provision of a right turn lane from both directions of Friars Road to Frazee. In this regard, the Hazard Center owners shall be responsible for all reconfiguration and improvement south of the centerline of Friars Road including any traffic signalization at the north-bound SR-163 to east-bound off-ramps and including any necessary dedication of right-of-way.
3. The Hazard Center owners shall provide improvements to:
 - (i) Prohibit pedestrian crossing at the Friars Road/Frazee Road intersection, if determined necessary by the City Engineer; and
 - (ii) Provide alternative pedestrian access under Friars Road at Mission Center Road, utilizing the existing right-of-way.

The traffic improvements references in 2. and 3. above, shall be provided to the satisfaction of the City Engineer at any time in the sole discretion of the

Hazard Center owners or upon one year prior written notice to the Hazard Center owners from the City but in no event shall such improvements be required to be in place pursuant to said notice prior to occupancy of any private development.

The Hazard Center owners shall provide the above improvement by: (i) an assessment district, or (ii) an appropriate reimbursement agreement, or (iii) by other means.

4. Friars Road Underpass West of Stadium Way

The subdividing owners shall not construct improvements on the south side of Friars Road which would preclude a connection from the underpass to the future Rio San Diego Drive.

5. Above-Grade Pedestrian Way Across Friars Road

Prior to commencement of private development, the Hazard Center owners shall sign document(s) in a form satisfactory to the City Attorney's office indicating that they will not protest the formation of an assessment district formed to provide an above-grade pedestrian way across Friars Road at Frazee Road.

Utilities

1. Water - construct complete water distribution system to serve the project area, complete with fire hydrants and appurtenances necessary for the operation and maintenance of the system.
2. Sewer
 - a. Construct complete sewer collection system to serve the project area.
 - b. Construct alternate alignment of Mission Valley Trunk Sewer on approved grade and alignment.
3. Private Utilities - Construct distribution system for electric, telephone, CATV, and gas as required to serve the development and public facilities.

Flood Control Facility

Construct floodway to accommodate 100-year flood (49,000 CFS) complete with the necessary energy dissipaters, drop structures, and riprap section to control the flood and protect the channel facilities.

Install erosion control plantings and landscaping with irrigation system, and construct a system of walkways, bikeways and view pints in accordance with the approved project plan.

Convey right-of-way to City in form of dedication and/or fee ownership.

Perform the necessary work preparatory to hearing before Council for the formation of the Maintenance District for the flood channel and the appurtenant facilities.

Park Facilities

The provision of park facilities is addressed in the following section.

B. NEIGHBORHOOD COMMERCIAL FACILITIES AND PARK FACILITIES

Neighborhood Commercial Facilities

Neighborhood convenience retail shopping centers provide for the day-to-day needs of residents. These centers are typically located within or adjacent to residential neighborhoods. Neighborhood commercial facilities in the Mission Valley community include a three-acre center located at the intersection of San Diego Mission Road and Rancho Mission Road and the Ralph's Shopping Center located at Mission Center Road and Friars Road.

The Specific Plan will result in the development of between ~~3,015 to 3,777~~ 3,264 to 4,461 residential units with an estimated population of ~~5,819 to 7,667~~ 6,300 to 9,056 persons. To serve the needs of the project area, a community commercial center will be provided will accommodate approximate 325,000 square feet on approximately 30 acres.

C. SCHOOLS

The Private Improvement Element of the Specific Plan proposed ~~2,336 to 2,707~~ 2,585 to 3,656 multi-family dwelling units. The San Diego School District (SDSD) schools serving the area include the Jones and Juarez Elementary Schools, Taft Middle School and Kearny Senior High School.

Student generation rates for the project area are based upon a tenant profile of the "Riverfront" (MBM II), an existing multi-family residential development located within the Specific Plan. The tenant profile of the Riverfront development consist mostly of young professionals in their late '20's. Twelve of the 228 units in the Riverfront complex contain children of elementary through high school age. The reason for the low number of children who reside at Riverfront can be partially explained by the surrounding developments which consist mostly of commercial and office uses, which provide employment for single adults. Additionally, services and facilities for children, such as day care centers and playgrounds are lacking in Mission Valley. Using this information, it was determined that residential projects located within the Specific Plan area would probably generate a low number of students (Silva, 1992).

The anticipated generation rate for elementary through high school age students would be 0-5 students per 100 residential units. Based upon this generation rate, the buildout of the Specific Plan would be expected to generate up to ~~136~~ 183 elementary to high school-age students. It is not anticipated that the number of students generated within the Specific Plan area would have a significant impact on the SDSD. Elementary schools serving the Specific Plan area are currently near capacity. Although the secondary schools serving the area are currently operating below capacity, secondary enrollment for the Kearny High School area is forecast to grow significantly during the 1990s.

Because no public school exist or are currently planned in the Mission Valley Community, the availability of schools, the distance of schools to residential areas, and the topographic barriers presented by Mission Valley are of concern. With this development and others planned for Mission Valley, the amount of commercial and residential traffic in the area, and especially along Friars Road, will greatly increase. An important concern is pedestrian safety and access, relative to the great distances this project is from its serving schools and the commercial nature of the Mission Valley area. Of the ~~136~~ 183 K-12 students estimated to be generated form this project, a vast majority will be elementary students, and the district does not provide transportation to the neighboring schools. These above

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unique issues related to public school access for residents in the Mission Valley area are not addressed by the application of developer fees associated with public school service.

Fall 1991 Enrollments and Enrollment Capacities				
School	Approximate Miles from Project Site	Enrollment	Capacity	Remaining Capacity
Jones Elementary School	3	510	520	10
Taft Middle School	4	615	782	167
Kearny Senior High School	4	1,263	1,423	160
Juarez Elementary School	2-3	259	306	47
Totals		2,647	3,031	384

D. PUBLIC SERVICES AND UTILITIES

The City of San Diego provides water and sewer service to the Specific Plan area. Solid waste generated on-site will be disposed of at the Miramar North landfill. San Diego Gas and Electric Company and Pacific Telephone provide gas and electric and telephone service.

The Specific Plan recognizes that there will be a need for future utility crossings. The private developments or public improvements should not preclude the future crossings of transmission lines. These crossings should be located along existing rights-of-way where possible. Additionally, the placement of utility crossings should be selected to minimize visual and biological impacts and to minimize hazards.

Police and fire protection is provided to the Specific Plan area by the City of San Diego Police Department Western Division at 5480 Gaines Street and the City of San Diego Fire Department Station 18 at 4676 Felton Street and Station 28 at 3880 Kearny Villa Road.

The Specific Plan area is in close proximity to City of San Diego branch libraries located at 6950 Linda Vista Road (Linda Vista), 925 West Washington (Mission Hills) and 4193 Park Boulevard (University Heights).

Hospitals in close proximity to the Specific Plan area include Sharp Cabrillo Hospital, Alvarado Internal Medical Group, Inc., Mercy Hospital and Medical Center and University Hospital, UCSD Medical Center.

VII. Administration Element

A. PROJECT REVIEW PROCESS

River Improvement Element

Plans for the construction of improvements which are part of the River Improvement Element must be approved by the City Manager and the Planning Director. The owners shall pay for the costs of an independent hydrology consultant as required by the City. An owner(s) must submit to the City for review and approval the required sets of the following plans, drawings and specifications which accurately and completely describe the following features:

1. Final design plans for the floodway and necessary off-site transition areas, including all flood control and drainage facilities and grading plans;
2. A specific landscape plan and revegetation plan for the floodway, including specifications for permanent irrigation systems as needed;
3. Detailed plans for other public improvements including bikeways, pedestrian walks, rest areas, benches, etc. including walkway widths, materials, signage and lighting.
4. Maps showing the extent of the new FW Zone and open space easements.

The above plans shall be submitted as comprehensive plans for the entire 100-year floodway area. The decision to approve or disapprove by the City Manager and the Planning Director shall be based on normal development requirements and on conformance to the Specific Plan River Improvement Element and the Revegetation Plan (Appendix 2, Nasland Engineering, June 3, 1983).

To implement the Revegetation Plan for the floodway, a contract must be executed between the City and a landscape contractor. This contract must specify performance standards and milestones, which must be evaluated by the U.S. Fish and Wildlife Service and the California Department of Fish and Game prior to payment and the next revegetation task. A qualified biological consultant, independent of the landscape contractor, will be selected by the property owners with the approval of the City to evaluate satisfactory completion of tasks or phases of the revegetation process and to be in charge of the monitoring program for biological resources.

This consultant will submit semiannual reports to the City Planning Department, the U.S. Fish and Wildlife Service and the California Department of Fish and Game. Any recommendations made by the consultant to ensure adequate revegetation should be evaluated by the City and implemented as needed.

The Revegetation Plan contains a Maintenance, Management and Monitoring Program which should be implemented as written. The monitoring program will document the regrowth of the riparian and marsh habitats during project construction and after revegetation. The monitoring program will continue for 10 years after the revegetation of the last phase. The biologist conducting the monitoring program will be selected by the City and will submit semiannual reports to the City, the U.S. Fish and Wildlife Service and the California Department of Fish and Game. These three agencies will serve as a technical committee and will provide recommendations for proper management of the biological resources within the floodway.

In addition to the management and maintenance of biological resources, maintenance dredging of the channel bottom may be required to ensure hydraulic efficiency. Any maintenance dredging requiring the removal of riparian woodland vegetation should be reviewed by the 3-agency technical committee, which will recommend measures to minimize damage to wildlife habitats.

Private Improvement Element

Plans for the private development of any property within the Specific Plan area must be approved by the Planning Director. The following procedure is to be followed to secure Planning Director approval.

The projects of the Private Development Element will be permitted to develop as proposed in this Specific Plan after the approval of a Special Permit by the Planning Director. The Special Permit process will follow all of the standards and procedures of the Planned Commercial Development regulations (Section 101.0910) with the following exceptions. No public hearing will be required and only the applicant(s) will have the right of appeal. All other standards and procedures of the PCD permit regulations shall apply.

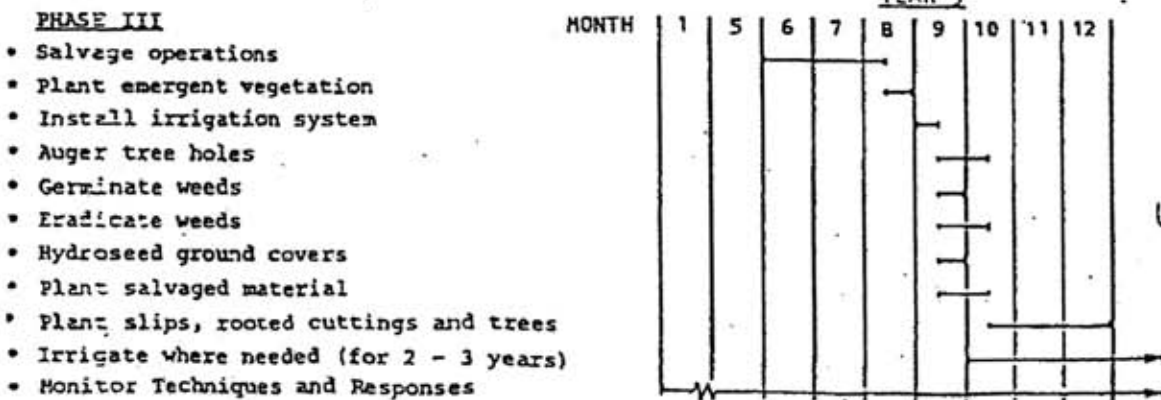
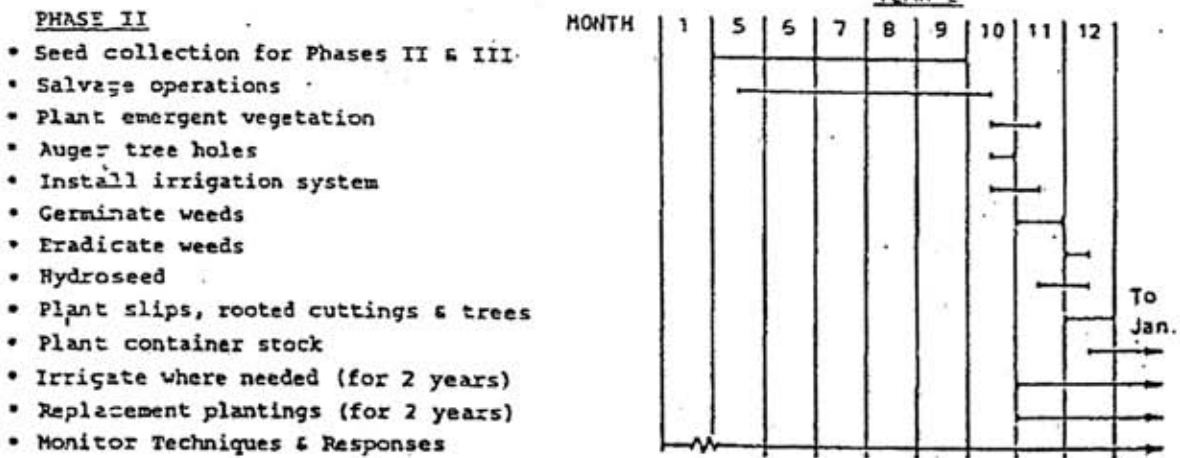
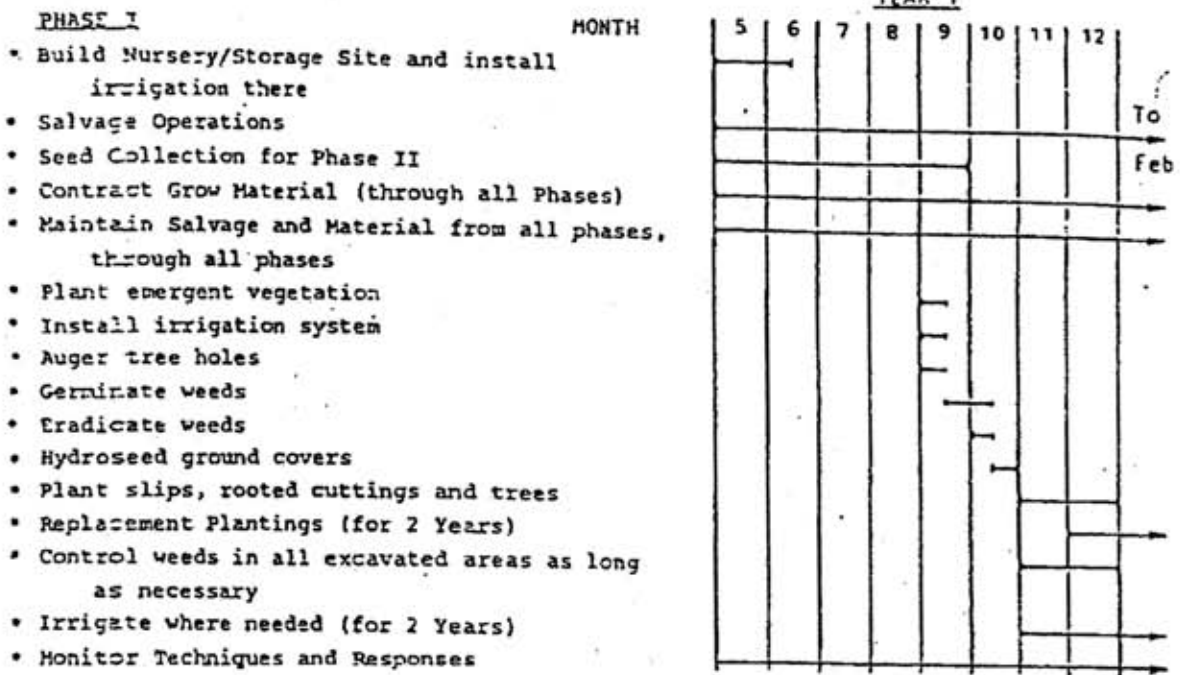
In all cases, the decision to approve, conditionally approve or disapprove a Special Permit shall be based on conformance to the Specific Plan and any applicable portions of the Revegetation Plan.

B. PHASING

River Improvement Element

Improvement within the flood control channel will be implemented as a single project. The appropriate phasing of construction and revegetation in the floodway is critical to the Specific Plan objectives. The phasing plan for the floodway revegetation is summarized in the table below. The preliminary phasing plan for floodway construction is described in the Environmental Impact Report. The phasing plan for the floodway construction is broken into three phases, each spanning roughly a one-year period. Work is scheduled to begin on the west end of the site and proceed easterly. (For more details, see the Environmental Impact Report Nos. 80-03-41 and 83-0092 and the Revegetation Plan).

Table 3 - REVEGETATION PLAN SCHEDULE



Private Improvement Element

Construction of the private development as described in the Specific Plan shall be commenced during the term of the Development Agreement. However, the beginning of any private construction shall be restricted by the following four conditions:

1. Property owners or developers will not be able to record their final maps until the funding and implementation of all of the floodway improvements are assured.
2. Construction and occupancy of the private development will be permitted only after the provision of public improvements as described in the Public Improvement Section VI.A.
3. No building permits shall be approved for any development until a final subdivision is recorded or until all "customary and normal" improvements or conditions required are imposed by other means (i.e. Planning Director's permit approval, etc.)
4. Occupancy of buildings shall not occur until the flood control channel has been completed adjacent to such building site.

The Public Improvement Section VI.A contains all local and regional transportation improvements which must be implemented or provision made thereof to the satisfaction of the City in order to accommodate each successive phase of private development. Any changes in this section must receive the approval of the City's Engineering and Development Department.

C. IMPLEMENTATION

Zoning Regulations

The private development in the Specific Plan area will be implemented according to the CA zoning regulations. The proposed limits of the areas regulated by the Floodway (FW) and CA zones are illustrated in Figure 3. However, the permitted uses and total land use intensities shall be limited to those described in the Specific Plan. These land uses are summarized in Table 2.

Ordinance 15662 will be repealed in so far as it applies to the property subject to the Development Agreement. Regulations governing the development of the subject property

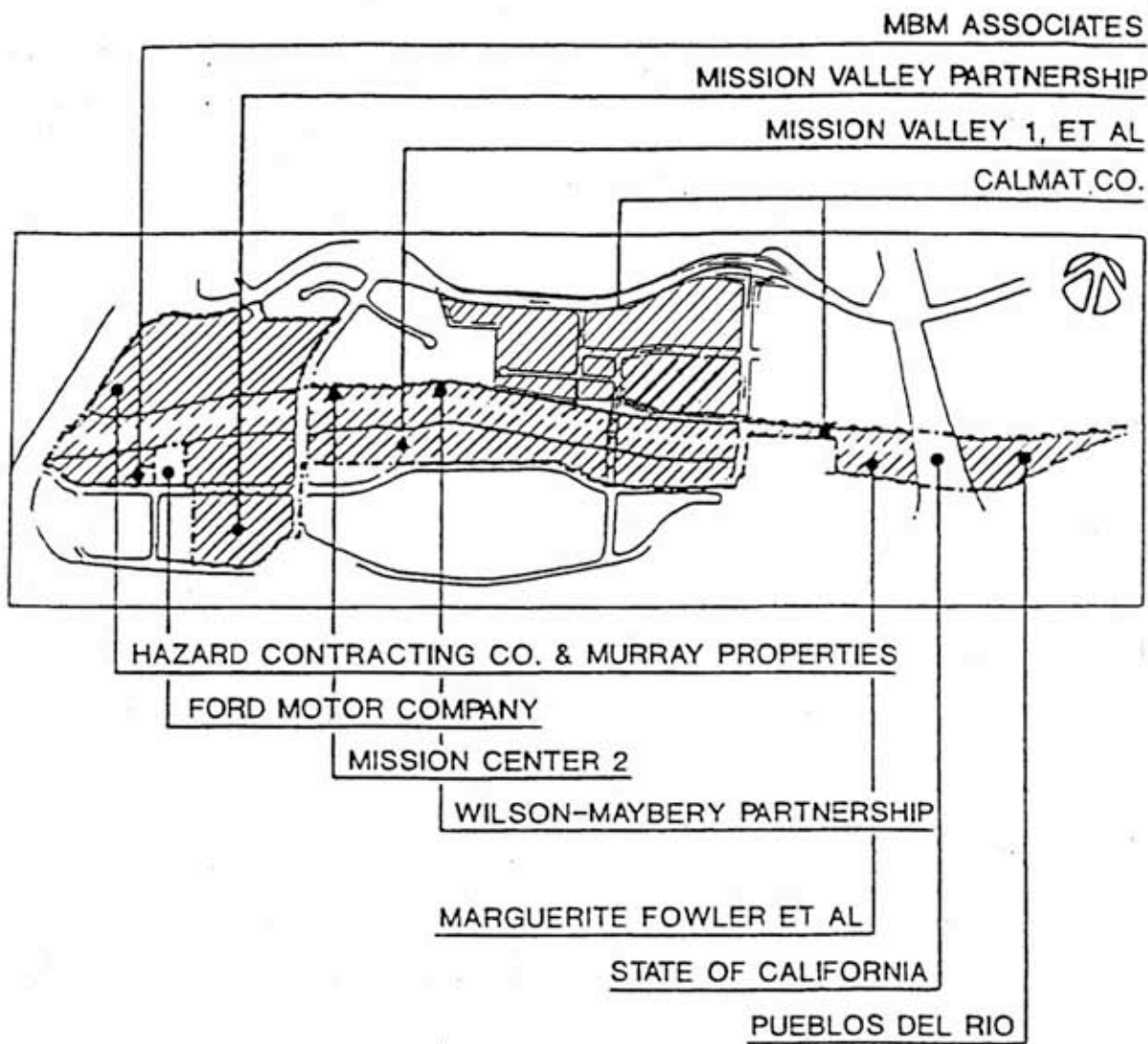
would be as described in the Development Agreement and Specific Plan.

Upon completion of the public improvements described within the River Improvement Element of the Specific Plan to the satisfaction of the City Council, the conditions specified within Ordinance 15662 will be deemed satisfied with respect to the property not subject to the Development Agreement lying between Mission Center Road and Stadium Way, and the zoning of such property existing prior to the effective date of initial application of the Floodway (FW) Zone as reflected in Zone Map C-523A shall attach.

Subdivision Maps

The Specific Plan identifies the improvements that will be required for future subdivision maps. Additional improvements may be required for the subdivision maps; provided that these improvements are considered "customary and normal."

An open space easement will be shown on all subdivision maps for the portion of the property within the proposed Floodway Zone.



Ownerships Within the Specific Plan Area
 First San Diego River Improvement Project Specific Plan



VIII. Progress Guide and General Plan Relationship to this Project

One of the functions of the Specific Plan is to provide a systematic means for implementing the Progress Guide and General Plan of The City of San Diego. This section describes how the goals of the Progress Guide and General Plan will be implemented by the Specific Plan.

A. HOUSING

The Housing Element of the General Plan contains several goals to maximize individual choice in terms of housing. These goals include 1) to foster economically, racially and socially balanced communities while providing adequate public services, 2) to increase the City's participation in the provision of housing to all economic segments, and 3) to facilitate rehabilitation and increase the efficiency of existing services and facilities while making efficient use of developable lands, thereby minimizing urban sprawl.

The Private Improvement Element of the Specific Plan will foster an economically, racially, and socially balanced community by providing a wide variety of attached residential dwellings ranging from flats and townhouses to high-rises. The form of ownership of the attached residential dwellings within Mission Valley West/MBM Development, Hazard Center, Park in the Valley and Rio Vista West will be a mix of for-sale condominium units, for-rent condominium units and for-rent apartment units. Where possible, the residential development of the Private Improvement Element will utilize federal and state funds and programs for housing assistance.

The essence of the Specific Plan is to rehabilitate the San Diego River and its floodway thereby increasing the efficiency of the existing and improved services and facilities. This will allow for the maximum and most efficient use of the Specific Plan area wherein property would not be developable but for the flood control channel of the River Improvement Element. The mixed use and intense development of the Specific Plan will minimize urban sprawl.

B. TRANSPORTATION

A transportation goal of the General Plan is to provide a network of transportation systems that are integrated and compatible with other city-wide and regional goals. This network should take into account the physical, social and economic conditions of the environment, both present and future. Transit facilities and services should link and

efficiently serve existing and planned major activity centers and surrounding neighborhoods. The City recommends improved bus service to encourage the evolution of a fixed guideway mass transit system. In addition, bicycle use should be planned as part of a transportation network.

The Private Improvement Element and the Public Facilities and Services Element provide for a street addition, and a number of street and intersection improvements. In particular, the improvements of the Camino de la Reina undercrossing at SR-163, Mission Center Road and Stadium Way to accommodate 10-year frequency storms will improve transportation problems associated with flooding. A new river crossing, Camino del Este, will also be constructed. The private development will be permitted only in association with local and regional traffic improvements, thereby meeting other City goals associated with the provision of facilities concurrent with need and the improvement of air quality.

The future right-of-way reservation for a Light Rail Transit line has been provided as described in Section IV. The LRT would link several major activity centers within Mission Valley and the region. Furthermore, a bicycle and pedestrian network with pedestrian bridges has been provided to encourage non-vehicular circulation. The bicycle/pedestrian path is a major link in a proposed continuous path from Mission Trails Park to the ocean, which is a major regional goal.

C. COMMERCIAL

One goal of the City is to develop an integrated system of commercial facilities that effectively meets the needs of residents and visitors as well as assuring that new development does not impede the economic vitality of other existing commercial areas.

The Private Improvement Element's main objective is to develop an integrated system of commercial facilities. The residential developments of the Private Improvement Element could provide housing for those working in the Specific Plan area. The hotels and specialty retail commercial center will provide accommodations, shopping, and recreational activities for visitors and will also provide many of those same services to San Diego residents. A goal of the Specific Plan is to enhance Mission Valley as a regional commercial center of The City of San Diego and therefore work to complement the existing economic viability of the present commercial uses in Mission Valley.

D. PUBLIC FACILITIES, SERVICES AND SAFETY

The public facilities and services identified in the General Plan are those that are publicly managed and which have a direct influence on the location and allocation of land use. These services include schools, libraries, police, fire, water, sanitation and flood control. The guiding goal in allocating services is to program these public facilities at a time and level to complement accompanying development. The General Plan states it is "enormously important that the quality and quantity of the services and facilities provided be geared to the nature and intensity of development that is prevailing and/or projected."

Schools. The Progress Guide and General Plan includes two primary goals for the provision of public schools. These goals are: 1) the provision of a public school system that enables all students to realize their highest potentials, and 2) to actively pursue the implementation of the balanced community concept, thereby causing integrated schools through integrated residential neighborhoods.

The City of San Diego through Council Policy 600-10 requires that schools as well as other public facilities be available concurrent with need in the development. In addition, City Council Policy 600-22 requires basic information of the school districts pertaining to school availability and the impact on schools by proposed rezoning changes and new housing developments. To implement the City of San Diego Council policies, enrollment capacities for each school are updated on an annual basis. Under the City's policies, developers are responsible for the cost of incremental facilities required to house students expected to reside in the proposed development.

Although the Specific Plan area is in an urbanized area and does not require a letter of school availability according to Council Policy 600-22, the school districts must supply school data pertinent to the proposed development. The Mission Valley community is unique in that it is lacking any public schools within its boundaries. This fact and the geographic features of the valley itself could make adjacent schools more difficult to access. Furthermore, Juarez Elementary School is now operating at capacity. For these reasons, the distances of the existing schools from the proposed residential development and the availability of schools in general are of concern.

Both the issues of school availability and access are provided for in this plan, thereby meeting the goals of the

Progress Guide and General Plan and Council Policies 600-10 and 600-22. The developers will reach an agreement with the school district on the provision of school facilities or access to these facilities, as considered necessary by the school district. Submittal of this agreement to the City will be made a condition of approval for future development plans or Subdivision Maps.

Other Public Facilities and Services. There are no public libraries, police stations or fire stations within the Mission Valley community and none are proposed for the Specific Plan area. Residents will be adequately served by the Linda Vista, Mission Hills and University Heights branch libraries. The Specific Plan area is served by a police station at 5480 Gaines Street and a fire station at 4676 Felton Street and 3880 Kearny Villa Road.

The City of San Diego provides water and sewer service to the Specific Plan area. The project would replace a 54-inch sewer line between Mission Center Road and Stadium Way with a 66-inch pipe, with the cost split equitably between the project proponents and the city. A private sewer main in Mission Center Road will be replaced with a public main. These and other utilities improvements will provide sufficient facilities to serve the Specific Plan area.

Drainage and Flood Control. A General Plan goal is "to preserve as much as possible the natural attributes of both the floodplain and floodway without endangering loss of life and property." The flood control channel of the River Improvement Element is designed to control the 100-year, 49,000 c.f.s. flood, and is also designed as a natural-appearing channel. Natural attributes of the river will be retained by the winding design and replacement of native habitats.

E. OPEN SPACE AND RECREATION

A goal of the City's General Plan is to establish an open space system that provides, among other things, for the preservation of natural resources and the provision of outdoor recreation. Recreational goals include the provision of a range of opportunities for active and passive recreation, educational activities and neighborhood identification, adopted to the needs and desires of each community. Neighborhood parks should serve a resident population of 3500 to 5000 persons within approximately a ½ mile radius, with a minimum of 10 usable acres. Resource parks are located at the site of distinctive scenic or natural features and are intended for City-wide use.

The General Plan identifies the San Diego River in Mission Valley as one of the key open space areas in The City of San Diego for development as a natural park and recreational area in conjunction with flood protection considerations.

A main objective of the River Improvement Element is to qualitatively improve the native habitats which exist in the San Diego River and its floodway. The Revegetation Plan provides for the revegetation of areas disturbed by floodway construction. Passive recreation facilities will be provided within and along the river floodway, including picnic areas, view areas and a nature trail. The floodway will be placed in an open space easement, providing a greenbelt along this section of the river.

The General Plan standards for the provision of neighborhood parks will be met by the provision of private open space and recreation areas within the private developments. The residential developments will include patios, swimming pools and tennis, basketball and volleyball courts. Planning Director review of private development plans will include an evaluation of how the plans conform with General Plan standards for neighborhood parks.

F. REDEVELOPMENT

A General Plan goal is to redevelop and rehabilitate deteriorated and underutilized areas of the City to a condition of social, economic and physical vitality. The Specific Plan will redevelop some property now developed as Mission Valley Center West, replacing a hodgepodge of low structures and signs and an extensive parking lot with a high-rise tower surrounded by a park-like landscaped area. The Specific Plan will control flooding and enable the urban use of an underutilized area, located in the geographic center of the City. Disturbed sections of the floodway will be replaced by well-vegetated and maintained open space.

G. CONSERVATION

The wise management and use of the City's remaining land resources is a goal of the City. Wildlife and vegetation should be protected when it does not endanger man. The San Diego River through Mission Valley is identified in the General Plan as a natural resource preservation area because of its river and wetland habitats. Another goal is to protect major mineral resources against encroachment by land uses which would make their extraction undesirable or impossible.

The Specific Plan meets these goals by providing for a natural-appearing floodway and the replacement and enhancement of native riparian and wetland habitats. Furthermore, the River Improvement Element will provide limited public access and recreational use of the river. The development agreement will allow for the existing sand and gravel activities within the plan area to continue for several years until commercial and residential uses are appropriate.

H. URBAN DESIGN

The Urban Design Element of the Progress Guide and General Plan contains many goals, guidelines and standards, which are implemented by the Private Development Element of the Specific Plan. The Specific Plan has been designed as a whole, thereby achieving a compatible sensory and functional relationship between each private development and between the private development and the river element. The written criteria and conceptual figures included in the Urban Design and Development Guidelines Element as well as the Private Development Element will be utilized by the Planning Director during the review of development plans.

Appendix 1

Ordinance No. 15662

ORDINANCE NUMBER O- 15662 (New Series)

Adopted on FEB 01 1982

AN ORDINANCE AMENDING SECTION 2 OF ORDINANCE NO. 12191 (NEW SERIES), ADOPTED OCTOBER 26, 1977, INCORPORATING PROPERTY IN THE SAN DIEGO RIVER FLOODPLAIN WHICH IS GENERALLY BOUNDED BY MORENA BOULEVARD ON THE WEST, THE NORTHERLY SLOPES OF MISSION VALLEY ON THE NORTH, MISSION GORGE ROAD ON THE EAST, AND THE SOUTHERLY SLOPES OF MISSION VALLEY ON THE SOUTH, IN THE CITY OF SAN DIEGO, CALIFORNIA, INTO FLOODWAY (FW) AND FPF OVERLAY ZONES, AS DEFINED BY SECTIONS 101.0403 AND 101.0403.1, RESPECTIVELY, OF THE SAN DIEGO MUNICIPAL CODE, AND THE ALTERNATIVE ALIGNMENT OF THE FW ZONE ON PROPERTY BETWEEN STATE ROUTE 163 ON THE WEST AND I-805 ON THE EAST OF SAID PROPERTY, WHICH AMENDMENT PROVIDES ADDITIONAL TIME IN WHICH TO SATISFY CONDITIONS IMPOSED BY ORDINANCE NO. 12191 (NEW SERIES).

BE IT ORDAINED, by the Council of The City of San Diego, as follows:

Section 1. That Section 2 of Ordinance No. 12191 (New Series), adopted October 26, 1977, is hereby amended to read as follows:

Section 2. That in the event that within ten years of the effective date of the initial application of the Floodway (FW) Zone by Zone Map C-523, the following conditions are met, the alternative alignment of the Floodway (FW) Zone shown on Zone Map Drawing C-523A, on file in the office of the City Clerk as Document No. 761230, shall attach and become applicable, and the zoning existing prior to the effective date of the initial application of the Floodway (FW) Zone as reflected on Zone Map C-523A shall attach and become applicable to the

property no longer required for the Floodway (FW) Zone:

1. Within five years of the effective date of the initial FW Zone application, a Development Plan shall be submitted by the property owners for the Floodway (FW) Zone alignment, between Interstate 805 on the east and State Freeway 163 on the west, in the San Diego River Floodplain, as indicated on Zone Map C-523A.

2. Said Development Plan shall be subject to approval by the City Engineer, the City Planning Commission, and the City Council.

3. Said Development Plan shall satisfactorily provide for the passage of floodwaters in accordance with the Purpose and Intent of the Floodway (FW) Zone and shall satisfactorily mitigate adverse effects of the proposals.

4. Those improvements and developments proposed in said Development Plan shall be done at the sole expense of the benefiting property owners.

5. An Environmental Impact Report on said Development Plan shall be prepared by the affected property owners.

6. The Development Plan shall take into account and satisfactorily mitigate any adverse environment impacts identified, and shall provide for appropriate landscaping.

7. The Development Plan shall take into account the desires of the general public to use recreational trails within a corridor through Mission Valley, and said Plan shall make provisions for improvement which will provide for:

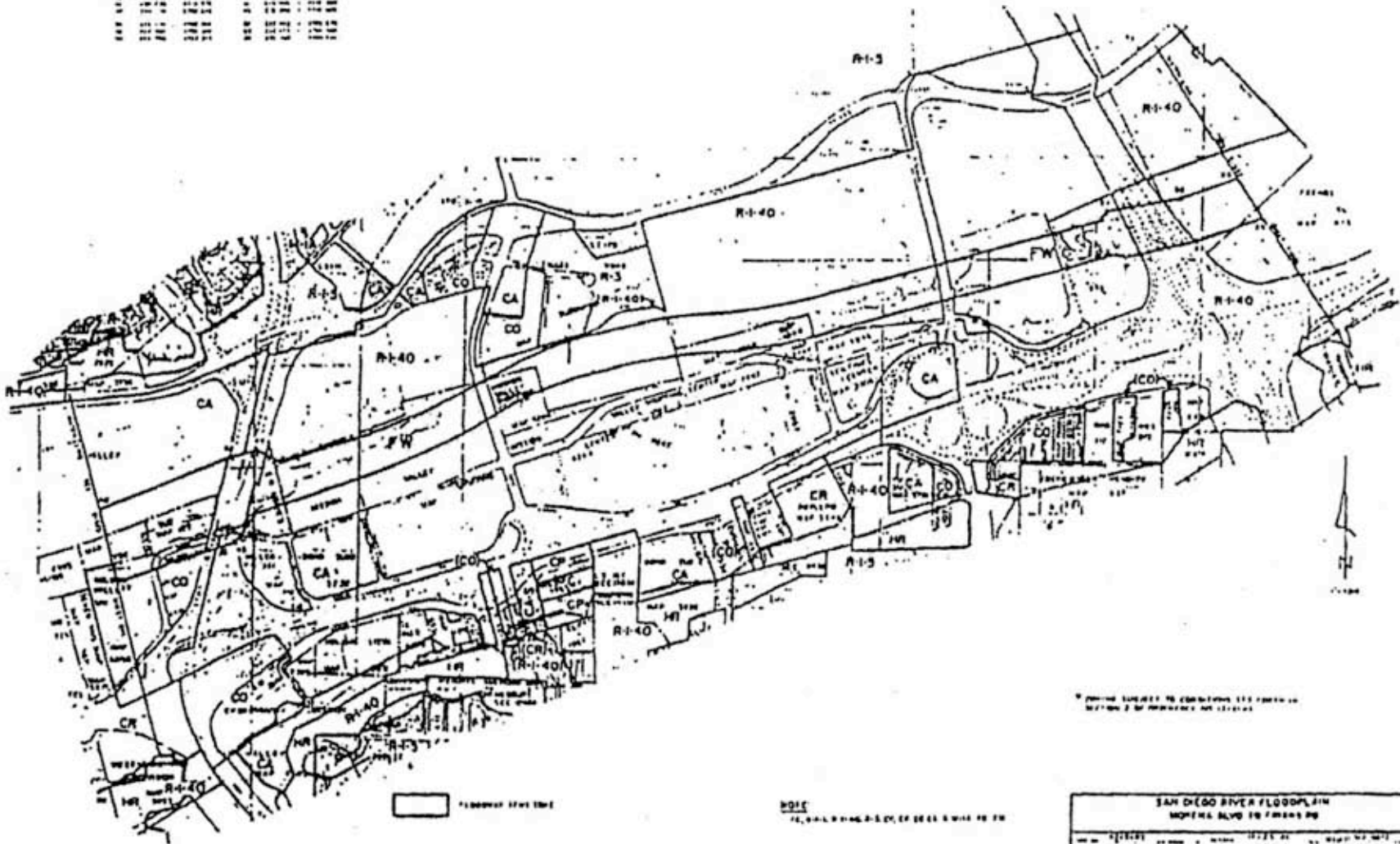
- a. Adequate protection of the public health and safety while using said corridor; and
- b. Adequate protection of adjacent private property.

8. The Alternate Floodway (FW) Zoning alignment and reversion of excess FW Zone lands to their previous zones, or conversion to whatever zones which may have been approved in the interim, will become effective with completion and City Council acceptance of improvements indicated in the approved Development Plan, providing such completion occurs within ten years of the effective date of the initial FW Zone application.

Section 2. This ordinance shall take effect and be in force on the thirtieth day from and after its passage, and no building permits for development inconsistent with the provisions of this ordinance shall be issued unless application therefor was made prior to the date of adoption of this ordinance.

FLOODPLAIN ELEVATIONS

100	100	100	100	100	100	100	100
100	100	100	100	100	100	100	100
100	100	100	100	100	100	100	100
100	100	100	100	100	100	100	100



FOR MORE INFORMATION CONTACT THE ENGINEER
SECTION 2 OF ORDINANCE NO. 123456

FLOODPLAIN ELEVATION

NOTE
1. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED

SECTION 2 OF ORDINANCE NO. 123456

SAN DIEGO RIVER FLOODPLAIN			
MONTANA BLVD TO FURNACE RD			
DATE	11-22-77	SCALE	AS SHOWN
PROJECT NO.	11-22-77	DESIGNER	CH2M HILL
CLIENT	CITY OF SAN DIEGO	PROJECT NO.	11-22-77
DATE	11-22-77	SCALE	AS SHOWN
Prepared by: <i>James J. ...</i> <i>Charles A. ...</i>			C-523A



San Diego River Floodplain

First San Diego River Improvement Project Specific Plan

Appendix 2

Revegetation Plan

(Available at the City of San Diego
Planning Department)

Appendix 3

Shared Parking Allocation Study
Hazard Center Amendment (October, 1985)

APPENDIX 3

Shared Parking Allocation Study

Hazard Center Amendment (October, 1985)

Introduction

The use of the shared parking concept came about with the growth of mixed-use development. The history of this development type has shown that combining land uses on a single property results in a lesser demand for parking than that generated by separate freestanding developments of similar size and use.

There are several factors impacting the parking demand in a mixed-use development:

- . Hourly demand/accumulation of parking for the different uses.
- . Seasonal variations in parking demand.
- . The effects of a "captive market"; when office employees in the project shop or eat in the facilities offered in the same development.
- . The effects of alternate transportation modes.

In a report titled Shared Parking, a study conducted under the direction of ULI - the Urban Land Institute by Barton-Aschman Associates, Inc. (1983), a methodology was established for calculating the actual parking demand in a mixed-use project. This calculation involves four basic steps:

1. Initial project review - program and land use
2. Adjustment for peak parking factor
3. Analysis of hourly accumulation
4. Estimate of shared parking

The data presented on the following pages was derived using the criteria and steps set forth in the ULI Shared Parking report. For this particular project, it was determined that the peak hourly demand for parking occurred during the months of June or July at approximately 2:00 pm. The "spread sheet" used to determine the peak hour is on Page 5 of this appendix.

A. Shared Parking Calculations (using San Diego Parking Standards)

<u>Step 1. Program/Land Use Mix</u>	<u>Parking Required*</u>
<u>Office:</u> 250,000 SF (Net)	833 cars
<u>Hotel:</u> 275 Guest Rooms	275
8,118 SF - Food & Beverage (Restaurant)	102
16,832 SF - Banquet & Meeting Rooms	210
<u>Theater:</u> 1,600 Seats - 6-Plex	533
<u>Restaurants:</u> 30,000 SF	375
<u>Retail:</u> 86,000 SF	<u>430</u>
Total Parking Required* 2,758 cars	

Step 2. Peak Ratio Adjustment

Office:

Unadjusted Peak Ratio: 3.33 cars/1,000 SF
 Adjusted Peak Ratio:**
 Peak Month Adjustment:** 3.33 cars/1,000 SF

Hotel:

. Guest Rooms

Unadjusted Peak Ratio: 1.00 Car/Room
 Adjusted Peak Ratio:**
 Peak Month Adjustment:** 1.0/Room
1.0/Room

. Food & Beverage (Restaurant)

Unadjusted Peak Ratio: 12.5/1,000
 Adjusted Peak Ratio:**
 Peak Month Adjustment:**
12.5 Cars/1,000 SF

* Parking required per San Diego Ordinance for CA Zone, if uses taken separately, without application of Shared Parking Calculations.

**Adjustment calculation not allowed by City of San Diego.

Banquet & Meeting Rooms

Unadjusted Peak Ratio: 12.5/1,000
Adjusted Peak Ratio: .5 x 12.5/1,000 = 6.25/1,000
Peak Month Adjustment: 6.25 x 1.0 = 6.25/1,000

6.25 Cars/1,000 SF

Theater:

Unadjusted Peak Ratio: .33 Cars/Seat
Adjusted Peak Ratio:**
Peak Month Adjustment:**

.33 Cars/Seat

Restaurants:

Unadjusted Peak Ratio: 15/1,000
Adjusted Peak Ratio:*
Peak Month Adjustment:

15 Cars/1,000 SF

Retail:

Unadjusted Peak Ratio: 4/1,000
Adjusted Peak Ratio:**
Peak Month Adjustment:**

4 Cars/1,000 SF

**Adjustment calculation not allowed by City of San Diego.

Steps 3 & 4: -Hourly Accumulation Analysis/Shared Parking Estimates

June (or July) 2:00 pm (Worst Case)

Office (250,000 SF)

$$\begin{aligned} 3.33/1,000 \times 250,000 \times (2.9/3.0)^* &= & 805 \text{ Cars} \\ 3.33 \times 250 \times .967 &= 805.02 \end{aligned}$$

Hotel

$$\begin{aligned} \text{Guest Rooms (275)} \\ 1.00 \times 275 \times (.35/1) &= 96.25 & 96 \end{aligned}$$

$$\begin{aligned} \text{Restaurants (8,118 SF)} \\ 12.5/1,000 \times 8,118 \times (6/10) \\ 12.5 \times 8.118 \times .6 &= 60.89 & 61 \end{aligned}$$

$$\begin{aligned} \text{Banquet \& Meeting Rooms (16,832 SF)} \\ 6.25 \times 16.832 \times (.5/.5) &= 105.2 & \frac{105}{262} & 262 \text{ Cars} \end{aligned}$$

Theater (1,600 Seats)

$$\begin{aligned} .33 \text{ Cars/Seat} \times 1,600 \text{ Seats} \times (.15/.25) \\ .33 \times 1,600 \times .6 &= 316.8 & 317 \text{ Cars} \end{aligned}$$

Restaurants (30,000 SF)

$$\begin{aligned} 15/1,000 \times 30,000 \times (12/20) \\ 15 \times 30 \times .6 &= 270 & 270 \text{ Cars} \end{aligned}$$

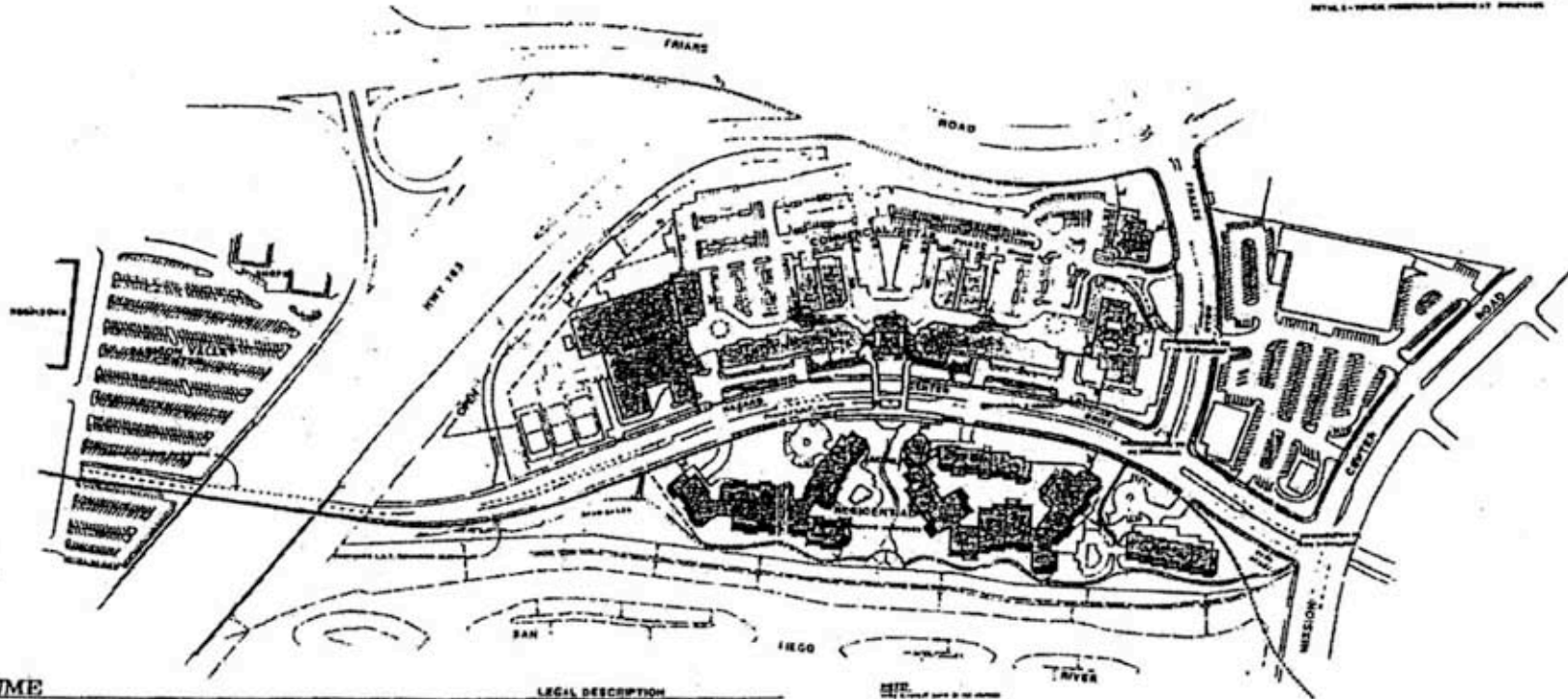
Retail (86,000 SF)

$$\begin{aligned} 4/1,000 \times 86,000 \times (3.7/3.8) \\ 4 \times 86 \times .974 &= 335.06 & \underline{335 \text{ Cars}} \end{aligned}$$

Total Phase I 1,989 Cars Required

* (Adjusted Peak Ratio) x area x (2:00 demand ratio/peak parking ratio)

Appendix 4
Conceptual Design Exhibits
Hazard Center Amendment (October 6, 1992)



RESUME

DATE: 02/28/00
PROJECT: Hazard Center
CLIENT: U.S. Environmental Protection Agency
SCALE: 1/8" = 1'-0"
DATE: 02/28/00
PROJECT: Hazard Center
CLIENT: U.S. Environmental Protection Agency
SCALE: 1/8" = 1'-0"
DATE: 02/28/00
PROJECT: Hazard Center
CLIENT: U.S. Environmental Protection Agency
SCALE: 1/8" = 1'-0"

LEGAL DESCRIPTION

PLAT: 100-100-01
BOOK: 100-100-01
PAGE: 100-100-01
SECTION: 100-100-01
DATE: 02/28/00
PROJECT: Hazard Center
CLIENT: U.S. Environmental Protection Agency
SCALE: 1/8" = 1'-0"
DATE: 02/28/00
PROJECT: Hazard Center
CLIENT: U.S. Environmental Protection Agency
SCALE: 1/8" = 1'-0"

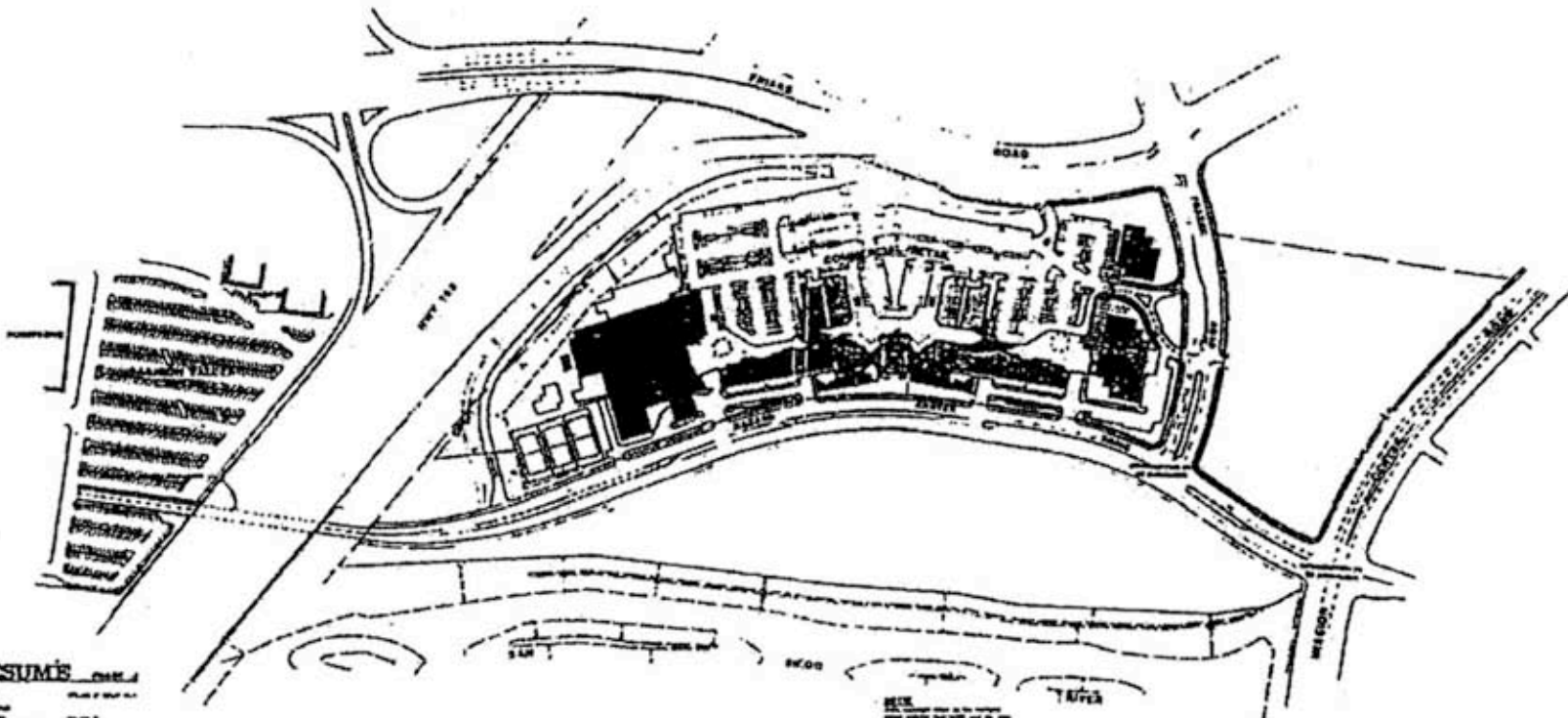
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OWNER: U.S. Environmental Protection Agency
ADDRESS: 100-100-01
DATE: 02/28/00
PROJECT: Hazard Center
CLIENT: U.S. Environmental Protection Agency
SCALE: 1/8" = 1'-0"
DATE: 02/28/00
PROJECT: Hazard Center
CLIENT: U.S. Environmental Protection Agency
SCALE: 1/8" = 1'-0"

NOTE: THIS PLAN IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.



Site Master Plan
Hazard Center

1
FIGURE



RESUME Sheet 1

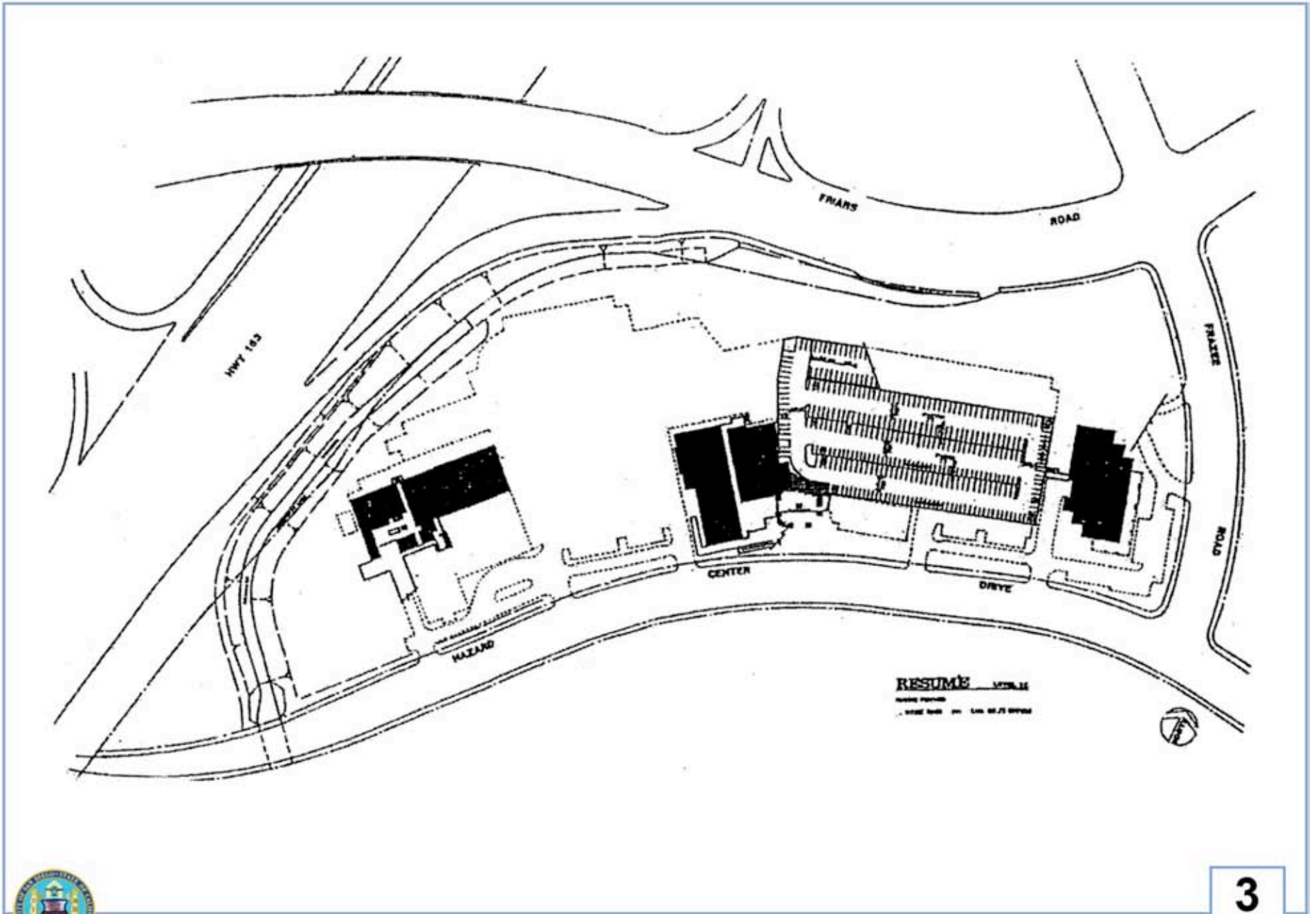
NO.	DESCRIPTION	AMOUNT
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Phase 1 Development Plan
Hazard Center

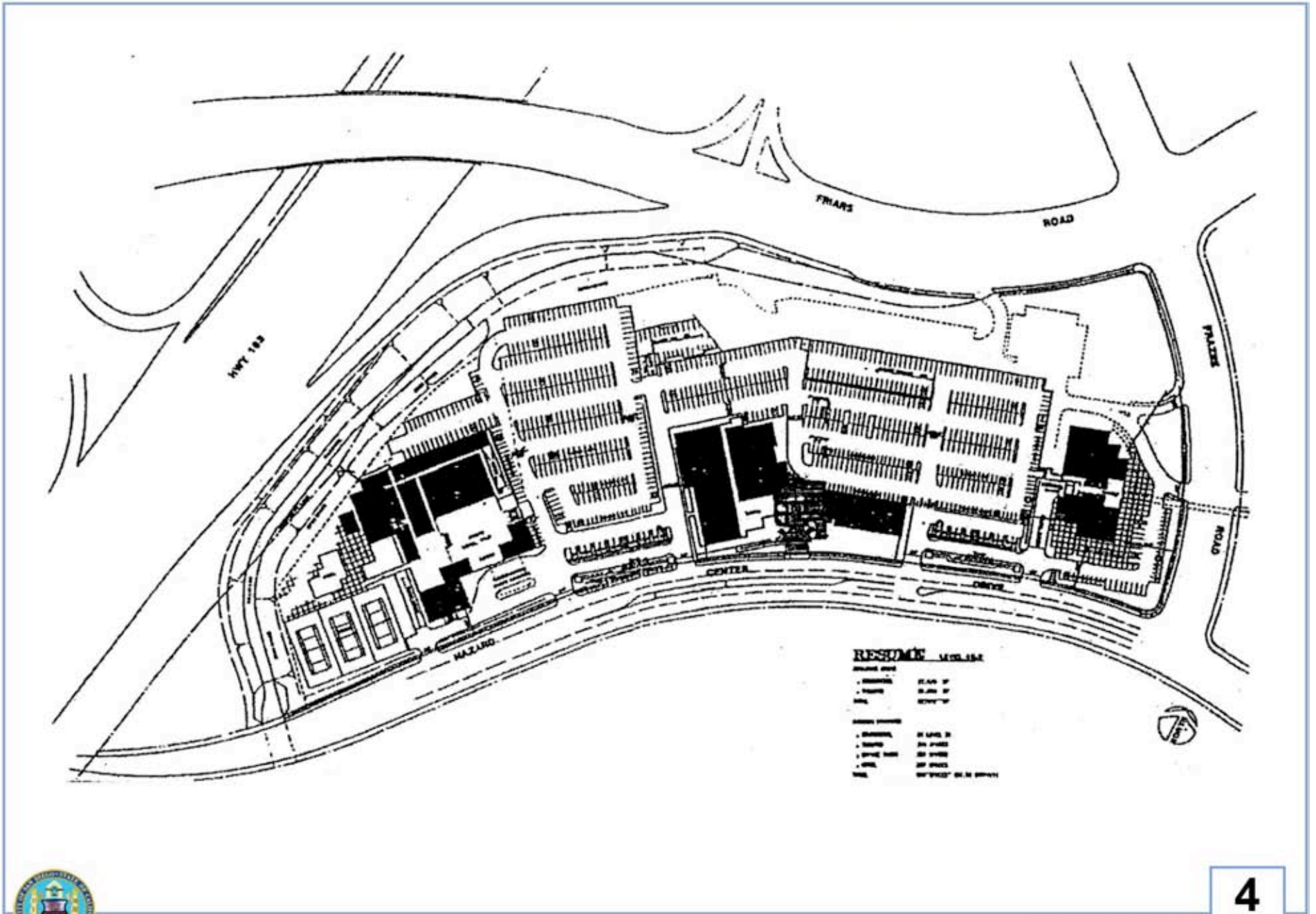
2
FIGURE





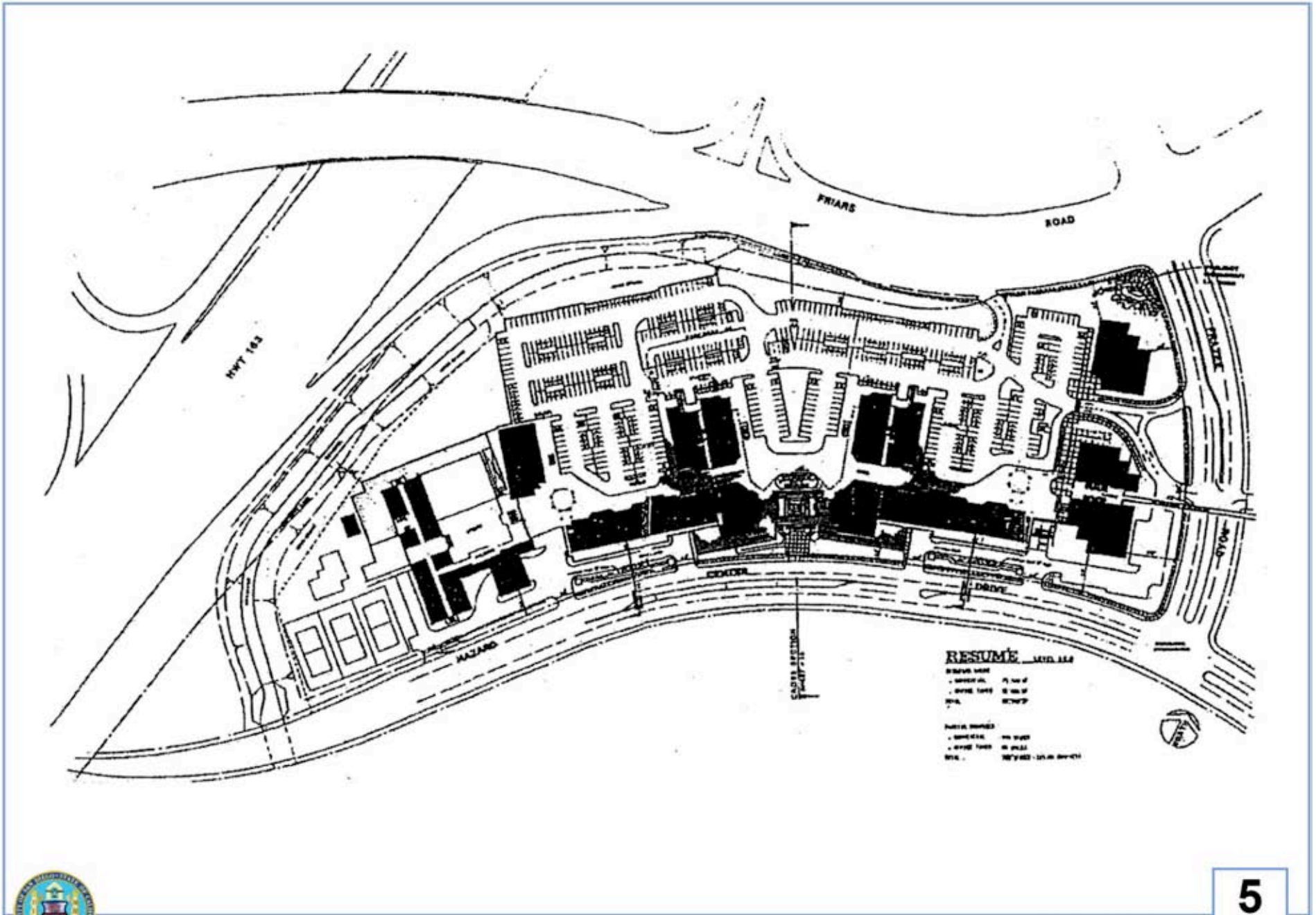
Hazard Center

3
FIGURE



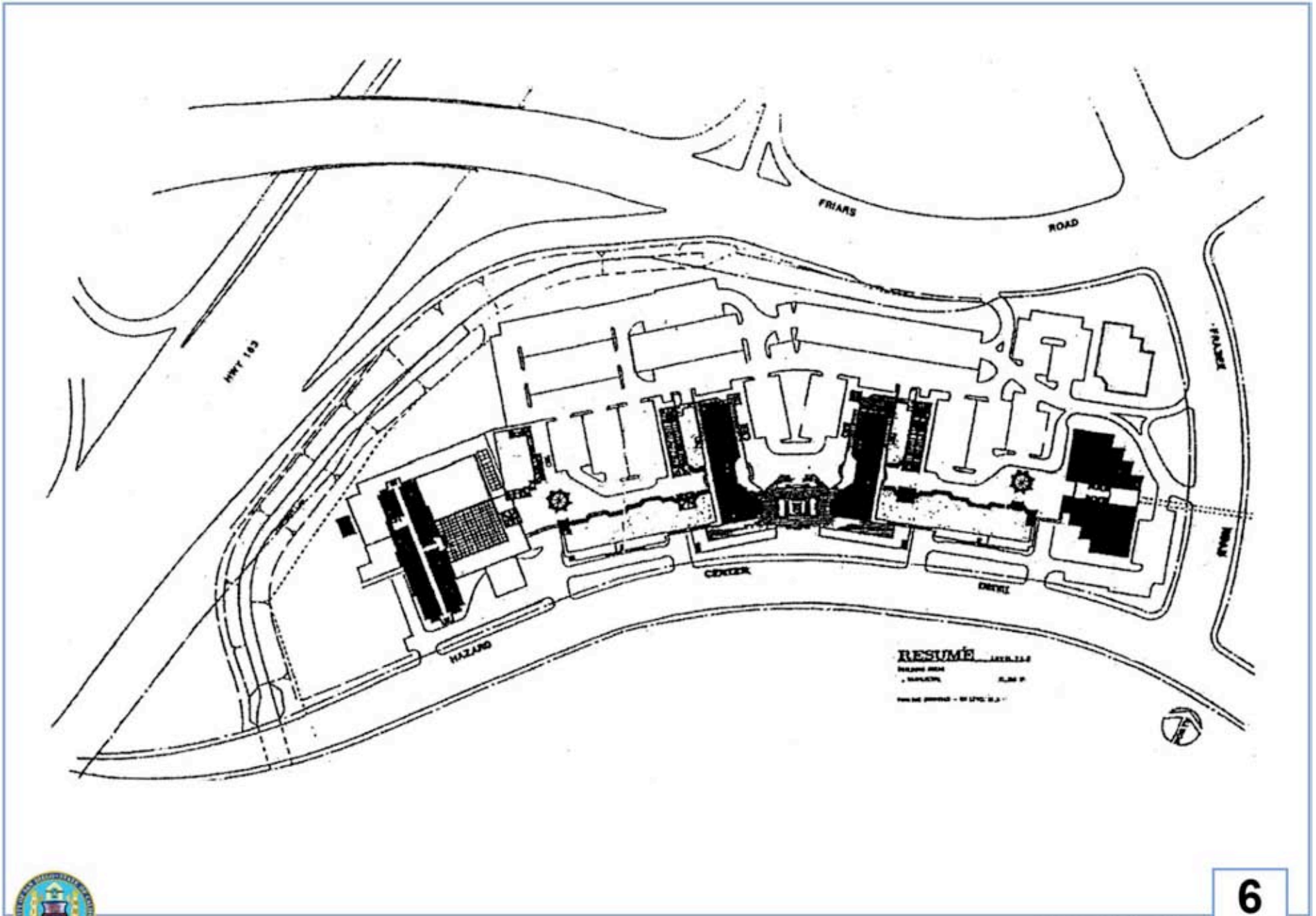
Hazard Center

4
FIGURE



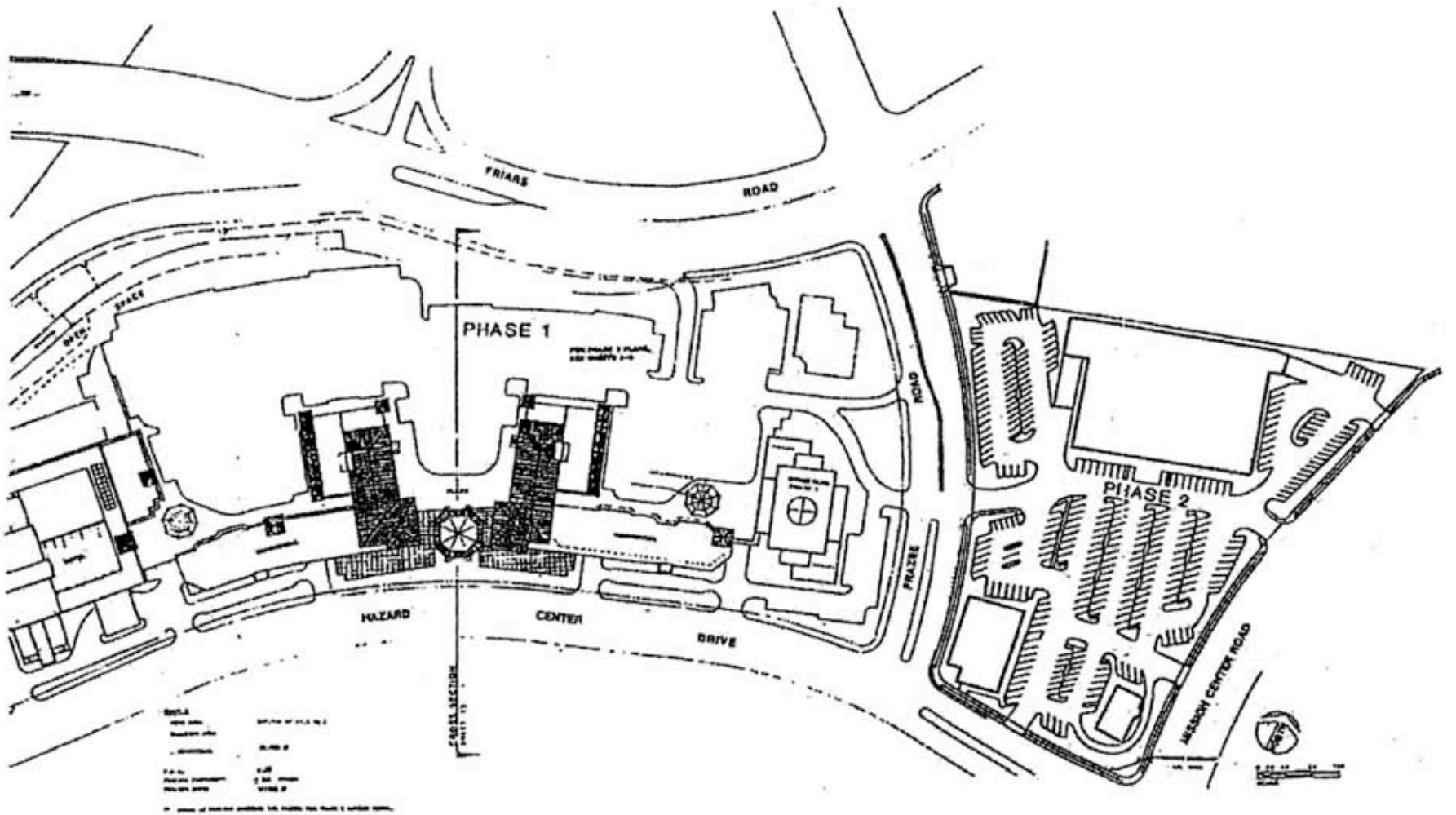
Hazard Center

5
FIGURE



Hazard Center

6
FIGURE



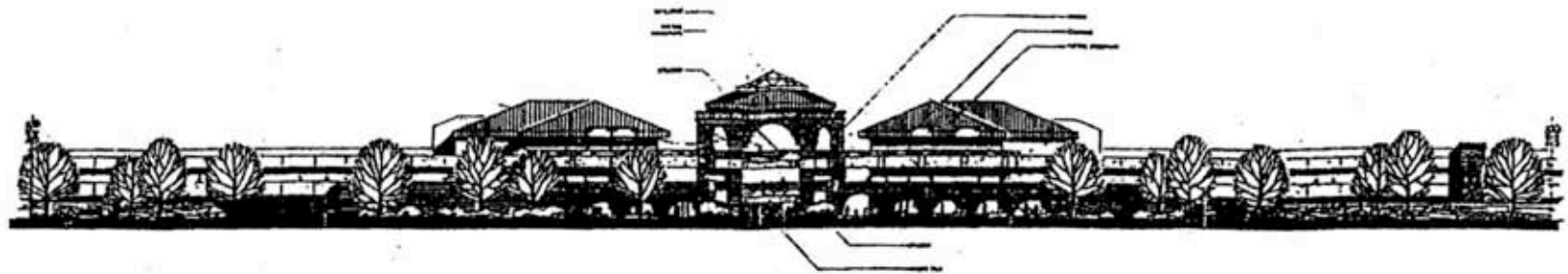
Phase 2 Development Plan

Hazard Center

7

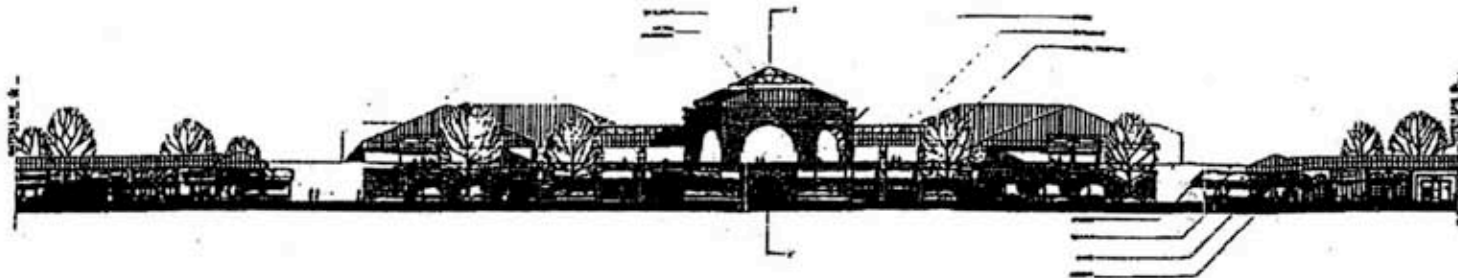
FIGURE





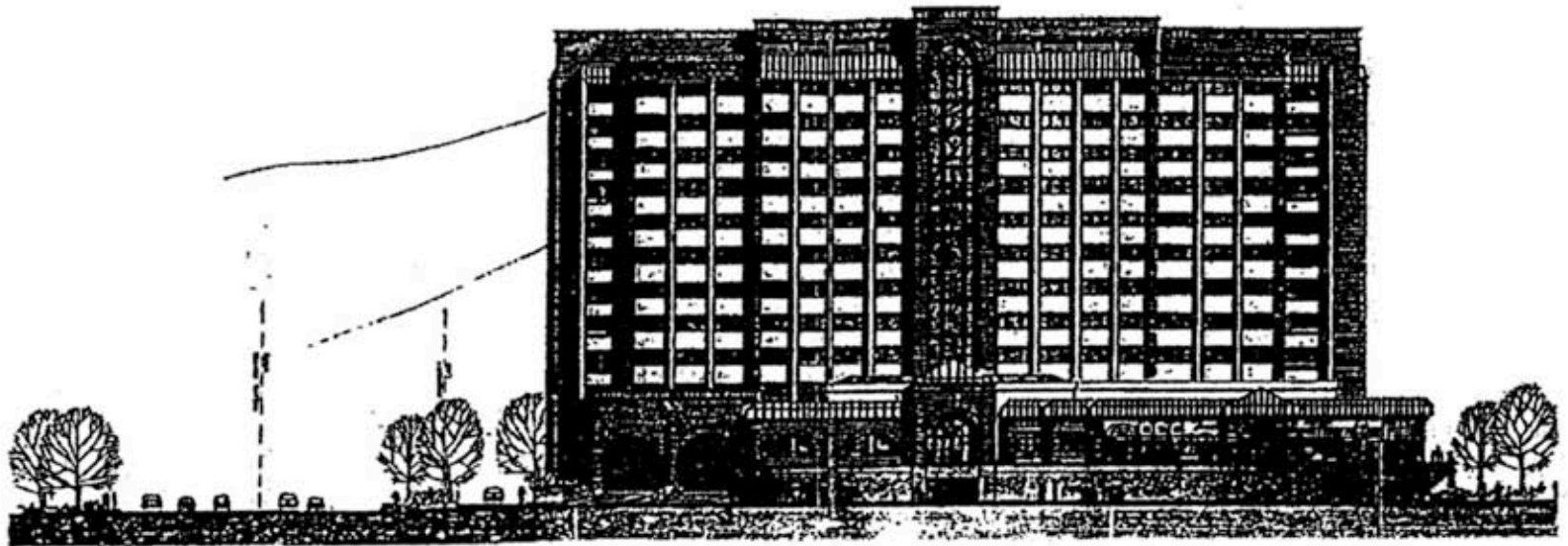
South Elevation
Hazard Center

8
FIGURE



North Elevation
Hazard Center

9
FIGURE

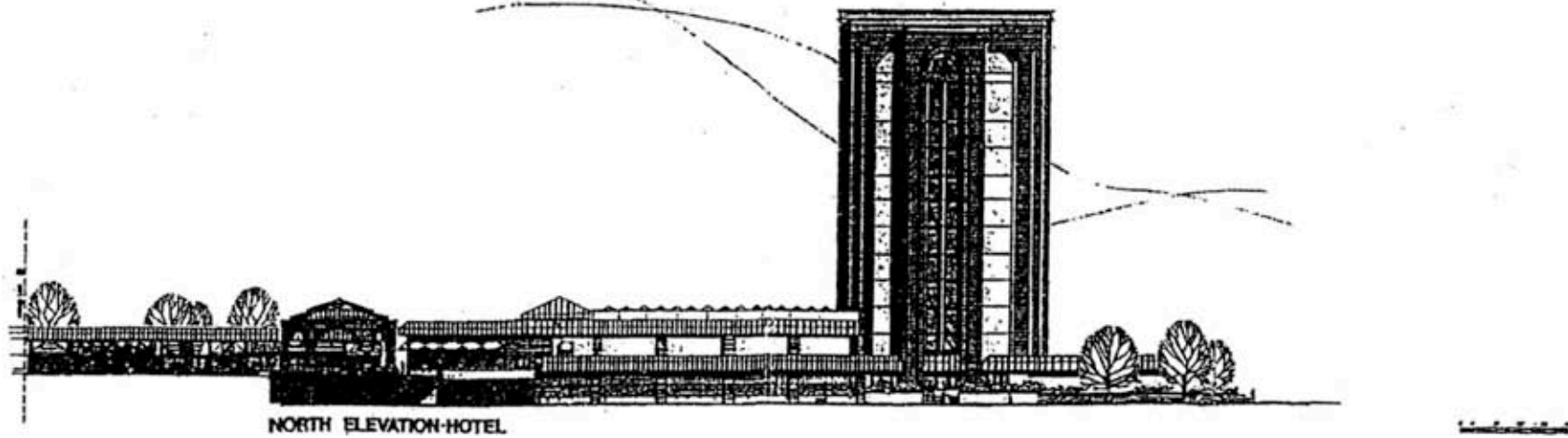
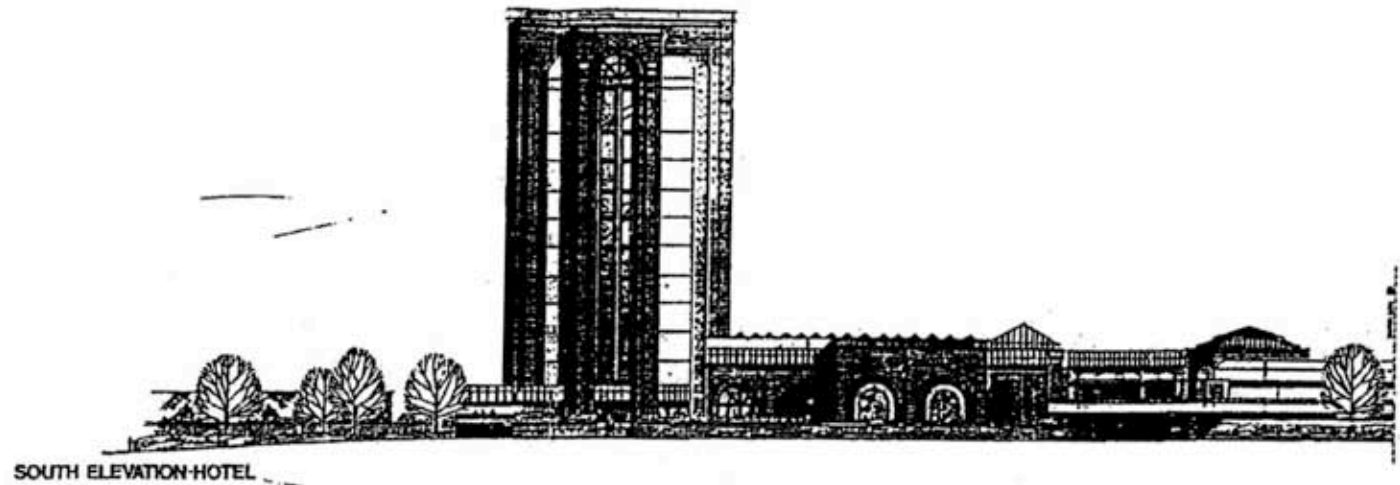


EAST ELEVATION • HOTEL



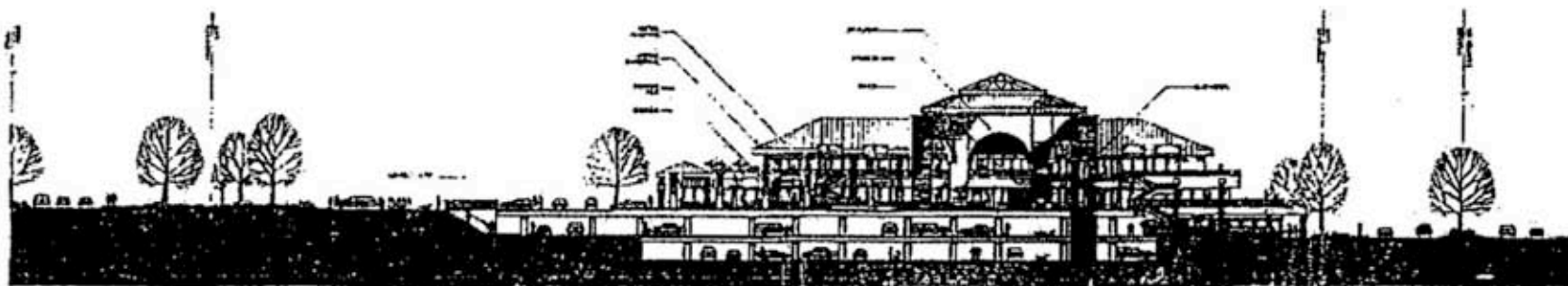
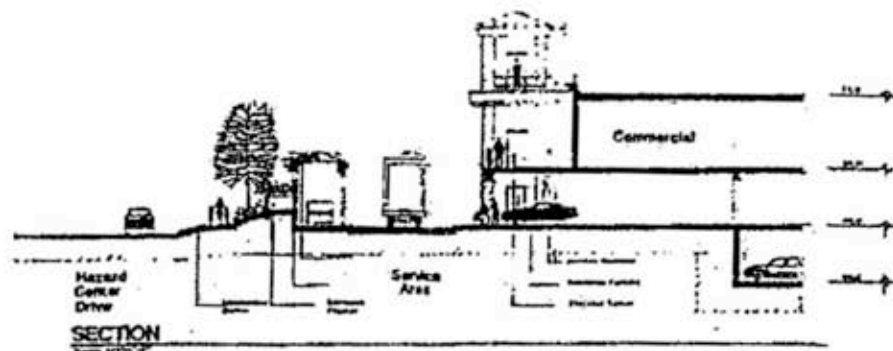
East Elevation
Hazard Center

11
FIGURE



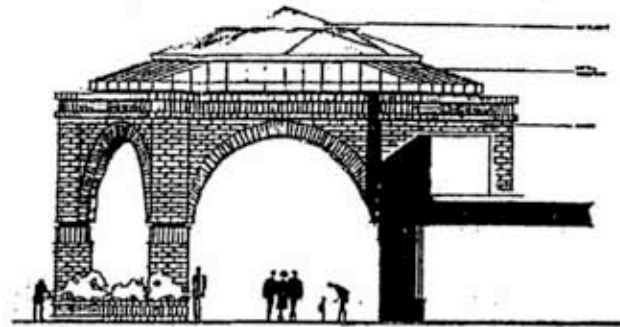
North and South Elevation
Hazard Center

12
FIGURE



Cross Section
Hazard Center

13
FIGURE

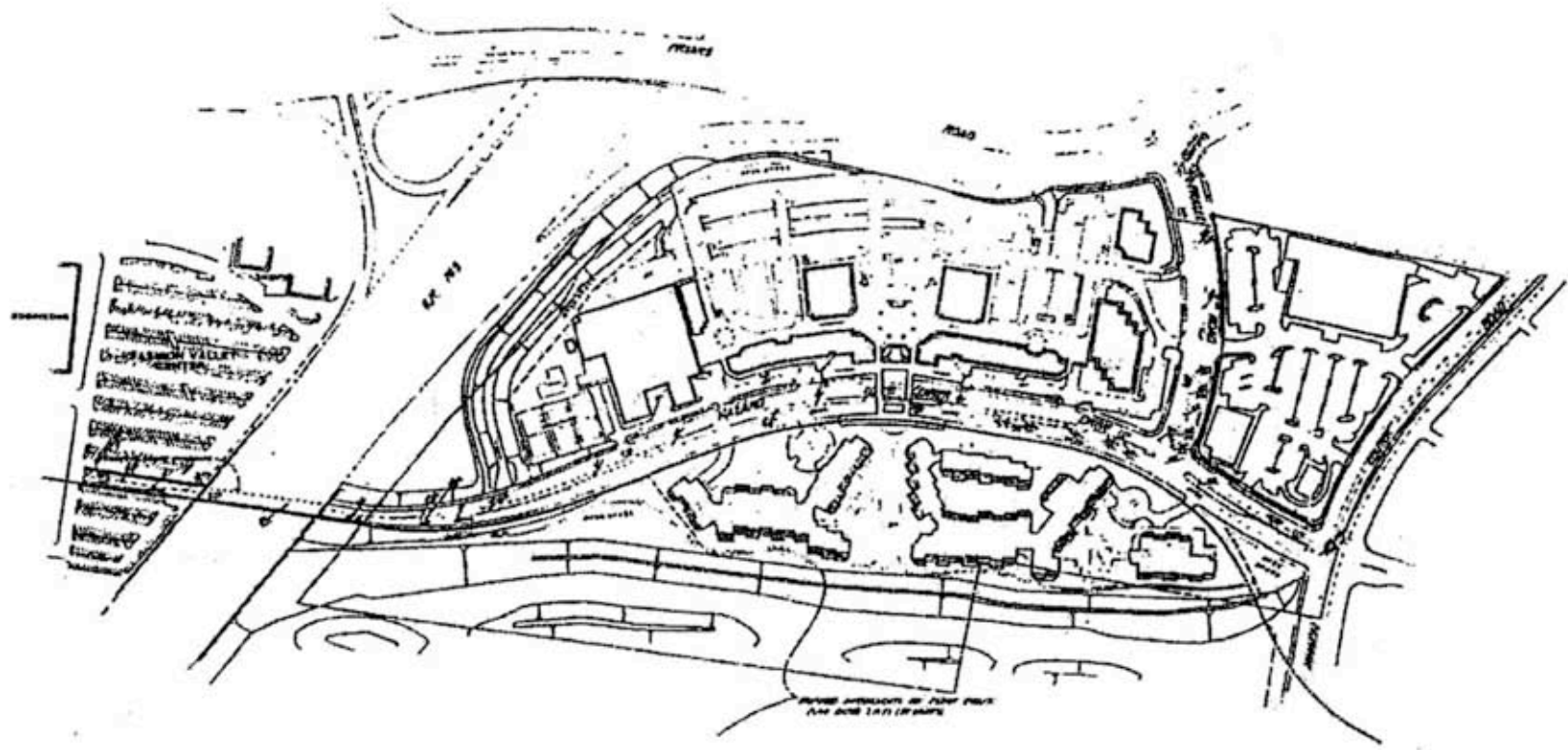


TYPICAL SECTION @ RETAIL MALL Y-Y'



TYPICAL EXTERIOR ELEVATION @ RETAIL MALL



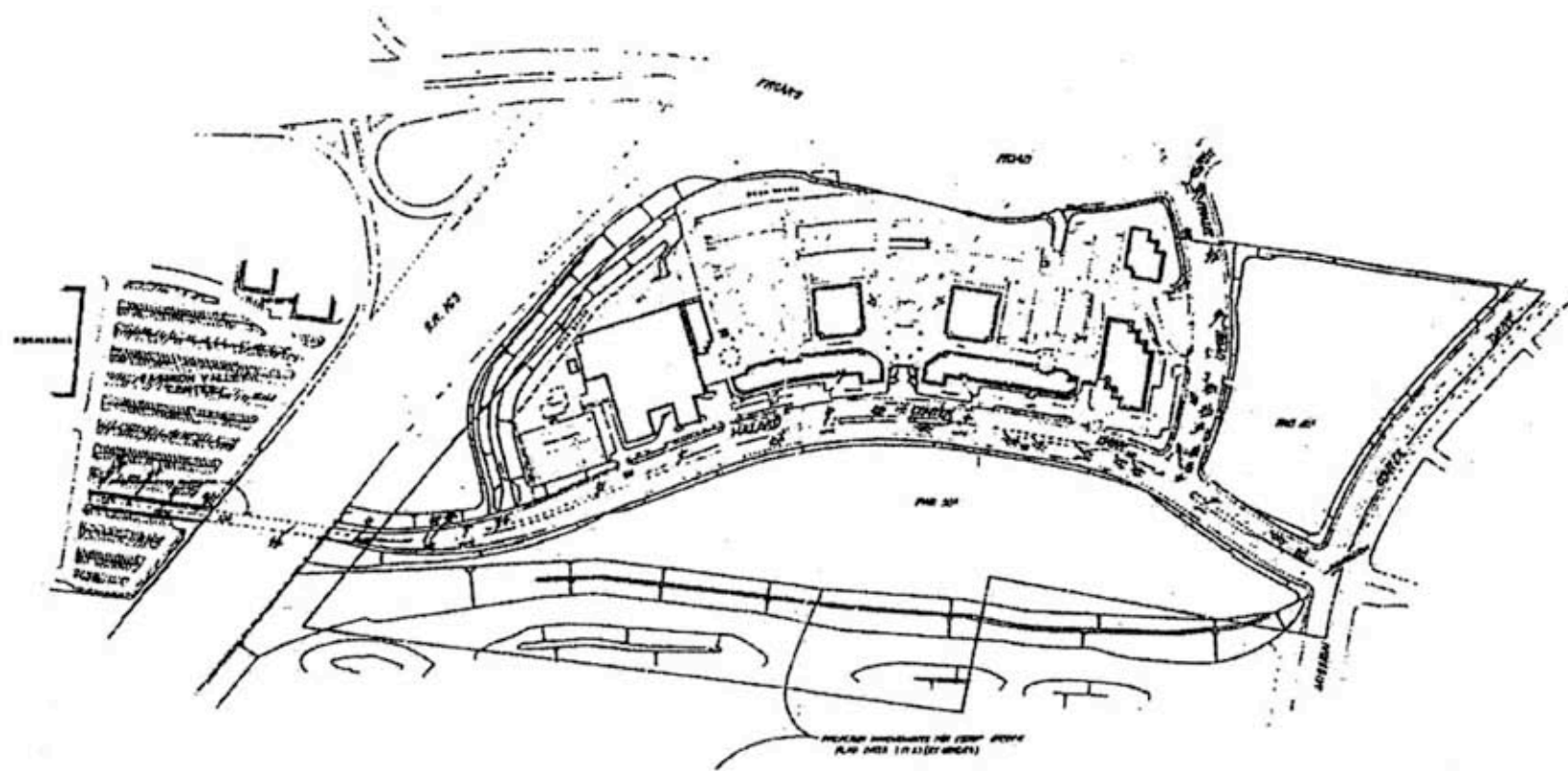


Preliminary Site Grading Master Plan

Hazard Center

15

FIGURE



Phase 1 Preliminary Grading Plan

Hazard Center

16
FIGURE

