

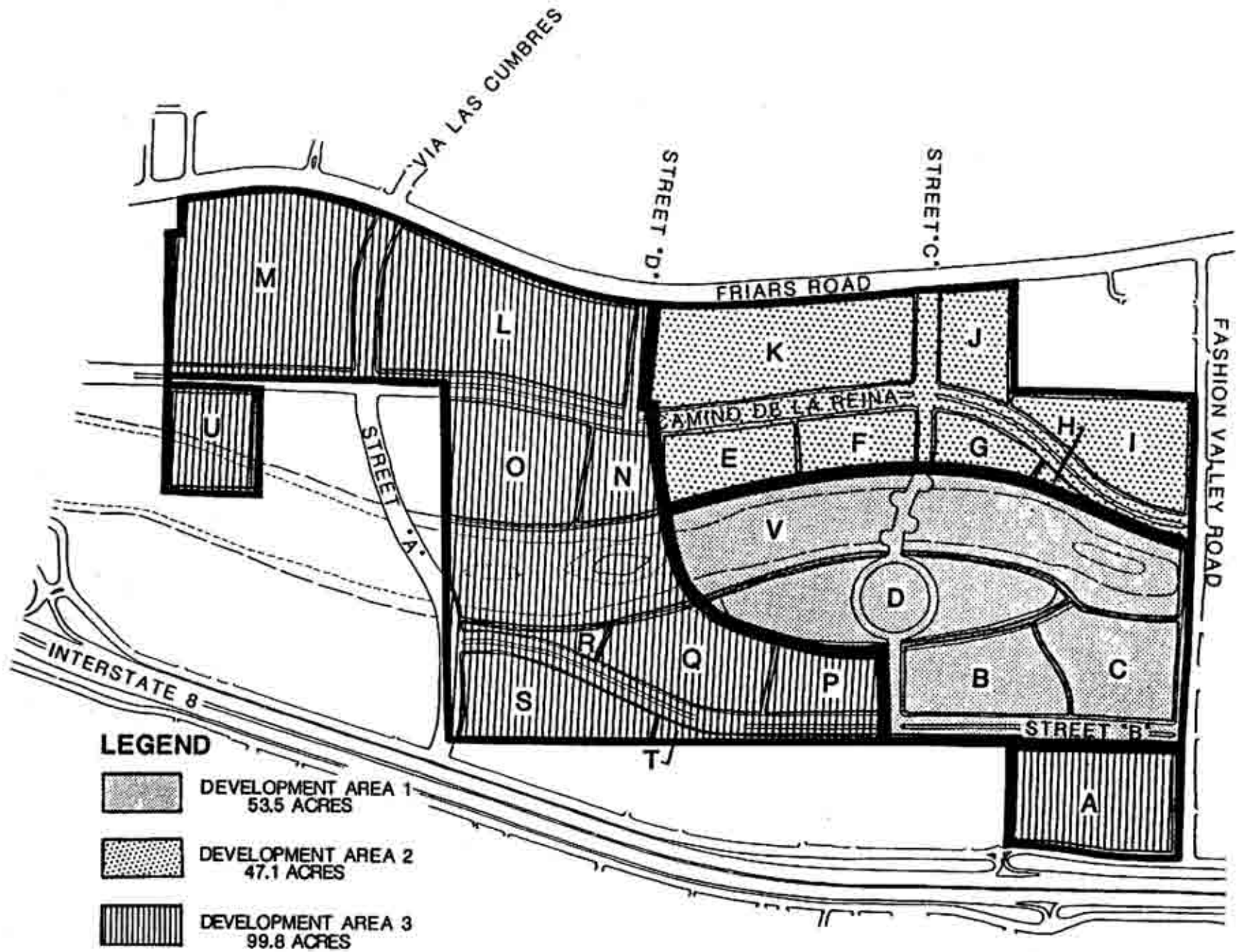
LEVI-CUSHMAN SPECIFIC PLAN

Implementation Guidelines


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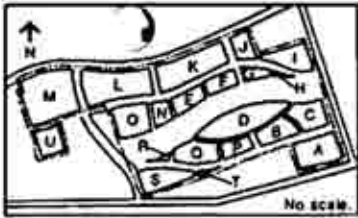


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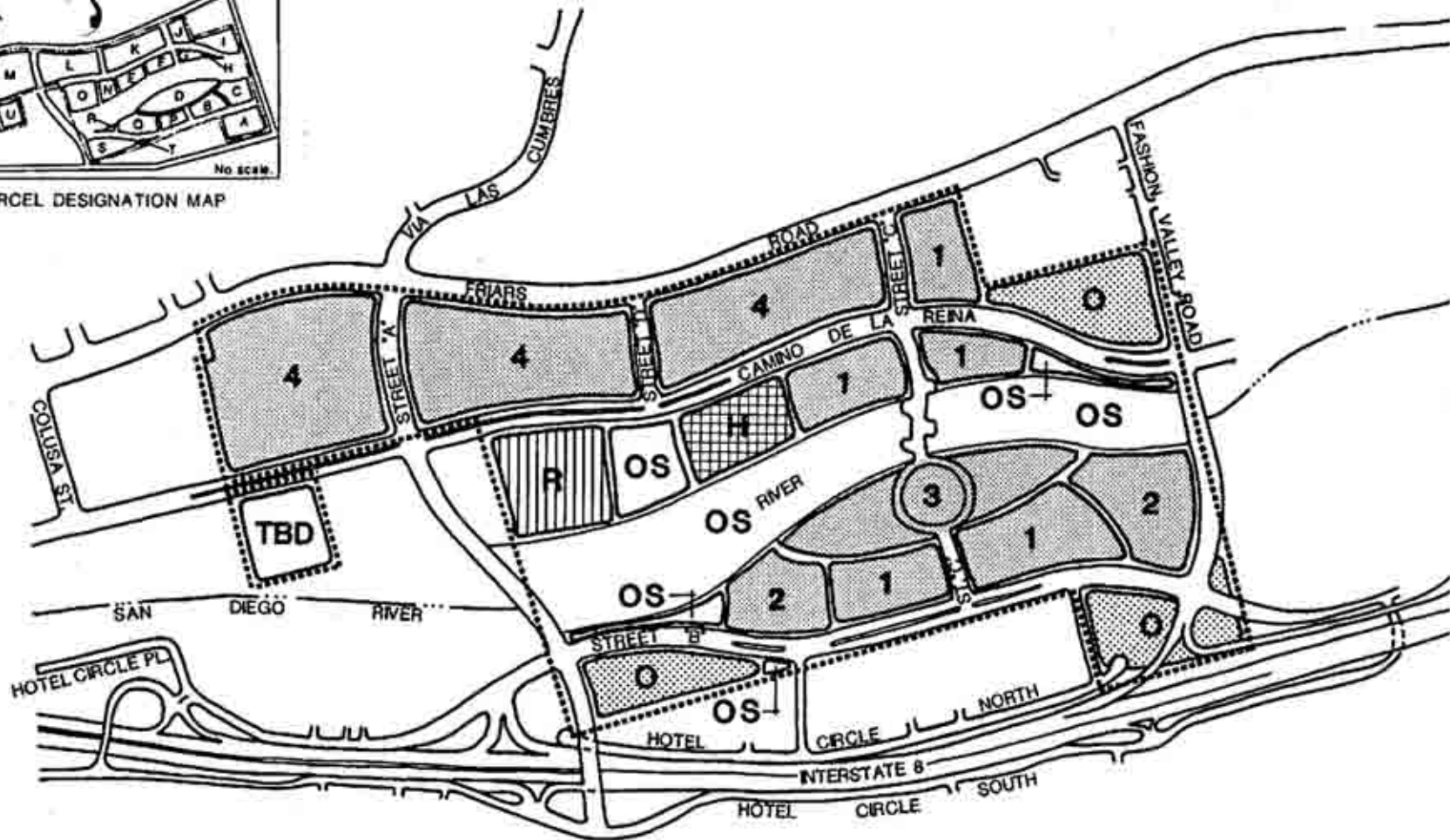
-  DEVELOPMENT AREA 1
53.5 ACRES
-  DEVELOPMENT AREA 2
47.1 ACRES
-  DEVELOPMENT AREA 3
99.8 ACRES

**LEVI - CUSHMAN
SPECIFIC PLAN**

**KEY TO
PARCEL LOCATIONS**



PARCEL DESIGNATION MAP



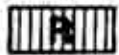
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COMMERCIAL-HOTEL



COMMERCIAL-OFFICE



RESIDENTIAL



MIXED USE-OFFICE/RETAIL



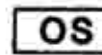
MIXED USE-HOTEL/RETAIL



MIXED USE-OFFICE/RESIDENTIAL/RETAIL



MIXED USE-RESIDENTIAL/RETAIL



OPEN SPACE



TO BE DETERMINED



No scale

LEVI - CUSHMAN
SPECIFIC PLAN

SUMMARY
OF LAND USES

I. GENERAL CRITERIA

A. SUBMISSION REQUIREMENTS

1) Consistency - All development within the Levi-Cushman Specific Plan area must be consistent with the Levi-Cushman Specific Plan (LCSP) and these Implementation Guidelines (IG). If inconsistencies or ambiguities arise between text and graphics in either of these documents, the more restrictive interpretation shall apply unless otherwise approved by the Planning Director.

2) Processing - Plans for development within the project must be processed under the requirements and procedures of the City of San Diego Planned Commercial Development (PCD) or Planned Residential Development (PRD) regulations (Section 101.0910 and 101.0900).

3) Underlying Zoning - For development criteria not established by the Specific Plan or Implementation Guidelines, all PCD applications shall rely on applicable provisions of the City of San Diego "CA" ("Area Shopping Center") zoning regulations. For development criteria not established by the Specific Plan or Implementation Guidelines, all PRD applications shall rely on applicable provisions of the R-1000 zoning regulations. Wherever discrepancies occur between zone regulations and the LCSP/IG, the Specific Plan and Implementation Guidelines shall prevail.

4) Minimum Size Submittal - The minimum area for which a PCD/PRD can be submitted is a Development Area, as identified on the Key to Parcel Locations, LCSP Figure 2.2.

5) Development Summary - Development applications must identify the Average Daily Trips (ADT), residential units, hotel rooms, and square feet of development associated with each land use type within the Development Area being processed, as well as a summary of ADTs, units, rooms, and square footages of previously-approved and yet-to-be-approved Development Areas.

6) Programs to Accompany Initial Submittal - The first planned development application shall be accompanied by a series of descriptive programs which refine guidelines and criteria appearing in the LCSP. These programs are:

Architectural Design

Streetscape Planting

Streetscape Design

Street Name Program

Sign Program

Floodway Channelization

Earth Moving and Grading,

Initial submittals shall contain basic criteria applicable throughout the project area, with specific details on application within the accompanying PCD or PRD.

7) **Engineering Review** - In addition to those approvals normally required from the City Engineer as part of the LCSP development process, the following shall also apply:

a) Prior to approval of the first Planned Development within the Levi Cushman Specific Plan area, the preliminary grade and alignments for all streets within the entire LCSP area shall be approved by the City Engineer; and

b) The street system proposed for the project must be designed to the satisfaction of the City Engineer per the drawing entitled "Restudy Overlay to Study Plan #1" dated June 29, 1987, or an amendment thereto which is agreeable to the City Engineer.

8) **Minor Changes** - Some changes to the project design described within the Plan are anticipated as a normal consequence of detailed planning and engineering. All plans will be subject to the review of the Planning Director and City Engineer to assure conformance with applicable public policies and standards. As well, the Planning Director may approve minor adjustments in parcel dimension, lot coverage, road alignment, river channel alignment, and development area acreage without a specific or community plan amendment so

long as those adjustments are in substantial conformance with and meet the spirit and intent of the LCSP and IG.

B. LAND USE AND INTENSITY CONTROLS

1) **Mixed Use Requirements** - Each of the three Development Areas (DA1, DA2, and DA3) shall contain at least three of the following land uses: residential, hotel, retail, office. No single land use shall account for more than 65 percent of the square footage within that Development Area.

2) **Phasing** - Phasing must be established within each Development Area so that no more than 80 percent of the allowable square footage of any land use can be approved unless construction commences on at least two other land uses. Maximum square footages are shown in Table 2.1 of the LCSP.

3) **Room/Unit/SF Maximums** - Development shall not vary more than 15 percent from the following levels of use in each

	RESIDENTIAL UNITS	HOTEL ROOMS	000'S OF SQ FEET OF DEVELOPMENT	
			RETAIL	OFFICE
DA 1	60	500	100	500
DA 2	300	250	50	691
DA 3	<u>262</u>	<u>250</u>	<u>50</u>	<u>1391</u>
PROJECT TOTAL	1329	1000	200	2582

Development Area (DA). An increase in development in one DA shall be balanced by a reciprocal decrease in use in another DA to assure that project development totals remain unchanged.

4) **ADT Maximums** - Each Development Area within the project shall not exceed by more than 5 percent the following ADT levels, and in no case shall the 200-acre LCSP area generate more than 67,000 ADT:

- DA 1 17,380
- DA 2 17,906
- DA 3 31,669 (Includes 2700 trips as LRT allowance; see IG Section II/G4f for conditions)

5) **Floor Area Ratio** - The Floor Area Ratio (FAR) for the entire project is 0.6. Maximum FAR's within each Development Area are:

- DA 1 0.50 (1.1 million square feet/53 acres)
- DA 2 0.65 (1.3 million square feet/47 acres)
- DA 3 0.70 (2.9 million square feet/100 acres)

C. PROJECT THEME ELEMENTS:

Each major theme element noted here shall be separately evaluated for conformance with LCSP policy and development criteria.

1) **The Island** - Parcel D shall be designed as an island and shall serve as the prime activity center for retail, office and restaurant uses. It is to be the focus of public use for the entire project.

2) **Pedestrian Bridges** - A pedestrian bridge shall be designed to span the San Diego River and link the north side of the river to the island. The bridge is to be lined with temporary and varied retail uses such as food and flower kiosks. A series of small bridges shall be designed to cross the artificial canal created south of the island and link with development south of the river.

3) **River Channel and Buffer** - The San Diego River channel corridor shall be designed to accommodate a 49,000 cfs flood level and significantly enhanced as a wildlife and water-fowl preserve. Human use of and direct physical access to the river is prohibited. A continuous river buffer shall be provided immediately adjacent to both sides of the channel.

4) **Open Space Network** - All major open space use areas, including pedestrian and bicycle paths, shall be linked to one another throughout the project area. Pedestrian and bicycle paths shall link with the community-wide trail system.

5) **Architectural Consistency** - All development plans shall read as part of a single comprehensive project. Consistent and compatible architectural design, colors, finishes, signage and landscaping shall be used.

6) **Sloping Heights** - Height policies permit tall buildings at the periphery of the project and gradually decreasing building heights as development moves closer to the river. This echoes the natural character of the Mission Valley setting.

7) Continuity of Edges - At the perimeter of the LCSP project area, development including but not limited to the river buffer, pedestrian/bike paths, and streetscape furnishings shall be continuous and/or functionally harmonious with existing or approved uses on adjacent parcels.

8) View Corridors - The San Diego River shall be the central focus and view corridor for the project. Other view corridors shall be provided from pedestrian and vehicular ways.

9) Theme Tower - A dramatic theme tower is proposed for the island. It shall serve as the major focal point for the project and will direct pedestrian usage to the island center. The theme tower is not subject to height limit imposed on island development and its height will be established during the PCD review of Development Area 1.

10) Transportation Center - Within the northeast portion of the LCSP area, a transportation center will focus public transit (stops for LRT, buses), private transit (intra-valley shuttle, taxi cabs, jitneys), traveler-oriented services (visitor accommodations, restaurants, ticket booths), and vehicle parking facilities. Pedestrian walkways and bike paths shall connect the transportation center with all other portions of the project.

II. DEVELOPMENT CRITERIA

A. HEIGHTS

Throughout the project, building profiles are generally designed to slope toward the river. See Height Zones, LCSP Figure 3.1, and height envelopes diagrammed on Parcel Summary Maps. Building heights along the river channel will generally be one or two stories, then step up as they move away from the river. Three height zones are applied within the project:

- 1) **Perimeter Zone** - Within this zone, heights range from a maximum of 250 feet at the perimeter of the project to a maximum of 140 feet. Parcels S and A have only a 250 foot height maximum and do not have sloping height requirements since an interchange with Interstate 8 will be constructed on an as-yet unknown portion of these parcels. A simple height maximum is therefore established to preserve development options.
- 2) **Mid Zone** - Heights range from a maximum of 140 feet to a maximum of 42 feet. The maximum height of 140 feet extends across 50 percent of the mid zone parcels between Camino De La Reina and the river and between Street B and the canal. From this 50 percent point, the height envelope slopes down to 42 feet along the river and canal.
- 3) **Low Zone** - Heights are permitted up to a maximum of 42 feet, except for the theme tower whose height will be established during the PCD review of DA 1.

B. LOT COVERAGE MAXIMUMS AND LANDSCAPING MINIMUMS

- 1) **Maximum Coverage** - The portion of a parcel which may be covered with structural development shall vary based on permitted heights:
 - a) **Perimeter Zone** - No more than 40 percent of the gross area of each parcel within the Perimeter Zone may be covered by structural development.
 - b) **Mid Zone** - No more than 50 percent of the gross area of each parcel within the Mid Zone may be covered by structural development.
 - c) **Low Zone** - No more than 60 percent of the gross area of each parcel within the Low Zone may be covered by structural development.
- 2) **Minimum Landscaping** - The area within each parcel which is restricted from coverage by structural development shall be inversely proportional to the height (i.e., Perimeter Zone - 60 percent; Mid Zone - 50 percent; Low Zone - 40 percent). This area shall be fully landscaped with living plant material and permanently maintained, except that driveways, urban plazas, street furniture, active and passive recreational uses, and pedestrian and/or bike paths shall be permitted.

C. SETBACKS

1) Minimum Requirements -

a) From the top of the river channel (typically the edge of the floodway) - 50 feet except on the Island where it shall be 30 feet.

b) From the top of the canal - 20 feet.

c) From Friars Road - 50 feet

d) From Fashion Valley Road, Camino De La Reina, Street A, Street B, Street C (except between the river and the canal) and Street D - 30 feet.

On north-south public streets designated as view corridors, setbacks shall be increased by two feet for each story that the building exceeds three stories in height to promote views to and from the river corridor. With the approval of the Planning Director, a building step-back may be substituted in lieu of this increase in setback.

e) From all internal public streets - 20 feet.

f) From adjacent parcels - 20 feet except when a parcel is developed in conjunction with an adjacent parcel at which time the required setback is 0 feet.

2) Measurement - All setbacks from public streets shall be measured from the property line.

3) Permitted Use - All setbacks shall be fully landscaped with living plant material and permanently maintained, except that driveways, urban plazas, street furniture, picnic areas, viewing areas, hiking and jogging trails, and pedestrian and/or bike paths shall be permitted.

D. ARCHITECTURE

An Architectural Design Program shall accompany the first planned development application and shall be based on the LCSP Urban Design and Development Policy, Section 3.0. The Architectural Design program shall contain design criteria for the entire project area regarding:

- Architectural character, including overall design, scale, massing, color, and finish;
- Functional relationships between buildings and exterior spaces; and
- Construction materials.

At the time applications are submitted for PCD/PRD processing for each DA, architectural site plans (plan views, elevations, landscaping) shall be provided for each parcel.

E. SITE PLANNING FOR VIEWS

1) Orientation - Buildings shall be configured to optimize river views.

2) **Grouping** - Groups of buildings should be sited to maximize landscaped open space areas and preserve view corridors. Development along Friars Road shall not be so closely spaced as to create a block wall effect prohibiting views into the project and acting to visually enclose the street.

3) **View Corridors and Sight Lines** - Views toward the river shall be provided throughout the project based on the identification of View Corridors, LCSP Figure 3.7.

a) **North-South Street View Corridors** - Ground level view corridors shall be provided along all north-south public streets to the river.

b) **Through-Parcel View Corridors** - At least two ground level view corridors shall be provided between Friars Road and the river which permit views through parcels. One of these views will be provided through Parcels L and O, and another through Parcels K and E or K and F. Another view corridor shall be designed from Interstate 8 through Parcels A and C or Parcels A, B, and D into the river.

c) **Sight Lines** -

Views shall be provided into the site from Interstate 8 and hillsides above Friars Road.

Views shall be provided from Fashion Valley Road, Camino De La Reina, and Street A to the proposed theme tower and island.

Views shall be provided from the transportation center at Camino De La Reina and Street C to the river corridor.

F. OPEN SPACE NETWORK

The LCSP open space network is composed of the river corridor, river buffer, pedestrian bridges, park and open use areas, floodway transition areas, theme entries, project open space, pedestrian paths, and bikeways.

1) General Requirements

a) **Construction and Maintenance** - The landowner and/or project tenants shall bear financial responsibility for constructing the open space network. Funds for maintenance shall be guaranteed through creation of one or more maintenance districts for areas where public access or open space easements are granted. Project open space and private recreational areas shall be constructed and maintained by owners' associations or by individual owners or tenants. Landscaping of all raised street medians and areas between curbs and sidewalks which lie within public rights-of-way will be provided by the developer and maintained through a maintenance district.

b) **Recreational Emphasis** - Recreational uses shall be provided within private developments and may include swimming pools; tennis, basketball, volleyball, handball, shuffleboard, and badminton courts; children's play areas; and picnic facilities.

c) Linkage - Private outdoor recreation and urban plaza areas must be physically or visually linked to a project-wide open space system. Open space areas between buildings shall be developed into landscaped links to the major open space areas.

d) Clustering - Structures should be clustered to maximize open spaces and open use areas.

2) River Channel

a) Design - The first project development application shall be accompanied by a detailed design for channelizing the floodway of the San Diego River between Fashion Valley Road and Street A with a natural appearing waterway and vegetated slope areas. The floodway channel shall be capable of conveying a peak discharge of 49,000 cfs without raising the calculated surface of the existing flood level either upstream or downstream of the project and shall be designed to function with or without development of adjacent upstream or downstream properties. See Channel Design Cross Sections, LCSP Figure 4.2

b) Flood Control Compliance - River channel design shall be reviewed for compliance with applicable flood control regulations and policies by the Floodway Management Section of the City of San Diego Engineering and Development Division.

c) Revegetation/Wetland Program Compliance - The Riparian Revegetation Program included within these Im-

plementation Guidelines shall govern the improvement, maintenance, management, and monitoring of wetland habitat within the channelized portion of the San Diego River which lies in the LCSP project area. All mitigation conditions identified within the LCSP EIR shall apply to this project, including requirements for use of rip-rap and synthetic mesh netting on portions of the flood control channel to minimize erosion and ensure slope stability, and mitigation to prevent runoff from the entire site from entering the flood control facility. Detailed conditions are specified within the EIR.

d) Open Space Easement - An open space easement shall be granted for that area of the San Diego River covered by the first phase of construction of the channelized floodway at the time of recordation of the first final map for Development Area 1. An open space easement shall be granted for that area covered by the second phase of construction of the San Diego River channelized floodway at the time of recordation of the first final map for Development Area 3.

3) River Buffer

a) Location and Components - A river buffer with a width of 25 feet shall be located immediately adjacent to the top of the river channel (typically the San Diego River 100-year floodway), and shall include a vegetative barrier no less than five feet wide with an understory growth no greater than four feet high which denies access into the river. The river buffer may also include a pedestrian and

bike path, landscaped areas, and passive recreational areas. Within the first 20 feet of the river buffer, as measured from the top of the channel, only native vegetation shall be planted. Since the setback requirement along most of the river is 50 feet, it is expected that portions of this setback will be designed to merge with and visually appear to be an extension of the buffer. Therefore, flexibility in the design of the buffer shall be encouraged to assure a variety of buffer configurations. See River Cross Section and Buffer, LCSP Figure 3.3, and Typical Designs Adjacent to the Buffer, LCSP Figure 3.4.

b) Vegetative Barrier -

- Plants within the vegetative barrier shall be limited to those identified in the On-Site Plant Matrix, LCSP Table 3.3, as suitable for barrier vegetation. Additions may be made to this plant list at the discretion of the Environmental Quality Division.
- A break in the plant overstory shall be provided along at least 20 percent of the barrier to permit views into the river. These view breaks shall be aligned and coordinated with view corridors, but in no case shall the view break be greater than 50 linear feet.

c) Pedestrian and Bicycle Path - A primary pedestrian path and a bicycle path shall be included within the river buffer and/or within the 50-foot setback from the river, designed to standards described in Sections F9 and F10 below. In no case, however, shall the paved area devoted

to a combined pedestrian/bicycle path within the buffer exceed 10 feet in width.

d) Public Access Easement - A public access easement shall be granted for the river buffer and the pedestrian and bicycle paths located within 50 feet of the river channel at the time of recordation of the first final map for each Development Area.

4) Primary Pedestrian Bridge

a) Location - A bridge oriented primarily for pedestrian use shall continue the right-of-way for Street C, span the San Diego River, and link the transportation center to the island.

b) Use - The bridge shall be designed for pedestrian use but shall also accommodate limited public transit and emergency vehicle access to the island. Retail commercial uses shall be permitted on the bridge so long as they are mobile in character, directed to pedestrians using the bridge, and include but are not limited to temporary food, flower, and general merchandise vendors.

c) Design - The traveled way of the bridge shall not exceed a width of 30 feet and shall be designed to provide pedestrian, limited transit, and emergency vehicle access. Up to two commercial nodes shall be permitted on each side of the bridge adjacent to the traveled way. Each node shall add no more than 20 feet to the width of the bridge nor have a net use area greater than 800 square feet. At no

point shall the maximum overall width of the bridge exceed 50 feet. The bridge shall be designed with the minimum practical number of vertical supports.

5) Parks and Open Use Areas

a) Location and Use - Parcels N, H, R, and T, or other parcels providing no less than six acres with at least 1700 linear feet adjacent to the river channel, shall be designated for park and open use.

b) Special Treatment Areas - Parcels designated for Park and Open Use which lie adjacent to the river channel shall employ landscaping which transitions from native riparian plants within the vegetative barrier and buffer to ornamental vegetation. Use of meandering pedestrian and bike paths is appropriate within Special Treatment Areas. See Special Treatment Areas, LCSP Figure 4.4.

c) Public Access Easement - A public access easement shall be granted for Park and Open Use Areas which lie within a particular Development Area at the time of recordation of the first final map of that Development Area.

6) Floodway Transition Areas

a) Location and Use - Overflow from a 100 year storm is expected west of Fashion Valley Road adjacent to the San Diego River channel. Within these Floodway Transition Areas, no uses shall be permitted which impede the flow of water during flood conditions. Permitted uses in-

clude but are not limited to theme entry areas, parks, parking areas, roads, pedestrian paths, bikeways, playing fields, golf courses, par courses, picnic areas, rest/view areas, and similar recreation uses. See Special Treatment Areas, LCSP Figure 4.4.

b) Compliance - Uses proposed within Floodway Transition Areas shall be reviewed for compliance with applicable flood control regulations by the Floodway Management Section of the City of San Diego Engineering and Development Division.

7) Theme Entries

a) Location and Use - Ten sites are designated within the LCSP area which are to serve as landscaped entries into the project. Entries shall announce and enunciate dominant themes of the development with monumentation, vegetation, and signing. Theme entries may include fountains, pools, or other water elements. See Theme Entry Hierarchy, LCSP Figure 3.12.

b) Types - Three types of theme entries are designated.

- A *major theme entry* includes monumentation and is measured by a radius of 120 feet from the corner where the entry is located.
- A *secondary theme entry* incorporates some water or monument features and is measured as a radius of 90 feet from the corner where the entry is located.

- A *minor theme entry* includes monument features and is measured as a radius of 45 feet from the entry corner.

8) Project Open Space

a) Recreational Canal

Location and Design - A privately constructed and maintained artificial canal bordering the south side of the island shall visually but not literally connect to the river channel. Bridges over the canal will link the island to nearby development.

Use - Recreational use of the canal may include but is not limited to paddleboats and water taxis.

Water Quality - A water quality monitoring and maintenance program for the closed-circulation canal system shall accompany plans for development of the canal.

b) Individual Parcels

Minimum Area - At least ten percent of the buildable area of each parcel (the development area as defined on Parcel Summary Maps) shall be devoted to outdoor space intended for human use and/or relaxation. This area is considered free of structural development and shall be included when calculating the percentage of parcel area necessary to satisfy the Minimum Landscaping requirement of IG Section II/B2.

Uses - Project open space includes but is not limited to courtyards, plazas, promenades, seating areas, recreational areas, pedestrian and bicycle paths, parks, viewing areas, children's play areas, and picnic areas.

9) Pedestrian Paths

a) Location - Pedestrian paths shall be located throughout the project area, connect all uses to one another, and link to the community-wide pedestrian and public transit systems. Development adjacent to the river channel shall not directly abut the primary pedestrian path located within the required setback from the river. Safe and convenient pedestrian movement shall be provided from parking areas to surrounding projects. All uses must have direct pedestrian links into open space areas. See Pedestrian Circulation System, LCSP Figure 3.5.

b) Design Standards -

Width When Adjacent a Public Street - Widths of pedestrian paths located within a public street right-of-way shall be determined by the classification of the adjacent street and shall be separated from the street by a landscaped strip.

- When adjacent to a major street, the pedestrian path shall be 10 feet wide and the landscaped strip 8 feet wide.

- When adjacent to a four lane collector street, the pedestrian path shall be 8 feet wide and the landscaped strip 6 feet wide.
- When adjacent to a two lane street, the pedestrian path shall be 6 feet wide and the landscaped strip 5 feet wide.

Widths When Not Adjacent a Public Street - Widths of pedestrian paths which lie outside a public street right-of-way shall be no less than 6 feet wide except when they occur in the river buffer. While the pedestrian path along the river will be at least 10 feet wide, when it is located within the river buffer, the paved surface area must not exceed 10 feet in width.

Lighting - Primary and secondary pedestrian paths shall have adequate lighting and signing to provide for the safety of users during nighttime hours.

Gradient - All primary pedestrian paths shall have adequate gradients for handicap usage, per requirements of Title 24.

Crossings - On-grade crossings shall be developed at major street intersections in accordance with applicable City standards.

10) Bikeways

a) **Location -** Bikeways shall be located throughout the project area, connect uses to one another, and link to the community-wide bikeway system designated on Friars Road. See Bikeways, LCSP Figure 3.6.

b) **Design Standards -**

Bicycle Paths - Bicycle paths are two-way facilities separate from roadways. When designed exclusively for bicycles, paths shall have a width of eight feet with a two-foot shoulder on either side. A minimum eight-foot vertical clearance to obstructions shall be provided at the outside edge of the bike path. When a bicycle path is combined with a pedestrian path, it shall be ten feet wide with the two-foot horizontal and eight-foot vertical clearance required only on one side of the path. See Typical Designs Adjacent to the Buffer, LCSP Figure 3.4.

Bicycle Lanes - Bicycle lanes are striped or marked lanes in the roadway designated for preferential one-way use. Bicycle lanes shall be six feet wide. See Typical Bikeway Cross Sections, LCSP page 39.

Bicycle Routes - Bicycle routes are signed bikeways shared with pedestrian or motor vehicles with no specially marked lane. Widths of routes vary based on vehicular traffic and road conditions.

c) **Conformance** - At the time of construction, bikeway signs, markings, traffic control devices, etc., shall conform to the requirements of the MVCP bikeway design standards.

d) **Bike Racks** - Commercial and residential buildings shall provide secure bike racks.

G. CIRCULATION

1) Integrated System

An integrated circulation system shall be provided in the LCSP project area which accommodates bicycles, buses, Light Rail Transit (LRT), and both private and commercial vehicles.

2) Transportation Center

a) **Location and Use** - A transportation center shall be developed within the LCSP project which includes public transit stops, services for travelers, and parking facilities. Proposed at the intersection of Parcels F, G, J, and K, the transportation center will be the LRT station within the project. See LRT/Transportation Center, LCSP Figure 3.8.

b) **Timing** - Design of the Transportation Center shall be submitted with the planned development application for DA 2.

c) **Architectural Integration** - The transportation center shall be integrated into the architectural design of development on Parcels F, G, J, and K.

d) **Below Grade Access** - Concept designs indicate the LRT will run below the Street C intersection at Camino De La Reina.

3) Public Transit/Bus

a) **Route Location** - Friars Road will be the major bus and/or shuttle route serving the project area. Final determination of bus stop locations must be made in conjunction with MTDB. See Mass Transit, LCSP Figure 3.9.

b) Bus Stop Design -

- Bus stops shall be integrated into or constructed as part of pedestrian areas, urban plazas, and LRT and shuttle stops for the convenience of transit patrons and to provide shelter from harsh weather.
- Bus stops shall be designed to maximize security features and located close to traffic signals and pedestrian crosswalks.
- Bus stops shall be properly signed to be readily identifiable to pedestrian and bus passengers.

4) Public Transit/LRT

a) Location - The light rail transit route through the project is proposed within the Camino De La Reina right-of-way. See Vehicular Access and Circulation, LCSP Figure 5.4.

b) Right-of-Way Reservation - A 35-foot wide right-of-way will be reserved for the LRT for a 15 years period at the time of recordation of the first final map in DA2. An extension of up to 5 years will be provided if the LRT is not constructed within the 15 year period but it is shown that substantial progress on implementation has been made.

c) Station Reservation - A portion of the transportation center will be reserved for an urban LRT station for a 15 year period at the time of recordation of the first final map in DA2. An extension of up to 5 years will be provided if the LRT is not constructed within the 15 year period but it is shown that substantial progress on implementation has been made. A maximum 60-foot by 360-foot right-of-way reservation for the station will be provided.

d) Right-of-Way and Station Dedication - Dedication of a right-of-way for the LRT trackage and station shall take place at the request of MTDB upon commencement of construction of the Mission Valley LRT only if the final alignment of the LRT has been approved by the Metropolitan Transit District through the LCSP project area. The precise dedication of the LRT right-of-way will

depend on final engineering and design. In no event shall the right-of-way be greater than then 35 foot reservation. Any portion of the original reservation which becomes excess after the final engineering and design shall revert back to the LCSP project.

e) LRT Track and Station Construction Costs - The cost of initial construction of the LRT trackage and the LRT station lying within the LCSP project area will be borne by LCSP area owners and/or tenants. At their option, owners and/or tenants may construct these facilities using plans approved by MTDB and the City Engineer.

f) ADT Adjustment - Because the reservation and dedication of the LRT right-of-way and station will have a positive impact by reducing traffic in Mission Valley, the LCSP project shall receive an allowance of 2700 ADT to be applied in DA3 in exchange for said reservation and dedication. This will permit a total of 31,700 ADT in DA3.

5) Auto/Truck Circulation

a) Street Classification - Street classifications are as proposed in Recommended Street Classifications/West Mission Valley, LCSP Figure 5.7.

b) Street Design - Street section design shall be as shown in Typical Street Sections, LCSP Figure 3.10.

c) **Emergency Access** - Emergency service vehicles must have complete access to all structures and adequate vehicular turning radii in areas of public concentration.

6) **Parking**

a) **Street Parking** - Only off-street parking shall be permitted within the LCSP project area. On-street parking is prohibited.

b) **Structured Parking** - At least 75 percent of all parking required for a project shall be accommodated in architecturally- integrated parking structures.

c) **Island Parking** - At least 50 percent of parking required for development on the island shall be met by parking facilities off the island. Those facilities shall be located on Parcels F, G, P, and B. At least 50 percent of the parking required for development on the island - whether provided on or off the island - shall be accommodated in parking structures.

d) **Consolidated Parking Areas** - Consolidated parking areas as proposed within the Mission Valley Community Plan shall be developed within the LCSP project area.

e) **Interconnections** - Parking areas and parking structures should be interconnected with one another when feasible.

f) **Access** - Large parking areas of over 120 cars should feed off internal project streets.

g) **Loading/Unloading Bays** - Off-street loading and unloading bays shall be provided.

h) **Perimeter Landscaping** - Perimeter of parking garages and surface parking areas shall be screened with landscaping. See Landscaping Design, IG Section II/H3d.

i) **Surface Parking Areas**

Location - Surface parking shall not be located adjacent to nor be visible from the river corridor.

Design - Permanent surface parking areas greater than one acre in size shall be depressed below the level of the public street and/or fringed with earthen berms. Surface parking areas shall be broken into sections which contain a maximum of 100 cars. Each parking section is to be separated by landscaped buffers at least 10 feet wide and a minimum of 10 percent of the surface parking area (exclusive of setback) shall be landscaped. No parking stall shall be located more than 30 feet from a tree.

j) **Parking Structures**

Location - Parking structures shall not be located adjacent to the river corridor.

Design - Parking structures shall be provided as an integral part of each new development. Parking structures should be placed below grade and between or under buildings to reduce their visual prominence. Parking is not permitted

on roof surfaces. Tiered parking structures shall not be greater than two stories in height unless permitted by the Planning Director.

H. STREETScape AND SIGNAGE

A complete streetscape and signage program shall accompany the first planned development application. The Streetscape Design Program and the Street Signage and Graphics Program shall be based on the LCSP, Section 3.6.

The Streetscape Design program shall contain design criteria for the entire project area regarding:

- Spatial, visual and functional criteria for streetscape design;
- Architectural criteria governing scale, harmony and form;
- Transportation nodes and traffic relationships.
- Conceptual locations, limitations, and use of streetscape plant materials;
- Street furniture, structures, lighting, and traffic control elements;
- Security and safety elements, including handicap access;
- Acceptable materials and colors.

At the time applications are submitted for PCD/PRD processing for each DA, information regarding specific streetscape material at specific locations shall be provided for each parcel.

The Street Name Program program shall contain recommendations for naming all streets of four or more lanes throughout the entire project area. At the time applications are submitted for PCD/PRD processing for each DA, names of all remaining streets within that development area shall be submitted.

The Sign Program program shall contain sign design and location criteria for the entire project area including:

- Materials, scale, type, style, form and colors to be used in signs;
- Sign types and locations which are permitted and prohibited; and
- Theme entry monument design.

At the time applications are submitted for PCD/PRD processing for each DA, information regarding specific sign types, design, and location shall be provided for each parcel.

I. LANDSCAPE DESIGN

A Streetscape Planting Program shall accompany the first planned development application. That Program shall identify specific street trees to be used on all major north-south and

east-west roads within the project, in accordance with the Conceptual Landscape Plan, LCSP Figure 3.11.

1) General Requirements

a) Conformance - All landscape design shall meet or exceed the requirements of Chapter X, Article 1 of Division 7, of the San Diego Municipal Code, City-Wide Landscape Regulations, its technical supplement, and the landscape standards of the Mission Valley Community Plan.

b) Vegetation Permitted - Except for on-site trees present or relocated within the site, all trees used within the project must appear in either the On-site Plant Matrix, LCSP Table 3.2, or in the Streetscape Plant Matrix, LCSP Table 3.1, and shall be used in accordance with the Conceptual Landscape Plan, LCSP Figure 3.11.

c) Screening -

- Berms should be used to screen undesirable views. Berms shall have a 2:1 maximum side slope and a minimum height of 30 inches.
- To screen unsightly or undesirable views near a slope area, large dense shrubs shall be massed near the top rather than the toe of the slope.
- Large walls or fences shall be visually softened with large shrubs or small trees.

2) Streetscape Plantings

a) Characteristics - All street trees shall be long-lived (60 years or more), deep-rooted, low-maintenance, strong, insect and disease resistant, and tolerant of street environments.

b) Median and Rights-of-Way Tree Types -

- Medians and rights-of-way of all *east-west collector streets* shall be planted with trees of one type. At least 50 percent shall be a minimum 24-inch box size.
- Medians and rights-of-way of all *north-south collector streets* shall be planted with trees of one type different from that of the east-west streets. At least 50 percent shall be a minimum 24-inch box size.
- Rights-of-way on the circular *island road* (Parcel D, Street C) shall be planted with trees of one type.
- Rights-of-way on all *residential access roads* shall be planted with trees of one type different from that of east-west or north-south collector streets.

c) Sight Distances - Trees must not be planted within 25 feet of any intersection nor within 10 feet of street lights, fire hydrants and driveways. Determination of adequacy of sight distances shall be made by the City Engineer.

d) **Streetscape Plant Hierarchy** - At the intersection of various plantings, the following hierarchy shall apply: Buffer planting always takes precedence; theme entry planting takes precedence over other types of vegetation; east-west street plantings takes precedence over north-south street planting.

3) **Surface Parking Planting** -

a) **Coverage** - In addition to required setbacks from public streets, a minimum 10 percent of any surface parking area shall be landscaped. See Circulation, IG Section II/G6i.

b) **Tree Type, Height, and Spread** - Round-headed, shade-producing non-deciduous trees must be used on surface parking areas. At maturity, trees must have height and spread of at least 30 feet.

c) **Characteristics** - Trees must be long-lived (60 years or more), deep-rooted, clean, low-maintenance, strong, insect and disease resistant, and tolerant of street environments.

d) **Screening** - Trees and shrubs should be combined with berms to screen surface parking areas from adjacent view corridors, development, streets, and river views. Screening shall be a minimum of 30 inches in height.

4) **On-Site Planting**

a) **Graded Areas** -

- Areas that are graded but not paved or built upon must be landscaped within 90 days of completion of grading with low- water-use groundcover mix.

- Graded slopes must be revegetated with groundcover, shrubs, and trees within 90 days of completion of construction.

b) **View Corridors** - Landscaping should frame view corridors, especially to the San Diego River. Trees within identified view corridors shall include only tall canopy trees rather than short, dense trees.

c) **Turf Areas** - Use of turf is to be minimized except for recreational areas or theme entries. At theme entries, use of turf is limited to 50 percent of the total area. Cool season grasses shall be limited to highly visible project entrances and areas designed for active recreation.

5) **Landscaped Area Within Street Rights-of-Way** -

When pedestrian paths are located within public street rights-of-way, a landscaped area shall separate the pedestrian path from the street.

a) **Adjacent to Major Streets**, the ten foot pedestrian path shall be separated from the curb by an eight foot landscaped strip;

b) Adjacent to Four-Lane Collector Streets, the eight foot pedestrian path shall be separated from the curb by a six foot landscaped strip; and

c) Adjacent to Two-Lane Streets, the six foot pedestrian path shall be separated from the curb by a five foot landscaped strip.

6) Irrigation

a) Subsurface System - All irrigation systems must be automatic, below ground, and fully in compliance with building code regulations.

b) Conservation - Water-conserving irrigation systems shall be used, including drip systems, moisture sensors, and/or low gallonage heads.

c) Metering - Separate water meters must be provided on all irrigation systems.

d) Screening - Backflow control devices must be screened from public view.

e) Overspray - Irrigation overspray into paved areas shall be minimized.

f) Vegetative Barrier/Wetland Habitat - Habitat areas in the riparian zone shall be watered with a combination of overhead spray irrigation for hydroseeding and individual drip emitters for each shrub and tree. The system will be

permanently installed although operated only for the time necessary for the vegetation to establish, as determined by EQD.

J. ENERGY CONSERVATION

1) Compliance Requirements - All new construction shall comply with building energy efficiency standards set forth in Title 24 of the California Administrative Code, Sections 1401 through 1410.

2) Architectural Methods

a) Daylight Emphasis - Windows, skylights, light wells, and similar features shall be used to maximize natural lighting in work areas during daylight hours.

b) Light Fixtures - Low-wattage light fixtures, dimmer switches, zoned lighting banks, and time controlled lighting in public areas shall be used throughout the LCSP project.

c) Shade - Overhangs or canopies shall be used to shade direct sun and reduce heat gain.

d) Vegetation - Deciduous trees shall be used in south-facing and west-facing outdoor areas around buildings to provide solar access during winter months and shade in summer months

K. WATER CONSERVATION

1) **Mechanisms and Fixtures** - Low-flow shower heads and faucets, low-flow toilets, pressure regulators, sprinkler system timers, etc. should be utilized.

2) **Landscaping** - Low-water-use plant material and drip irrigation systems shall be used.

L. NOISE ATTENUATION

1) Acoustical Analysis

a) **Noise Readings** - Noise level readings shall be taken for all development along Friars Road prior to site design.

b) **Acoustical Analysis** - An acoustical analysis shall be prepared for all areas proposed for residential development at the time Planned Development permits are processed.

2) Mitigation

Noise mitigation measures including but not limited to walls, berms, and setbacks shall assure that noise levels to which residents are exposed will not exceed standards set by the General Plan of the City of San Diego.

In all areas adjacent to Friars Road, either setbacks or elevation differences sufficient for noise buffering will be maintained. Accurate readings for noise levels shall be determined for all proposed development along Friars Road prior to site

design to determine if increased setbacks and/or offsets are necessary for noise mitigation.

Berms are the preferred noise attenuation method along Friars Road. In areas where berms are not feasible for noise attenuation, walls may be used for the same purpose. The character of these walls should create visual interest by offsets in facade to avoid strictly linear walls and therefore relieve monotony and allow incorporation of landscaped recesses.

When perimeter walls are used in the project, these walls will be of a strong, simple, unadorned character with a minimum 8" thickness and maximum 6'0" height.

Tops of all perimeter walls should be kept horizontal. Where grade changes occur, the walls should stop and incorporate a short return. Spaces between walls should be heavily planted.

3) **Code Conformance** - Conformance with Section 24-2501 of the State Building Code, which applies to dwellings other than detached single-family homes, shall be maintained.

M. GRADING METHODS

An Earth Moving and Grading Program for each Development Area shall accompany the first planned development application for that Development Area. The Program shall detail a grading and erosion control program in accordance with Earth Moving/Grading, LCSP Section 3.10, including rough grading program for the entire project; phasing of grading for flood

channel, streets, and parking lots; and erosion control techniques.

At the time applications are submitted for PCD/PRD processing for each DA, grading plans shall be provided for each parcel.

N. PUBLIC FACILITIES AND IMPROVEMENTS

The following Schedule of Public Facilities and Improvements identifies on- and off-site improvements, methods of financing, and anticipated phasing for facilities associated with the Levi-Cushman Specific Plan. Actual share of costs is identified in Exhibit F of the Development Agreement.

The Schedule of Public Facilities and Improvements lists specific public transit and open space network facilities which must be provided with each phase and general public (non-road) improvements which must be completed with all phases. Road improvements are reproduced directly from the LCSP EIR Table 6, "Chevron Transportation Improvements." The landowner and/or project tenants shall bear the responsibility for constructing and maintaining all public facilities listed herein to the degree determined under the provisions of the Development Agreement. When "Subdivision Improvement" is indicated as the method of implementation in the Schedule of Public Facilities and Improvements, then funds for the maintenance of these improvements shall be guaranteed through creation of one or more maintenance districts within the LCSP project area.

Typically, the requirement for all on-site project-related facilities within a Development Area is triggered by the submission of a planned development application for that DA. Major exceptions are:

1) River Channel

The detailed design for complete channelization of the San Diego River between Fashion Valley Road and Street A shall accompany the first planned development application. The design shall describe the entire two-phase construction program even though the second phase is not expected to commence until DA3.

Funding for construction of the entire channel must be assured prior to approval of final maps for the initial development within the LCSP project area.

Building permits shall not be issued until completion of the flood control channel and revegetation plan adjacent to the building site.

2.) Pedestrian Bridge

Design and construction of the pedestrian bridge which lies within DA 1 and spans the San Diego River shall not be required as a condition of development for DA 1. Design and construction of the bridge shall be required as a condition of development of DA 2, or it may be required prior to the issuance of a building permit for DA 2 if requested by the City (a) following approval of planned developments within DA 1

and (b) if construction of the LRT has begun into Mission Valley.

SCHEDULE OF PUBLIC FACILITIES AND IMPROVEMENTS

DEVELOPMENT AREA 1 - ON-SITE IMPROVEMENTS

<u>Project Name</u>	<u>Description</u>	<u>Financing/Implementing Method</u>
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PUBLIC TRANSIT

Bus turnouts and bus stops	Street improvements to accommodate busses as required by the San Diego Transit Corporation.	Subdivision Improvement
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OPEN SPACE NETWORK

San Diego River	Phase I channel improvements to 100-year flood level per LCSP	Subdivision Improvement
River Buffer	Minimum 25'-wide buffer with vegetative barrier and associated uses.	Subdivision Improvement

SCHEDULE OF PUBLIC FACILITIES AND IMPROVEMENTS - Cont'd

DEVELOPMENT AREA 2 - ON-SITE IMPROVEMENTS

<u>Project Name</u>	<u>Description</u>	<u>Financing/Implementing Method</u>
PUBLIC TRANSIT		
Bus turnouts and bus stops	Street improvements to accommodate busses as required by the San Diego Transit Corporation.	Subdivision Improvement
LRT right-of-way for trackage	Provide a maximum 35' rightof-way to accommodate the LRT trackage throughout project area.	Final Map Condition
LRT right-of-way for station	Provide a maximum 60' x 360' right-of-way to accommodate LRT station.	Final Map Condition
OPEN SPACE NETWORK		
River Buffer	Minimum 25'-wide buffer with vegetative barrier and associated uses.	Subdivision Improvement
Open Use Areas	Parcel H	Subdivision Improvement
Pedestrian Bridge (Across San Diego River)	Construct as per LCSP/IG	Subdivision Improvement

SCHEDULE OF PUBLIC FACILITIES AND IMPROVEMENTS - Cont'd

DEVELOPMENT AREA 3 - ON-SITE

Project Name	Description	Financing/Implementing Method
PUBLIC TRANSIT		
Bus turnouts and bus stops	Street improvements to accommodate busses as required by the San Diego Transit Corporation.	Subdivision improvements
OPEN SPACE NETWORK		
San Diego River	Phase II channel improvements to 100-year flood level per LCSP	Subdivision Improvement
	Drainage swale west of Street A to connect to existing low-flow channel if no downstream improvements	Subdivision Improvement
	Pilot channel constructed west of Street A if down stream development has not already improved river and if Camino De La Reina is constructed from west project boundary to Napa St.	Subdivision Improvement
River Buffer	Minimum 25'-wide buffer with vegetative barrier and associated uses.	Subdivision Improvement
Open Use Area	Parcels N, R, T	Subdivision Improvement

SCHEDULE OF PUBLIC FACILITIES AND IMPROVEMENTS - Cont'd

GENERAL PUBLIC IMPROVEMENTS WHICH MUST BE COMPLETED WITH EACH PHASE

<u>Project</u>	<u>Description</u>	<u>Financing Method</u>
Pedestrian Paths within or adjacent to buffer and ROW	Construct/maintain on-site pedestrian paths	Subdivision Improvement
Bikeways within or adjacent to buffer and ROW	Construct/maintain on-site bikeways.	Subdivision Improvement
Landscaping within ROW	Construct/maintain on-site landscape strip between curb and pedestrian path.	Subdivision Improvement
	Construct/maintain on-site landscaped medians.	Subdivision Improvement
Water	Provide interior water system.	Subdivision Improvement
	Trunk water.	Water Fees/City
Sewer	Provide interior sewer system.	Subdivision Improvement
	Trunk sewer.	Sewer Fees/City
Storm Drainage	Provide a storm drainage	Subdivision Improvement

SCHEDULE OF PUBLIC FACILITIES AND IMPROVEMENTS - Cont'd

GENERAL PUBLIC IMPROVEMENTS WHICH MUST BE COMPLETED WITH EACH PHASE

<u>Project</u>	<u>Description</u>	<u>Financing Method</u>
Gas & Electric	Install Facilities	Subdivision Improvement/SDG&E
Telephone Service	Install Facilities	Subdivision Improvement/Telephone Company
Cable television	Install Facilities	Subdivision Improvement/CATV

SCHEDULE OF PUBLIC FACILITIES AND IMPROVEMENTS - Cont'd

GENERAL PUBLIC IMPROVEMENTS WHICH MUST BE COMPLETED WITH EACH PHASE

<u>Project</u>	<u>Description</u>	<u>Financing Method</u>
Parks		Park Fee/City
Schools	Schools provided by the San Diego Unified School District	School Fees/SDUSD
Fire Station	Provide fire station on west side of Rt163, near interchange.	Development Agreement/City
Miscellaneous Road Improvements	Provide intersection improvements, signing and signal modifications.	Subdivision Improvement/ Development Agreement
MVCP Transportation Improvements	Provide various road improvements listed in the MVCP.	All Phases with thresholds as listed in Table 6/LCSP EIR. Costsharing basis as determined by the City Engineer and PFFP or Development Agreement.

NOTES AND DEFINITIONS

1. A subdivision improvement is required by the city to be complete or bonded prior to recording of a final map.
2. A map condition is required to be accomplished to the satisfaction of the City Engineer prior to recording a final map.
3. A final map requirement refers to a component of a final map, for instance a dedication of easement would appear on the final map document.
4. A development agreement identifies the terms of participation in specified improvement projects.

SCHEDULE OF PUBLIC FACILITIES AND IMPROVEMENTS - Cont'd

TABLE 6

CHEVRON TRANSPORTATION IMPROVEMENTS

(PROJECTS TO BE ASSURED TO THE SATISFACTION OF THE CITY ENGINEER BEFORE THRESHOLD CAN BE EXCEEDED)

<u>DEVEL. AREA</u>	<u>ON/OFFSITE</u>	<u>IMPROVEMENT***</u>	<u>OTHER PROJECTS LEVI CUSHMAN SPECIFIC PLAN ONLY</u>		<u>COMMENTS</u>	
			<u>EDU</u>	<u>SECTOR</u>		
1 A&B	Onsite	Construct new North/South street (4 lane collector) between Hotel Circle North and "B" Street fronting Dev. Area 1.	0	N.A.	With first final map of Dev. Area 1	Project Access
1 A&B	Onsite	Construct Street B as a 4-lane major from Street C to Fashion Valley Road, with adjacent tentative map.	0	N.A.	With first final map of Dev. Area 1	Project Access
1 A&B	Onsite	Construct Street C as a 4-lane major from the river to Street B, with adjacent tentative map.	0	N.A.	With first final map of Dev. Area 1	Project Access
1 A&B	Onsite*	Realign and widen Fashion Valley Road as a 4-lane major street with all abutting improvements south of Friars Road (78/98 cross-section) to align with reconstructed westbound I-8 off and on ramps. Access to Fashion Valley Road shall be via a new signalized intersection about one half way between New Casino de la Reina and relocated Hotel Circle North. This improvement shall be assured prior to approval of the first final map for development area 1.	0	1-4	With first final map of Dev. Area 1	Any development in sectors 1-4 to be conditioned with participation in this improvement, the extent of participation to be determined by the City Engineer.
1 A&B	Offsite*	Modify & signalize the westbound on and off ramps to I-8 at Hotel Circle North and the eastbound on and off ramps at Hotel Circle South, concurrent with Community Plan projects 10-A and 8-B. Realign Hotel Circle North between Camino de la Reina and Fashion Valley Road and improve the intersection of Hotel Circle South and Camino de la Reina to a "T" configuration as shown in concept in Appendix F-2, and as described in Community Plan Project 10-A. Additional right-of-way dedication necessary for the reconstruction of Hotel Circle North between Fashion Valley Road and Camino de la Reina to the satisfaction of the City Engineer or as shown in concept in Appendix F-2 shall be agreed to by the adjacent property owner.	0	1-4	With first final map of Dev. Area 1	Any development in sectors 1-4 to be conditioned with participation in these improvements.
1 A&B	Offsite*	Improve the Fashion Valley Road river crossing to accommodate a 10 year design, in connection with Community Plan project 10-A.	0	1-4	With first final map of Dev. Area 1	Any development in sectors 1-4 to be conditioned with participation in this improvement.
1 A&B	Offsite*	Widen and signalize the "River Valley" project access at the Hotel Circle North/most westerly I-8 ramps to provide necessary through and turn lanes as required by the City Engineer. These improvements are to be provided by "River Valley" or before council approval of the first final map for Development Area 1.	0	3,4	First final map of Dev. Area 1	Any development in sectors 3, 4 to be conditioned with participation in this improvement.

SCHEDULE OF PUBLIC FACILITIES AND IMPROVEMENTS - Cont'd

** DEVEL. ON/OFFSITE AREA		IMPROVEMENT***	(PROJECTS TO BE ASSURED TO THE SATISFACTION OF THE CITY ENGINEER BEFORE THRESHOLD CAN BE EXCEEDED)			COMMENTS
			OTHER PROJECTS E.D.U.	LEVI CUSHMAN SPECIFIC PLAN ONLY SECTOR		
1 ASB Offsite* Various Lcns.	Participate in Community Plan Transportation Improvement Projects Numbers 6, 8B, 10A, 10B, 11, 14 and 19A (see table 2) as determined by the city engineer.					
	6	Friars Road - Restripe for six lanes, Colusa Street to Ulric Street (Fashion Valley Road to Ulric Street assured prior to the first final map for Development Area 1) plus appropriate abutting improvements (102/122 Cross-Section).	400	1	First final map of Dev. Area 1	Levi-Cushman Specific Plan Development Area 1 to assure striping for 6 lanes between Fashion Valley Rd. and Ulric Street only.
	8b	Hotel Circle South - Widen to four lanes between the eastbound Hotel Circle ramps and Camino de la Reina.	200	3	First final map of Dev. Area 1	_____
	10a	Hotel Circle North - Widen to four lanes between westbound I-8 ramps and Camino de la Reina.	200	4	First final map of Dev. Area 1	_____
	10b	Camino de la Reina - Construct and widen to a four lane major between Fashion Valley Road and SR-163.	2,900	4	2,900 E.D.U. in sectors 1,3,4	_____
	11	Camino de la Reina (existing) - Widen to four lanes between Hotel Circle North and Avenida del Rio. To be assured at the 400 equivalent dwelling unit (E.D.U.) threshold for sector 4, shown in Table 2.	400	4	400 E.D.U. in sector 4	_____
	14	SR-163 and Friars Road - Add dual lefts for eastbound-northbound on-ramps; widen north leg of interseccion to accept two turning lanes. To be assured at the 500 E.D.U. threshold shown in Table 2 for sectors 1, 2, 4 - 7.	500	1,2,4-7	500 E.D.U. in sectors 1, 2, 4-7	_____
	19A	Camino de la Reina - Widen to four lane major, SR-163 to Mission Center Road. To be assured at the 400 E.D.U. threshold for sectors 5 and 7, shown in Table 2.	400	5,7	400 E.D.U. in sectors 5, 7	Levi-Cushman level of participation in improvements to be included in the development agreement.
NOTE: Mission Valley Transportation Improvement Project Numbers 8B, 10A, and 10B to be assured prior to approval of the first final map for development area 1.						
2 ASB Onsite		Construct Street C as a 4 lane major between Friars Road and Camino De La Reina and as a 4-lane collector from the river to Camino De la Reina, with adjacent tentative maps.	0	N.A.	First final map of adjacent tentative maps in Dev. Area 2	On-site street not needed for community-wide circulation in this phase.

SCHEDULE OF PUBLIC FACILITIES AND IMPROVEMENTS - Cont'd

(PROJECTS TO BE ASSURED TO THE SATISFACTION OF THE CITY ENGINEER BEFORE THRESHOLD CAN BE EXCEEDED)

** DEVEL. ON/OFFSITE AREA	IMPROVEMENT***	OTHER PROJECTS EDU. SECTOR	LEVI CUSHMAN SPECIFIC PLAN ONLY	COMMENTS
2 A&B Onsite	Construct Street D as a 4-lane major from Friars Road to Camino De La Reina, with adjacent tentative maps.	0	N.A. First final map of adjacent tentative maps in Dev. Area 2	These are on-site streets not needed for community-wide circulation in this phase.
2 A&B Onsite	Construct Camino De La Reina as a 4-lane major from Street D to Fashion Valley Road, with adjacent tentative maps.	0	N.A. First final map of adjacent tentative maps in Dev. Area 2	
2 A&B Offsite*	Improve the Route 163/Friars-Ulric southbound off ramp to increase capacity. (Community Plan Project #16 to be assured at the 7,500 E.D.U. threshold shown in Table 2).	7,500	1-4 7,500 E.D.U. in sectors 1-4	_____
2 A&B Offsite*	Construct a westbound Friars to southbound Morena - I-5 connection (optional at the discretion of the City Engineer).	6,000	1-4,5,7 6,000 E.D.U. in sectors 1-4, 5, 7	This is an optional improvement Not in the Community Plan
2 A&B Offsite* Various Locna.	Participation in Community Plan Transportation Improvement Project Numbers 6 and 17 (see Table 2) as determined by the city engineer.			
	6 Friars Road - Restripe for six lanes, Colusa Street to Ulric Street. (Colusa Street to Fashion Valley Road assured prior to first final map of Development Area 2).	400	1 First final map of Dev. Area 2	Levi-Cushman Specific Plan Development Area 2 to assure striping for 6 lanes between Fashion Valley Road and Colusa Street only.
	17 SR-163 and Friars Road - Cut back median on bridge to allow three westbound lanes through signal for northbound on-ramps; approximately 85% of build-out in these sectors. To be assured at the 4,700 E.D.U. threshold shown in Table 2.	4,700	1,2,4-7 4,700 E.D.U. in sectors 1, 2, 4-7	_____
3 A&B Onsite	Construct Camino De La Reina as a 4-lane major street from the west project boundary to Street D, to be constructed concurrently with the new Via Las Cumbres interchange.	0	N.A. First final map of Dev. Area 3	To be constructed concurrently with the new interchange.
3 A&B Onsite	Construct Street B as a 4-lane major street from Street C to Street A, to be constructed concurrently with the new Via Las Cumbres interchange.	1,500	1-4 First final map of Dev. Area 3	To be constructed concurrently with the new interchange.
3 A&B Onsite	Construct Street A as a 4-lane major street (including a river bridge) from Friars Road to Street B, to be constructed concurrently with the new Via Las Cumbres interchange.	1,500	1-4 First final map of Dev. Area 3	To be constructed concurrently with new interchange (this is the extension of Via Las Cumbres from Friars Road to the new interchange.)

SCHEDULE OF PUBLIC FACILITIES AND IMPROVEMENTS - Cont'd

(PROJECTS TO BE ASSURED TO THE SATISFACTION OF THE CITY ENGINEER BEFORE THRESHOLD CAN BE EXCEEDED)

<u>DEVEL. AREA</u>	<u>ON/OFFSITE</u>	<u>IMPROVEMENT***</u>	<u>OTHER PROJECTS EBL</u>	<u>SECTOR</u>	<u>LEVI CUSHMAN SPECIFIC PLAN ONLY</u>	<u>COMMENTS</u>
3	A&B Offsite*	Construct Camino De La Reina as a 4-lane major street from the west project boundary to Napa Street. (Community Plan Project #7). To be constructed concurrently with the new Via Las Cumbres interchange.	1,500	1	First final map of Dev. Area 3	_____
3	A&B Offsite*	Widen Hotel Circle North to four lanes between the Hotel Circle North overcrossing of I-8 and Via Las Cumbres. To be constructed concurrently with the new Via Las Cumbres interchange.	3,000	1,3	First final map of Dev. Area 3	To be constructed in connection with the new interchange.
3	A&B Offsite*	Construct a new interchange at Street A and I-8. (Community Plan Project #12 to be assured prior to approval of the first final map for Development Area 3).	3,000	1,3	First final map of Dev. Area 3 (3530 E.D.U. in Dev. Areas 1 & 2)	_____
3	A&B Offsite*	Provide Right of Way for San Diego Trolley, as determined in the development agreement, or as determined by the City Engineer. ¹¹	N.A.	N.A.	N.A.	_____
3	A&B Offsite*	Participate in Community Plan Transportation Improvement Project numbers 8A, 15 and 18 (see table 2) as determined by the city engineer.	_____	_____	_____	_____
	8a	Hotel Circle South - Remove parking and restripe for three lanes between the I-8/Presidio overcrossing and the eastbound Hotel Circle Ramps prior to approval of the first final map for Development Area 3.	200	3	First final map of Dev. Area 3	_____
	15-33	Hazard Center Drive - Improve to a four-lane street along north side of river between Camino de la Reina and Mission Center Road, at the 12,000 E.D.U. threshold shown in Table 2, for sectors 1, 2, 4-7.	12,000	1,2,4-7	12,000 E.D.U. in sectors 1, 2, 4-7	_____
	18	SR-163 and Friars Road - Move northbound on-ramps eastward or replace with a loop or flyover; approximately 95% build-out in these sectors, at the 18,000 E.D.U. threshold shown in Table 2, for sectors 1, 2, 4 - 7.	18,000	1,2,4-7	18,000 E.D.U. in sectors 1, 2, 4-7	_____

* The extent of Chevron responsibility for these improvements to be included in the development agreement.

** Development to proceed in listed sequence unless revisions to the traffic analysis revise this phasing of improvements.

*** Assured improvements to be completed, under contract, bonded, scheduled in the City Capital Improvements Program, or programmed in the State Transportation Improvements Program, to the satisfaction of the City Engineer.

¹¹NOTE: The 4% LRT bonus (1,652 ADT) applies only after construction of the LRT is assured to the satisfaction of the City Engineer.