

APPENDICES

DENSITY TRANSFER PROCESS

DENSITY TRANSFER PROCESS

The density transfer process for *Mission City* will ensure that: 1) the maximum traffic assigned to the Specific Plan area (i.e. 40,940 ADT) is not exceeded; and, 2) that any deviation from morning and/or afternoon peak hour trips does not result in a lowering of the level of service for intersections within the study area evaluated in the *Mission City* Traffic Study (November 18, 1997 and supplements February 2, 1998 and February 20, 1998). The density transfer process involves identifying the amount of traffic associated with a development proposal and determining if a transfer of density from other development areas will be required. The process establishes a pool of trips and development intensity. From this pool, development intensity and trips can be transferred to a development area, as needed. A benchmark development intensity has been assigned to each planning area. This "benchmark" development intensity represents a typical development scenario which can occur within *Mission City* and not exceed the cumulative traffic and peak hour traffic assumptions of the *Mission City* traffic report.

Table 1, provided below establishes the minimum development intensity assigned to each planning area of development in *Mission City* and also identifies the benchmark development intensity, beyond which the density transfer process applies.

TABLE 1
Minimum Development Intensities and Benchmark Development Intensities
Established for *Mission City*

PLANNING AREA	ACREAGE (NET)	MINIMUM DEVELOPMENT INTENSITY ASSIGNED TO PLANNING AREA ¹	DEVELOPMENT INTENSITY BEYOND WHICH DENSITY TRANSFER MECHANISM APPLIES		
			RESIDENTIAL	COMMERCIAL	OFFICE
1	20.0	600 DU	600 DU	PLANNING AREAS 1 - 5 ARE TO BE DEVELOPED WITH RESIDENTIAL LAND USES ONLY	
2	7.9	63 DU	92 DU		
3	17.6	141 DU	196 DU		
4a	10.2	82 DU	105 DU		
4b	9.0	72 DU	186 DU		
5	16.4	131 DU	318 DU		
6	76.3	163,500 SQ.FT. 275 DU	922 DU	400,000 SQ. FT.	174,240 SQ. FT.

¹The minimum development intensity for Planning Areas 1-5 when added together shall total at least 1,044 dwelling units.

In order to monitor density transfers, applicants will be required to complete a "worksheet" which compares the development proposal with existing development and associated trips, as well as with a minimum level of development and trips assigned to undeveloped portions of the Specific Plan Area. Table 2, included on the page 2, provides the worksheet which must be submitted with ministerial applications or discretionary actions. Once the density transfer worksheet has been stamped as received and accepted as part of the development application process, a copy of the updated worksheet shall also be submitted to the City planner assigned to Mission Valley to be kept with the *Mission City* Specific Plan file.

TABLE 2
Density Transfer Process Worksheet

PLANNING AREA	DEVELOPMENT PROPOSAL					POOL OF DEVELOPMENT INTENSITY (MEASURED AS EITHER SQUARE FEET (FOR OFFICE AND COMMERCIAL USES) OR AS UNITS (FOR RESIDENTIAL USES))				POOL OF TRIPS (ADT)		
	INTENSITY OF DEVELOPMENT	TOTAL TRIPS	TRIPS GENERATED BY DEVELOPMENT			AMOUNT AVAILABLE	AMOUNT BORROWED	AMOUNT REMAINING	AMOUNT AVAILABLE	AMOUNT BORROWED	AMOUNT REMAINING	
			AM PEAK*	PM PEAK*	FM PEAK*							
		INBOUND	OUTBOUND	INBOUND	OUTBOUND							
1												
2												
3												
4a												
4b												
5												
6												
TOTALS BEFORE TRANSFER		40,940 ADT	1,015 VPH	1,445 VPH	2,300 VPH	1,860 VPH	1,860 VPH					
TOTALS AFTER TRANSFER		40,940 ADT	1,015 VPH	1,445 VPH	2,300 VPH	1,860 VPH	1,860 VPH					

* Deviation from AM and PM Peak Hour trips requires preparation of a traffic study prepared by a registered traffic engineer which demonstrates that proposed traffic generation will not lower the level of service at study area Intersections below that anticipated in the Mission City Specific Plan traffic study, dated XXXXX.

Prepared By: _____ (Registered Traffic Engineer)

Date: _____

**GENERAL PLAN/
COMMUNITY PLAN COMPLIANCE**

GENERAL PLAN/ COMMUNITY PLAN COMPLIANCE

The *Mission City* Specific Plan is a revision to the approved Northside Specific Plan. Like the Northside Specific Plan, this Specific Plan has been prepared in accordance with governing City plans and state law pertaining to specific plans. The City-adopted Mission Valley Community Plan specifies that the development of the *Mission City* project site is to be determined through a specific plan. Any specific plan adopted must comply with the objectives, proposals, and development guidelines contained within the community plan, as well as the City of San Diego's Progress Guide and General Plan. Consistency between the *Mission City* Specific Plan and previously adopted City of San Diego Progress Guide and General Plan and Mission Valley Community Plan is described within this section.

A. CITY OF SAN DIEGO'S PROGRESS GUIDE AND GENERAL PLAN

The City of San Diego's Progress Guide and General Plan (i.e., General Plan) is the City's comprehensive plan which is intended to serve as an overall guide to future development within the City. The General Plan sets forth goals and objectives for the development of San Diego, establishes the amount of land needed for various uses, and designates general locations for these uses. More specific guidelines and land uses for specific development proposals are included within the various community plans prepared within the City. The *Mission City* project is located within the Mission Valley Community Plan. The General Plan reflects the major proposals contained within the community plans. The community plans act as supplements to the General Plan with regard to specific proposals and programs.

The General Plan is divided into 13 elements, including Housing; Transportation; Commercial; Industrial; Public Facilities, Services and Safety; Open Space; Recreation; Redevelopment; Conservation; Energy Conservation; Cultural Resources Management; Seismic Safety; and Urban Design. A special section in the City's General Plan is devoted to sand and gravel resources. The goals for sand and gravel sites identified in the General Plan include the following:

"Planned rehabilitation of depleted mineral areas to facilitate desirable reuses compatible with local development objectives"; and

"Conservation of construction material resources to provide for the City's growth and development needs now and in the near and distant future."¹

The future reuse of the *Mission City* project site as described in this Specific Plan is consistent with the goals and development guidelines for sand and gravel operations as presented in the General Plan. Reclamation and development of the site will result in new uses which will be more compatible with surrounding land uses than a sand and gravel mining operation. The uses permitted by this Specific Plan also are compatible with the reuse objectives contained within the Mission Valley Community Plan.

¹ City of San Diego, Progress Guide and General Plan (1989), pg. 334.

The General Plan designates *Mission Valley* as an "urbanized" area. The urbanized area is conceptualized to be the focus of metropolitan San Diego. Land use and transportation patterns are expected to emphasize its function as a regional center. Urbanized areas are intended to become more diverse in their land use, particularly emphasizing employment opportunities and variety in housing. The uses permitted by this Specific Plan are consistent in concept with the General Plan's recommendations for urbanized areas of the City.

B. MISSION VALLEY COMMUNITY PLAN

In addition to the General Plan, each subarea of the City has a specific community plan. Community plans are intended to serve as official guidelines for specific development proposals within individual communities. Relevant sections of the Mission Valley Community Plan which apply to *Mission City* include the community plan's Overall Goal and Overall Objectives; the **Land Use Element**, as it pertains to Residential land uses, reuse of mining areas addressed under Industrial land uses, and the Multiple-Use Development Option; the **Transportation Element**; portions of the **Open Space Element**, as they relate to development adjacent to the San Diego River and hillside areas of Mission Valley and the provision of parks and recreational opportunities; the **Development Intensity Element**; the **Public Facilities Element**; and the **Urban Design Element**. The *Mission City* Specific Plan is consistent with the applicable objectives, proposals and development guidelines of the adopted Mission Valley Community Plan, as presented below.

1. Overall Goal and Overall Objectives of the Mission Valley Community Plan

The *Mission City* Specific Plan is consistent with the overall goal and overall objectives of the Mission Valley Community Plan. The overall goal states that the community plan should allow for the community's "continued development as a quality regional urban center . . . while recognizing and respecting environmental constraints and traffic needs . . ." (page 18). The *Mission City* Specific Plan sets forth site-specific criteria regarding buildout of a 225.2-acre portion of the approximate 2,418-acre Mission Valley community. The *Mission City* Specific Plan establishes land development standards and zoning for the property to ensure development of quality land uses at appropriate intensities within a portion of Mission Valley's urban center, adjacent to the existing Qualcomm Stadium, San Diego River and MTDB's Light Rail Transit Line. In accordance with the community plan's designation of Multiple Use, *Mission City* will consist of a range of housing types combined with a variety of commercial uses. Uses will be linked together by pedestrian trails and project roadways. Circulation improvements implemented as part of the project will accommodate project-generated traffic and will complete important links in the community's circulation system. Steep slopes and floodways located on the *Mission City* property will be protected from development through open space easements and preservation.

2. Land Use Element

■ RESIDENTIAL LAND USES

The Residential section of the community plan's Land Use Element provides objectives, proposals and development guidelines for residential land uses within Mission Valley. The *Mission City* Specific Plan promotes the objectives of providing a variety of housing types and densities and integrating residential uses with commercial and service uses. The *Mission City* Specific Plan calls

for a diversity of residential products, together with commercial, office and recreational land uses, in a well-planned arrangement. Anticipated residential products in *Mission City* include small-lot detached homes, townhomes, condominiums, and apartment units, resulting in a complementary mix of housing types. A majority of the residential development will occur north of Friars Road, with pedestrian linkages provided to commercial uses located in a Multiple Use area located south of Friars Road. Residential uses also are permitted in the Multiple Use area south of Friars Road, creating 24-hour presence to this urban core.

Proposals included in the Residential section of the Land Use Element encourage imaginative land development techniques, the provision of recreational amenities and appropriate land use transitions. The design of *Mission City* promotes pedestrian-friendly neighborhoods, as well as outdoor activity in the Multiple Use area through the provision of a paseo focal point, sitting areas, and other outdoor amenities. Pedestrian access will be encouraged throughout the Specific Plan, and connections will be provided to link areas north and south of Friars Road. North of Friars Road, a private recreational complex is planned for residents of *Mission City*. This site could provide such amenities as a pool, sports courts, and a recreational building.

The *Mission City* Specific Plan has considered all surrounding land uses during development of the project's land use plan, and has designed the plan to be compatible with all adjacent uses. In areas adjacent to existing residential development, adjacent to major roadways and adjacent to the San Diego River, land use transition elements will occur to ensure compatible land use interfaces.

■ INDUSTRIAL LAND USES - REUSE OF MINED AREAS

The *Mission City* property will be reclaimed in accordance with the California Surface Mining and Reclamation Act of 1975. Conditional Use Permit No. 82-0014 is approved for the project site, which permits resource extraction on the site until December 31, 2014. The approved Reclamation Plan provides for interim erosion control until specific development proposals for *Mission City* are implemented. The details of the approved Reclamation Plan as they relate to revegetation of mined slopes have been incorporated into the Specific Plan as an important component of the Conceptual Landscape Plan for *Mission City*. *Mission City* represents the end use of the Reclamation Plan.

Reuse development proposals for sand and gravel sites are contained within the Industrial section of the community plan's Land Use Element. The *Mission City* Specific Plan is consistent with the Reuse Development Proposals contained within the Mission Valley Community Plan. For example, the community plan states that "*All development should be oriented away from the mesa*". Development of the *Mission City* property will not face the mesa. The *Mission City* Tentative Map results in a series of graded pads to accommodate residential development. Friars Road bisects the property in a northeast to southwest direction. The *Mission City* Tentative Map incorporates elevational changes to reflect topographic elements to the north and south. The elevational differences between Friars Road and residential development, as well as internal and perimeter slopes within planning areas, create an overall effect of development stepping down to Friars Road. Additionally, the project will "*be a logical extension of existing land use*." *Mission City* lies along the northern slopes of the Mission Valley community and is situated in the eastern portion of the community plan area. The *Mission City* property is afforded excellent accessibility, located between Interstate 15 (I-15) and Interstate 805 (I-805) and north of Interstate 8 (I-8). Friars Road traverses the center of *Mission City* and provides a connection to the regional circulation

system. As part of *Mission City*, "A" Street is planned to continue through the southern portion of the project site and connect with Milly Way.

The property is located in an urban environment, with existing development occurring in various areas around the site. The Specific Plan has considered all surrounding land uses during development of the project's land use plan, and has designed the plan to be compatible with all adjacent uses. Qualcomm Stadium is located immediately east of *Mission City*. To the west of the project site and to the south of Friars Road, is a residential development referred to as River Run. Adjacent to these uses, the Specific Plan allows for the development of Multiple Use (Planning Area 6). It is anticipated that a mix of land uses will occur within Planning Area 6, with retail commercial, residential and office/business park being the dominant land use type. These uses are considered to be compatible with the event recreational uses of the stadium and the residential uses of River Run.

North of Friars Road are existing office buildings and an approximate 84-acre area owned by San Diego Gas and Electric (SDG&E). This area contains transmission lines, a substation and training facilities. Revegetated manufactured slopes will buffer this off-site use from the residential uses planned in the northern portion of *Mission City*. Adjacent to *Mission City's* northern boundary is an area identified in the Kearny Mesa Community Plan as open space. The *Mission City* Specific Plan designates the area adjacent to this open space use as regional recreation. Regional recreation is compatible with the open space designation for the area to the north.

In accordance with the community plan, support facilities needed for new development will be provided within the new development or in adjacent areas, and no additional burden will be placed on existing schools, parks and local shopping facilities on the mesa. The *Mission City* Specific Plan calls for a diversity of residential products, together with commercial, office and recreational land uses, in a well-planned arrangement. The complement of land uses will be tied together with a pedestrian trail network and functional circulation system, strengthening the cohesiveness of the mix of land uses. Recreational opportunities will occur within *Mission City* in the form of a private recreation complex and a trail system. In addition, the project site is located adjacent to the San Diego River, which provides diverse recreational opportunities. Schools located within the San Diego Unified School District will provide elementary and secondary public education to students of *Mission City*. A schools facilities fee, which provides funding for school construction, has been authorized by Senate Bill (SB) 1287. Developers of residential projects will be responsible for the payment of fees associated with public school services based on size of residential units and as established by the school district in accordance with SB 1287. Additionally, the developer is committed to improving school access for students in *Mission City*. Working with the San Diego Unified School District, this may involve expanded bus service, construction of a pedestrian trail from neighborhoods within *Mission City* north to the area of elementary schools, etc.

Roadways serving *Mission City* will be connected to the road network. The *Mission City* property is afforded excellent accessibility, located between Interstate 15 (I-15) and Interstate 805 (I-805) and north of Interstate 8 (I-8). Friars Road traverses the center of *Mission City* and provides a connection to the regional circulation system. As part of *Mission City*, "A" Street is planned to continue through the southern portion of the project site and connect with Milly Way. South of *Mission City*, "I" Street connects with Milly Way which crosses the San Diego River and provides

local access to *Mission City* from areas within the Mission Valley community located south of the project site.

Relative to Environmental Problems addressed under the Reuse Development Proposals of the community plan, the *Mission City* Specific Plan addresses environmental issues through the site design, as well as the environmental review process. The Specific Plan has been prepared to assure the highest quality of development and sensitive treatment of the environment. In addition, design guidelines and development standards have been prepared to further assure high quality, compatible development. The design of *Mission City* responds to influences of the adjacent San Diego River and existing roadways which traverse the site and considers the pattern of existing land uses surrounding project site. Concurrent with the Specific Plan document, an Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA). The EIR evaluates the land use plan, circulation and infrastructure improvements associated with the *Mission City* Specific Plan and the potential impacts that could result from their implementation. Together, the *Mission City* Specific Plan, Tentative Map and EIR provide a path to properly develop the project site, taking into account all local goals, objectives and environmental considerations.

As suggested in the Land Use Guidelines under the Reuse Development Proposals, the *Mission City* Specific Plan has been prepared in accordance with the land use and development guidelines of the Multiple Use Development Option of the Mission Valley Community Plan. The Multiple Use Option promotes integration of various land uses into coordinated multi-use projects. Consistent with these guidelines, the project includes at least two significant revenue-producing uses which are financially supportive of other uses planned in the Specific Plan area. Additionally, uninterrupted pedestrian connections are provided to adjacent developments and public transit options are promoted.

Implementation of this *Mission City* Specific Plan will ensure logical and cohesive development of the project site. Development will be phased and will occur in accordance with a logical extension of public facilities and services. The *Mission City* Specific Plan is formulated on guidelines which promote a contemporary mix of land uses and an efficient circulation system. Land use allocations and intensities are defined by the Land Use Element of the Specific Plan. A phasing program is included within Specific Plan, which summarizes buildout of the project. Development will be phased in a logical manner responding to market needs and commensurate with infrastructure requirements.

■ MULTIPLE-USE DEVELOPMENT OPTION

The community plan defines a multi-use development as a large project characterized by two or more significant revenue-producing uses which are financially supportive of one another. The community plan also states that multi-use developments should provide for integration of project components through uninterrupted pedestrian connections and provide public transit opportunities.

The *Mission City* Specific Plan is considered a multi-use development because it will consist of a range of housing types combined with a variety of commercial uses that are supportive of one another. Uses will be linked together by pedestrian trails, including the *Mission City* trail that will connect the private recreation complex to an open space easement and through development areas.

Additionally, a variety of alternative mobility options are available within, through and adjacent to *Mission City*, including Metropolitan Transit System bus service and the MTDB light rail transit line. The MTDB light rail transit line trolley station occurs immediately south of *Mission City* and will include a station platform, park-and-ride facility, seating, and other rider amenities.

The community plan states that a defining characteristic of multi-use development is a significant physical and functional integration of project components. The residential component of *Mission City* located north of Friars Road will be connected to the variety of uses planned in *Mission City* South not only by vehicular circulation but also through an extensive pedestrian trail system and bicycle lanes on roadways within and adjacent to *Mission City*. The *Mission City* Specific Plan establishes site planning guidelines for the Multiple Use area of *Mission City* located between Friars Road and the San Diego River. This area will serve as the urban core of *Mission City* by providing a variety of mixed uses, including commercial, residential and a pedestrian-oriented paseo. This area is designed as an activity node, integrating various uses into one cohesive development area. Site-specific siting guidelines for *Mission City* promote the siting of structures in the multiple use area to reflect the area's importance as an urbanized center for visitors and residents to congregate and interact.

3. Transportation Element

The objective of the Transportation Element of the Mission Valley Community Plan is to "facilitate transportation into, throughout and out of the Valley while seeking to establish and maintain a balanced transportation system." The *Mission City* Specific Plan accommodates this objective and the proposals of the Transportation Element by closing gaps in the surface street system, providing adequate access to land uses within *Mission City* and reducing conflicts between vehicles, bicycles and pedestrians. Friars Road traverses the project site, bisecting it into a northerly and southerly development areas. *Mission City* would provide improvements to Friars Road, including the addition of a raised center median, sidewalks, parkways, and two signalized intersections. Additionally, acceleration and deceleration lanes would be provided at "A" Street and Northside Drive. Within *Mission City*, "A" Street would be extended and improved to close the "gap" in the circulation system between Friars Road and Milly Way. Northside Drive also would be extended north of Friars Road to the project's private recreation complex. A comprehensive pedestrian circulation system will occur in *Mission City*. This system includes separated pedestrian paths, conventional sidewalks and sidewalks within landscaped parkways. Bicycle access will be available on all internal roads and will connect with bike lanes on surrounding roadways.

■ PUBLIC TRANSIT

The objectives of the Public Transit section of the community plan's Transportation Element encourages the use of public transit. The *Mission City* circulation system meets this objective by accommodating transit services as a convenient alternative to motor vehicle use. Public transit options for the *Mission City* project include bus service and light rail transit. The Metropolitan Transit System (MTS) provides bus service to the Mission Valley area, with Route 13 directly accessing the project site via Friars Road. The MTDB is extending a light rail transit (LRT) line through Mission Valley. A trolley station will be constructed adjacent to the southern boundary of *Mission City*. The trolley station will provide a park-and-ride facility and is expected to include platforms, telephones, seating, trash receptacles, ticket vending equipment, a public address system, and lighting. The Mission Valley West LRT is a fully funded project and is scheduled to

be operational by late 1997. The *Mission City* Specific Plan will promote use of the trolley station through specific pedestrian-friendly site design established for this area of the community. The *Mission City* Specific Plan calls for the development of the *Mission City* Paseo adjacent to the trolley station. The *Mission City* Paseo will provide an enhanced open space area including turf plantings, benches and ornamental landscaping.

■ PARKING AND GOODS DELIVERY

The Parking and Goods Delivery section of the community plan's Transportation Element states that adequate off-street parking for all new development should be provided and that parking and goods delivery areas should be combined to provide an efficient use of land. Development of the Specific Plan will accommodate required parking in a manner which avoids off-site parking impacts. Delivery areas for commercial uses will be sited to avoid potential conflicts with adjacent land uses.

4. Open Space Element - San Diego River, Hillside, Parks and Recreation

■ SAN DIEGO RIVER

The Open Space Element of the Mission Valley Community Plan includes specific objectives, proposals and development guidelines for development adjacent to the San Diego River. The San Diego River is located along *Mission City's* southern boundary line. The community plan directs development to provide protection from flood hazard and to provide for the preservation and maintenance of the river's wetlands and riparian habitats. Planning Area 8 of the *Mission City* Specific Plan encompasses 2.5 acres and lies within the floodway of the San Diego River. No development is proposed in this area of *Mission City* to provide for flood control and habitat protection within the San Diego River environment.

■ HILLSIDES

The Hillside section of the community plan's Open Space Element is directed at preserving steep slopes in open space. Mined slopes reaching heights of 180 feet are located in the northern portion of *Mission City* from resource extraction operations that occurred on the site. These slopes will be revegetated as part of the mining operation's reclamation plan and will be preserved in open space by the *Mission City* Specific Plan. The Specific Plan designates an open space easement in this area.

■ PARKS AND RECREATION

The Parks and Recreation section of the Open Space Element encourages the provision of adequate parks and recreation areas for community residents and the utilization of the San Diego River corridor for passive recreation. For *Mission City*, recreation and open space opportunities will occur in many forms. A minimum useable 3.5-acre private recreation area within the eight acre *Mission City* Private Recreation Complex is planned in the northern part of *Mission City* to serve active and passive recreational needs of residents in *Mission City*. The area north of the private recreation complex would be placed in an open space easement, functioning as a continuation of the off-site open space area provided within the Serra Mesa community. Development of the

Multiple Use area in *Mission City South* (Planning Area 6) will include additional areas for public spaces, which will include an arrival feature at the LRT station, the *Mission City Paseo* and associated pedestrian links, as well as variety of walkways and plazas constructed to serve the mix of uses in Planning Area 6. The pedestrian trail system and private streets planned throughout *Mission City* will provide a means for pedestrians and bicyclists to pass through the various planning areas in a pleasant environment, as well as opportunities for jogging and a linkage for the various land uses by way of a green belt tying together off-site open space slopes to the north with the San Diego River corridor on the south. A pedestrian link, connecting the adjacent River Run residential development to the LRT station, provides a trail connection along the San Diego River.

5. Development Intensity Element

The Development Intensity Element of the Mission Valley Community Plan states that the community should "provide a level of future development intensity which will enhance and maintain a high quality of life in the community." The *Mission City Specific Plan* will enable the development of an integrated multiple use project, providing residential neighborhoods north of Friars Road and a variety of residential, commercial and public uses south of Friars Road. The development intensity for the project is carefully tied to a maximum number of trips (40,940 ADT). The Specific Plan includes a Density Transfer mechanism which will allow for flexibility in developing the Specific Plan area in response to changing market trends without exceeding the ADT limit for the site. Additionally, the Specific Plan and *Mission City Zoning Ordinance* include a worksheet which must be submitted with each development proposal to track and monitor the allocation of ADT within *Mission City*. In conjunction with the quality of development provided by *Mission City*, these provisions will ensure that development occurs at levels which will not put a burden on the planned and existing circulation system.

6. Public Facilities

The Public Facilities Section of the Community Facilities Element promotes the provision of high service levels for fire and police protection, water and sewer lines, and public schools. *Mission City* functions as an infill project, in that public services and facilities are--for the most part--already in place. Public facilities and services are available to serve the project without creating unmitigated impacts.

7. Urban Design Element

The Urban Design Element of the community plan contains design guidelines for development areas adjacent to the San Diego River. The design guidelines are directed at flood protection, wetlands conservation, provision of buffer areas, passive recreation areas, open space areas and view corridors. Architectural guidelines also are provided in this Element of the community plan for building siting and construction adjacent to the River. As stated under the discussion of other elements of the community plan provided above, the *Mission City Specific Plan* has been designed to create an urban form which complements and enhances the surrounding built environment, as well as the natural adjacent to the project site. The *Mission City Zoning Ordinance* will ensure that development occurs in a manner which implements the design objectives of the Specific Plan.

RECLAMATION PLAN

RECLAMATION PLAN

A. INTRODUCTION

This reclamation effort in conjunction with the Mission City Specific Plan (formerly referred to as the Northside Specific Plan) is primarily intended to serve as an interim erosion control solution until such time as the project or parts thereof are built out. The reclamation plan has been phased in accordance with the development phasing plan. Because the timing of the project phasing is not yet determined, phases 1a and 1b of the reclamation plan have been planned so as to allow for their independent functioning. In addition, since the order of development unit build-out has not been determined, the reclamation plan can only serve as a guide to future reclamation efforts. The reclamation plan provides flexibility with enough design control to ensure that the goals of this plan will be met regardless of development unit phasing.

Revegetation of barren slopes in the San Diego area has been going on for a number of years with the California Department of Transportation pioneering many of the concepts proposed in this plan. The techniques and methods described herein have been proven to be highly effective in re-establishing vegetation and controlling erosion throughout the region.

B. PURPOSE

The purpose of this reclamation plan is to present in detail, specifications for the establishment of temporary and permanent plantings and drainage improvements. The goals of this plan are slope stabilization, drainage control, erosion control and the improvement of the soil quality in as short a time as possible. The synthesis of a variety of grading techniques, planting techniques, and choice of plant materials can dramatically affect the ultimate successes of such an effort. Since most of the original on-site topsoil in has been removed through years of sand and gravel extraction, special attention must be given to the condition of the soil upon planting installation. Because of the likelihood that development will occur while sand and gravel operations continue to function, the interface between developed areas and unimproved areas becomes critical. Dust pollution, drainage and erosion could have an adverse effect on areas directly adjacent to unimproved mining operation land. The purpose of this plan is to minimize the adverse effects created by the phasing out and continuation of mining operations on proposed development and the quality of the San Diego River Wetlands environment.

C. DESIGN CRITERIA

1. Site Preparation

One of the most effective methods for assuring a good rate of seed germination is creating microclimates by varying the soil surface. This will be accomplished by a number of ways.

- All disturbed areas of less the 5:1 slope will be either ripped to a minimum depth of 12 inches, parallel to the contours at a maximum 3 feet on center or disced to a minimum depth of 6 inches parallel to the contours.

- All fill slopes will be "punched" or "tacked" with straw.

Each of these techniques creates an irregular surface which traps water and organic debris and also reduces the rate and amount of runoff. Additional site preparation techniques will include:

- All areas to receive landscape reclamation treatment will be kept free of "weeds" during the planting and plant establishment periods.
- All seeding will be done on soil, free of surficial compaction.
- Conduct specific area soil analysis to determine the need for soil amendments or revisions to the seed mix.

2. Plant Mix Selection

All species to be utilized in this reclamation effort will be native or naturalized drought resistant species capable of surviving and thriving on little or no supplemental watering. Each seed mix will contain one or more nurse crop species such as *Plantago indica* to provide quick vegetative cover until the slower germinating species have sprouted. Nitrogen fixing legumes such as rose clover are also included in some of the seed mixes thereby providing valuable nitrogen for successive plantings.

3. Runoff Control

A number of temporary runoff control devices will be necessary until the final landscape treatments are established. On those pads where the contours tend to concentrate the runoff, siltation basins constructed from sandbags will be located at critical areas. A vertical perforated stand pipe will allow for the release of excess runoff after the bulk of the sediments have precipitated from the water. Brow ditches will be constructed along the top of large slopes where the runoff from adjacent areas might cause gullying and erosion of the slope. These basins will enhance the quality of runoff water entering the river by reducing the silt content. The basins will be periodically cleaned ensuring the operation of each basin.

Before the phase 2 grading is complete, temporary swales will be constructed during phases 1a and 1b, (see Figures B-1, B-2 and B-3) wherever proposed grading would block the existing flow of surface runoff. Riprap energy dissipators will be used wherever the concentrated release of water from brow ditches or swales might produce gullies.

4. Landscape Reclamation Areas

a. **TYPE 1: AREAS OF LESS THAN 5:1 SLOPE:**

All areas of less than 5:1 slope, which include all of the future building pads, will be seeded with hydroseed mix no. 4, a mix of low growing native grasses and flowering herbaceous perennials. These flat areas will be ripped or disced as previously described under site preparation. The discing and ripping of pad areas will reduce sheet flow across these areas and provide an excellent germination surface for the proposed hydroseed.

Phase 1

RECLAMATION LEGEND

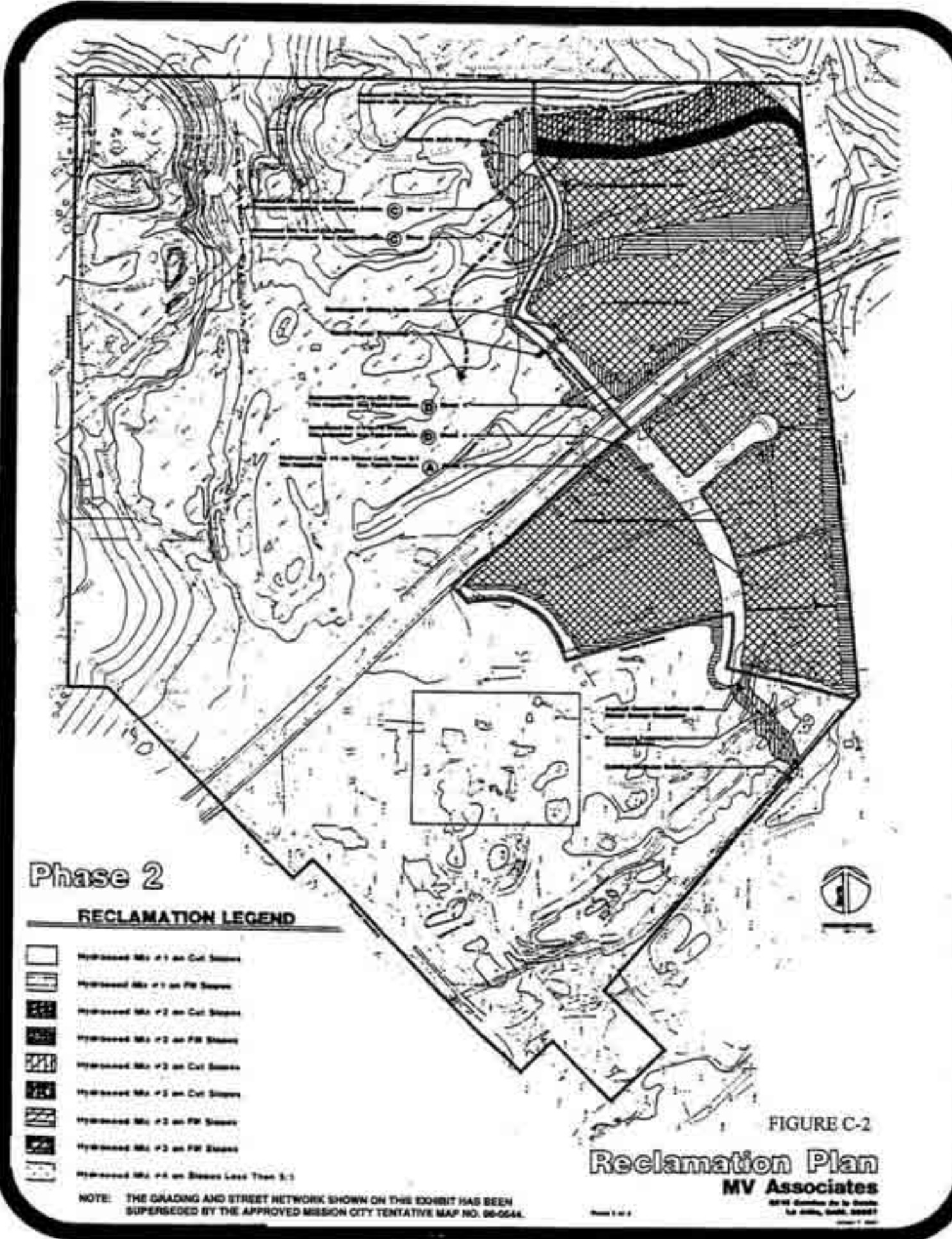
-  Hydrated Mix #1 on Cut Slopes.
-  Hydrated Mix #1 on Fill Slopes.
-  Hydrated Mix #2 on Cut Slopes.
-  Hydrated Mix #2 on Fill Slopes.
-  Hydrated Mix #3 on Cut Slopes.
-  Hydrated Mix #3 on Cut Slopes.
-  Hydrated Mix #3 on Fill Slopes.
-  Hydrated Mix #3 on Fill Slopes.
-  Hydrated Mix #4 on Slopes Less Than 2:1



FIGURE C-1

Reclamation Plan
MV Associates

2210 Camino de la Reina
 San Jose, Calif. 95128



Phase 2

RECLAMATION LEGEND

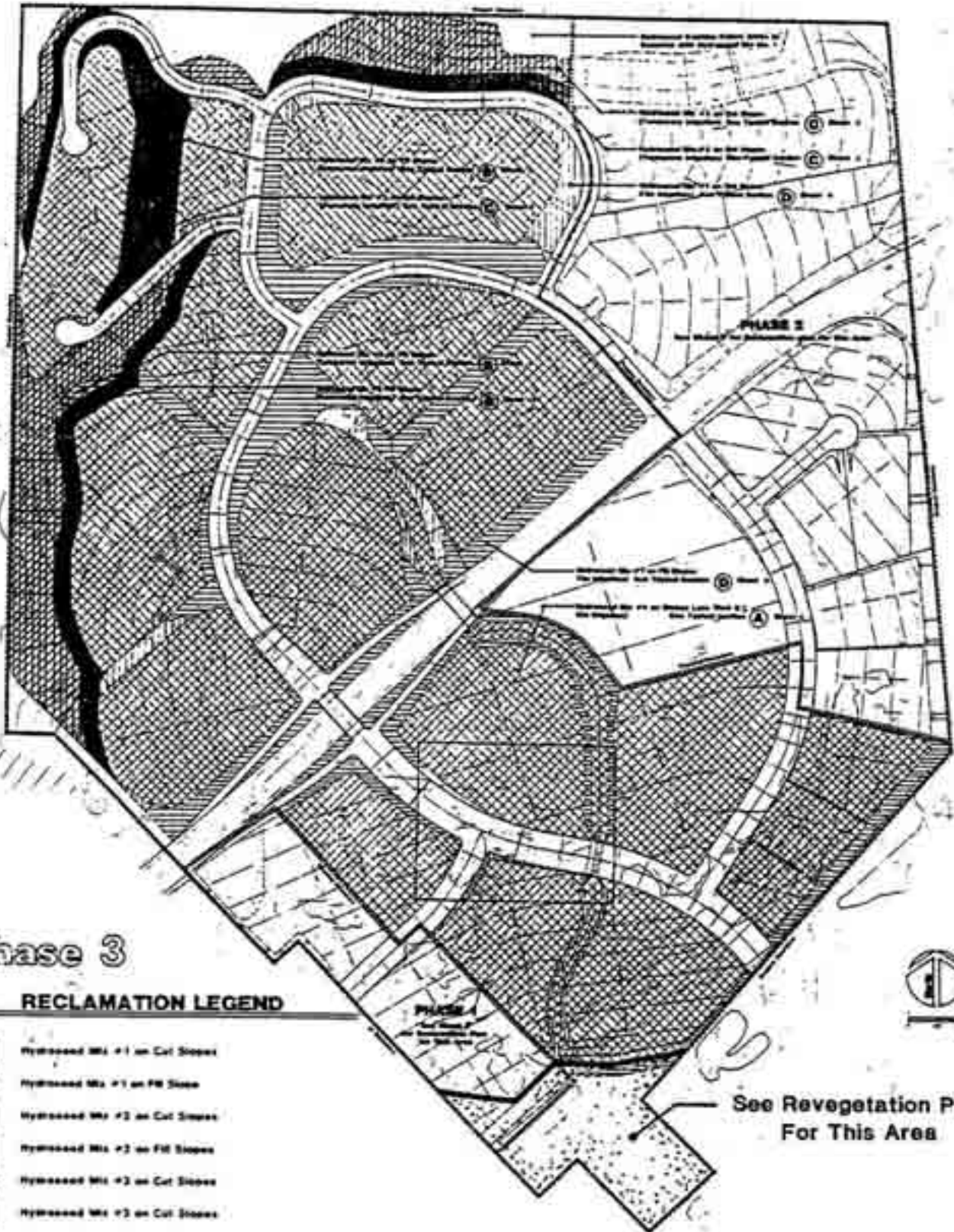
-  Hydrated Mix #1 on Cut Slopes
-  Hydrated Mix #1 on Fill Slopes
-  Hydrated Mix #2 on Cut Slopes
-  Hydrated Mix #2 on Fill Slopes
-  Hydrated Mix #2 on Cut Slopes
-  Hydrated Mix #2 on Fill Slopes
-  Hydrated Mix #2 on Fill Slopes
-  Hydrated Mix #2 on Fill Slopes
-  Hydrated Mix #4 on Slopes Less Than 3:1

NOTE: THE GRADING AND STREET NETWORK SHOWN ON THIS EXHIBIT HAS BEEN SUPERSEDED BY THE APPROVED MISSION CITY TENTATIVE MAP NO. 96-0644.

FIGURE C-2

Reclamation Plan
MV Associates

6710 Garden Dr. So. Suite
 Los Altos, CA 94024



Phase 3

RECLAMATION LEGEND

- Hydrated Mts #1 on Cut Slopes
- Hydrated Mts #1 on Fill Slopes
- Hydrated Mts #2 on Cut Slopes
- Hydrated Mts #2 on Fill Slopes
- Hydrated Mts #3 on Cut Slopes
- Hydrated Mts #3 on Fill Slopes
- Hydrated Mts #3 on Cut Slopes
- Hydrated Mts #3 on Fill Slopes
- Hydrated Mts #4 on Slopes Less Than 5:1

NOTE: THE GRADING AND STREET NETWORK SHOWN ON THIS EXHIBIT HAS BEEN SUPERSEDED BY THE APPROVED MISSION CITY TENTATIVE MAP NO. 66-0544.

See Revegetation Plan For This Area

FIGURE C-3

Reclamation Plan
MV Associates

6516 Camino de la Costa
La Jolla, Calif. 92037

b. TYPE 2: TEMPORARY PLANTINGS ON SLOPES:

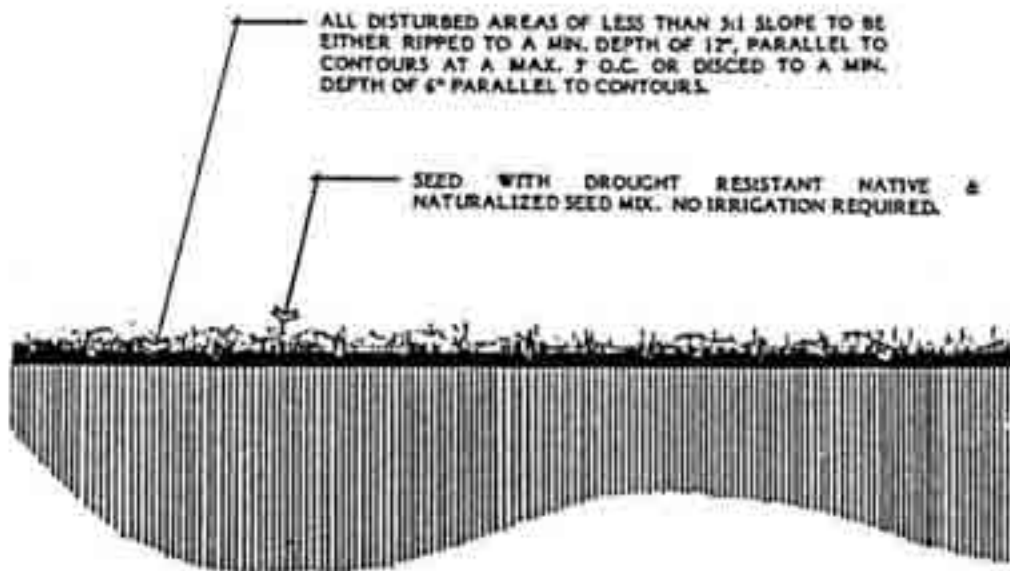
For the most part the slopes created by the rough grading will likely be modified when the pads are actually developed. The modifications may include regrading and will certainly include landscaping with conventional plantings and irrigation. With this in mind the seed mix for these slopes will not include any very large or woody plant species. A mulch of straw, either "tacked" or "punched" will be applied over seed mix no. 1. This seed mix will not require irrigation. A legume specie, Hykon Rose Clover (*Trifolium hirtum* "Hikon"), a nitrogen fixing legume will be included in the seed mix.

c. TYPE 3: PERMANENT PLANTINGS ON SLOPES:

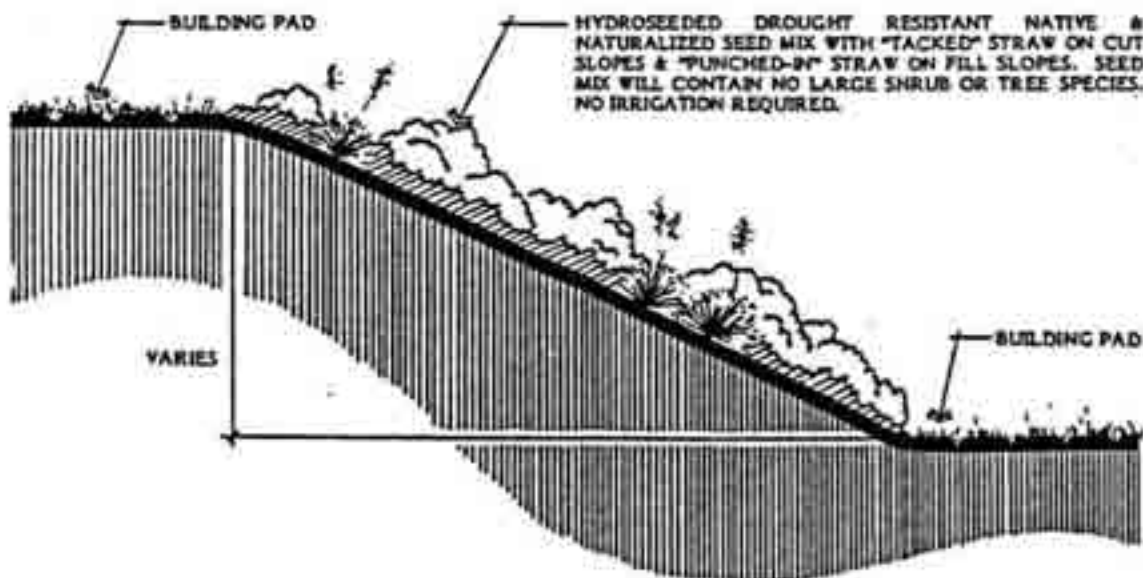
On those slopes adjacent to native areas, where regrading will not occur and conventional landscape treatments are not required, the seed mix will include species suitable for permanent plantings. These areas are typically the large cut slopes along the north and west perimeters of the project. The bottom 60 feet (approximately) of these slopes, being highly visible from roads and occupants of the buildings, will have a seed mix which contains colorful flowering ground covers, such as gazania and sweet alyssum, as well as large flowering shrubs, such as rockrose and penstemon mix no. 2. Also included in these plantings will be rapidly growing tall canopied trees which will eventually provide visual screening and scale reduction of the large slopes for off-site viewers such as drivers on the I-805 and I-8 freeways. The seed mix for the upper portions of these slopes, mix no. 3, will not include heavily flowering species to provide a transition to the native plant communities adjacent to the top of the slopes and to not attract as much attention. In order to preserve the view potential of both the off-site and on-site residential areas, the seed mix will not include the large tall growing tree species to be located along the bottom of the slopes. Instead, the seed mix will include large shrubs and low growing trees which will be visually compatible with adjacent areas of native vegetation. A temporary irrigation system will supplement the natural rainfall to aid in the establishment of the slope plantings. In addition to new graded areas, this reclamation treatment will be applied to those existing slopes which are barren due to previous mining activities.

Each of the above types will not only include seed, but the appropriate amount of fertilizer and fiber necessary to insure adequate growth.

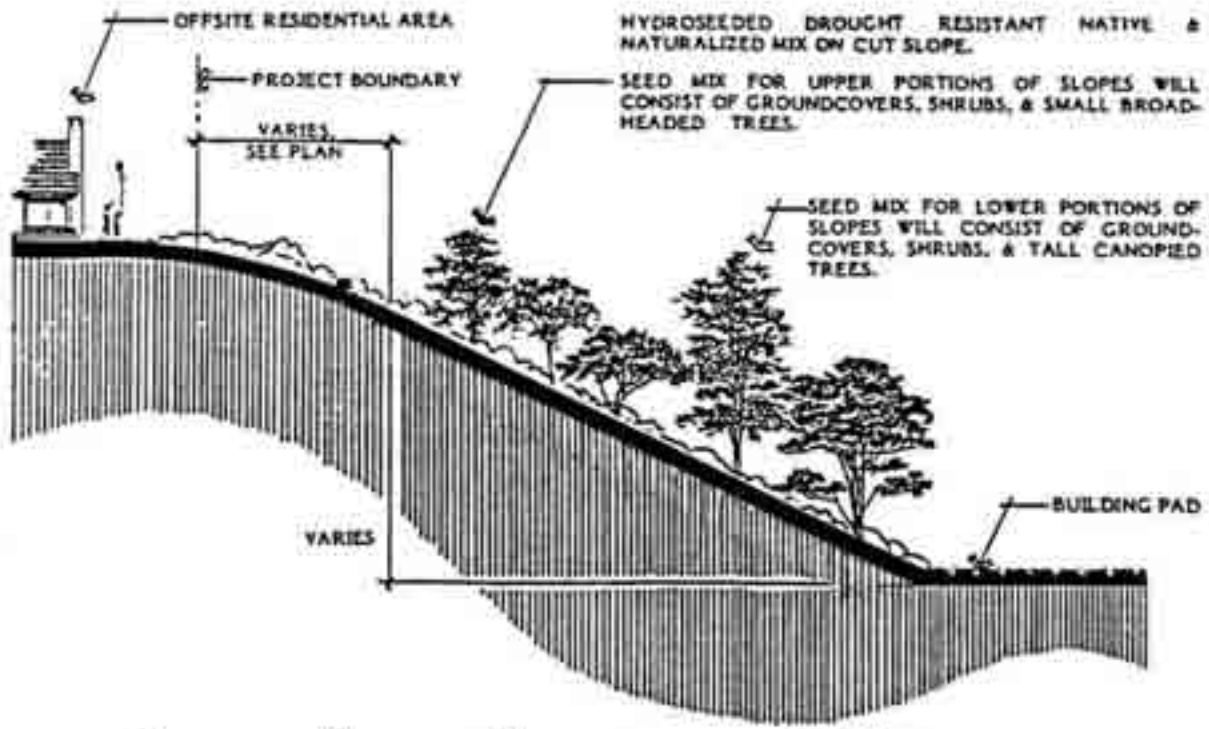
The following sketches delineate the intent of the reclamation plan.



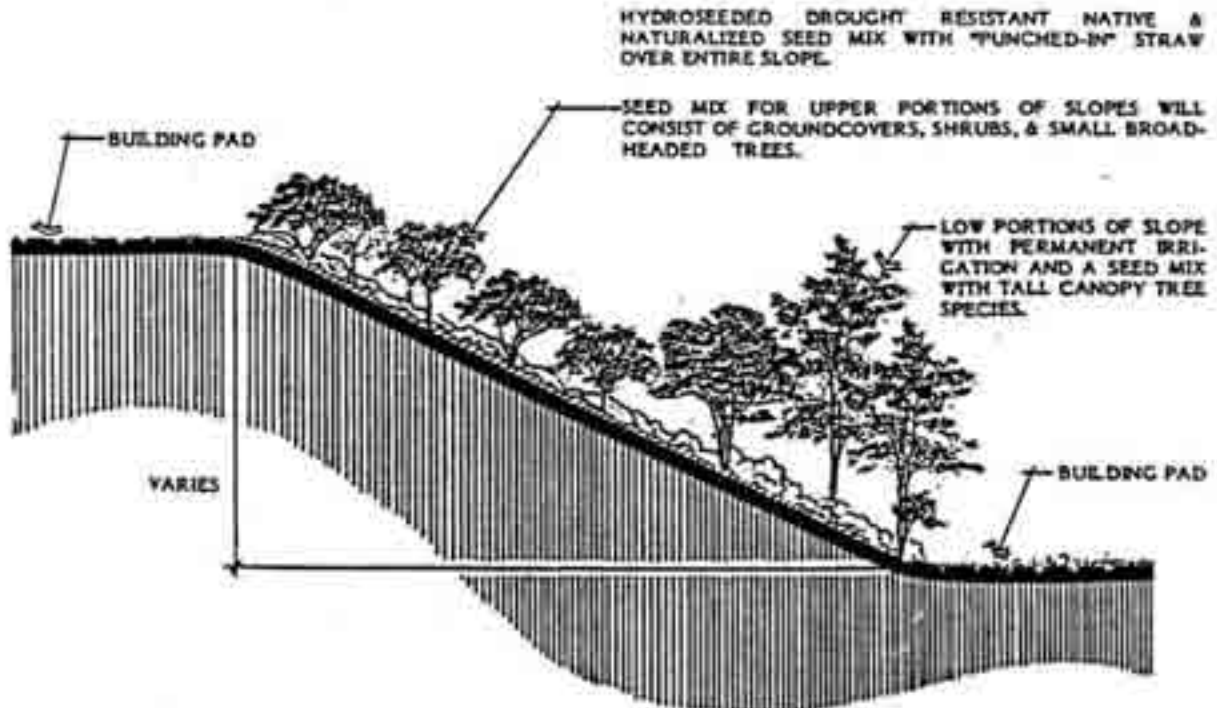
A typical section
 AREAS OF LESS THAN 5:1 SLOPE NO SCALE



B typical section NO SCALE
 TEMPORARY RECLAMATION PLANTINGS ON CUT & FILL SLOPES



C typical section
 PERMANENT PLANTINGS ON CUT SLOPES NO SCALE



D typical section
 PERMANENT PLANTINGS ON FILL SLOPES NO SCALE

D. SUGGESTED HYDROSEED MIXES**HYDROSEED MIX #1**

Artemesia californica
Atriplex canescens
Encelia californica
Eriogonum fasciculatum
Eriophyllum confertifolium
Eschscholzia californica
Lupinus succulentus
Mimulus puniceus
Plantago indica
Salvia mellifera
Trifolium hirtum "hykon"

This mix will be used on "temporary" areas that are steeper than 5:1. The plants are largely herbaceous so as to facilitate removal if necessary.

HYDROSEED MIX #2

Acacia cultiformis
Acacia redolens
Cistus corbariensis
Encelia californica
Eriogonum fasciculatum
Eschscholzia californica
Eucalyptus cladocalyx
Eucalyptus polyanthemus
Fremontodendron mexicanum
Gazania species
Lobularia maritima
Lupinus nanus
Penstemon spectabilis
Plantago indica
Rhus laurina

This mix will be used on the lower portions of the permanent slopes. It includes tall trees to help reduce the scale of the slope and more colorful plants to provide interest at the base of large slopes and draw attention from the taller portions.

HYDROSEED MIX #3

Acacia cultiformis
Acacia longifolia
Acacia redolens
Baccharis pilularis ssp. *consanguinea*
Cistus villosus
Adenostoma fasciculatum
Encillia californica
Eriogonum fasciculatum
Eschscholzia californica
Eucalyptus lehmannii
Fremontodendron mexicanum
Lupinus succulentus
Mimulus puniceus
Plantago indica
Rhus integrifolia
Rhus laurina

This mix is similar to mix no. 2 above, except that the majority of the colorful plants and all tall trees are eliminated. It will be used on the upper portions of permanent slopes. The trees and colorful plants are eliminated to not draw attention to the upper areas of slopes.

HYDROSEED MIX #4

Bromus mollis
Bromus rubens
Eschscholzia californica
Lupinus succulentus
Plantago indica

This mix will be used on temporary "flat" areas not exceeding a 5:1 slope. Fast growing grass and grass-like materials as well as some wild flowers will be used to provide coverage until finish grading occurs. No woody material is included in the mix to facilitate removal.

E. CONCLUSION

Note that container stock will not be required on slopes during the reclamation plan phase of the project. However, container stock shall be planted on slopes larger than 10 feet in vertical height prior to occupancy of each lot as required (See Landscape Guidelines of the Mission City Specific Plan).

ATTACHMENT

MISSION CITY OVERLAY ZONE

The following Mission City Overlay Zone is part of the Mission City Specific Plan. The Mission City Overlay provides supplemental development regulations for property located within Mission City. The Mission City Overlay Zone may be incorporated into the City's Land Development Code at some future time.

MISSION CITY OVERLAY

A. PURPOSE OF THE MISSION CITY OVERLAY

The purpose of the Mission City Overlay is to provide supplemental development regulations for property located in the Mission City Specific Plan area. The intent of these regulations is to ensure that a mix of land uses, including public uses, occurs in Mission City Planning Area 6; that the maximum setback requirement in Planning Area 6 be excused along the Friars Road frontage; that only private recreation facilities occur in Planning Area 7; that development is adequately attenuated for noise impacts; that the overall development intensity for Mission City does not exceed the traffic limits defines in the Mission City Specific Plan; and that minimum amount of recreational open space is provided.

B. WHERE THE MISSION CITY OVERLAY APPLIES

This Overlay applies to property located within the boundaries of the Mission City Specific Plan, shown on Map No. 96-0544 filed in the office of the City Clerk under Document No. RR-289995. This area is shown generally on the following figure. Table 1 shows the sections that contain supplemental regulations and the type of permit required, if any, for the types of development proposals covered by this Overlay.

**TABLE 1
MISSION CITY OVERLAY APPLICABILITY**

TYPE OF DEVELOPMENT PROPOSAL	SUPPLEMENTAL DEVELOPMENT REGULATIONS	REQUIRED PERMIT TYPE/DECISION PROCESS
Any development located within this Overlay	See Sections C and D of this Overlay	No permit required (Process One)

C. SUPPLEMENTAL LAND DEVELOPMENT REVIEW OF THE MISSION CITY OVERLAY

- San Diego Municipal Code Section 126.0505(b)(6) and its related Table 126-05A shall not apply to multiple unit residential development in the Mission City Overlay.
- Development that does not comply with applicable land development code base zone regulations of the San Diego Municipal Code or the supplemental development regulations of the Mission City Overlay or proposes to exceed limited deviations allowed by the San Diego Municipal Code Section 143.0402 shall require a Planned Development Permit to be decided in accordance with Process Four.



- For purposes of approving or conditionally approving a Planned Development Permit within Mission City, the applicable land use plan referenced in the San Diego Municipal Code Section 126.0606 shall be the Mission City Specific Plan.

D. SUPPLEMENTAL USE AND DEVELOPMENT REGULATIONS OF THE MISSION CITY OVERLAY

I. Development Intensity

a. Maximum Development Intensity

- Development within Mission City shall not generate more than 40,940 average daily traffic (ADT).
- No more than 31, 806 ADT shall be generated by development in Planning Area 6.

b. Minimum Development Intensity

A minimum amount of development must remain available in Mission City Planning Areas 1 - 5. Table 2 shows the minimum development intensities.

PLANNING AREA	MINIMUM DEVELOPMENT INTENSITY ¹	GENERATION RATE (TRIPS)	TOTAL ADT
1	600 du	6 per dwelling unit	3,600
2	63 du	8 per dwelling unit	504
3	141 du		1,128
4	154 du		1,232
5	131 du		1,048

¹The minimum development intensity for Planning Areas 1-5 when added together shall total at least 1,044 dwelling units.

c. Minimum Average Development Intensity for Mission City North

A minimum average density has been established for residential development in Mission City North. In order to meet the minimum average density, the following shall apply:

- Planning Areas 2, 3, and 4b shall be developed with not less than a total 345 dwelling units. Building permits for the last vacant lot in these Planning Areas shall only be issued if the number of units requested brings the sum of the total units within these planning Areas to at least 345.
- Planning Areas 1, 4a and 5 shall be developed with not less than a total of 699 dwelling units. Building permits for the last vacant lot in these Planning Areas shall only be issued if the number of units requested brings the sum of the total units within these Planning Areas to at least 699.

b. Nonresidential Development Noise Studies

Acoustical studies based on projected (2010) roadway/LRT volumes shall be prepared prior to issuance of a building permit for nonresidential development within Mission City located within 125 feet from the edge of pavement of Friars Road.

c. Residential Noise Levels

If residential noise levels are found to exceed 65 dB CNEL, specific noise attenuation measures shall be incorporated into the building plans and be in place prior to issuance of a certificate of occupancy which will assure that:

- Exterior noise levels will not exceed 65 dB CNEL at the residential units as well as any associated noise-sensitive exterior recreation areas, including patios, courtyards, seating areas, children's play areas, and swimming pools, if such uses are used to meet minimum useable open space requirements.
- Interior noise levels will not exceed 45 dB CNEL within habitable areas of residential development.

d. Nonresidential Noise Levels

If nonresidential exterior noise levels are found to exceed 70 dB CNEL, specific noise attenuation measures shall be incorporated into the building plans and be in place prior to issuance of a certificate of occupancy which will assure that interior noise levels will not exceed 50 dB CNEL within the nonresidential buildings.

7. Landscaping Improvements

All of the yard area of the trolley plaza, constructed pursuant to Section 3.5 of the Mission City Development Agreement located outside the vehicular use area, may consist of hardscape or unattached unit pavers. Minimum planting area will be required for trees and the planting area necessary to provide for healthy plant growth.

8. Fire Suppression

All buildings in Mission City shall include a fire suppression system that meets the requirements of the Uniform Fire Code as adopted by the City of San Diego.

2. Mission City Planning Area 6

Mission City Planning Area 6 is a mixed-use planning area. The following limitations apply to Planning Area 6:

- Residential uses and residential parking are permitted as part of Planning Area 6's mix of uses and may occur in conjunction with commercial development (i.e., on the same lot or lots as commercial uses) or on a separate lot within Planning Area 6 where no commercial uses are located.
- There are no residential ground floor restrictions in Planning Area 6.
- After building permits for 75% of Planning Area 6's gross area (77.3 acres) have been issued, the mix of land uses represented by those building permits shall be determined. If the mix of land uses includes less than 10% of commercial land uses (based on net useable area) and/or less than 20% of residential land uses (based on net useable area), no further building permits shall be issued in Planning Area 6 except building permits which raise the percentage of commercial land uses to 10% (based on net useable area) or raise the percentage of residential land uses to 20% (based on net useable area). When the 10% and 20% are achieved, the City shall again issue building permits in compliance with all relevant regulations regardless of the land uses represented by those permits.
- Residential development which occurs in Planning Area 6 on a separate lot shall comply with the Development Regulations of the RM-2-5 Zone as specified in the San Diego Municipal Code Chapter 13, Article 14, Division 4, within the following exceptions: the side setback adjacent to River Run need not exceed 20 feet; other side yard and street yard setbacks need not exceed ten feet.
- The maximum setback requirement shall not apply to Friars Road.
- Building permits shall not be issued for lots 19 and 20 unless the improvements on at least one of the lots includes an automobile and pedestrian access route (private drive, private street, or public street) from which building setback requirements will be measured as from a public street.
- Building permits shall not be issued for Lots 22 and 23 unless an alignment connecting "A" Street with Northside drive has been reserved or constructed across those lots. Building permits for Lots 28, 29 and 32 shall not be issued unless the improvements proposed therein include an automobile and pedestrian access (private drive, private street, or public street) to connect "A" Street with Northside Drive. Building setback requirements shall be measured from this access route as from a public street. The access route shall include signage identifying access to Northside Drive and "A" Street.
- Building permits shall not be issues for Lots 24, 25, 26, 27, or 28 unless the improvements contained therein include an additional automobile and pedestrian access (private drive, private street, or public street) to connect "A" street with Northside Drive. Building setback requirements shall be measured from this access route as from a public street. The access route shall include signage identifying access to Northside Drive and "A" Street.

3. Mission City Planning Area 7

The uses permitted in Mission City Area 7 shall be limited to active and passive recreation and may include privately operation recreational facilities.

4. Mission City Planning Area 8

The uses permitted in Planning Area 8 shall be limited to active and passive recreation.

5. Private Recreational Open Space Requirements

- Recreational Open Space for Mission City shall be provided at a minimum amount of 2.4 acres per 1,000 population, based on a population state of 1.95 people per residential unit, and shall be consistent with San Diego Municipal Code § 131.0455 (Private Exterior Open Space) and § 131.0456 (Common Area Open Space). In addition to the types of open space required by §§ 131.0455 and 131.0456, Recreation Open Space in Mission City may include public and private recreational uses, such as public and private parks, lawn or recreational facilities, libraries and other civic functions, community centers and meeting rooms, trails, etc. and up to 15,000 square feet of the trolley station constructed by Fenton pursuant to Section 3.5 of the Mission City Development Agreement.
- Prior to the issuance of building permits for the 3,265 residential units, the applicant shall submit a report to the City's Parks and Recreation Department and the City Manager which demonstrates a method for which the total amount of Recreational Open Space provided in Mission City will be equal to or exceed 203 square feet per residential dwelling unit of the first 3,264 dwelling units. All remaining residential development in Mission City shall be calculated at 233 square feet per dwelling unit.

6. Noise Studies

a. Residential Development Noise Studies

Acoustical studies based on projected (2010) roadway/LRT volumes shall be prepared prior to issuance of a building permit for residential development within mission City located.

- 100 feet from the top of the manufactured slope on the north side of Friars Road;
- 125 feet from the edge of pavement of Northside Drive, south of Friars;
- 125 feet from the edge of pavement of "A" Street, south of Friars Road; or
- 155 feet from the tracks of the Mission Valley LRT.