

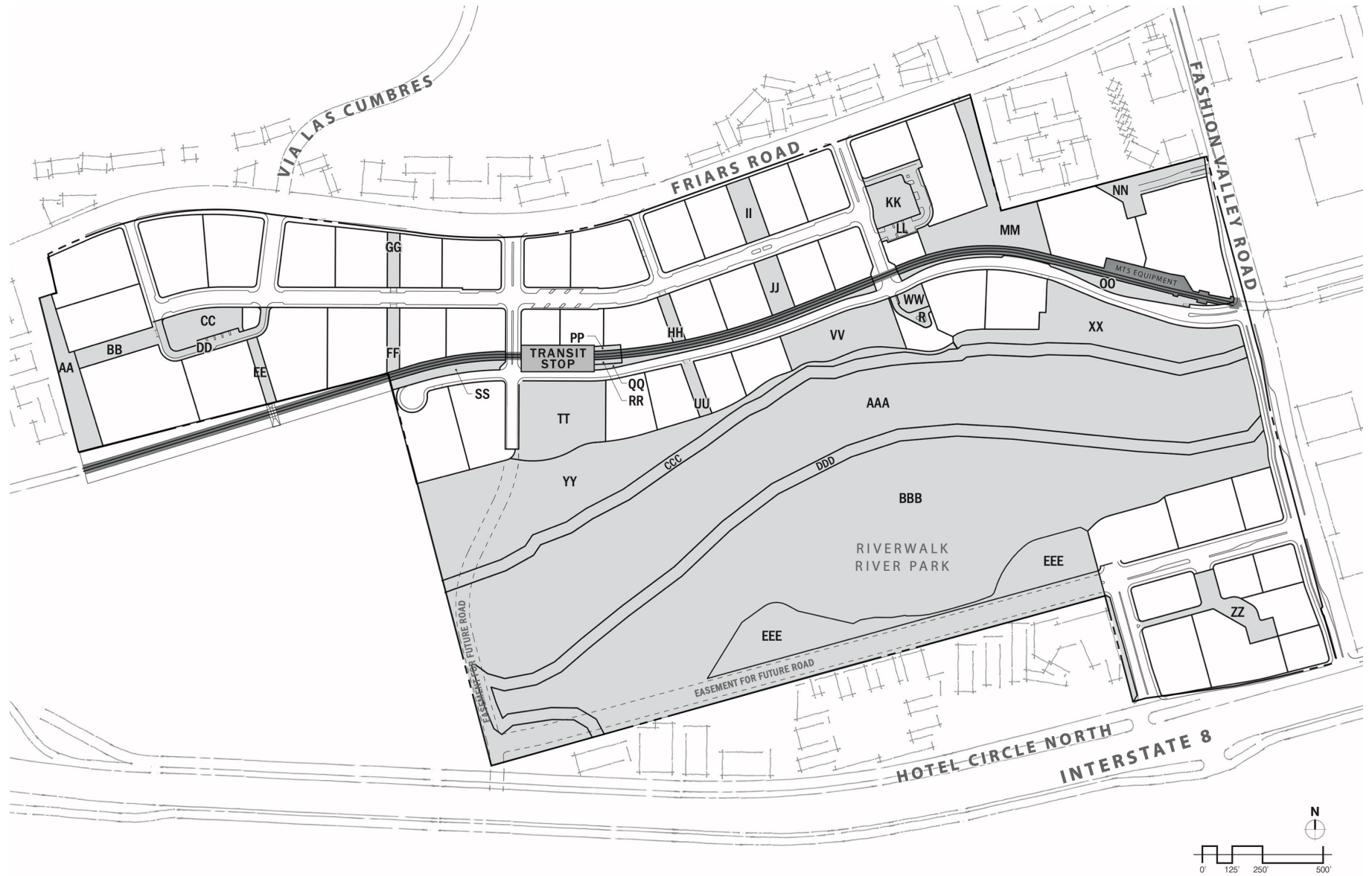
APPENDICES

APPENDIX A – RIVERWALK LOT PLANS

NUMBERED LOTS



LETTERED LOTS



NUMBERED AND LETTERED LOTS WITH ZONING DESIGNATIONS



APPENDIX B – PLANT MATRIX

TREES

	Primary Street - Evergreen	Primary Street - Deciduous	Entry Drive - Evergreen	Entry Drive - Deciduous	Friars Road	Fashion Valley Road	Hotel Circle North	Paseo & Greenbelt	Plaza Accent	Specimen Accent	Shade	Barrier	Botanical Name	Common Name
													<i>Acacia baileyana</i>	Bailey Acacia
													<i>Agonis flexuosa</i>	Peppermint Tree
													<i>Araucaria heterophylla</i>	Norfolk Island Pine
													<i>Arbutus x 'Marina'</i>	Arbutus Standard
													<i>Callistemon citrinus</i>	Lemon Bottlebrush
													<i>Cassia leptophylla</i>	Gold Medallion Tree
													<i>Cercis occidentalis</i>	Western Redbud
													<i>Cinnamomum camphora</i>	Camphor Tree
													<i>Cinnamomum camphora</i>	Camphor Tree Multi-Trunk
													<i>x Chitalpa tashkentensis</i>	Chitalpa
													<i>Fraxinus latifolia</i>	Oregon Ash
													<i>Geijera parviflora</i>	Australian Willow
													<i>Jacaranda mimosifolia</i>	Jacaranda Multi-Trunk
													<i>Koelreuteria bipinnata</i>	Chinese Flame Tree
													<i>Koelreuteria paniculata</i>	Golden Rain Tree
													<i>Lagerstroemia indica</i>	Crape Myrtle
													<i>Lophostemon confertus</i>	Brisbane Box
													<i>Melaleuca quinquenervia</i>	Cajeput Tree
													<i>Metrosideros excelsa</i>	New Zealand Christmas Tree

x Suggested Street Tree Species per Mission Valley Community Plan

NOTE: Street trees shall be standard trunk.

Primary Streets: D1, D2, E, P1, P2, P3, S, U, & X

Entry Drive Streets: A, B, F, H, I J1, J2, K, L, M, N1, N2, O, Q, R, T, V, & W

TREES

Primary Street - Evergreen	Primary Street - Deciduous	Entry Drive - Evergreen	Entry Drive - Deciduous	Friars Road	Fashion Valley Road	Hotel Circle North	Paseo & Greenbelt	Plaza Accent	Specimen Accent	Shade	Barrier	Botanical Name	Common Name
												<i>Pinus canariensis</i>	Canary Island Pine
												<i>Pinus pinea</i>	Italian Stone Pine
												<i>Pinus torreyana</i>	Torrey Pine
												<i>Pistacia chinensis</i>	Chinese Pistache
												<i>Pittosporum undulatum</i>	Victorian Box Multi-Trunk
				x		x						<i>Platanus racemosa</i>	California Sycamore
												<i>Platanus x acerifolia</i>	London Plane Tree
												<i>Platanus x acerifolia</i> 'Bloodgood'	London Plane Tree Multi-Trunk
												<i>Populus fremontii</i> *	Freemont's Cottonwood
												<i>Quercus agrifolia</i>	Coast Live Oak
												<i>Quercus agrifolia</i>	Coast Live Oak Multi-Trunk
												<i>Quercus suber</i>	Cork Oak
												<i>Sambucus nigra</i> *	Elderberry
												<i>Stenocarpus sinuatus</i>	Firewheel Tree
												<i>Tabebuia ipe</i>	Pink Trumpet Tree
												<i>Tipuana tipu</i>	Tipu Tree
												<i>Tristania laurina</i>	Water Gum
												<i>Ulmus crassifolia</i>	Cedar Elm

*Plant species traditionally used by Native American tribes

x Suggested Street Tree Species per Mission Valley Community Plan

NOTE: Street trees shall be standard trunk.

Primary Streets: D1, D2, E, P1, P2, P3, S, U, & X

Entry Drive Streets: A, B, F, H, I J1, J2, K, L, M, N1, N2, O, Q, R, T, V, & W

SHRUBS & GROUNDCOVERS

Community Landscape Shrubs	Community Landscape Groundcovers	Slopes	Streetscape	Park Amenity Area	Plaza Landscape	Barrier Plants	Botanical Name	Common Name
							<i>Abutilon palmeri</i>	Indian Mallow
							<i>Agave spp.</i>	Agave species
							<i>Aloe spp.</i>	Aloe
							<i>Ambrosia psilostachy*</i>	Western Ragweed
							<i>Anemopsis californica</i>	Yerba Mansa
							<i>Arctostaphylos edmundsii 'Carmel Sur'</i>	Carmel Sur Manzanita
							<i>Artemisia douglasian*</i>	Mugwort
							<i>Artemisia dracunculus</i>	Tarragon
							<i>Artemisia palmeri</i>	San Diego Sagewort
							<i>Baccharis pilularis 'Pigeon Point'</i>	Coyote Brush
							<i>Baccharis salicifolia*</i>	Mule Fat
							<i>Bouteloua gracill*</i>	Blue Grama
							<i>Calliandra californica</i>	Red Baja Fairy Duster
							<i>Callistemon viminalis 'Little John'</i>	Dwarf Weeping Bottlebrush
							<i>Carex spp.</i>	Sedge
							<i>Carissa grandiflora 'Green Carpet'</i>	Natal Plum
							<i>Cistus x purpureus</i>	Orchid Rockrose
							<i>Coleonema pulchrum</i>	Pink Breath of Heaven
							<i>Coleonema pulchrum 'Compacta'</i>	Compact Breath of Heaven
							<i>Dietes vegeta</i>	African Iris
							<i>Dodonaea viscosa 'Purpurea'</i>	Purple Leafed Hopseed Bush

*Plant species traditionally used by Native American tribes

SHRUBS & GROUNDCOVERS

	Community Landscape Shrubs	Community Landscape Groundcovers	Slopes	Streetscape	Park Amenity Area	Plaza Landscape	Barrier Plants	Botanical Name	Common Name
								<i>Eleocharis macrostachya</i>	Pale Spikerush
								<i>Encelia californica</i>	California Encelia
								<i>Epilobium canum</i>	Hummingbird Trumpet
								<i>Eriogonum fasciculatum</i>	Common Buckwheat
								<i>Eriogonum grande rubescens</i>	Red Buckwheat
								<i>Furcraea foetida</i> 'Mediopicta'	Mauritius Hemp
								<i>Galvezia speciosa</i>	Island Bush Snapdragon
								<i>Grevillea</i> x 'Long John'	Long John Grevillea
								<i>Heteromeles arbutifolia</i>	Toyon
								<i>Iva hayesiana</i>	San Diego Marsh Elder
								<i>Juncus acutus</i>	Spiny Rush
								<i>Juncus mexicanus</i>	Mexican Rush
								<i>Juncus</i> spp.	Rush species
								<i>Lantana</i> spp.	Lantana species
								<i>Lavandula</i> spp.	Lavender
								<i>Leonotis leonurus</i>	Lion's Tail
								<i>Leymus condensatus</i> 'Canyon Prince'	Native Blue Rye
								<i>Leymus triticoides</i>	Creeping Wild Rye
								<i>Macfadyena unguis-cati</i>	Yellow Trumpet Vine
								<i>Miscanthus</i> spp.	Silvergrass
								<i>Muhlenbergia rigens</i> *	California Deergass
								<i>Muhlenbergia</i> spp.	Muhly Grass

*Plant species traditionally used by Native American tribes

SHRUBS & GROUNDCOVERS

Community Landscape Shrubs	Community Landscape Groundcovers	Slopes	Streetscape	Park Amenity Area	Plaza Landscape	Barrier Plants	Botanical Name	Common Name
							<i>Phormium</i> spp.	Phormium species
							<i>Pluchea odorata</i>	Saltmarsh Fleabane
							<i>Rhamnus californica</i> 'Eve Case'	California Coffeeberry
							<i>Rhus integrifolia</i>	Lemonade Berry
							<i>Rhus ovata</i>	Sugar Bush
							<i>Ribes speciosum</i>	Fuchsia-Flowered Gooseberry
							<i>Rosmarinus</i> spp.	Rosemary species
							<i>Salix exigua</i> *	Black Willow
							<i>Salix laevigata</i> *	Red Willow
							<i>Salix lasiolepis</i> *	Arroyo Willow
							<i>Salvia</i> spp.	Sage
							<i>Scirpus californicus</i>	California Bulrush
							<i>Sesleria autumnalis</i>	Autumn Moor Grass
							<i>Tagetes lemmonii</i>	Copper Canyon Daisy
							<i>Teucrium chamaedrys</i>	Germander
							<i>Verbena lilacina</i>	Lilac Verbena
							<i>Viguiera laciniata</i>	San Diego County Viguiera
							<i>Westringia dampieri</i>	Coast Rosemary
							<i>Zauschneria californica</i>	California Fuschia

*Plant species traditionally used by Native American tribes

APPENDIX C – LAND USE CLASSIFICATION

Land Use	Residential	Commercial Retail	Non-retail Commercial
Alcoholic beverage outlets			
Artisan food and beverage producer			
Assembly and entertainment uses			
Bed and breakfast establishments			
Boarder and lodger accommodations			
Boarding kennels/pet day care facilities			
Business and professional offices			
Business support			
Child care centers			
Consumer goods, furniture, appliances, equipment			
Continuing care retirement communities			
Eating and drinking establishments			
Educational facilities: Kindergarten through Grade 12			
Financial institutions			
Food, beverage, and groceries			
Golf courses, driving ranges, and pitch and putt courses			

Land Use	Residential	Commercial Retail	Non-retail Commercial
Home occupations			
Instructional studios			
Live/Work quarters			
Maintenance and repair			
Massage establishments, specialized practice			
Medical, dental, and health care practitioner offices			
Mobile food trucks			
Moving and self storage facilities			
Multiple dwelling units			
Museums			
Personal services			
Pets and pet supplies			
Placemaking on private property			
Plant nurseries			
Private clubs, lodges, and fraternal organizations			
Radio and television studios			
Real estate sales offices and model homes			
Recycling facilities: Drop-off facility			

Land Use	Residential	Commercial Retail	Non-retail Commercial
Recycling facilities: Reverse vending machines			
Recycling facilities: Small collection facilities			
Regional and corporate headquarters			
Research and development			
Residential care facilities for the elderly			
Retail farms			
Retail tasting stores			
Rooming house			
Shopkeeper units			
Sidewalk cafés			
Student housing			
Sundries, pharmaceutical, and convenience sales			
Temporary construction storage yards located off-site			
Temporary parking as a primary use			
Veterinary clinics and animal hospitals			
Visitor accommodations			
Wearing apparel and accessories			

APPENDIX D – DENSITY / INTENSITY MONITORING PROCESS

Based on the Transportation Impact Analysis using the VMT metric, the Overall Maximum Project Density/Intensity for Riverwalk results in less than significant CEQA transportation impacts.

As the project is built out, the Overall Maximum Project Density/Intensity shall not be exceeded until appropriate environmental review is conducted in accordance with the City's Land Development Code, Section 128.03 and the California Environmental Quality Act (CEQA) Statute and Guidelines, which may include a 15162 analysis or other similar CEQA process available at that time, depending on facts and circumstances.

In order to monitor build-out of Specific Plan's Overall Maximum Project Density/Intensity, applications for Building Permits shall include completion of the *Specific Plan Implementation Table* (Table D-1). Once the *Specific Plan Implementation Table* has been received by the DSD Planner or Zoning Reviewer and approved by transportation staff as part of the development application process, a copy of the updated worksheet shall be kept with the Riverwalk project file in the Development Services Department and in the Riverwalk Specific Plan file in the Planning Department.

Additionally, a Mobility Assessment (MA) was completed for the Riverwalk Specific Plan. This MA establishes a Transportation Improvement Plan (TIP), identifying Equivalent Dwelling Unit (EDU) thresholds for transportation improvements in order to ensure that necessary transportation facilities consistent with the Mission Valley Community Plan are provided in a timely manner as the project builds out (Table D-2).

Based on the MA, the Overall Maximum Project Density/Intensity for Riverwalk is expected to result in a total Average Daily Trips (ADT) of 41,186 (driveway trips), with 3,224 AM Peak Hour Trips (1,591 in, 1,633 out) and 4,302 PM Peak Hour Trips (2,171 in; 2,131 out) as shown in Table 7-3. In order to monitor development consistent with the Specific Plan's Overall Maximum Project Density/Intensity, applications for construction permits and development permits shall include completion of the *Specific Plan Implementation Table* (Table D-2). As the project is built out, the maximum ADT and the maximum peak hour inbound and outbound trips shall not be exceeded unless it can be demonstrated through a Mobility Assessment that net additional peak hour trips of a development do not:

1. Result in any study area intersection that is operating at an acceptable level of service to fall below a LOS D;
2. Result in any greater transportation effect than assumed in the original MA (September 2020) for those study area intersections that operate below a LOS D at the time the MA (September 2020) was prepared.

If the MA establishes that either of these two conditions are not met, then a new TIP must be agreed upon with DSD Transportation prior to any changes to the Overall Maximum Project Density/Intensity.

NOTE: The City shall use the trip generation rates set forth in the City Trip Generation Manual in effect at that time, except for Office use, which shall use a rate of 12 ADT/ksf of Gross Leasable Area (GLA).

Table D-I. Specific Plan Implementation Table

Building Permit No.	Dwelling Units	Office and Non-Retail Commercial (SF)	Commercial Retail (SF)	Average Daily Trips (Driveway ADT)	AM Peak Hour (ADT)		PM Peak Hour (ADT)		Equivalent Dwelling Unit
					In	Out	In	Out	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
Running Total									
Overall Maximum Density/Intensity	4,300	1,000,000	152,000	41,186	1,591	1,633	2,171	2,131	N/A
Total Remaining	4,300	1,000,000	152,000	41,186	1,591	1,633	2,171	2,131	N/A

Table D-2. Transportation Improvement Plan Table

Facility		Project Improvement	Implementation EDU Threshold ¹
1	Friars Road frontage improvements: Street A to Fashion Valley Road	Install a raised median, curb, gutter, sidewalk, parkway and cycle track on the Friars Road project frontage. The project will install a raised median between the easterly property line and Fashion Valley Road.	Frontage ^a
2	Friars Road / Goshen Street intersection	Install a traffic signal and implement ITS improvements	Frontage
3	Friars Road: Goshen Street to Street A	Construct a raised median	Frontage
4	Friars Road / Via Las Cumbres intersection	Widen eastbound approach to provide an additional left-turn lane. Restripe the southbound approach to provide dual left-turn lanes and shared through right lane. Signal modification is also proposed.	Frontage ^a
5	Fashion Valley Road: Private Drive T to Hotel Circle North	Widen to 4-lane Major standards with a raised median	Frontage ^b
6	Riverwalk Drive / Fashion Valley Road intersection	Widen the westbound approach to include an exclusive westbound left-turn lane. Install overlap phases on westbound and eastbound right-turn movements. Signal modification is also proposed.	Frontage ^b
7	Hotel Circle North: I-8 WB Ramps to Fashion Valley Road	Prior to the implementation of the one-way couplet, the project will widen to 4-lane Major standards with a raised median on Hotel Circle North between I-8 WB Ramps and Fashion Valley Road.	Frontage
8	Hotel Circle North / I-8 WB Ramps intersection	Install a traffic signal pending Caltrans approval and Circulation Study findings. Should Caltrans not approve a traffic signal at this intersection, the applicant will contribute up to \$500,000 towards an alternative improvement.	Frontage
9	Friars Road: Sea World Drive to Avenida De Las Tiendas	Install ITS improvements at the following intersections: <ul style="list-style-type: none"> » Sea World Drive / Friars Road » Napa Street / Friars Road » Colusa Street / Friars Road » Via Las Cumbres / Friars Road » Fashion Valley Road / Friars Road 	1
10	Hotel Circle North and South Couplet I-8: Taylor Street to SR 163	Fully Fund Circulation Study for Hotel Circle one-way couplet and I-8 corridor between SR 163 and Taylor Street (Not to exceed \$1.5M)	750
11	Fashion Valley Road: Friars Road to Hotel Circle North	Install ITS Improvements with Transit Signal Priority at the following intersections: <ul style="list-style-type: none"> » Friars Road / Fashion Valley Road » Riverwalk Drive / Fashion Valley Road » Hotel Circle North / Fashion Valley Road 	1,500
12	Riverwalk Transit Station	Construct Transit Station	3,386

Facility		Project Improvement	Implementation EDU Threshold ¹
13	I-8: SR 163 to East of Mission Center Road and Mission Center Road: Camino Del Rio North to I-8 EB Ramps	Pay a fair-share contribution (23.2%) towards a Project Study Report (total estimated cost not to exceed: \$500,000; 23.2% * \$500K = \$116K) at I-8/Mission Center Road interchange	3,386
14	Riverwalk Drive / Avenida Del Rio intersection	Install a traffic signal	4,800
15	Friars Road: Colusa Street to Goshen Street	Construct a raised median	4,800
16	Hotel Circle Place / Hotel Circle North intersection	Install a traffic signal subject to the findings of the Hotel Circle & I-8 Corridor circulation study	5,500
17	Hotel Circle N. / I-8 WB Ramps / Taylor Street intersection	Restripe the southbound approach to include dual right-turn lanes subject to the findings of the Hotel Circle circulation study	5,500
18	Friars Rd. & Ulric St. / SR 163 SB Ramps; Friars Rd/ SR 163 NB Ramps intersection and Friars Road/ Frazee Road intersection	Install ITS Improvements with Transit Signal Priority	6,200
19	Ulric Street / SR 163 SB On-ramp intersection	Install a traffic signal and ITS Improvements	6,200
20	SR 163: North of Friars Road to I-8	Contribution towards future interchange phases	Phase II and III interchange improvements included in the DIF
21	Street J	The project will construct Street J between Friars Road and the San Diego River Trail, south of the MTS trolley tracks. The project will offer an Irrevocable Offer of Dedication (IOD) between this southerly terminus and the southerly property line immediately adjacent to Hotel Circle North.	Prior to the 1 st occupancy permit in the Central District (lots 32 through 40)
22	Street U	The project will construct Street U between Fashion Valley Road and Street V. The project will offer an Irrevocable Offer of Dedication (IOD) between this westerly terminus and future Street J subject to the park General Development Plan.	Prior to the 1 st occupancy permit in the South District (lots 43 through 52)
23	Street V	The project will construct public Street V between Hotel Circle North and Street U prior to the 1 st occupancy permit in the in the South District (lots 43 through 52), subject to Caltrans approval and findings of the Circulation study.	Prior to the 1 st occupancy permit in the South District (lots 43 through 52)

Facility	Project Improvement	Implementation EDU Threshold!
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Footnotes:

- a. Improvements along project frontage on Friars Road would be permitted and bonded prior to the issuance of the building permit of the adjacent lot and constructed prior to the first occupancy permit as shown below.
 - » Stage A: First occupancy permit for any Lot 1 or 3 through 10 would include improvements between the project’s westerly property line and Street I
 - » Stage B: First occupancy permit for any Lot 10 through 16 would include improvements between Street I and Fashion Valley Road.
- b. Improvement along project frontage on Fashion Valley Road, which includes Riverwalk Drive / Fashion Valley Road intersection and Fashion Valley Road widening between Private Drive T and Hotel Circle North to 4-lane Major would be permitted and bonded prior to the issuance of the building permit of the adjacent lot and constructed prior to first occupancy permit as shown below:
 - » Stage C: First occupancy permit for either Lot 41 or 42 would include Fashion Valley Road widening between Private Drive T and Riverwalk Drive and westbound approach of Riverwalk Drive / Fashion Valley Road intersection.
 - » Stage D: First occupancy permit for any Lot 43 through 52 would include Fashion Valley Road widening to 4-lane Major between Riverwalk Drive and Hotel Circle North. Improvements to the Fashion Valley Road San Diego River crossing is included in this stage. The widening of the northbound approach of Riverwalk Drive / Fashion Valley Road intersection will be included in this stage.

General Notes:

Improvements that are off-site would be permitted and bonded prior to the issuance of the building permit per the identified implementation EDU threshold and completed and operational prior to issuance of occupancy permit, satisfactory to the City Engineer, unless noted in the TIP.

APPENDIX E – DEVELOPMENT REGULATIONS

This appendix includes the development standards and regulations for the Riverwalk Specific Plan. Table E-1, *Riverwalk Specific Plan Development Standards – Regulations*, represents regulations for the Riverwalk Specific Plan. These regulations are applied, where applicable, as delineated in Chapter 6.

Tables E-2 through E-4 provide District-specific design guidance to supplement the criteria located throughout the Riverwalk Specific Plan. Unless otherwise noted as a Tailored Development Standard, all developments shall comply with the base zone and supplemental development regulations as

specified in the City's LDC Sections 143.0410, 143.0420, and 143.0460 (effective February 28, 2018), as modified by Tables E-2 through E-4.

Instances where project development regulations vary from the San Diego Municipal Code allowed in this Specific Plan are presented in Table E-5, *Riverwalk Tailored Development Standards*.

In addition to the Development Regulations provided below, ministerial permit applications shall comply with the applicable project conditions specified in the Vesting Tentative Map, Site Development Permit, and Conditional Use Permit (Golf Course).

Table E-1. Riverwalk Specific Plan Development Standards - Regulations

Riverwalk Specific Plan Regulations	
Regulated Uses	
Continuing Care Retirement Communities	
Reg-1	Convalescent and memory care rooms shall, at a minimum, comply with California Code of Regulations Title 22, Division 6, Chapter 8 (Residential Care Facilities for the Elderly).
Reg-2	Parking areas shall be lighted for the safety of tenants. Lighting shall be of a design that deters vandalism. The location, type, and size of the proposed lighting fixtures shall be specified on the development permit application.
Reg-3	The number of vehicle trips shall be determined as follows: <ul style="list-style-type: none"> » Four daily trips per independent living dwelling unit; and » Three daily trips per room for convalescent and memory care rooms.
Reg-4	Continuing care retirement communities shall be subject to the landscape regulations for commercial development in San Diego Municipal Code Table 142-04A.
Reg-5	Permitted Density <ul style="list-style-type: none"> » The density shall comply with the base zone. » Only independent and assisted living dwelling units shall be used to calculate density. » The density shall be calculated using the area of the entire development.
Moving and Storage Facilities	
Reg-6	Adequate security shall be provided by managers during hours of operation and/or full-time resident caretakers.
Reg-7	All storage shall be within completely enclosed structures.
Reg-8	Goods or products which are hazardous, toxic or obnoxious, shall be prohibited.
Reg-9	Electrical service to storage units shall be for lighting and climate control only. No electrical outlets are permitted inside individual storage units. Lighting fixtures and switches shall be of a secure design that will not allow tapping the fixtures for other purposes.
Reg-10	The development shall provide adequate fire and vehicular access and parking to accommodate anticipated vehicle types and quantities including, but not limited to, moving vans, trucks, fire equipment and automobiles.

Riverwalk Specific Plan Regulations	
Reg-11	Within the Specific Plan Area self-storage facility shall be limited to 100,000 square feet in total.
Reg-12	Self-storage facility buildings shall be surfaced in high-quality materials. Unfaced concrete block, painted masonry, tilt-up and pre-cast concrete panels and prefabricated metal sheets are prohibited. Prefabricated buildings are not allowed.
Reg-13	Self-storage shall be incorporated with other compatible uses, such as integrated into a parking garage or wrapped with retail or employment uses.
Reg-14	Accessory uses such as the rental of trucks, trailers or moving equipment (hand carts, jacks and lifts, etc.), the installation of trailer hitches, or the sale of boxes or packing materials are permitted only if they are housed entirely within the self-storage building. Incidental or accessory manufacturing, fabrication, or processing of goods, service or repair of vehicles, engines, appliances or other electrical equipment, any other industrial activity, and/or retail sales or services related to storage unit garage or estate sales or auctions are prohibited.
Reg-15	No self-storage facility can be located within ¼ mile of another self-storage facility.
Residential Care Facilities	
Reg-16	Only one residential care facility may be permitted per lot or premises.
Reg-17	Residential care facilities are not permitted within one-quarter-mile of another residential care facility, measured from property line to property line in accordance with LDC Section 113.0225.
Reg-18	The facility shall provide at least 70 square feet of sleeping space for each resident, not including closet or storage space, multipurpose rooms, bathrooms, dining rooms, and halls.
Reg-19	Sleeping areas shall not be used as a public or general passageway to another room, bath, or toilet.
Reg-20	The facility shall provide at least five square feet of living area per bed, not including sleeping space, dining, and kitchen areas.
Reg-21	The facility shall provide at least eight square feet of storage area (closet or drawers) per bed.
Reg-22	The facility shall provide one full bathroom including sink, toilet, and shower or bathtub for every seven beds.
Reg-23	The center shall provide at least one off-street parking space for each employee and one off-street parking space for every seven beds. Additional parking may be required by the decision maker. Conversion of an existing garage or reduction in the amount of off-street parking to provide a residential care facility is not permitted.
Student Housing	
Reg-24	A resident manager is required to live on the premises.
Reg-25	The center shall provide at least one off-street parking space for each employee and one off-street parking space for every seven beds. Additional parking may be required by the decision maker.
General Development Standards	
Activated Interfaces – Street Activation Interface	
Reg-26	Building lobbies shall orient the primary entrance and exit toward the activated street interface.
Reg-27	Articulated features, such as canopies and/or architectural building signage, shall enhance the lobbies and entrances.
Reg-28	Residential units on the ground floor shall provide patios or direct entrances, where feasible.
Reg-29	Residential amenities on the ground floor such as a fitness or business center shall utilize storefront glass windows, large roll-up windows, or other transparent elements to give the appearance of retail and invite views of the interior space.
Reg-30	Enhanced paving shall be utilized in high-traffic pedestrian areas, as well as street furniture, such as benches, trash cans, and/or bicycle racks.
Reg-31	Where a parcel is identified with having a street activation interface on more than one frontage, the developer may elect to activate only the primary frontage with street activation elements, such as building lobbies.
Activated Interfaces – Park Activation Interface	
Reg-32	Ground floor patios shall feature connection to the sidewalk, where possible.
Reg-33	Pathways shall lead from the sidewalk through the park to arrive at building lobbies and patios.
Reg-34	Primary or secondary building entrances, regardless of use, shall face the linear park.

Riverwalk Specific Plan Regulations	
Reg-35	Entrances shall include such features as canopies and/or architecturally integrated building names and addresses to provide visual interest along the park.
Activated Interfaces – Retail Activation Interface	
Reg-36	Overhead building signage shall be allowed for further identification of the retail tenants.
Reg-37	Pedestrian access to retail parking garages and stairs shall be provided along this interface in an architecturally cohesive manner, where applicable.
Reg-38	Along the interface, enhanced pedestrian experience shall be accomplished through enhanced paving, storefront canopies or outdoor seating in areas near building entrances, cafés, and restaurants.
Floor Area Ratio	
Reg-39	The floor area ratio shall be established by the zone for each development area, except where a definition is established in Section 6.6.17, Zoning and Tailored Development Standards
Parking and Parking Design	
Reg-40	Automobile parking shall comply with Land Development Code based on the zoning and land uses applied to each development area.
Reg-41	Tandem parking shall be permitted in accordance with LDC Section 132.0900.
Reg-42	Where parking is provided on the rooftop of parking structures and is exposed to open sky, the vehicular use area shall be subject to the landscape requirements under LDC Section 142.0407(c) to include one tree within 30 feet of each parking space. In lieu of the required trees on rooftop parking, shade structures may be incorporated and shall cover a minimum of 50 percent of each parking stall with a minimum opacity of 50 percent, or shall be outfitted with photovoltaic systems.
Reg-43	The sharing of parking to reflect the collocation of uses shall be allowed when calculating the parking to address uses that complement each other relative to required parking.
Reg-44	Short- and long-term bicycle parking and facilities shall be provided as required in LDC Section 142.0530(e). Bicycle parking will be accommodated with a combination of racks, bicycle lockers, and/or other bicycle parking innovations not currently envisioned in the LDC. Signs shall be posted indicating the availability of bicycle parking facilities.
Reg-45	Motorcycle parking shall be provided in accordance with LDC Section 142.0530(g).
Mechanical and Utility Equipment Screening	
Reg-46	Rooftop-mounted mechanical and utility equipment, appurtenances, and other equipment shall be appropriately screened from pedestrian view in accordance with Section 142.09 of the LDC.
Reg-47	The following equipment and appurtenances shall be screened in a manner that is architecturally integrated with the primary building on the premises: <ul style="list-style-type: none"> » Mechanical equipment » Tanks » Ducts » Elevator enclosures » Cooling towers » Mechanical ventilators » HVAC units » Other similar appurtenances
Reg-48	Exterior facilities associated with a structure such as plumbing, heating, cooling, electrical, chemical processing, compressor, motor, and incinerator facilities shall be appropriately screened on all sides from pedestrian view.
Reg-49	All utilities, such as gas meters, electrical meters and panels, fire control panels, telephone, cable television panels, and similar devices shall be screened from public view unless other Municipal Code regulations require that visibility be maintained.

Riverwalk Specific Plan Regulations	
Outdoor Storage Areas	
Reg-50	Outdoor storage of material and equipment is permitted only when the type and quantity of stored items are incidental to the residential use on the premises.
Reg-51	Outdoor storage is subject to all applicable fire, health, safety, and building regulations.
Reg-52	Outdoor storage is not permitted in required yard areas except that home maintenance or lawn maintenance equipment and non-motorized recreational and leisure equipment are permitted in required side and rear yards.
Reg-53	Outdoor storage shall not impede the growth or maintenance of required landscaping.
Reg-54	All stored items shall be completely screened by solid fences, walls, buildings, lattices, or landscape features, or by a combination of screening elements. Stored items shall not exceed the height of the screening element.
Reg-55	Not more than one fully screened outdoor area may be used to store motor vehicles, whether operable or inoperable. The storage area shall not exceed 400 square feet in area or 12 feet in height. The storage area shall not encroach into any landscaped area or into any required yard unless it is in compliance with LDC Section 142.0510(e).
Reg-56	The following items may be placed outdoors without screening when intended for near-term use: home maintenance or lawn maintenance equipment and supplies and game, sport, and leisure equipment.
Reg-57	Outdoor storage of merchandise, material, and equipment is permitted in commercial and industrial zones only when incidental to an allowed use located on the same premises, provided the following criteria are met: <ul style="list-style-type: none"> » The storage area is screened by solid fences, walls, or buildings, or a combination thereof, not less than six feet in height. No merchandise, material, or equipment shall exceed the height of the screening fence, wall, or building. If screening of the merchandise, material, or equipment requires a screening height greater than six feet, the storage area and the screening fences, walls, or buildings shall be located on the rear half of the lot, away from any public right-of-way; and » Storage is permitted in required side and rear yards. Storage is not permitted in required front or street side yards.
Reg-58	No merchandise, material, or equipment shall be stored on the roof of any building unless it is completely screened from pedestrian view. This limitation does not apply to operable vehicles parked on the top level of a parking structure.
Refuse and Recyclable Storage Areas	
Reg-59	Material storage areas may be located in a designated interior area that is not in a dwelling unit.
Reg-60	Exterior material storage areas shall not be located in any front yard, street side yard, street yard area, parking area, landscaped area, or any other area required by the Municipal Code to be constructed or maintained unencumbered according to fire or other applicable building or public safety laws. Material storage areas may be located outside a structure in required rear yards or in required side yards.
Reg-61	Refuse and recyclable materials storage for residential development shall comply with LDC Section 142.0820, except as modified by Table 6-2, Riverwalk Zoning and Tailored Development Standards, of this Specific Plan.
Reg-62	Material storage areas shall be accessible to occupants and haulers. Premises served by an alley shall provide material storage areas that are directly accessible from the alley.
Reg-63	One sign identifying the material storage area is required for each area and shall be posted on the exterior of the material storage area near the point of access. The maximum sign copy area permitted for each sign shall be one square foot.
Reg-64	Material storage areas located outside any structure shall be screened with a minimum six-foot-high screening enclosure that is designed to be architecturally consistent with the primary structure. Refuse, recyclable material, and material storage containers shall not exceed the height of the solid screening enclosure.
Reg-65	Refuse and recyclable materials storage for non-residential development shall provide at least one exterior refuse and recyclable material storage area for each building.
Loading Areas	
Reg-66	Parking of passenger vehicles is not permitted in off-street loading areas.

Riverwalk Specific Plan Regulations	
Reg-67	Loading areas shall be designed and located so that loading vehicles are not parked in required front or street side yards, driveways, or required parking spaces during loading activities.
Reg-68	Where loading docks and overhead doors are proposed, the loading docks and overhead doors shall be screened from the public right-of-way with fences or walls designed to reduce visual impacts.
Private Open Space	
Reg-69	When a private outdoor space is accommodated through an at-grade patio, a minimum dimension of four feet shall be provided between the building wall and the patio barrier.
Reg-70	When private outdoor space is accommodated as an above-grade balcony, such balconies shall have a minimum dimension of four feet in depth.
Reg-71	When attached as a building projection without a recess, the balcony element needs to have a substantial presence and be treated as an integral element in the whole composition. Juliet balconies, or false balconies, are allowed but shall not be considered private outdoor space.
Reg-72	Building materials for balconies and/or patios are to be consistent with overall building materials of a development. These building materials may include the following, but other materials that are consistent with the quality and design of individual developments and the overall Riverwalk project are allowed: <ul style="list-style-type: none"> » Stucco » Stone » Glass » Metal » Wood or composite material » Concrete
Reg-73	Private open space areas located within the front setback shall be counted toward meeting private open space requirements.
Reg-74	Usable open spaces such as mini-plazas and dog walk areas shall be created between buildings to avoid a visual tunnel effect and should be linked to major open space areas and the existing pedestrian tunnels, where adjacent.
Reg-75	Private recreational and urban plaza areas shall be visually (through unobstructed views) and/or physically (through pathways) linked to open spaces as part of the area-wide open space system.
Reg-76	Recreational uses shall be provided within private residential developments and may include, but are not limited to, gardens, game rooms, dog runs, swimming pools, tennis, basketball, volleyball, handball, shuffleboard, badminton courts, children's play areas, or picnic facilities.
Temporary / Interim Uses	
Reg-77	Separately regulated uses identified in the Land Development Code CC-3-9 zone, the RM-4-10 zone, and Assembly and Entertainment Uses shall be allowed on an interim basis subject to compliance with all City-wide development regulations and permit requirements, in accordance with LDC Chapter 12, Article 3, Division 4.
Reg-78	Permit applications for temporary/interim uses shall be provided to the Mission Valley Planning Group as an informational item.
Monumentation and Community Signage	
Reg-79	Community Gateway Signs - At a maximum, two prominent, statement gateway signs may be provided within Riverwalk: one north of the San Diego River and one south of the San Diego River.
Reg-80	Primary Entry Signs – Developer may, but is not required to provide, Primary Entry Signs. If provided, Primary Entry Signs will be limited to project entry areas along Friars Road, Fashion Valley Road, and Hotel Circle North. These monuments may also function as retaining walls with design elements such as landscaped terracing or water features.
Reg-81	Secondary Entry Signs - Developer may, but is not required to provide, Secondary Entry Signs to identify major residential buildings, businesses, and park space. The use of monuments with use identities, logos, and names would be allowed at this level.

Riverwalk Specific Plan Regulations	
Fencing and Walls	
Reg-82	Fencing shall not obstruct pedestrian access to major site amenities.
Reg-83	All walls and fencing at Riverwalk shall comply with LDC Chapter 14, Article 2, Division 3, Fence Regulations, except as modified by Table 6-2, Riverwalk Zoning and Tailored Development Standards, of this Specific Plan, and LDC Chapter 14, Article 3, Division 4, Planned Development Permit Regulations.
Reg-84	Gates and/or fencing that restrict access along public rights-of-way are prohibited. (Access to public parks may be limited during evening hours for security purposes.)
Reg-85	Residential front yard fence heights shall not exceed three feet.
Outdoor Lighting	
Reg-86	Lighting adjacent to the San Diego River shall comply with the City's MHPA guidelines for lighting.
Reg-87	Pedestrian/bicycle tunnels will be internally lit and include mirrors
Reg-88	Security lighting fixtures shall not substitute for the parking lot and/or walkway/path lighting fixtures.
Landscape Features – Streetscape Design	
Reg-89	Street trees shall be standard trunk, canopy-form species that are known to be strong, insect- and disease-resistant, and deep-rooted. To avoid a monoculture of trees and to promote a street hierarchy, street trees should have a variety rooted in a prescribed street tree theme organization.
Reg-90	Plantings designed for major entries shall relate directly to adjacent plantings, as well as provide a strong focal element. If any entry monument or sign is used, evergreen shrubs and vines shall be used as a backdrop to soften edges. Low plantings of ground cover or annual color can be used in the foreground.
Reg-91	Tree grates cannot be included in the calculation for ADA path of travel.
Reg-92	Street trees shall be located adjacent to the curb to separate the vehicular activity from the pedestrian realm.
Reg-93	Trees shall be placed, and utilities shall be designed, so as to observe the minimum tree separation distances per LDC Table 142-04E. Trees, or shrubs over three feet tall, may not be placed within any Water or Sewer Easement.
Landscape Features – Streetyard Landscaping	
Reg-94	Berms will be used, whenever feasible, to screen undesirable views and provide a gentle undulation to the site. A 2:1 maximum side slope shall be utilized.
Reg-95	All planting within setbacks shall be from the Recommended Plant Materials (Section 3.6.8).
Landscape Features – Remaining Yard Landscaping	
Reg-96	Remaining yard landscaping may be achieved through any of the following options: (A) Residential development with four dwelling units or less shall be subject to a minimum of 60 points per residential structure. Planting shall be distributed within a 10-foot offset from the structural envelope or within the remaining yard setbacks of the premises. (B) A minimum of 30 percent of the area within a 10-foot offset from the structural envelope of each residential structure shall be provided in landscape area and shall be planted at a rate of 0.05 points per square foot of total area within the offset. (C) A minimum of 20 percent of the provided common open space area shall be provided in landscape area and shall be planted at a rate of 0.05 points per square foot of the total open space area. Common open space area may include plazas, courtyards, or paseos developed at grade or on structural podiums.
Landscape Features – Parking Lot Landscaping	
Reg-97	Surface parking areas shall be broken into sections. Each parking area is to be separated by landscape buffers. Exclusive of setbacks from public streets a minimum of ten percent of the parking area shall be landscaped. Trees shall provide a canopy when at mature height and spread. They should be known as strong, insect and disease resistant, deep-rooted, tolerant of street environments, low-maintenance, drought tolerant, and long living, if possible.
Reg-98	Evergreen canopy-form shade trees are to be used within surface parking area to reduce solar glare and provide variation in character. Trees shall be provided at a rate of one canopy form tree within 30 feet of each parking stall. Species shall be selected from the Recommended Plant Materials (Section 3.6.8, Recommended Plant Materials).

Riverwalk Specific Plan Regulations	
Reg-99	Within Vehicular Use Areas, tree wells shall have a minimum root zone of 40 square feet with no dimension less than five feet, per the City's Landscape Regulations. Where trees are placed within the Vehicular Use Area, diamond shaped planters shall not be allowed. Instead, trees shall be placed in either finger islands or placed in planters spanning the width of two parking stalls (approximately 16 feet) for a depth of three feet at the head of each abutting parking stall (approximately six feet) and centered with parking stall striping.
Reg-100	Trees shall provide a canopy when at mature height and spread. They should be known as strong, insect and disease resistant, deep-rooted, tolerant of street environments, low-maintenance, drought tolerant, and long living, if possible.
Landscape Features – Open Areas (Open areas include park and open space elements, as well as plazas and linear parks)	
Reg-101	Until the technology improves, the use of synthetic turf is discouraged, as synthetic turf is a non-renewable resource and can contribute to heat island effect. For the purposes of the Landscape Regulations section of the Land Development Code, any use of synthetic turf does not count towards required planting area.
Reg-102	Development within Riverwalk must comply with the Storm Water requirements. All areas not paved or built upon must be landscaped with drought-tolerant trees, shrubs, and/or living groundcover. Other than those areas in close proximity to the river or major streets, graded pads need not be fully landscaped. As a requirement, these pads shall be seeded with a low-water-use ground cover mixture, which may be used in combination with existing trees.
Reg-103	The use of turf is regulated by the Water Conservation section of the Landscape Regulations (LDC Section 142.0413), which limits use to 10 percent of the landscape areas on a premises, excluding required common areas, active recreation areas, and areas located in the public right of way between the curb and the sidewalk. At thematic entries, use of turf is limited to 50 percent of the entry area, and may not exceed the 10 percent allowed on the premises.
Reg-104	Large walls or fences shall be visually softened with large shrubs or small trees.
Transportation Features – Pedestrian Sidewalks and Pathways	
Reg-105	Pedestrian/bicycle tunnels will be internally lit and include mirrors.
Reg-106	Widths of pedestrian sidewalks 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.
Reg-107	Widths of pedestrian paths that lie outside a public street right-of-way and are not an accessible path or travel shall be no less than five feet wide and may be stabilized decomposed granite or concrete.
Reg-108	The San Diego River Pathway shall be located in the River Corridor Area, generally adjacent to the floodway on the north side of the San Diego River. The San Diego River Pathway will be at least 10 feet wide, concrete surface, with two-foot shoulders on both sides. (See Section 3.4.1, River Corridor Area, and Section 6.6.15, River Corridor Area) for a detailed discussion of the San Diego River Pathway.)
Reg-109	The primary pedestrian paths shall have adequate security lighting and signage to provide for the safety of the users.
Reg-110	All primary pedestrian paths shall have adequate gradients for accessibility, per requirements of Title 24.
Transportation Features – Pedestrian Linkages	
Reg-111	Pedestrian paths shall link the river bridges to the neighborhood-wide trail system.
Reg-112	Connections within the open space network will be reinforced with wayfinding signage and landscaping.
Transportation Features – Pedestrian Crossings and Intersections	
Reg-113	Crosswalks will comply with the City's design standards; however, alternative design treatments may be considered during the preparation of improvement plans to elevate their importance, encourage their use, and to integrate them into the streetscape.
Transportation Features – Bikeway Design	
Reg-114	A minimum two-foot horizontal and a minimum eight-foot vertical clearance to obstructions should be provided at the outside edges of all bicycle paths.
Reg-115	Drainage inlet grates, manhole covers, etc., on all bikeways shall be designed and installed in a manner that provides an adequate surface for bicyclists.
Reg-116	Uniform signs, markings, traffic control devices, etc., shall conform to the requirements of the "Manual on Uniform Traffic Control Devices – California Revision 4" (2014), to the satisfaction of the City Engineer.

Riverwalk Specific Plan Regulations	
Reg-117	All bikeways shall have adequate lighting and signage to provide for the safety of the users as determined by the City Engineer. Lighting and signage within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.
Transportation Features – Bikeway Facilities, Bike Racks, and Bike Parking	
Reg-118	Commercial and residential buildings shall provide bike racks to encourage bicycle use.
Transportation Features – Transit	
Reg-119	Outdoor bus stops shall be designed to provide shelter from harsh weather.
Reg-120	Bus stops shall be designed to maximize security features and be located close to traffic signals and pedestrian crosswalks.
Transportation Features – Vehicular Access Design Considerations	
Reg-121	Rideshare drop-off/pick-up areas shall be designated to avoid conflicts with the circulation system.
Reg-122	Emergency services vehicles (i.e., police, fire, and ambulance) shall have complete access to all structures within Riverwalk, as required by the City of San Diego safety codes.
Sustainable Features – Sustainable Building and Site Design	
Reg-123	Design buildings that meet CALGreen, California Green Building Standards Code.
Reg-124	Design for convenient waste segregation and management, including recycling and composting, in order to meet State and local zero waste management requirements.
Reg-125	Construct and operate buildings using materials, methods, and mechanical and electrical systems that promote a healthful indoor air quality.
Reg-126	The use of low-flow shower heads and faucets, low-flow toilets, cycle adjustment dishwashers, pressure regulators, hot water pipe insulation or instantaneous water heaters, and standard water meters connection pipe sizes (no oversizing).
Reg-127	Ground-mounted solar arrays are prohibited.
Sustainable Features – Landscaping	
Reg-128	Utilize trees to maximize energy efficiency. Place evergreen trees in surface parking lots to diminish heat island effect.
Reg-129	Incorporate water conservation measures in site/building design and landscaping.
Sustainable Features – Efficient Mechanical Systems, Fixtures, and Natural Ventilation/Passive Heating and Cooling	
Reg-130	Design mechanical and electrical systems that achieve Title 24 energy efficiency.
Sustainable Features – Environmentally-Superior Vehicle Options	
Reg-131	Provide electric vehicle-ready parking as required by code.
Grading	
Reg-132	Construction contractors shall use equipment that meets, at a minimum, the ARB's and/or EPA's Tier 3 emissions standards with Tier 3 diesel particulate filters (DPF) for off-road diesel-powered construction equipment with more than 50 horsepower for all construction activities, unless it can be demonstrated to the City of San Diego that such equipment is not available. Documentation shall consist of signed written statements from at least two construction equipment rental firms. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Tier 3 with Tier 3 DPF emissions standard for a similarly sized engine, as defined by ARB or EPA regulations. For any substitute emissions control device employed, the contractor shall provide documentation that the associated emissions reductions are no less than what could be achieved by Tier 3 engine with Tier 3 DPF emissions standards for a similarly sized engine.
Area Specific Regulations	
San Diego River Corridor Area	
Reg-133	Establish a 10-foot buffer area between the river corridor and development along the entire length of both sides of the San Diego River within Riverwalk.
Reg-134	Grading within the Path Corridor shall, to the satisfaction of the City Manager: <ul style="list-style-type: none"> » Avoid long, continuous engineered slopes with hard edges;

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	<ul style="list-style-type: none"> » Provide gradual transitions at the top and bottom of slopes; and » Stabilize and revegetate slopes with native plants consistent with the surrounding habitat type.
Reg-135	The entire San Diego River Pathway shall be constructed on the north side of the river and dedicated with an easement to allow public access. (Note: Where the Path Corridor crosses Riverwalk Drive in the eastern portion of the site, the San Diego River Path will remain on the south side of Riverwalk Drive until it exits the project site at Fashion Valley Road.)
Reg-136	The San Diego River Pathway shall be constructed with the first phase of the development within the Central District.
Reg-137	Where the San Diego River Pathway is adjacent to Riverwalk Drive, it shall include the following: <ul style="list-style-type: none"> » A minimum 10-foot-wide pathway of concrete or similar material in a color that blends with the surrounding native soil; » A minimum two-foot-wide area of decomposed granite or similar material along each side of the San Diego River Pathway in a color similar to the San Diego River Pathway, unless the paved portion of the pathway exceeds the 10-foot-wide minimum (collectively, the pathway shall be a minimum of 14 feet wide consisting of either paved or decomposed granite surfaces); » A minimum 10-foot-wide landscaped area between the floodway and the San Diego River Pathway; and » A minimum 12-foot vertical clearance above finished grade of the San Diego River Pathway.
Reg-138	Where the San Diego River Pathway is not adjacent to Riverwalk Drive: <ul style="list-style-type: none"> » A minimum 14-foot-wide concrete pathway.
Reg-139	Trail alignments shall mimic natural conditions and minimize grading and disturbance to vegetation.
Reg-140	Trails shall be designed to provide continuous loops to the San Diego River Pathway, with no trail alignments resulting in a dead end.
Reg-141	Trails located in areas mapped as MHPA, as identified in the City of San Diego MSCP Subarea Plan, or areas determined to be wetland buffers in accordance with LDC Section 143.0141, are subject to the MSCP Subarea Plan's Land Use Considerations and the Environmentally Sensitive Lands Regulations in LDC Chapter 14, Article 3, Division 1. These regulations do not apply to trails that connect to the existing golf cart bridges. Trails shall include the following features: <ul style="list-style-type: none"> » A maximum eight-foot width » An eight-foot vertical clearance above finished grade of the trail; and » Surface material of decomposed granite or similar material in a color that blends with the surrounding native soil.
Reg-142	Development on lots located wholly or partially in the River Corridor Area shall include at least one picnic area or overlook along the San Diego River Pathway, unless either exists less than one-half-mile away. Picnic areas and overlooks shall include a combination of site furniture as determined by-case basis, designed to the satisfaction of the City Manager.
Reg-143	Light posts shall not exceed 12 feet in height (lighting for public streets excepted). All lighting within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.
Reg-144	Site furniture, such as picnic tables, trash and recycling receptacles, bicycle racks, shade structures, benches, interpretive signs, and drinking fountains, shall be designed and constructed in accordance with the San Diego River Park Master Plan Design Guidelines. Site furniture shall incorporate the San Diego River Park logo as illustrated in the San Diego River Park Master Plan Design Guidelines. Lots that do not have picnic areas or overlooks shall include along the San Diego River Pathway a minimum of one piece of site furniture for every 200 linear feet of the San Diego River Pathway.
Reg-145	Signs shall be designed in accordance with the San Diego River Park Master Plan Design Guidelines and include the San Diego River Park Logo. Overlooks shall maintain, at a minimum, one interpretive sign. Riverwalk shall include an information kiosk, as described in the San Diego River Park Master Plan Design Guidelines, where the San Diego River Pathway intersects with Fashion Valley Road, or another public street. Interpretive signage and signage that provides identification of culturally-significant plant species for the Kumeyaay shall be installed within the River Corridor Area, as appropriate.
Reg-146	Fences located between the San Diego River Pathway and the San Diego River shall be provided only as required to protect sensitive habitat or historic resources or for safety, and shall allow for wildlife movement. Such fences shall be located a minimum of five feet from the San Diego River Pathway or trails and shall follow the

Riverwalk Specific Plan Regulations		
	natural grade. Fences shall consist of horizontal rail of either wood peeler logs, which provide a uniform organic demarcation, or steel posts and cables (chain link is not permitted) and shall not exceed 42 inches in height. Fence shall be at least 75 percent open.	
Reg-147	Development within the River Corridor Area shall include a mixture of native plants and trees consistent with the surrounding habitat type (see Section 3.6.8, Recommended Plant Materials, for a list of permitted barrier planting). Non-native grasses and lawn areas shall not be permitted in any areas mapped MHPA or determined to be wetland buffers in accordance with LDC Section 143.0141.	
Reg-148	Plant materials shall provide views to the San Diego River along at least 50 percent of the river side of the San Diego River Pathway of each lot. On the river side of the San Diego River Pathway and within 10 feet of the non-river side of the San Diego River Pathway, trees shall have a canopy clearance of eight feet above the finished grade of the San Diego River Pathway and all other plant materials shall not exceed 30 inches above the finished grade of the San Diego River Pathway.	
San Diego River Influence Area		
Reg-149	Maximum lot coverage for any development on a lot located wholly or partially within 115 feet of the River Corridor Area shall be 75 percent. Lot coverage shall be calculated based on entire ownership within 115 feet of the River Corridor Area.	
Reg-150	Maximum building height and massing on lots adjacent to the River Corridor Area shall be determined by the distance the building is set back from the River Corridor Area, and shall be in compliance with the following table:	
	<i>Minimum Distance the Building is Set Back from the River Corridor Area</i>	<i>Maximum Building Height Allowed</i>
	10 feet	35 feet
	20 feet	45 feet
	30 feet	85 feet
	85 feet	The maximum building height allowed is equal to the number of feet the building is set back from the River Corridor Area.
115 feet	The maximum building height allowed is established by the base zone.	Massing
		No more than 50 percent of a building's wall may be located at the setback measured from the River Corridor Area.
		No regulation.
		At or above 100 feet in height above finished grade, a building's wall shall be at least 30 percent narrower than the width of the building wall on the ground floor.
Reg-151	Development that abuts the River Corridor Area shall provide a river-fronting facade and entrance that are of substantially equivalent design and quality of materials as the primary building facade and entrance to the satisfaction of the City Manager.	
Reg-152	For building facades facing the San Diego River on buildings within the River Influence Area, oversized windows or balconies shall be provided for each residential unit. Ground floor activation, through resident amenities, retail, café's, restaurants, resident entrances, building lobbies, or similar uses shall be provided along at least one building façade.	
Reg-153	Building façades that front the River Corridor Area shall not include materials with a visible light reflectivity (VLR) factor greater than 30 percent and shall consult architectural design guidance of the American Bird Conservancy Bird-Friendly Design.	
Reg-154	Any exterior equipment enclosure, outdoor storage, loading area, or refuse collection area: <ul style="list-style-type: none"> » Shall be located a minimum of 100 feet from the River Corridor Area; » Shall be screened with landscape and an opaque wall at least six feet in height or, if the item to be screened exceeds six feet in height, a wall one foot taller than the item, to a maximum wall height of 10 feet; and » Screening shall be of the same design and materials as the primary building façade. 	

Riverwalk Specific Plan Regulations	
Reg-155	Building access shall be provided to the River Corridor Area from the River Influence Area. Development on lots that abut the River Corridor Area shall provide building access paths connecting the primary structure with the San Diego River Pathway in accordance with the following: <ul style="list-style-type: none"> » One building access path for every 300 linear feet of river frontage; and » The building access path shall be to the primary building entrance or to a secondary entrance that, to the satisfaction of the City Manager, is of substantially equivalent design and quality of materials as the primary entrance.
Reg-156	Public access pathway(s) shall be provided across a development site. Development on lots that abut the River Corridor Area shall provide public access pathways connecting the public street and the San Diego River Pathway in accordance with the following: <ul style="list-style-type: none"> » At least one public access pathway shall be provided for every 1,000 linear feet of frontage along the River Corridor Area; » The public access pathway shall be designed to the same quality as the primary on-site pathways, to the satisfaction of the City Manager; » Development including a public access pathway shall include signs in accordance with this section (see below); and » An easement for public use shall be required for public access pathways.
Reg-157	Public access pathways shall be provided from streets that abut and run parallel to the River Corridor Area. These public access pathways shall connect the street to the River Path at every street intersection and, at a minimum, provide a connection at every 1,000 linear feet of street frontage along the River Corridor Area.
Reg-158	Off-street surface parking areas shall be set back a minimum of 20 feet from the River Corridor Area. Parking areas adjacent to the River Corridor Area shall not exceed 30 percent of the length of the lot frontage along the River Corridor Area or a maximum of 120 feet of the lot frontage along the River Corridor, whichever is less.
Reg-159	Off-street surface parking areas that are not buffered from the River Corridor Area with buildings and are located adjacent to the River Corridor Area shall be set back and screened at least 30 inches in height and for at least 80 percent of the length of the parking area, with: <ul style="list-style-type: none"> » Landscape materials, which meet the following provisions: <ul style="list-style-type: none"> ♦ Within the 20-foot setback, the eight feet directly adjacent to the parking area shall be screened with densely foliated, evergreen species that achieve a minimum height of 30 inches within two years of installation over at least 80 percent of the length of the parking area along the River Corridor Area frontage; and ♦ Screening for parking areas shall include one 24-inch box evergreen tree for every 30 feet of frontage along the River Corridor Area. The trees shall be spaced apart or in naturalized groupings. Placement of trees should ensure that large portions of the frontage is not unscreened.
Reg-160	Parking structures located adjacent to the River Corridor Area shall be set back and screened for the full height and length of the parking area. Additionally, the following apply: <ul style="list-style-type: none"> » Parking structures shall be set back a minimum of 30 feet from the River Corridor Area. » Parking structures adjacent to the River Corridor Area shall not exceed 50 percent of the length of the lot frontage along the River Corridor Area.
Reg-161	All lighting within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.
Reg-162	Within ten feet of the River Corridor Area, only the following fences are permitted: <ul style="list-style-type: none"> » A solid fence that does not exceed three feet in height; » A fence that is at least 75 percent open (chain link fencing is not permitted) and does not exceed six feet in height; or » A combination of a three-foot-wall solid fence topped with a three-foot-tall fence that is at least 75 percent open.
Reg-163	Within 100 feet of the River Corridor Area, wall signs fronting the San Diego River shall not exceed a height of 15 feet above finished grade. No ground sign shall be installed between a building and the River Corridor Area except for monument signs, which may not exceed five feet in height and shall be located within a landscaped area at least equivalent to the area of the sign face. Signs fronting the River Corridor Area shall be face lighted or internally illuminated.

Riverwalk Specific Plan Regulations	
Reg-164	Public access pathway signage shall be provided. Developments shall include a directional sign, design in accordance with the San Diego River Park Master Plan, placed in a clearly visible location at the intersection of a public access pathway and the streets, and the intersection of a public access pathways and the San Diego San Diego River Pathway.
North District – Design Considerations	
Reg-165	Residential units facing linear parks and green space shall be activated to directly engage with the ground plane. Residences shall have direct access from ground floor patios to park areas, public spaces, and activities, where patios are provided.
Reg-166	The transit stop and mobility hub shall be activated by plazas and/or paseos, and enhanced landscaping, or other features that encourage pedestrian activity and visual interest.
Reg-167	Building designs shall be articulated to encourage pedestrian activity through clearly identified doors and entryways, as well as the use of glass to allow for interaction at the street level.
Reg-168	The spine road that runs down the center of the North District and creates a pedestrian promenade shall include street trees, street furniture, and landscaping that foster pedestrian activity over the use of vehicles.
North District – Building Form, Massing, and Articulation	
Reg-169	Buildings shall incorporate design elements along the ground plane that provide visual interest to pedestrians. This may include articulated entries, exterior staircases, recessed massing, windows, bay windows, or similar elements.
Reg-170	Developments shall incorporate design elements that project and recess, such as windows and balconies, to provide additional interest across building elevations.
North District – Special Treatment Area – The Courtyards Community Interface	
Reg-171	The buildings fronting on the western property line shall observe an approximately 50-foot minimum setback for buildings developed on Lots 1 and 2 and an approximately 75-foot minimum setback for buildings developed on Lot 31.
Reg-172	Building elevations fronting the western property line shall observe a maximum building height of five stories (not to exceed 65 feet in height from the highest adjacent finished grade). Structure height may step up to seven stories (not to exceed 85 feet in height from the highest adjacent finished grade) as development moves interior to the Riverwalk site. Step backs should occur at an angle no greater than 60 degrees.
North District – Special Treatment Area – Mission Greens Community Interface	
Reg-173	A landscape buffer shall be provided along the common property line between Riverwalk and the Mission Greens development.
Reg-174	The buildings fronting to the north-south oriented interface shall observe a minimum setback of 60 feet.
Reg-175	Buildings fronting the east-west oriented interface shall observe a minimum setback of 40 feet.
Reg-176	Buildings fronting the north-south interface shall observed a maximum building height of five stories (not to exceed 65 feet in height from the highest adjacent finished grade). Structure height may step up to seven stories (not to exceed 85 feet in height from the highest adjacent finished grade) as development moves interior to the Riverwalk site. Step backs shall occur at an angle no greater than 60 degrees.
North District – Special Treatment Area – Fashion Valley Road Interface	
Reg-177	The ground floor of residential buildings shall include active uses. Active uses may include commercial retail uses, such as retail and cafés/restaurants, or residential uses, such as lobby space(s), fitness and/or business center(s), common space, and individual unit entrances or other similar uses.
Reg-178	Building entrances and pedestrian paths shall be designed for access to the sidewalk network, enhancing connectivity to both the Riverwalk transit stop and the Fashion Valley Transit Center.
North District – Special Treatment Area – Friars Road Interface	
Reg-179	A uniform streetwall massing shall be avoided.

Riverwalk Specific Plan Regulations	
Reg-180	At the intersection of Street I and Friars Road, activated residential uses and/or retail uses shall be included on the ground floor. Active uses may include commercial uses, such as retail and cafés/restaurants, or residential uses, such as lobby space(s), fitness and/or business center(s), common space, and individual unit entrances or other similar uses.
Reg-181	Building massing along Friars Road shall be split into multiple planes to allow for visual breaks. This may be accomplished via offsetting planes, courtyards, varied setbacks, and/or other design features.
North District – Special Treatment Area – Trolley Interface	
Reg-182	Individual unit entries and/or secondary building entries for individual units or buildings shall be incorporated on the south elevation of all buildings adjacent to the trolley.
Reg-183	Activation along this edge shall include residential patios or balconies overlooking the Riverwalk River Park along the trolley line, windows along the southern elevation, and well-lit seating and gathering space where appropriate along this interface.
Reg-184	Within the 20-foot buffer between the trolley tracks and North District development, a pathway to accommodate pedestrian travel shall be constructed.
Reg-185	The minimum setback of buildings from the trolley easement shall be 20 feet.
Central District – Design Consideration	
Reg-186	The design of the transit stop shall be activated through the use of plazas and/or paseos and landscaping.
Central District – Building Form, Massing, and Articulation	
Reg-187	Use of smaller forms, such as narrow planes within broader planes, or selective mezzanine elements, shall be incorporated to refine building massing and reduce bulk of buildings while adding to building identity and wayfinding.
Reg-188	Development shall incorporate design elements along the ground plane that provide visual interest to pedestrians. This may include articulated entries, exterior staircases, recessed massing, windows, bay windows, or similar elements.
Central District – Special Treatment Area – Riverwalk River Park Interface within the Central District	
Reg-189	The buildings fronting the San Diego River within the Central District shall comply with the following setbacks and step-backs from the River Corridor Area: <ul style="list-style-type: none"> » A minimum 10-foot setback is required for buildings up to 35 feet in height. » A minimum 20-foot setback is required for buildings between 35 feet and 45 feet in height. » A minimum 30-foot setback is required for buildings between 45 feet and 85 feet in height. » At 85-foot setback, the maximum building height allowed shall not exceed one-foot of setback per each one-foot of building height (45 degrees). » At a minimum 115-foot setback, building heights shall be determined by the underlying zone.
Reg-190	Buildings shall vary to provide horizontal building movement, with such features as varied setbacks, articulated building façades (such as recessed portions or pop outs), and stepped massing.
South District – Design Considerations	
Reg-191	Pedestrian access from the streets into the area and the non-fronting elevations shall be provided.
Reg-192	Building elevations shall include pedestrian plazas or other ground-plane elements that encourage pedestrian activity.
Reg-193	All of the uses within the South District shall emphasize active transportation and pedestrian engagement.
South District – Special Treatment Area – Development Interface South of the San Diego River	
Reg-194	The buildings fronting the San Diego River within the South District shall comply with the following setbacks and step-backs from the River Corridor Area: <ul style="list-style-type: none"> » A minimum 10-foot setback is required for buildings up to 35 feet in height. » A minimum 20-foot setback is required for buildings between 35 feet and 45 feet in height. » A minimum 30-foot setback is required for buildings between 45 feet and 85 feet in height. » At 85-foot setback, the maximum building height allowed shall not exceed one-foot of setback per each one-foot of building height (45 degrees).

Riverwalk Specific Plan Regulations	
	» At a minimum 115-foot setback, building heights shall be determined by the underlying zone.
South District – Special Treatment Area – Freeway Interface	
Reg-195	No residential balconies shall front I-8 in areas that exceed an exterior noise level of 70 dBA CNEL.
Reg-196	Install air filtration devices rated minimum efficiency reporting value (MERV-13) 13 or higher in the intake of ventilation systems for Lots 46 through 52. Heating, air conditioning, and ventilation (HVAC) systems shall be installed with a fan unit designed to force air through the MERV filter. Prior to issuance of building permits, the project applicant shall submit evidence to the City of San Diego to ensure compliance with this measure. To ensure long-term maintenance and replacement of the MERV filters in the individual residential units, the owner/property manager of residential units shall maintain and replace MERV filters in accordance with the manufacturer’s recommendations. The owner/property manager shall keep a record of activities related to maintenance of the filters.
Reg-197	If residential buildings are proposed adjacent to Hotel Circle North, a 10-foot landscape buffer shall be provided on the southern border of the property adjacent to Hotel Circle North.
Reg-198	Design residential buildings so that the air intakes do not occur on the southern side of buildings.
Reg-199	Residential units shall be set back a minimum of 100 feet from I-8 travel lanes (i.e., not including offramps).

Table E-2. North District Specific Zoning and Development Regulations

Zoning and Development Regulations	Built Environment (including Private Parks)	Built Environment (including Private Parks)
Net Area (acres) ¹	39.0	29.4
LDC Zone	RM-4-10	CC-3-9
Maximum Permitted Residential Density ⁶	400	200 ²
Minimum Lot Area	7,000 sq. ft.	2,500 sq. ft.
Maximum Floor Area Ratio	3.6	4.0 ²
Minimum Floor Area Ratio for Residential Use	1.0 ²	1.0 ²
Lot Coverage		
Minimum Lot Coverage	35% ^{2,4}	35%
Maximum Lot Coverage	75% ²	--
Lot Dimensions		
Minimum Lot Width	100 ft.	25 ft.
Minimum Street Frontage	25 ft. ²	-- ²
Minimum Lot Depth	100 ft.	--
Maximum Lot Depth	N/A	--
Setback Requirements		
Minimum Front Setback	Varies ³	--
Maximum Front Setback	N/A	10 ft. ⁵
Standard Front Setback	Varies ³	N/A
Minimum Side Setback	Varies ³	10 ft.
Standard Side Setback	--	N/A
Optional Side Setback	N/A	0 ft.
Minimum Street Side Setback	Varies ³	--
Maximum Street Side Setback	N/A	20 ft. ²
Minimum Rear Setback	Varies ³	10 ft.
Optional Rear Setback	N/A	0 ft.
Maximum Structure Height	7 stories (not to exceed 85 feet in height from the highest adjacent finished grade) ²	7 stories (not to exceed 85 feet in height from the highest adjacent finished grade) ²
Minimum Ground Floor Height for Non-residential Use	13 ft.	13 ft.
Minimum Ground Floor Height for Residential Use	10 ft. ²	10 ft. ²
Permitted Uses	All uses permitted in the RM-4-10 zone, and the uses identified in Section 6.1.1, <i>Permitted Land Uses</i> , and Section 6.1.2, <i>Regulated Land Uses</i> .	All uses permitted in the CC-3-9 zone, and the uses identified in Section 6.1.1, <i>Permitted Land Uses</i> , and Section 6.1.2, <i>Regulated Land Uses</i> .

¹ Acreages are approximate and may vary as final mapping for specific development areas occurs.

² Deviates from the Land Development Code base zone requirements

³ Two contiguous yards must observe setbacks of at least 15 feet on the northerly and easterly elevations. The side yard and rear yard shall equal the requirements of the adjacent residential zone if that zone is more restrictive.

⁴ The minimum lot coverage in the RM-4-10 zone does not apply to the lettered lots, including the park and open space parcels.

⁵ Lots 7 through 12 may observe greater setback, as defined in Table E-5.

⁶ One dwelling unit per specified minimum square feet of lot area as determined in accordance with LDC §113.0222.

Table E-3. Central District Specific Zoning and Development Regulations

Zoning and Development Regulations	Public Parks	Built Environment
Net Area (acres) ¹	5.5	15.1
LDC Zone	OP-1-1	CC-3-9
Maximum Permitted Residential Density ⁴	--	200 ²
Minimum Lot Area	--	2,500 sq. ft.
Maximum Floor Area Ratio	N/A	6.0 ²
Floor Area Ratio Bonus for Residential Mixed Use	N/A	-- ²
Minimum Floor Area Ratio for Residential Use	N/A	1.0 ²
Lot Coverage		
Minimum Lot Coverage	--	35%
Maximum Lot Coverage	--	--
Lot Dimensions		
Minimum Lot Width	500 ft.	25 ft.
Minimum Street Frontage	500 ft.	-- ²
Minimum Lot Depth	500 ft.	--
Maximum Lot Depth	N/A	--
Setback Requirements ³		
Minimum Front Setback	--	--
Maximum Front Setback	N/A	10 ft.
Standard Front Setback	--	N/A
Minimum Side Setback	--	10 ft.
Optional Side Setback	N/A	0 ft.
Minimum Street Side Setback	--	--
Maximum Street Side Setback	--	10 ft.
Minimum Rear Setback	--	10 ft.
Optional Rear Setback	--	0 ft.
Maximum Structure Height	--	7 stories (not to exceed 85 feet in height from the highest adjacent finished grade) ²
Minimum Ground Floor Height for Non-residential Use	--	13 ft.
Minimum Ground Floor Height for Residential Use	--	10 ft. ²
Permitted Uses	All uses permitted in the OP-1-1 zone.	All uses permitted in the CC-3-9 zone, and the uses identified in Section 6.1.1, <i>Permitted Land Uses</i> , and Section 6.1.2, <i>Regulated Land Uses</i> .

¹ Acreages are approximate and may vary as final mapping for specific development areas occurs.

² Deviates from the Land Development Code base zone requirements.

³ See Reg-189.

⁴ One dwelling unit per specified minimum square feet of lot area as determined in accordance with LDC §113.0222.

Table E-4. South District Specific Zoning and Development Regulations

Zoning and Development Regulations	Built Environment
Net Area (acres) ¹	11.5
LDC Zone	CC-3-9
Maximum Permitted Residential Density ³	200 ²
Minimum Lot Area	2,500 sq. ft.
Maximum Floor Area Ratio	6.0 ²
Floor Area Ratio Bonus for Residential Mixed Use	-- ²
Minimum Floor Area Ratio for Residential Use	1.0 ²
Lot Coverage	
Minimum Lot Coverage	35%
Maximum Lot Coverage	--
Lot Dimensions	
Minimum Lot Width	25 ft.
Minimum Street Frontage	-- ²
Minimum Lot Depth	--
Maximum Lot Depth	--
Setback Requirements	
Minimum Front Setback	--
Maximum Front Setback	10 ft.
Standard Front Setback	N/A
Minimum Side Setback	10 ft.
Optional Side Setback	0 ft.
Minimum Street Side Setback	--
Maximum Street Side Setback	10 ft.
Minimum Rear Setback	10 ft.
Optional Rear Setback	0 ft.
Maximum Structure Height	--
Minimum Ground Floor Height for Non-residential Use	13 ft.
Permitted Uses	All uses permitted in the CC-3-9 zone, and the uses identified in Section 6.1.1, <i>Permitted Land Uses</i> , and Section 6.1.2, <i>Regulated Land Uses</i> .

¹ Acreages are approximate and may vary as final mapping for specific development areas occurs.

² Deviates from the Land Development Code base zone requirements.

³ One dwelling unit per specified minimum square feet of lot area as determined in accordance with LDC §13.0222.

Table E-5. Tailored Development Standards

Code Section	Code Requirement	Tailored Development Standard ¹
Minimum Street Frontage – CC-3-9 zone (LDC Table 131-05E)	25 feet	Lots 38, 41, NN, PP, RR, and ZZ do not front on public streets.
Minimum Street Frontage – RM-4-10 zone (LDC Table 131-05E)	25 feet	Lots 30, 31, AA, BB, DD, EE, and LL do not front on public streets.
Maximum Front Setback – CC-3-9 zone (LDC Table 131-05E)	10 feet	Lots (7 through 12) front on Friars Road and the internal spine road (Streets 'D1', 'D2', and 'E'). A significant grade differential between the streets restricts the ability of future buildings to adhere to the maximum 10-foot setback on Friars Road; therefore, the project requests the maximum setback for Friars Road be set at 40-feet. This will also provide opportunities for pocket and mini parks, while ensuring that development along Friars road blends with the surrounding community.
Determining Yards (LDC §113.0276)	<p>Front Yard. The front yard is determined first. It is the area between the front property line and the front setback line and extends the full width of the lot.</p> <p>Rear Yard. The rear yard is determined after the front and street side yards. It is the area between the rear property line and the rear setback line that extends along the width of the lot between the rear property line and the rear setback. It does not include the street side yard if one exists.</p>	<p>Within areas that abut the existing circulation element roadways, lots are created that have two front yards – the internal street and the parallel existing external roadway. These lots include Lots 5 through 7 and lots 11 through 14 abutting Friars Road and internal Streets 'D1', 'D2', and 'E'. Keeping with the principle theme of the design guidelines to strongly encourage buildings to engage with the street and create public spaces that foster pedestrian activity within a neighborhood center-feel, the front yards abutting the external street may be considered "rear yards."</p> <p>The front yard for Lots 16, 30, 31, and 41 shall be the abutting private driveway for purposes of determining setbacks and activating the pedestrian realm.</p>
Maximum Floor Area Ratio – CC-3-9 zone (LDC §131.0546 (a))	6.0 (2.0 base FAR with 3.0 FAR Bonus for Residential Mixed Use + FAR for mixed-use underground parking equal to gross floor area of underground parking not to exceed 1.0)	<p>Within the North District – 4.0 (without requirement for Residential Mixed-Use + FAR for mixed-use underground parking equal to gross floor area of underground parking not to exceed 1.0)</p> <p>Within the Central and South District – 6.0 (without requirement for Residential Mixed-Use + FAR for mixed-use underground parking equal to gross floor area of underground parking not to exceed 1.0)</p>
Maximum Permitted Residential Density – CC-3-9 zone (LDC Table 131-05E)	One dwelling unit per minimum 400 square feet of lot area as determined in accordance with LDC §113.0222.	One dwelling unit per minimum 200 square feet of lot area as determined in accordance with LDC §113.0222.

Code Section	Code Requirement		Tailored Development Standard ¹	
Minimum Floor Area Ratio for Residential Use – CC-3-9 zone (LDC Table 131-05E)	2.0		1.0	
Ground-floor Height – RM-4-10 zone (LDC §131.0451)	13 feet		10 feet	
Ground Floor Restrictions – CC-3-9 zone (LDC §131.0540 (c))	Residential use and residential parking prohibited on the ground floor in the front 30 feet of the lot.		Residential use and residential parking permitted on the ground floor in the front 30 feet of the lot. This definition does not apply to Lots 9, 10, 22, 23, and 24. For lots within the South District (Lots 43 through 52), residential use on the ground floor is allowed but limited to residential lobbies and leasing offices.	
Private Exterior Open Space in the RM Zones – RM-4-10 zone (LDC §131.0455(d))	Within residential developments, at least 50 square feet of usable, private, exterior open space abutting each dwelling unit shall be provided with a minimum dimension of four feet.		Within residential developments, at least 40 square feet of usable, private, exterior open space abutting each dwelling unit shall be provided with a minimum dimension of four feet. Where private exterior open space is not provided at the quantity required, an equal amount of common exterior open space shall be added to the common exterior open space requirements of LDC §131.0456. This Tailored Development Standard also applies to residential units developed in the CC-3-9 zone.	
Lot Coverage in Residential Zones – RM-4-10 zone (LDC §131.0445(d))	Minimum Lot Coverage	--	Minimum Lot Coverage	35% ²
	Maximum Lot Coverage	50% (60% corner lots)	Maximum Lot Coverage	75%
Storage Requirements in the RM Zones – RM-4-10 zone (LDC §131.0454)	Each dwelling unit shall have a fully enclosed, personal storage area outside the unit that is at least 240 cubic feet with a minimum 7-foot horizontal dimension along one plane.		Residential developments shall provide personal storage at a minimum rate of 0.5 storage units per residential unit, at a minimum size of 120 cubic feet. This Tailored Development Standard also applies to residential units developed in the CC-3-9 zone.	
General Regulations for Refuse and Recyclable Material Storage (LDC §142.0810(b)(6))	For commercial development on premises not served by an alley, material storage areas shall be located at least 25 feet from any street or sidewalk.		--	

Code Section	Code Requirement	Tailored Development Standard ¹
<p>Minimum Exterior Refuse and Recyclable Material Storage Areas for Residential Development (LDC Table 142-08B)</p> <p>Minimum Exterior Refuse and Recyclable Material Storage Areas for Nonresidential Development (LDC Table 142-08C)</p>	<p>Minimum requirements included in Table 142-08B and 142-08C.</p>	<p>Developments shall provide a minimum of 50 percent refuse and recyclable storage areas, included in LDC Table 142-08B and/or 142-08C.</p> <p>In consultation with staff, developments may provide less storage area square footage where it can be demonstrated that the reduced storage area meets the intention of the requirements of LDC Table 142-08B or LDC Table 142-08C.</p> <p>Comparable capacity within smaller storage areas may be accomplished with the use of compactors, more regular refuse and recyclables pick up, a combination of the two, or other innovative methods of refuse and recyclable storage and/or collection.</p>
<p>Required Off-Street Loading Spaces (LDC Table 142-10B)</p>	<p>No on-street loading allowed.</p>	<p>On-street loading may be provided at a maximum rate of one loading space per building in lieu of, or in addition to, required off-street loading spaces, as defined in LDC Table 142-10B. Each on-street loading space must have a minimum length of 40 feet and a minimum width of 12 feet. With adequate signage, this loading area can be converted to other uses (parking, passenger drop-off, etc.) during non-business hours.</p>
<p>Retaining Wall Regulations in All Zones (LDC 142.0340(c)(1) & (3))</p>	<p>(c)(1) Two retaining walls with a maximum height of 3 feet each are permitted in the required front and street side yards if the two retaining walls are separated by a minimum horizontal distance equal to the height of the upper wall.</p> <p>(c)(3) Retaining walls of 3 feet in height or greater shall have at least one horizontal or vertical offset for each 120 square feet of wall area, except where otherwise provided in Section 142.0340(f). The horizontal or vertical offset shall be at least 12 inches wide with a minimum reveal of 4 inches.</p>	<p>The retaining walls on the southern boundary of Lot QQ, adjacent to the transit/trolley stop, and the southeastern corner of Lot SS are in excess of three-feet and necessary to support the MTS Trolley Tracks. Two three-foot retaining walls will not provide the needed separation for Street J to cross under the MTS Trolley Tracks; therefore, a single retaining wall, that ranges in height from twenty-three feet to less than three-feet is allowed, provide it includes landscaping such as vines and trees to assist with masking the wall</p> <p>Vertical or Horizontal offsets every 120 square-feet of wall area is not practical for a retaining wall that reaches a height of twenty-three-feet. Offsets shall be provided through the use of vines, trees, or other landscaping elements.</p>
<p>Retaining Wall Regulations in All Zones (LDC 142.0340(e))</p>	<p>Retaining wall Height Outside of Required Yards: Retaining walls located outside of the required yards shall not exceed 12 feet in height.</p>	<p>The retaining wall located near the rear of Lot 28 is not visible from a public right-of-way and is largely lower than the elevation of the MTS Trolley Tracks which are adjacent to the rear of Lot 28. Since the retaining wall is provided to allow access to a Public Utility facility that crosses under the MTS Trolley Tracks, it cannot</p>

Code Section	Code Requirement	Tailored Development Standard ¹
<p>Retaining Wall Regulations (LDC 142.0340(c)(1) & (3))</p>	<p>(1) Two Retaining walls with a maximum height of 3 feet each are permitted in the required front and street side yards if the two retaining walls are separated by a minimum horizontal distance equal to the height of the upper wall.</p> <p>(3) Retaining walls of 3 feet in height or greater shall have at least one horizontal or vertical offset for each 120 square feet of wall area, except where otherwise provided in Section 142.0340(f). The horizontal or vertical offset shall be at least 12 inches wide with a minimum reveal of 4 inches.</p>	<p>be screened with trees or shrubs; however, it will be screened with vines plant above and below the wall.</p> <p>The retaining walls on the southern boundary of Lot QQ adjacent to the transit/trolley stop and the southeastern corner of Lot SS are in excess of three feet and necessary to support the MTS Trolley Tracks. Two three-foot retaining walls would not provide the needed separation for Street 'J' to cross under the MTS Trolley Tracks; therefore, a single retaining wall that ranges in height from 23 feet to less than three feet would be allowed, provided the wall includes landscaping such as vines and trees to assist with masking the wall.</p> <p>Vertical or horizontal offsets every 120 square feet of wall area is not practical for a retaining wall that reaches a height of 23 feet. Offsets would be provided through the use of vines, trees, or other landscaping elements.</p>
<p>Retaining Wall Regulations (LDC 142.0340(e))</p>	<p>Retaining Wall Height Outside of Required Yards Retaining walls located outside of the required yards shall not exceed 12 feet in height.</p>	<p>The retaining wall located near the rear of Lot 28 would not be visible from a public right-of-way and is largely lower than the elevation of the MTS Trolley Tracks, which are adjacent to the rear of Lot 28. Since the retaining wall would be provided to allow access to a Public Utility facility that crosses under the MTS Trolley Tracks, it cannot be screened with trees or shrubs; however, it would be screened with vines plant above and below the wall.</p>

¹ See Appendix A of the Riverwalk Specific Plan for Riverwalk Lot Configuration exhibit. Lot line adjustments and lot consolidations do not require an amendment to the Riverwalk Specific Plan or the Vesting Tentative Map.

²The minimum lot coverage in the RM-4-10 zone does not apply to the lettered lots, including the park and open space parcels.