Mission Valley Community Plan

Final Draft
June 2019

The City *of*
SAN DIEGO

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INTRODUCTION

Whether you are a resident, employee, or visitor, there are certain questions you ask, consciously or not, that greatly affect if you want to spend time in a community.

- Do the destinations present provide the commodities you want and need in your daily life?
- Does the mobility infrastructure allow you to connect to these desired destinations with ease?
- Is the surrounding environment a place that appears clean, safe, free from excessive noise, and the right balance between developed and undeveloped space?
- Does the physical condition of buildings and streets provide a cohesive, yet dynamic mosaic of visual interest?

Truly great communities inspire us to answer the aforementioned questions with an emphatic yes, and though we could answer yes to many of those questions in regards to much of Mission Valley, some areas within the community fall short of these ideals.

Mission Valley, situated in the center of San Diego (see Figures 1 and 2), is a thriving commercial center, providing quality jobs and retail amenities unmatched in many communities. There are abundant sidewalks, an emerging walking and biking trail along the San Diego River, dedicated bike facilities, access to five freeways, and a trolley line that connects east to west. The San Diego River also provides a connected green space, giving community members access to nature, and many undeveloped hillsides that provide visual relief from the built environment. There are also high-quality developments, where much attention was given to the aesthetic value and streetscape enhancements, providing both an interesting and welcoming atmosphere.

But Mission Valley has some remaining challenges, that if addressed can help it transform to a truly great community. As a longstanding commercial area, residential neighborhoods lack needed goods and services in close proximity. The mobility infrastructure is fragmented because of planned roadways that were never built, which leads to out-of-direction travel and increases travel times and congestion. Also, a complete bicycle network has not been created, leaving gaps in routes and creating difficulty in navigation. Freeway congestion trickles onto local streets because of on- and off-ramps that are improperly sized for the demand. Additionally, though the trolley is a major asset, stations can be hard to access and the frequencies do not always match needs.

Although Mission Valley is well-cared for, the proximity to so many freeways can lead to excessive noise and air pollution that can detract from the natural environment, and past decades of aggregate mining has created some topography challenges. In addition, the development of Mission Valley was not always cohesive and many sites were designed to function well internally, with little regard for the interaction with neighboring properties. Some areas have fragmented streetscapes, which are not visually appealing and can be hard to navigate.

Many of these challenges can be addressed by implementing policies designed to retrofit the community into a thriving urban center. These changes will make Mission Valley a place where businesses can continue to flourish, new residential communities can be integrated into the existing development, and memorable destinations can be enjoyed by both community members and visitors alike.

Figure 1

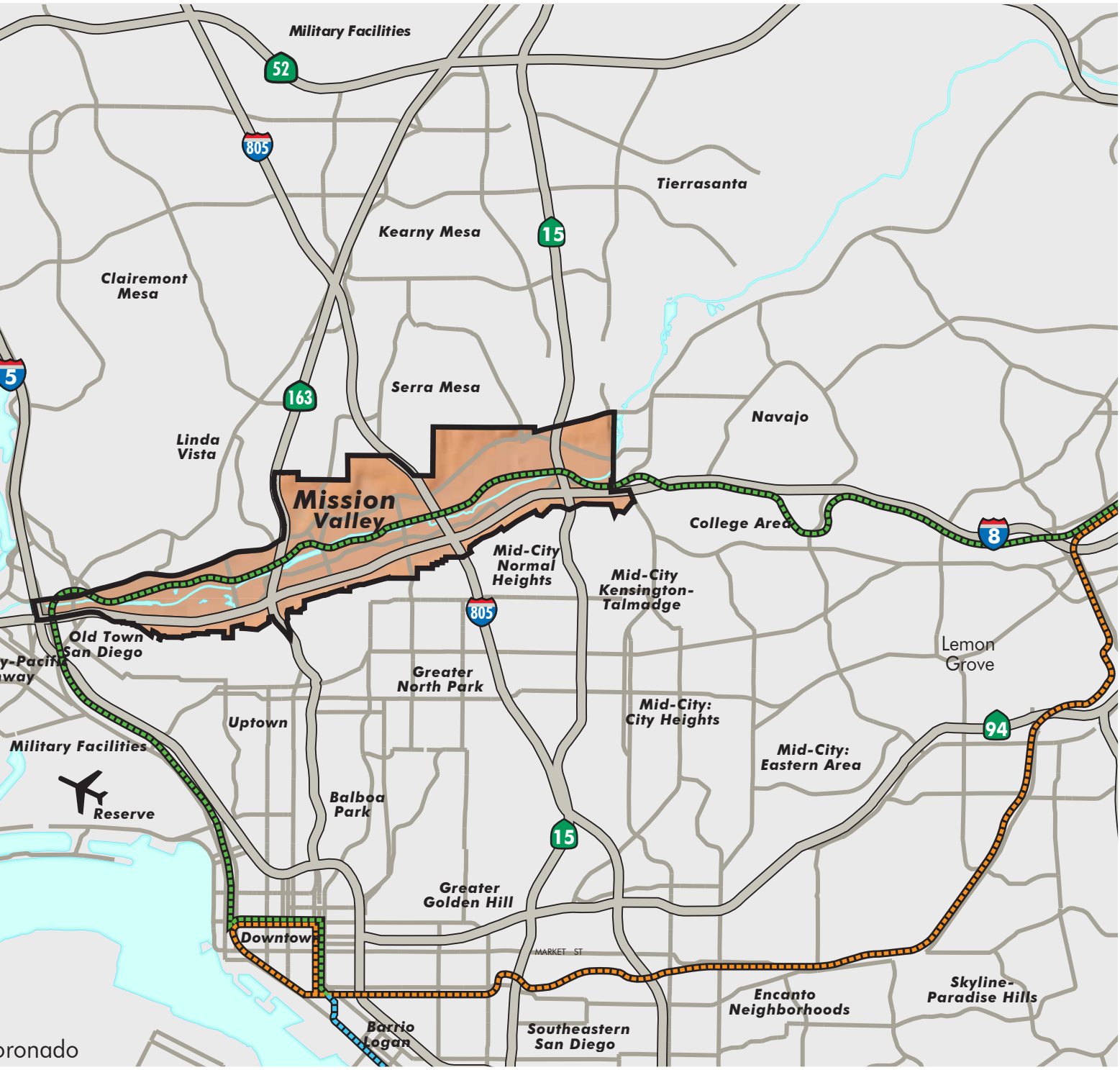
Mission Valley Regional Location

Orange Line Trolley

Blue Line Trolley

Green Line Trolley

Mission Valley Community Planning Area


Military Facilities
52
805
Tierrasanta
Kearny Mesa
15
Clairemont Mesa
5
163
Serra Mesa
Navajo
Linda Vista
Mission Valley
College Area
8
Mid-City Normal Heights
Mid-City Kensington-Talmadge
805
Old Town San Diego
Lemon Grove
Greater North Park
Mid-City: City Heights
Uptown
94
Military Facilities
Mid-City: Eastern Area
Reserve
Balboa Park
15
Greater Golden Hill
Downtown
MARKET ST
Encanto Neighborhoods
Skyline-Paradise Hills
Barrio Logan
Southeastern San Diego
oronado

0 1 2 3

MILES

Figure 2

Planning Area

Trolley Stops

Planned/Proposed Trolley Stops

Light Rail

Freeways

Ramps

San Diego River

Mission Valley Community Plan Boundary

Community Planning Areas

40ac
10ac

0 1/4 1/2 1

MILES

The Mission Valley Community Plan seeks to remedy current challenges and help Mission Valley to evolve into a truly great community. The plan contains the following elements to guide future changes:

Provides a conceptual picture of a future Mission Valley and defines strategies to improve the quality of life.

Depicts the public infrastructure needed to support the Vision. This includes standards for a future mobility system, a strategy to increase park and recreation space, a foundation to support safety and welfare, and design guidelines to direct how buildings and public spaces should interact to form a cohesive environment.

Contains an organized list of policies for which all future development should adhere.

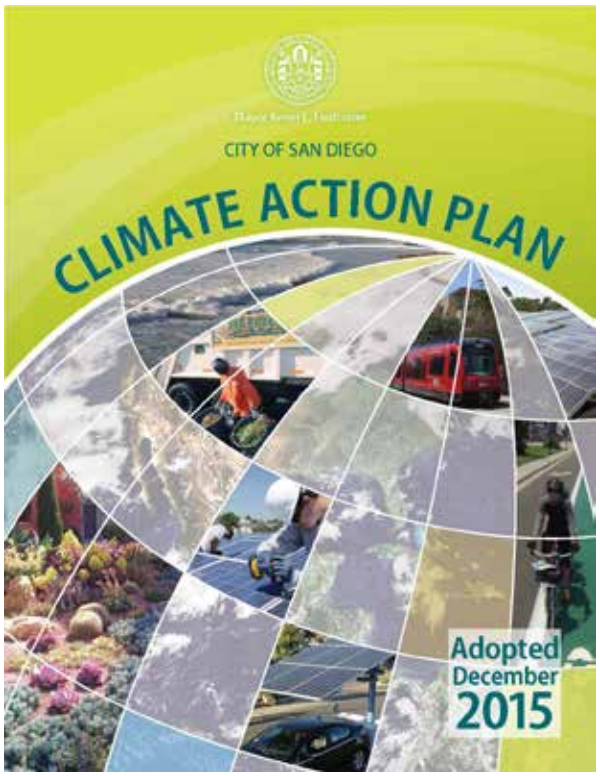
ADOPTION AND AMENDMENTS

Description	Planning Commission Resolution Number and Approval Date	City Council Resolution and Approval Date
Adoption of the Mission Valley Community Plan		

HOW TO USE THIS PLAN

This document has been developed as a guide for the local community, property owners, and developers to have a shared understanding on how Mission Valley will grow and change in the coming decades. It replaces the Mission Valley Community Plan that was adopted in 1985, and has been designed to have a buildout horizon year of 2050. This plan should be considered a living document because unanticipated changes in environmental, social, technological, or economic conditions may occur between plan adoption and the horizon year. To remain responsive to community and City needs, the plan will be monitored and amended when necessary.

The City of San Diego General Plan, adopted in 2008, is the comprehensive blueprint for San Diego's growth and development in the coming decades, and is the foundation upon which all land use decisions in the City are based. The Mission Valley Community Plan provides context-sensitive direction, consistent with the General Plan, to guide future growth and development in Mission Valley. It also provides Implementing Actions within the Implementation section of the plan, which details needed infrastructure to provide for the growth anticipated now through 2050. The fees paid by development to help support this growth are identified in the Mission Valley Impact Fee Study, which is a companion document to this plan that will be adopted following adoption of the community plan.

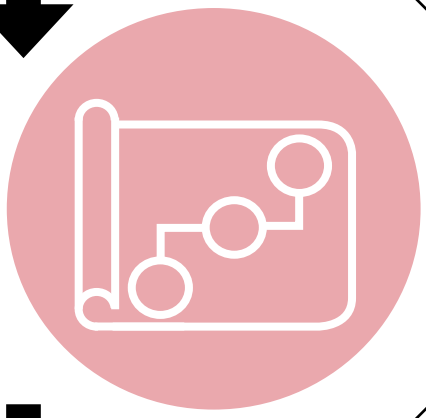


This document was also designed to help implement the City of San Diego Climate Action Plan (CAP). Adopted in 2015, the CAP provides detailed strategies for eliminating half of all greenhouse gas emissions in the City by 2035. The land use policies in this plan are consistent with the policy goals identified in the CAP.

DEVELOPMENT PROCESS

When a property owner chooses to develop their property, they should first consult with the **VISION** section of this community plan to understand the greater context of Mission Valley and how the development of a given property can contribute to the aspirational future this plan describes. The section includes a land use designation for every property with descriptive text and illustrations, indicating the proper use of the property in the future. Proposed developments inconsistent with the provided land use designation will be required to apply for a community plan amendment.

When a project team begins to develop a plan and architectural drawings for a new development, it should consult the **IMPLEMENTATION** section to understand how the project should be designed to promote the goals of this community plan. The **DESIGN GUIDELINES** provide specific considerations for all properties, and site-specific direction for areas in sensitive contexts. Illustrations are provided of how developments could be oriented towards neighboring properties to improve the functioning of specific areas.



The checklist contained in the **POLICIES AND REGULATIONS** section provides a mechanism to identify if development is consistent with this community plan. Each policy should be reviewed against a potential development project for conformance. Projects should make every effort to conform with the checklist. This section can also be used in the Land Use section of an environmental document for a discretionary project to demonstrate conformance when evaluating possible environmental impacts, if necessary. This section of the community plan also includes Community Plan Implementation Overlay Zone (CPIOZ) regulations, which must be followed.

Beyond this document, additional regulations must be reviewed to determine if a development project is appropriate for Mission Valley. This includes the City of San Diego's **GENERAL PLAN** and **LAND DEVELOPMENT CODE**, as well as any applicable **SPECIFIC PLANS**, to ensure that relevant policies have been considered and all development regulations are followed. A program **ENVIRONMENTAL IMPACT REPORT** has also been prepared to disclose this plan's potential effects on the environment.

VISION


COTTONWOOD GROVE
RIVER CROSSING
BASEBALL FIELD


To • Mission Valley • Old Town • Downtown
To • SDSU • El Cajon • Santee
To • Mission Valley • Old Town • Downtown

VISION

Through implementation of the policies in the Mission Valley Community Plan, Mission Valley will have the potential to become a truly great neighborhood. The community will be renowned for its walk- and bike-ability, accessibility to transit and interstates, recreational and employment opportunities, and a concentration of diverse food and unique shopping. All of these features will contribute to Mission Valley's identity as a vibrant community in San Diego that contributes to the city's great quality of life.

A complete San Diego River Pathway will attract pedestrian activity as visitors, employees, and residents explore the riparian habitat, passive recreation opportunities, and urban oasis located within a short distance of almost all of the community. The San Diego River, which is also the community's greatest natural asset, will serve as the backbone and organizing framework for a branching park and pedestrian pathway system in Mission Valley. Wide, well-lit, tree-lined, pedestrian paseos will extend from the river's edge to allow walkers, cyclists, and the like the ability to traverse Mission Valley safely as a more enjoyable alternative to the automobile. These meandering pathways will join with green streets that have enriched pedestrian spaces including linear parks and nodes of pedestrian-scale, visually stimulating developments that contain restaurants, retail, offices, and residences. The paseos will further carry people to community parks where children can play on the ball fields, adults can stroll around walking tracks, and families can enjoy picnics in a natural environment.

Not only will the described active transportation and park environment make walking and cycling an appealing way to get around, vehicular mobility will also improve. Construction of new road connections and bridges will provide a safe and reliable means of traversing Mission Valley. Additionally, a strengthened grid system will create more options for buses and cars and support local and regional roadway network efficiency.

The fluidity of movement will further improve as connected and autonomous vehicles permeate the roadways, but also via the extensive trolley system that spans Mission Valley. Present and future trolley lines will hum with the commotion of commuters getting to and from the vast employment opportunities within Mission Valley and throughout the city.

Surrounding these bustling trolley stations, mixed-use, transit-oriented development will take shape like a string of pearls comprised of attractive buildings with numerous windows, airy balconies, and al fresco dining. Strategically located mobility hubs will ensure workers can easily make it from the trolley station to their employment destination via multi-modal options such as ride hailing and bike sharing. Additionally, frequent, local transit service will be provided to fill transportation gaps within Mission Valley and transport residents, tourists, and employees to regional transit services as well as key destinations like shopping centers, employment areas, and parks.

Mission Valley's parks, natural environments, and mobility options will create a new image of a sustainable, walkable community, which will attract employers eager for happy, healthy employees. The well-being of employees and residents will be further supported by opportunities for fresh produce from farmers' markets, access to grocery stores, and utilization of open space for community gardens. Land uses included in this community plan will continue to support the existing workforce, while attracting new, desirable fields of work such as health care, finance, real estate, military defense, and technology. New and existing businesses will see the value of locating in Mission Valley and reinvest in existing development through improvements, infill, and overall reinvestment in office and commercial development.

Urban Design

With this community plan, Mission Valley will promote urban design as a "Placemaking Tool" and a fundamental driving framework for future development of the community. Through thoughtful site planning and high-quality architecture, this community will mature into its second century as a great place to live, work, and enjoy the best that San Diego has to offer. Urban design in Mission Valley will focus on five cornerstone elements of the community's physical form and environment: the river, the streets, the public spaces, the architecture, and the hillsides.

Mission Valley is envisioned as an urban village nestled along the San Diego River with something to offer everyone: innovative workplaces, housing that meets varied lifestyle needs, ample parklands, unique shopping and dining options, and enhanced pedestrian, bicycle, and transit access.

The **river**, the community's lifeblood and the organizing spine of its physical development and the San Diego River Park, will be the most prominent image of Mission Valley. More than just a natural asset, the San Diego River, with its river pathway, will continue to thrive as the artery serving as the area's primary transportation corridor. As the community matures, growth will be focused along the transportation nodes of this spine and, over time, a "string of pearls" that flows with the river will be created.

Next to the river, the **streets** of Mission Valley will provide engaging spaces for public and civic life in the community. Super-blocks will be broken down in scale with a finer grain of streets that provide a second layer of neighborhood mobility more suitable to pedestrian and daily community trips (connecting residents to community resources such as parks and grocery stores). Streets will be spaces for people: a place to enjoy urban life and (not only) a means of serving mobility needs in the community and for the greater San Diego region.

In addition to streets, Mission Valley will continue to build valued and usable **public spaces** (e.g. parks, urban plazas, greenways, and paseos) that will compete with and complement shopping malls as the main places of community life.

Great **architecture** will play an increasingly prominent role in defining public space, through building forms that complement and shape open spaces. Architecture in Mission Valley will be distinctive and memorable, with greater attention paid to building quality, materials, details, and amenities that give back to the community.

Finally, the **hillsides** that form the edges of the valley and give the community its unique natural setting will be enhanced and maintained, so Mission Valley will continue to have a distinct sense of place.

Mobility System

Mission Valley will become a model for the kind of walkable, accessible community envisioned in the General Plan's City of Villages Strategy through the building of multimodal connections that ensure Mission Valley remains positioned for sustainable growth. By embracing key community resources such as the San Diego River Trail and the Trolley system, Mission Valley will leverage the community's natural landscape and infrastructure investments to enhance regional multimodal connections. Incorporation of infrastructure like strong, well-connected, separated bicycle facilities and landscape-buffered sidewalks/paseos will improve first and last mile connections to trolley stations. These improvements will take important steps toward several positive community outcomes, such as enhancing safe, comfortable connectivity for non-vehicular users, encouraging travel mode shift, accommodating new smart growth, and promoting Mission Valley as a healthy, active community.

Parks and Recreation

High quality parks and recreation facilities are becoming a cornerstone of Mission Valley's identity. Now and into the future the community will continue to experience the creation of inviting places for people to take a break from work or walk out of their homes to enjoy the sunshine, breathe fresh air, run or cycle along the river, enjoy the trees and nature, play sports, spend time with family and pets, and get some exercise, while connecting to neighboring communities. The design of all recreation spaces in Mission Valley will reflect the importance and influence of the San Diego River by enhancing the local ecology, celebrating the area's history, providing connectivity to the river trail, and using materials that reflect the riparian corridor.

Land Use and Housing

New and creative housing opportunities will be a defining feature of a future Mission Valley. As the community continues to grow, existing sites will be re-envisioned to better integrate housing into the area. The future Mission Valley will be designed to create a better balance between employment and shopping opportunities with housing. Much of Mission Valley is within a half-mile of high frequency transit service, referred to as a Transit Priority Area (TPA). Working with local community members, opportunity sites were identified within close proximity to transit service. A land use plan was designed to reinvest in the community and create opportunities to add housing on those sites that had previously been developed for commercial uses. Figure 3 provides a conceptual description of changes resulting from this community plan.

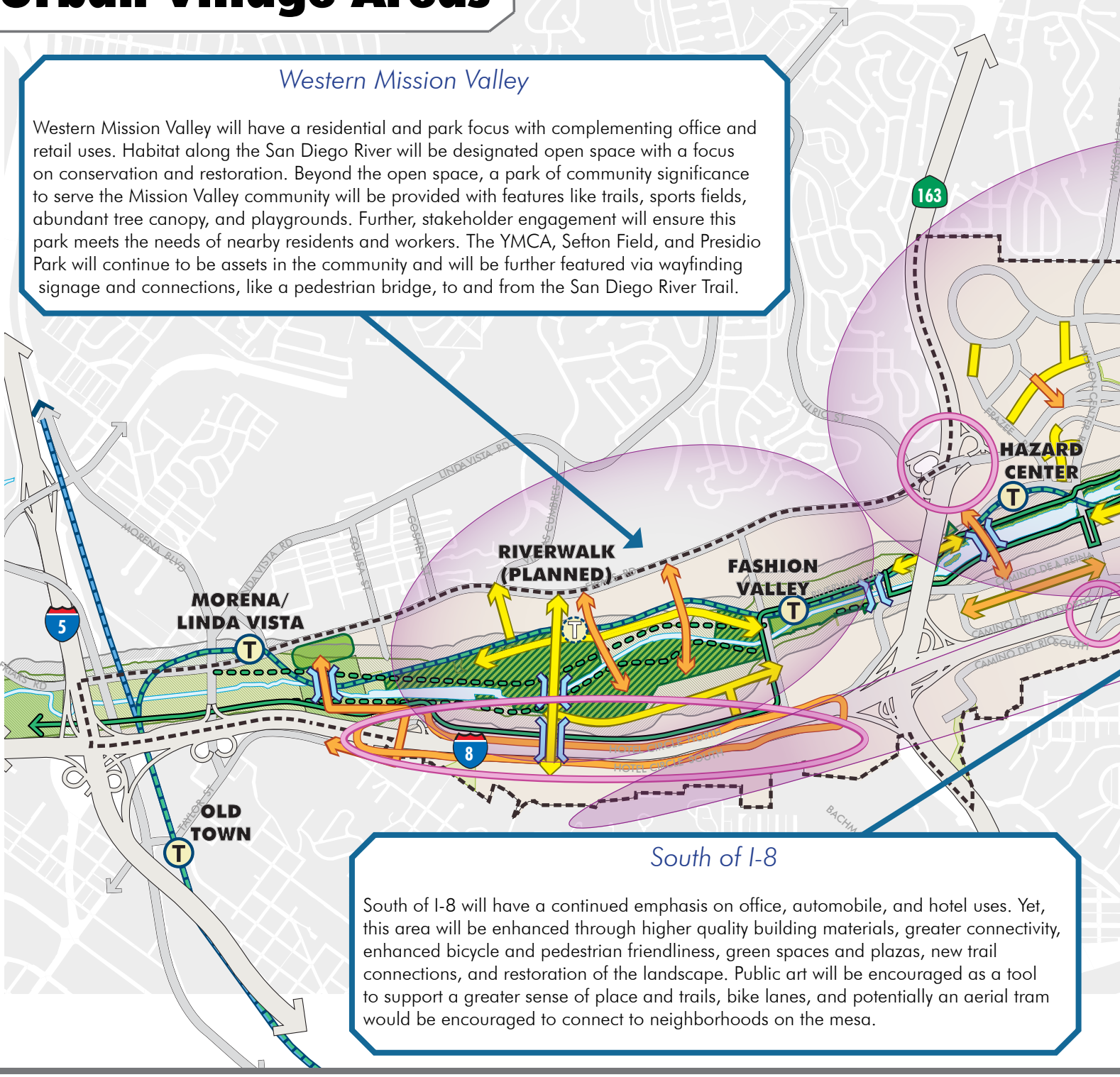
Much of the land in Mission Valley will be designated for mixed-use development. This development will occur either through total redevelopment of existing sites, or the creation of new uses coupled with existing buildings of differing uses. This plan will allow the economy of Mission Valley to continue to thrive while new homes are integrated into the landscape. It will be important that new housing provides a high quality of life through context-sensitive design, including thoughtful site planning, integrated green and open spaces, ample opportunities for non-motorized travel, and connectivity to adjacent properties. Through the policies in this plan, the future Mission Valley will be more sustainable, produce less per capita greenhouse gas emissions, and be a vibrant and thriving community that many will have the privilege to call home. The full land use designation map is provided as Figure 4, and the proposed land use designations are described on pages 24-27. Aspirational places have also been provided on pages 28-29 to demonstrate built places consistent with plan policies.

Figure 3

Urban Village Areas

Western Mission Valley

Western Mission Valley will have a residential and park focus with complementing office and retail uses. Habitat along the San Diego River will be designated open space with a focus on conservation and restoration. Beyond the open space, a park of community significance to serve the Mission Valley community will be provided with features like trails, sports fields, abundant tree canopy, and playgrounds. Further, stakeholder engagement will ensure this park meets the needs of nearby residents and workers. The YMCA, Sefton Field, and Presidio Park will continue to be assets in the community and will be further featured via wayfinding signage and connections, like a pedestrian bridge, to and from the San Diego River Trail.



South of I-8

South of I-8 will have a continued emphasis on office, automobile, and hotel uses. Yet, this area will be enhanced through higher quality building materials, greater connectivity, enhanced bicycle and pedestrian friendliness, green spaces and plazas, new trail connections, and restoration of the landscape. Public art will be encouraged as a tool to support a greater sense of place and trails, bike lanes, and potentially an aerial tram would be encouraged to connect to neighborhoods on the mesa.

General Information

- Mission Valley Community Plan Area
- San Diego River

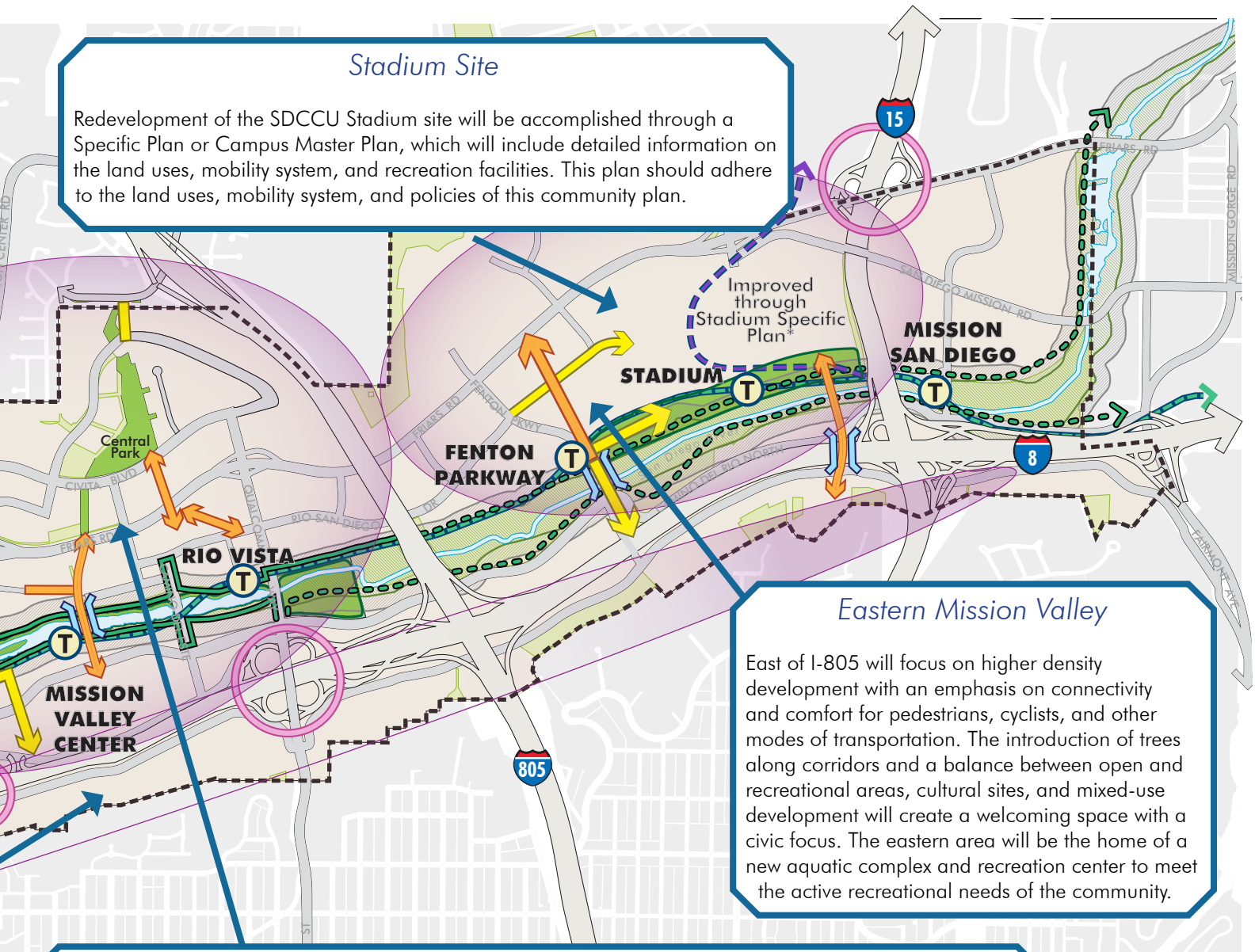
Transit

- Existing Trolley (Blue Line)
- Existing Trolley (Green Line)
- Planned Trolley (Purple Line)
- Planned Trolley Stop (Riverwalk)

Circulation Improvement

- Roadway Connection
- Pedestrian/Bicycle Connection
- New Bridge
- Existing San Diego River Pathway
- Proposed San Diego River Pathway
- Intersection/Interchange Improvement

*Additional infrastructure will be recommended through the specific plan.



Stadium Site

Redevelopment of the SDCCU Stadium site will be accomplished through a Specific Plan or Campus Master Plan, which will include detailed information on the land uses, mobility system, and recreation facilities. This plan should adhere to the land uses, mobility system, and policies of this community plan.

Eastern Mission Valley

East of I-805 will focus on higher density development with an emphasis on connectivity and comfort for pedestrians, cyclists, and other modes of transportation. The introduction of trees along corridors and a balance between open and recreational areas, cultural sites, and mixed-use development will create a welcoming space with a civic focus. The eastern area will be the home of a new aquatic complex and recreation center to meet the active recreational needs of the community.

Central Mission Valley

The focus of Central Mission Valley will be as an urban village that not only serves as the central business district with vibrant jobs, but also a location for restaurants, nightlife, shopping, entertainment, and residential development. Development will orient along the river, transit stations, and also along new main streets in the form of campus style, infill, and lifestyle developments. Workers, residents, and tourists will be able to access these commercial and residential areas via a more bicycle and pedestrian friendly environment with the completion of the sidewalk network and integration of various types of bicycle infrastructure. Periodic parks along the River will provide readily accessible respite from the center of Mission Valley's new urban focus, while green streets will reconnect pedestrians, bicyclists, and drivers with the action in a welcoming environment.

Park and Open Space

- Existing Park
- Existing Open Space
- Potential Park/Open Space
- River Corridor
- River Influence Area

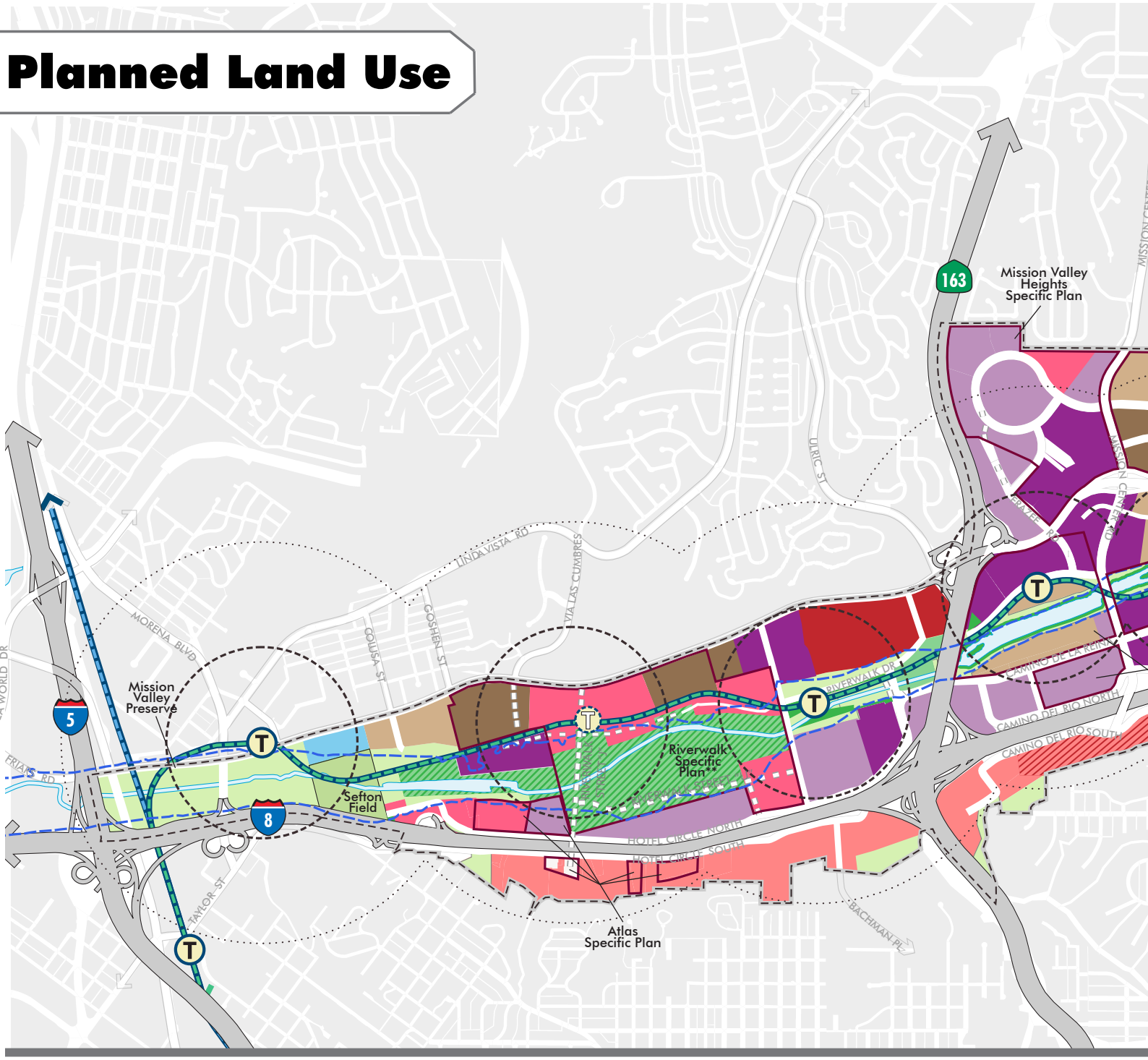
40ac
10ac

0 1/4 1/2 1

MILES

Figure 4

Planned Land Use



General Information

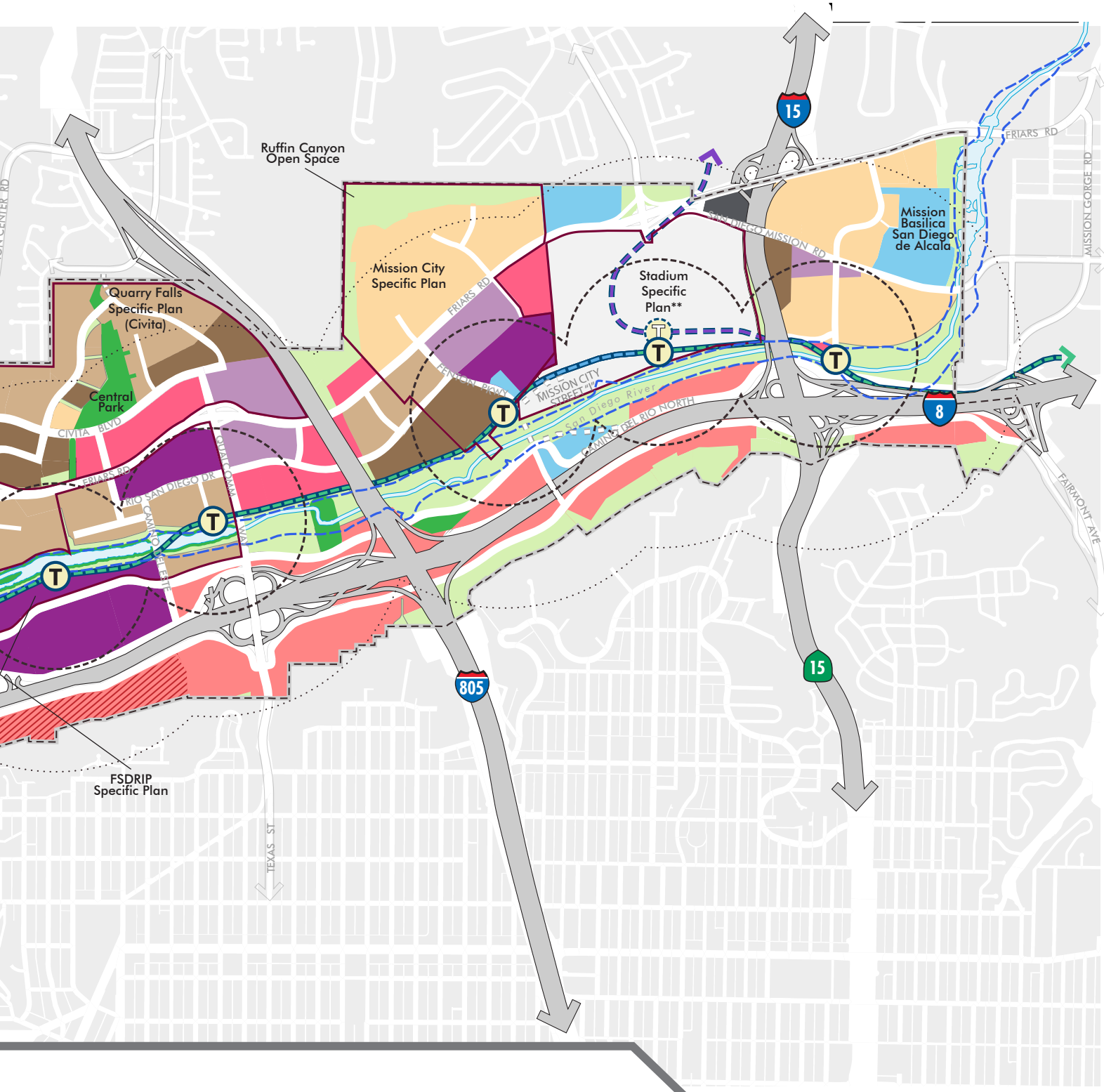
- Mission Valley Community Plan Area
- 100 Year Floodway
- Specific Plan
- Parcels
- Planned Roadway
- San Diego River

Transit

- Existing Trolley (Blue Line)
- Existing Trolley (Green Line)
- Planned Trolley (Purple Line)
- Planned Trolley Stop (Riverwalk)
- Trolley StationDesign District (1/4 mile)
- Transit Priority Area (1/2 mile)

Land Use

- Mixed Use (HD)
- Mixed Use (MD)
- Residential (HD)
- Residential (MD)
- Residential (LD)
- Public/Institutional



Park and Open Space

- Existing Park
- Existing Open Space
- Potential Park
- Potential Open Space
- Potential Park/Open Space

- Office and Visitor Commercial
- Office and Visitor Commercial*
- Regional Commercial*
- Regional Office and Visitor Commercial*
- Industrial

*Residential Prohibited

**To be completed

40ac
10ac

0 1/4 1/2 1

MILES

Residential-Low



This designation allows for condominium/apartment buildings that typically consist of two or three story townhomes with attached garages. Units often have individual and shared open space areas and amenities. This designation accommodates up to 44 dwelling units per acre.

Residential-Medium



This designation allows for condominium/apartment buildings that typically consist of residential units that include a centralized amenity with individual or shared open space areas, along with structured parking. This designation accommodates between 44 and 73 dwelling units per acre.

Residential-High



This designation allows for condominium/apartment buildings that typically consist of a large block of residential units that include integrated underground or structured parking, with shared open space areas and amenities. This designation accommodates between 73 and 109 dwelling units per acre.

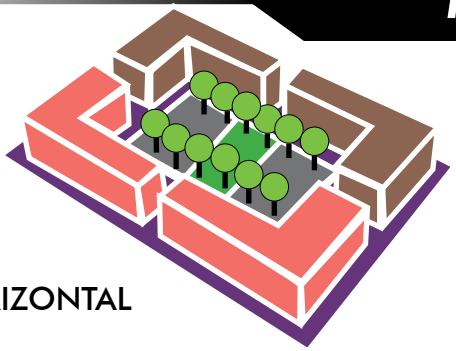
Mixed Use-Medium

This designation allows for a variety of resident- and employee-serving commercial uses. Residential uses are strongly encouraged in both horizontal and vertical formats, with above or below grade structured parking. This designation accommodates up to 89 dwelling units per acre.

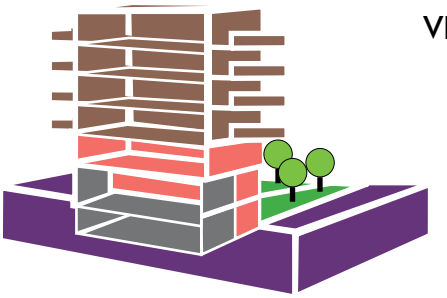
Mixed Use-High

This designation allows for a variety of employment-based uses that serve residents and workers in the community. Residential uses are strongly encouraged in both horizontal and vertical formats, with above or below grade structured parking. This designation accommodates up to 145 dwelling units per acre.

Mixed Use



HORIZONTAL



VERTICAL

The Mission Valley Community Plan encourages the use of both horizontal and vertical formats of mixed use development. Horizontal mixed use juxtaposes buildings of primarily single uses adjacent to each other on a single site. Vertical mixed use integrates multiple uses in a single building. Both formats are envisioned for the Mixed Use designations.

Public/Institutional

This designation allows for the development of public-serving uses, which includes, but is not limited to:

- Aquatic Centers
- Recreation Centers
- Stadiums
- Universities/Schools/Classrooms
- Infrastructure Support Buildings

Regional Commercial

This designation allows for retail locations designed to provide for customers residing both inside and outside the community. Sites should be designed in an urban format with limited surface parking and plazas for community gatherings. Residential uses are not permitted in areas with this designation.

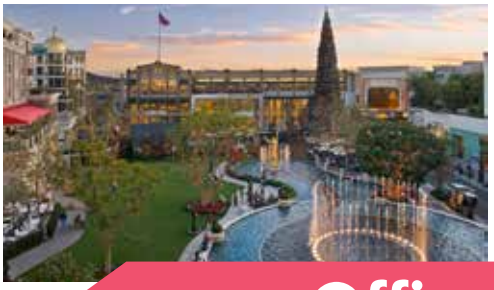
Sample types include:

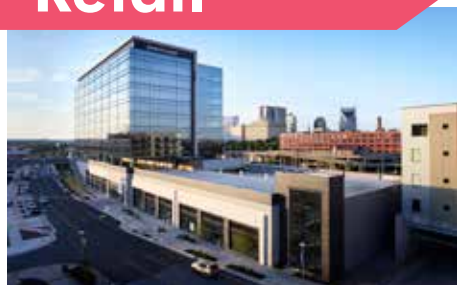
- Malls
- Big Box Stores
- Car Dealerships
- Hotels
- Offices

Office and Visitor Commercial



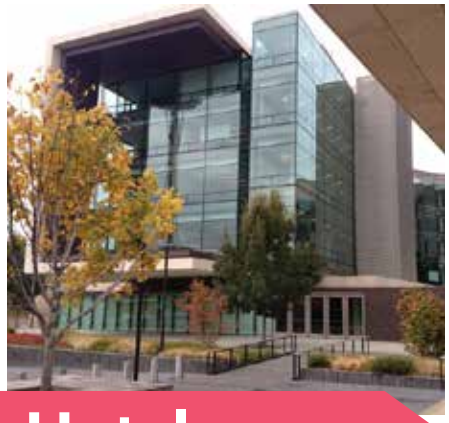
Retail





Office

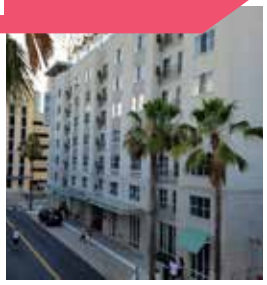




Hotel

This designation provides for a variety of commercial uses to create a complete community. The uses provide for goods, services, and employment opportunities for community members. Examples include:

- Lifestyle Center
- Main Street
- Strip Commercial
- Professional Hub
- Urban Office
- Flex Office
- Campus Office
- Executive Hotel
- Leisure/Resort Hotel
- High Rise Hotel
- Residential is allowed in this designation north of I-8 only.


ASPIRATIONAL PLACES

Americana at Brand
Glendale, CA

This Mission Valley Community Plan emphasizes urban design policies and goals that prioritize placemaking and creating a strong public realm. Central Mission Valley will encourage the development of great places inspired by existing destinations like The Americana at Brand in Glendale, California. This development has successfully created a community feel with a centralized park that serves as a hub for gatherings surrounded by unique shopping opportunities, restaurants, markets, and a variety of housing options. Intimate, landscaped streets traverse the development for a comfortable environment for pedestrians and convenient access for vehicles. Americana serves as its own small town with diverse architecture styles and varying building heights and materials. Rather than being isolated developments, lifestyle centers inspired by Americana will be connected to the rest of Mission Valley via pedestrian paths, shuttles, green streets, and the trolley.

Tysons Corner
Fairfax County, VA

Tysons Corner, located in Northern Virginia, offers inspiration for Mission Valley as a vibrant community that draws commuters, residents, and visitors alike, who enjoy and utilize the diversity of its mobility options provided by its excellent connections to greenways, pedestrian connections, and the DC Metro. Part of the success of this area is the service of multiple rail lines. Like Tyson's corner, Mission Valley will leverage its transportation and land use connections to further establish the community's prominence as a regional hub. Mission Valley's transportation foundation, laid by the Green Line of the San Diego Trolley, the future Purple Line, the close connection to the Blue Line, multimodal opportunities along the San Diego River Pathway, and improvements to the pedestrian environment, will be bolstered by complementary land uses that invite and receive those arriving by all modes of travel.

Buffalo Bayou
Houston, TX

Similar to the vision of the San Diego River Park Master Plan, Buffalo Bayou Park in Houston is a renewed 160-acre urban green space, anchored by the principal drainage system for much of the city. Stretching over 2.3 miles, the park offers visitors access to the bayou and over ten miles of pedestrian and bike paths, including four pedestrian bridges. It offers opportunities to explore the restored ecology of the bayou, while promoting healthy activities for Houston's growing population. Large event lawns, signature gardens, a nature play area, and flexible plazas provide the infrastructure to support year-round events. This park serves as a prime benchmark for a successfully executed vision for Mission Valley, applying creative design and use of critical green space, contributing water storage to help mitigate flood risks, and providing enhanced recreational opportunities along a key ecological resource in the heart of a world class city.

The Rise
Vancouver, BC

The Rise demonstrates the viability of mixing uses that are often not traditionally co-located in Southern California. The Rise provides 92 live/work rental homes along with a green roof that serves as a community gathering space and vegetable garden. These housing units are built above a home improvement store and grocery store demonstrating how much-needed housing can be added strategically into urban environments, serving both retail and housing needs in a creative format. The Rise serves as a model for an urbanizing environment as envisioned for Mission Valley.

IMPLEMENTATION

INTRODUCTION

Full realization of the Vision for a future Mission Valley will require local property owners and the City of San Diego to work collaboratively to create a truly vibrant transit-oriented community. Achieving the Vision includes investment in streets, transit, parks, plazas, river restoration and enhancement, and increases in service levels for both police and fire protection, as well as public utilities. This investment will require cooperative action of several City departments in conjunction with private sector developers.

The purpose of this chapter is to outline needed public and private investment to fully realize the Vision for Mission Valley. This section provides guidance on needed service levels for various community assets at full plan buildout and includes **Implementing Actions (IA)** to be completed by the City to help provision for future facilities. It also provides **Design Guidelines (DG)**, which are policy guidance to streamline development and establish the building blocks for the regulatory mechanisms to implement the Vision of the community plan.

Mobility Network

Supports the efficient movement of pedestrians, cyclists, transit riders, motorists, and goods.

Parks and Open Space

Provides opportunities for active and passive recreation, as well as resource conservation.

Historic Preservation

Describes the historical, cultural, and tribal cultural resources of Mission Valley and implications for their influence on future development.

Public Facilities, Services, and Safety

Outlines the community facilities needed to ensure appropriate levels of public services are maintained, as well as strategies to help manage safety issues.

Urban Design

Gives general and site-specific standards to facilitate high-quality development projects.


3004
SANTEE
MTS


GO byBIKE
Kensington
Normal Heights
City Heights

MOBILITY

As the community grows, demand on local and regional transportation networks will increase. The topography and existing development patterns in Mission Valley limit some of the potential for road widening and creating new roads. Roadway network modifications should strengthen access and connectivity to reduce out of direction travel. Modifications should benefit vehicles, pedestrians, and bicyclists. Planning for and implementing measures that support active transportation and transit mode choices are critical. The way new growth is accommodated will greatly influence mobility and access for Mission Valley residents, workers, and visitors. Investments in transportation are investments in quality of life. This plan identifies future mobility networks—supported by implementation actions, policies, and individual projects—that will steer the community toward the desired mobility vision, complete with viable transportation options.

This section provides focused actions that the City may undertake to improve mobility within the community. These actions are discussed within the context of each mode with additional considerations for innovative technologies, transportation demand management strategies, and parking.

The IAs in this section are closely aligned with the General Plan Mobility Element, which serves to "improve mobility through development of a balanced, multimodal transportation network." The General Plan's policies and supporting actions are intended to contribute towards the stated goal. Individual community plans build on citywide policies with community-oriented actions that contribute to a balanced network. The General Plan policies most relevant to Mission Valley are identified in Table 1.

Table 1: General Plan Mobility Element Reference Policies

Topic	Mobility Element Policies
Walkability	ME-A.1 through ME-A.9
Bicycling	ME-F.1 through ME-F.6
Transit	ME-B.1 through ME-B.10
Streets & Freeways	ME-C.1 through ME-C.7, and Table ME-2 (Traffic Calming Toolbox)
Innovative Technology	ME-D.1 through ME-D.6
Transportation Demand Management	ME-E.1 through ME-E.8
Parking	ME-G.1 through ME-G.5, and Table ME-3 (Parking Strategy Toolbox)

Walkability

A series of paseos or walkways will help transform large parcels into permeable environments, resulting in more direct and convenient pedestrian connections. The paseos will aid in creating a stronger bicycle and pedestrian grid network by breaking up large parcels, which will reduce travel times through improved connectivity between trip origins, transit stops, and destinations. The environment surrounding the paseos will vary, but what will be ubiquitous is that adjacent vehicles will either be low-speed vehicles or absent altogether. Paseos will cut through large parcels, and may run adjacent to buildings, through parking lots, or along parcel peripheries—all away from high speed, high volume roadways (see Figure 5).

Beyond paseos, three new roadway connections will greatly benefit pedestrians. The extension of Riverwalk Riverwalk Street "J" from Friars Road to Hotel Circle South will provide a new point for pedestrians to cross the San Diego River and Interstate 8 (I-8), while also providing access to a potential new Green Line Trolley station. The extension of Fenton Parkway to Mission City Parkway/Camino Del Rio North will improve access to the Green Line Fenton Parkway Station and better connect the office uses south of the San Diego River to the commercial and residential areas to the north. The extension of Frazee Road to Metropolitan Drive will give a more direct pedestrian link between Mission Valley Heights and the Hazard Center Trolley station.

Six additional bridge connections are planned solely for use by pedestrians and bicyclists, including 1) Hazard Center Trolley Station to the southern San Diego River Pathway, 2) Mission Valley Center Trolley Station to the northern San Diego River Pathway, 3) Friars Road at Frazee Road (See Figure 6), 4) Friars Road west of Qualcomm Way , 5) YMCA to Sefton Field (San Diego River Pathway extension), and 6) Interstate (I-15) Bikeway, from future San Diego River Pathway extension to Camino Del Rio South.

The City of San Diego Pedestrian Master Plan defines six different pedestrian route types, each suggesting a level of treatments or features that best support an area's walking environment. Mission Valley exhibits four of these route types: Connector, Neighborhood, Corridor, and District.

Connector and Neighborhood route types run along roadways with moderate to high vehicular traffic and low pedestrian levels, requiring the most basic level of treatments such as landscaped buffers between the sidewalk and roadway and mandatory features like curb ramps. The Corridor route types are present along roadways that support business and shopping districts with moderate pedestrian levels and include more enhanced treatments such as accessible crosswalk signals, pedestrian lighting, and trees to shade walkways. District route types support heavy pedestrian levels in mixed-use, urban areas, consisting of the premium features like median refuges and controls at crossings, wider minimum walkway widths (>5'), and street furnishings. Figure 5 presents planned pedestrian route types and identifies roadway extensions and new bridges.

The pedestrian treatments shown in Figure 7 are intended to strengthen the existing pedestrian network and to maximize the benefit of new connections as they are built.

The implementing actions recommended to improve mobility are shown in blue in this section.

Signage and other features can be used to enhance pedestrian crossings.

IA-1 Barrier Removal. Create a continuous network of sidewalks and street crossings by eliminating sidewalk gaps, installing curb ramps, and removing accessibility barriers at transit stations/stops (see page 38) accessed by Mobility Element roads (see page 60).

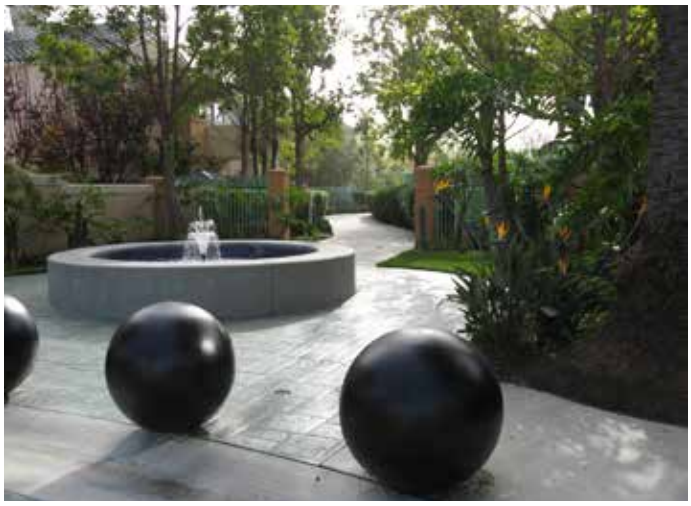
IA-2 Pedestrian Bridges. Coordinate with Caltrans, SANDAG, and property owners to improve pedestrian mobility and access by installing bridges proposed in Figure 5, including the Riverwalk Riverwalk Street "J" connection and Fenton Parkway roadway extension, and the pedestrian and bicycle bridges at the Hazard Center Trolley Station, the Friars Road/Frazee Road intersection, the Mission Valley Center Trolley Station, across Friars Road west of Qualcomm Way, along 1-15 to the Stadium Trolley Station, and from the YMCA to Sefton Field.

IA-3 Paseos. Coordinate with property owners to forge new pedestrian connections by establishing the paseos shown in Figure 5.

IA-4 Freeway Ramp Improvements. Coordinate with Caltrans and SANDAG to strengthen existing pedestrian connections across the freeways and freeway on-/off-ramps shown in Figure 5 (Pacific Highway, Morena Boulevard, Hotel Circle, Taylor Street, Mission Center Road, Qualcomm Way, Mission City Parkway, Fairmount Avenue, and Friars Road).

IA-5 Streetscape Improvements. Focus streetscape and pedestrian improvements, such as those provided in Figure 7, along intersections and segments identified as Districts, Corridors, or Paseos (Figure 5); along Mobility Element roadways (see page 60); and, walkways serving transit stops (see page 52).

IA-6 Intersection Improvements. Install marked continental crosswalks, pedestrian countdown signals, and audible indicators (where appropriate) at all signalized intersections within Mission Valley.

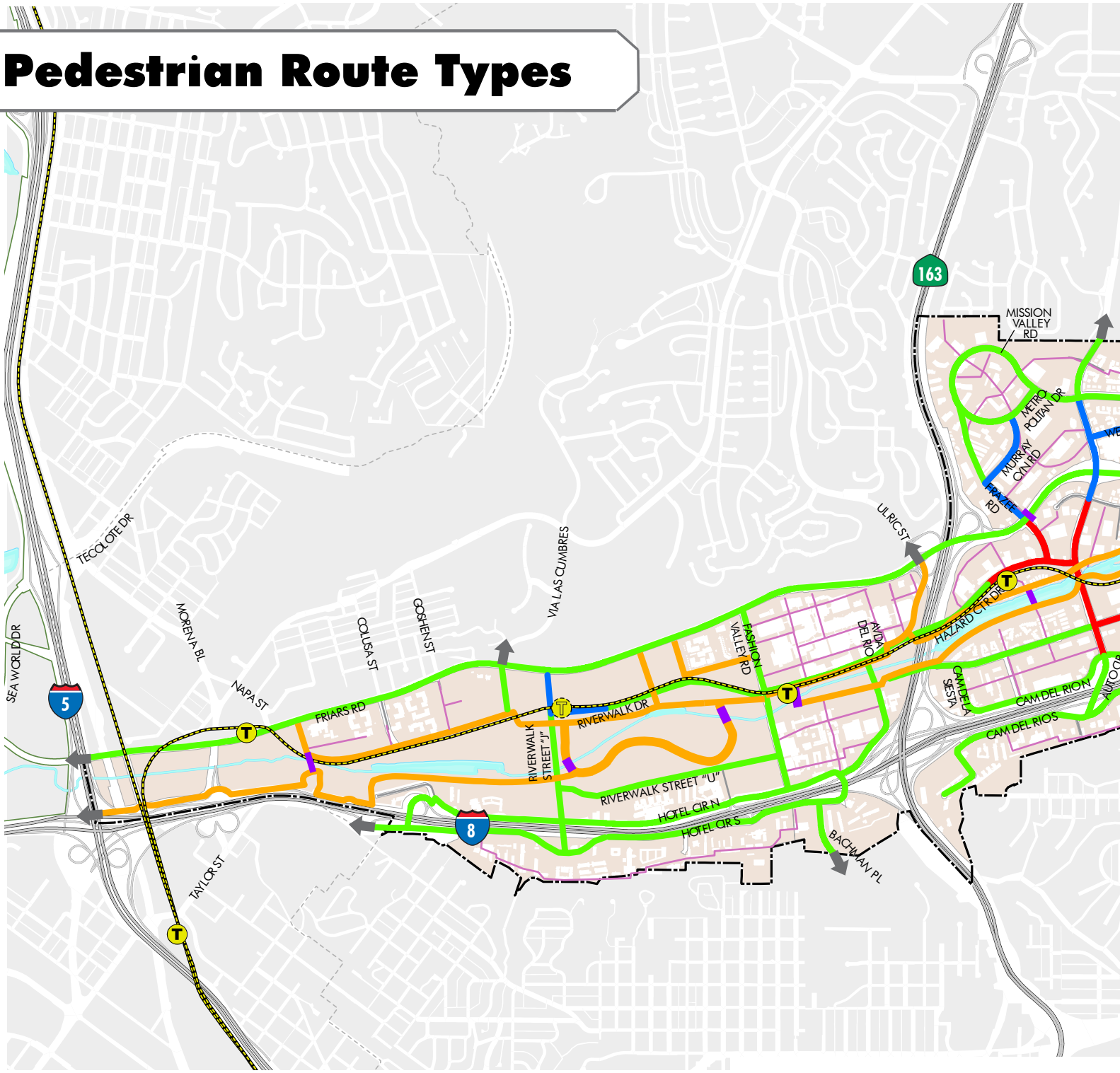


Paseos offer comfortable and direct pedestrian connections.

Pedestrian bridges increase connectivity to transit centers, making ridership more appealing.

Figure 5

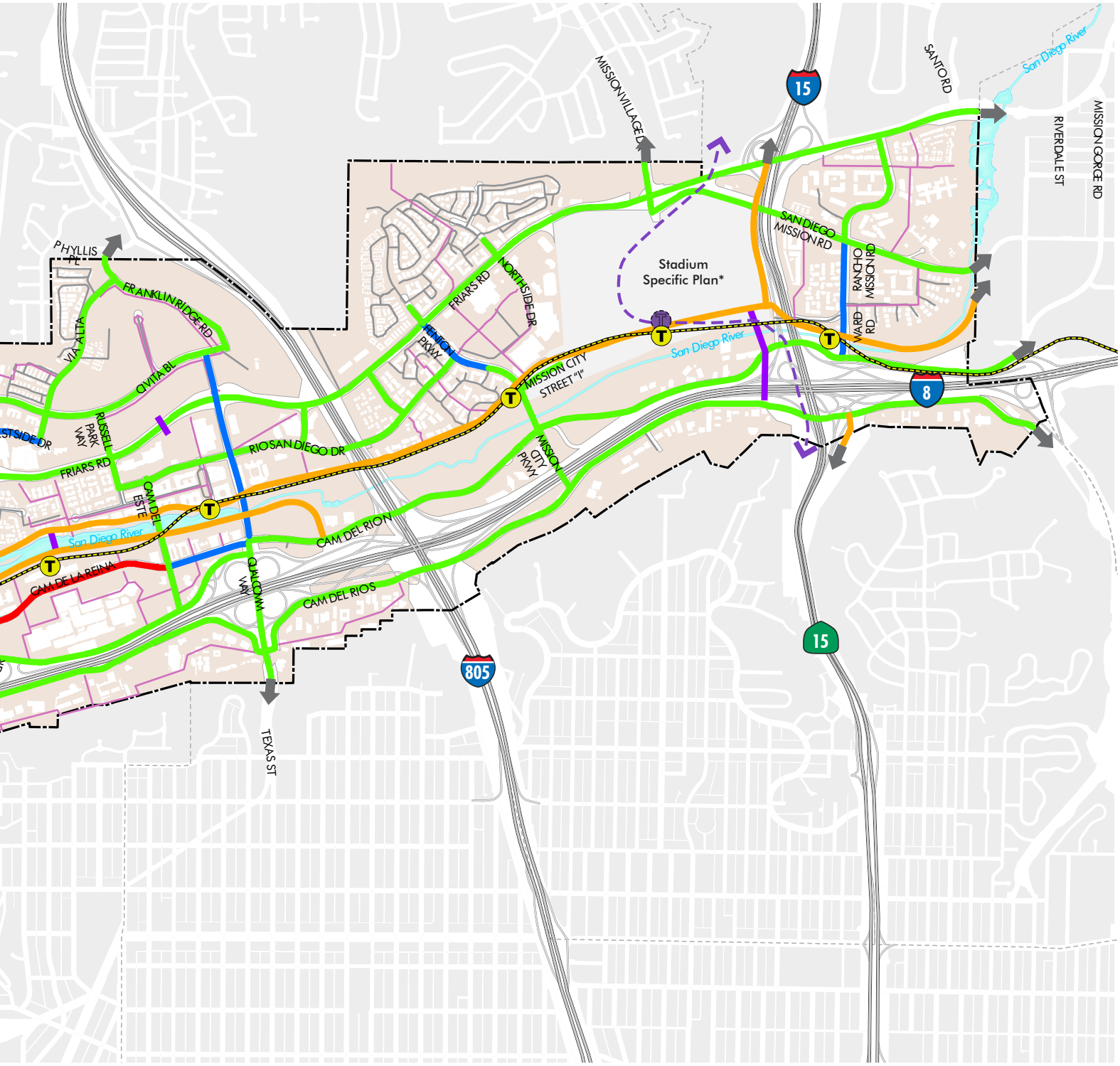
Pedestrian Route Types



General Information

- Trolley Stops
- Planned/Proposed Trolley Stops
- San Diego Trolley Purple Line (Planned)
- Light Rail
- Freeways
- Ramps
- San Diego River
- Mission Valley Community Plan Boundary
- Community Planning Areas

*Additional infrastructure will be recommended through the specific plan.



Pedestrian Route Type

- District (heavy pedestrian levels)
- Corridor (moderate pedestrian levels)
- Connector (low pedestrian levels)
- Neighborhood
- Paseo
- Path
- Pedestrian/Bicycle Bridge

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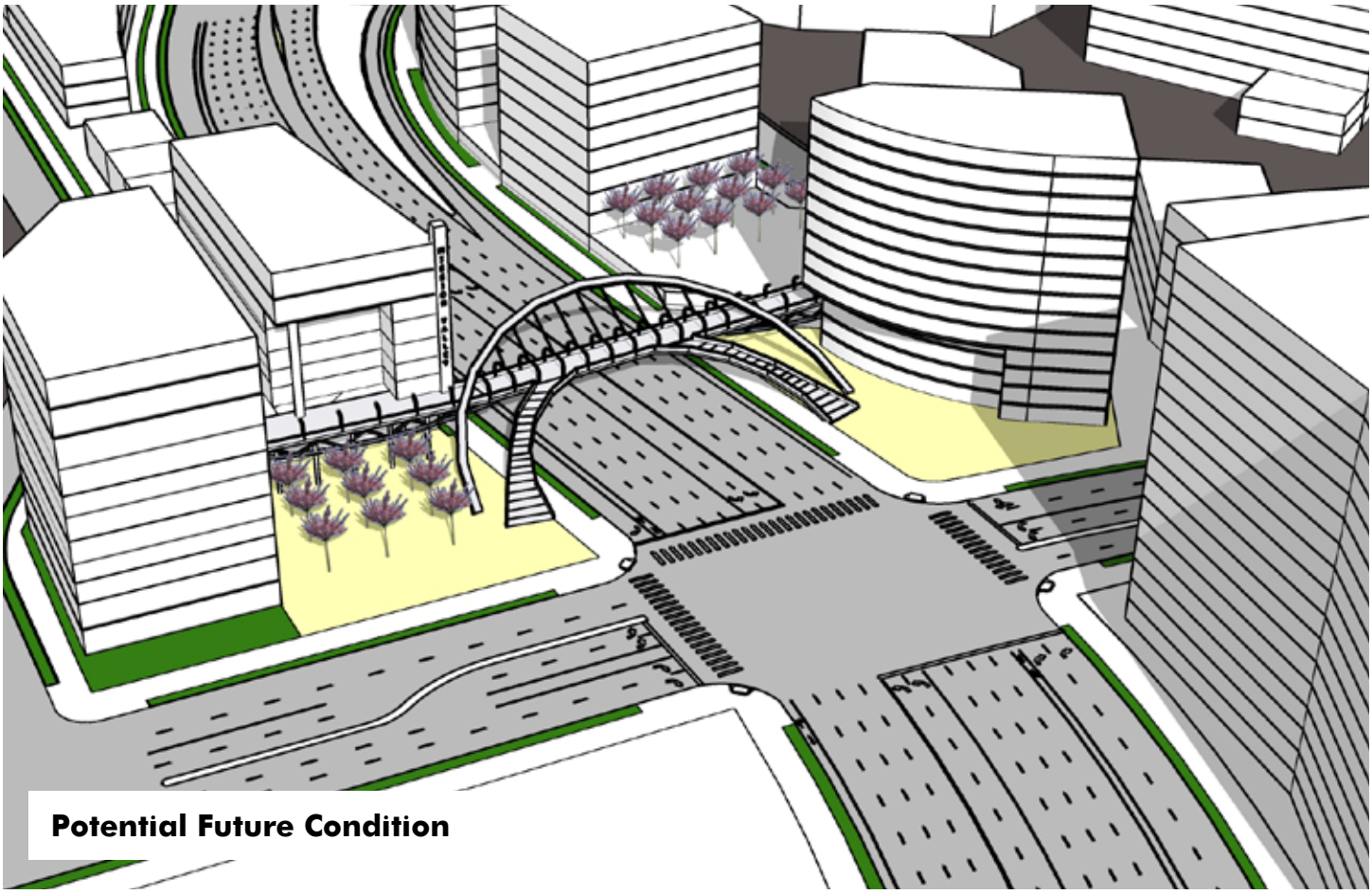
MILES

Figure 6: Example Implementation of a Multi-Use Bridge Across Friars Road at Frazee Road

A multi-use bridge at this location can be designed to integrate with both the street and the surrounding development. This bridge would provide an unobstructed link between the properties north of Friars Road and the Hazard Center Trolley Station, just south of Friars Road and accessed by Frazee Road. This bridge could be designed as a statement piece, adding character to the area, as well as a gateway, welcoming people into the community.



Potential Future Condition

Existing Condition

Ground View

Figure 7: Pedestrian Treatments

Continental Crosswalks improve crosswalk visibility and are known to improve driver yielding compliance.

Pedestrian Countdown Signals provide pedestrians with a clear indication of how many seconds remain to safely cross.

Curb Pop Outs or Curb Extensions shorten pedestrian crossing distances and serve as a traffic calming mechanism.

Lead Pedestrian Intervals provide pedestrians a 3-7 second head start when entering an intersection, reinforcing their right-of-way over turning vehicles.

Advance Stop Bars/Limit Lines direct drivers where to stop at intersections and mid-block crossing locations, providing separation between the vehicle and crossing pedestrians.

Pedestrian Hybrid Beacons are traffic control signals that help pedestrians and bicyclists cross mid-block across high traffic roadways.

Pedestrian Scale Lighting increases visibility along walkways, creating a more comfortable and inviting environment for pedestrians.

Wayfinding is used to help orient pedestrians and direct them to destinations. Maps and directional signage are two wayfinding examples.

Landscaped Buffers along roadways provide separation between pedestrians and vehicles, creating a more comfortable environment.

Bicycling

The paseos, new road segments, and bridges will also benefit cyclists; however, a robust, connected bicycling network is needed to support this mode as a viable form of transportation. The San Diego River Pathway, once complete, will provide a multi-use pathway completely separated from vehicular traffic that spans the length of the community from east to west. This facility serves as a spine or basis around which to build connections and a complete network. The River Trail is a Class I Multi-Use Trail or Bike Path, one of four bicycle facility classifications that will create the overall bicycle network. Figure 8 provides an overview of bicycle facility classifications.

Although the San Diego River provides for the east-west running pathway, it also creates a barrier, limiting north-south mobility due to infrequent crossings. I-8 poses a similar challenge. Improving the comfort of bicyclists along existing river and freeway crossings and undercrossings will greatly improve bicyclist navigation, mobility, and comfort. Bicycles and pedestrians need to be accounted for in new crossing and bridge design as well.

Planned bicycle facilities that have not been implemented are identified in Table 2. Figure 9 identifies existing and planned bicycle facilities that will establish a well-connected bicycle network in Mission Valley, with Figure 10 providing an illustration of a potential bike facility implementation.

The planned bicycle network will provide vastly improved options for cyclists to traverse the community.

IA-7 River Pathway. Complete the San Diego River Pathway connection from the Ocean Beach to Navajo Community Planning Areas, thereby establishing the Trail as a Regional Active Travel Corridor as shown in Figure 9. Segments to be completed include from Sefton Field/Cottonwood Grove Park to Fashion Valley Road; east of I-805 to Del Rio Apartments community; and east of Fenton Parkway.

IA-8 Bike Facilities. Provide a continuous network of safe, convenient, and attractive bicycle facilities shown in Figure 8 and described in Table 2.

IA-9 Bicycle Bridges. Coordinate with Caltrans, SANDAG, and property owners to improve bicycle mobility and access by installing bridges proposed in Figure 9, including the Riverwalk Riverwalk Street "J" connection and Fenton Parkway roadway extension, the pedestrian and bicycle bridges at the Hazard Center Trolley Station, the Friars Road/Frazee Road intersection, the Mission Valley Center Trolley Station, across Friars Road west of Qualcomm Way, and at the Stadium Trolley Station.

IA-10 Improve I-8. Coordinate with Caltrans and SANDAG to strengthen existing north-south bicycle connections across I-8 shown in Figure 9.

IA-11 Bicycle Parking. Coordinate with SANDAG, MTS, and property owners to ensure secure, accessible bicycle parking at all Trolley stations within the community (Figure 9), as well as at major commercial areas and employment centers.

Table 2: Planned Bicycle Facilities	
Facility	**Segment**
Class I Bike Path	Hotel Circle Place, from western terminus to San Diego River Trail terminus
	Friars Road to Riverwalk Drive
	I-15 Bikeway, from future San Diego River Pathway extension to Camino Del Rio South (Regional Plan)
	Multi-Use Bridge over Friars Road, east of Frazee Road
	Multi-Use Bridge over Friars Road, west of Qualcomm Way, Connecting Civita to Rio Vista Shopping Center
	Multi-Use Bridge over the San Diego River, north of the Mission Valley Center Trolley Station
	Multi-Use Bridge over the San Diego River, south of the Hazard Center Trolley Station
	Parallel to SR 163 from Riverwalk Drive eastern terminus to Friars Road (Regional Plan)
	San Diego River Pathway extension, between Hotel Circle Place and Fashion Valley Road (South of the River)
	San Diego River Pathway extension, connecting the North and South River Pathway (Near Riverwalk Street "J")
	San Diego River Pathway extension, east of Fenton Parkway to the eastern community boundary
	San Diego River Pathway extension, from east of I-805 to Del Rio Apartments community (North of the River)
	San Diego River Pathway extension, from Fashion Valley Road to Cottonwood Grove Park (South of the River)
	San Diego River Pathway extension, from Friars Road to Fashion Valley Road
	San Diego River Pathway extension, from Sefton Field/Cottonwood Grove Park to Friars Road/YMCA
	San Diego River Pathway extension, from terminus at Qualcomm Way to Camino Del Rio North (Near Discovery Center)
	San Diego River Pathway extension, from Town & Country Pedestrian Bridge to SR 163 (South of the River)
	San Diego River Pathway extension, from the western terminus of Hotel Circle Place to the San Diego River Pathway terminus
	San Diego River Pathway extension, from the YMCA to Fashion Valley Road (North of the River)
Class II Bike Lane	Auto Circle/Mission Center Road, from Camino Del Rio South to Camino Del Rio North
	Bachmann Place, from Hotel Circle South to community boundary
	Camino De La Reina, from west of Camino De La Siesta to Mission Center Road
	Camino De La Reina, from Westfield Driveway to Qualcomm Way
	Camino Del Rio North, from Mission City Parkway to existing Bike Lanes to the east
	Camino Del Rio South, from Auto Circle to approximately 2,100' to the west
	Camino Del Rio South, from I-15 northbound ramps to eastern community boundary
	Camino Del Rio South, from Texas Street and Mission City Parkway
	Frazee Road, from Mission Valley Road to Murray Canyon Road
	Frazee Road, from Murray Canyon Road to Friars Road (northbound only)
	Frazee Road, from Friars Road to Hazard Center Drive
	Friars Road, from Ulric Street/SR-163 SB Ramps to Frazee Road
	Hazard Center Drive, from Frazee Road to Mission Center Road
	Mission City Parkway, from Fenton Parkway terminus to Camino Del Rio South
	Mission City Street "I," from Fenton Parkway/Mission City Parkway to eastern terminus
	Mission Valley Road/Metropolitan Drive loop
	Murray Canyon Road, from Metropolitan Drive to Frazee Road
	Qualcomm Way, from Camino De La Reina to Camino Del Rio South
	Rancho Mission Road, from San Diego Stadium to Ward Road
	Rio San Diego Drive, from Qualcomm Way to Fenton Parkway

Table 2: Planned Bicycle Facilities	
Facility	**Segment**
Class II Bike Lane (Continued)	Riverwalk Drive, from western terminus to Fashion Valley Road
	Riverwalk Street "J," from Friars Road to Hotel Circle South
	San Diego Mission Road, from Mission Village Drive to Rancho Mission Road
	Via Las Cumbres, from Friars Road to Southern Terminus
Class IV Cycle Track	Avenida Del Rio from Riverwalk Drive to Camino De La Reina
	Camino De La Reina from Hotel Circle N to San Diego River Pathway extension east of Avenida Del Rio
	Fashion Valley Road, from Friars Road to Hotel Circle North
	Friars Road, from approximately 900' west of Fashion valley Road to Fashion Valley Road
	Friars Road, from Fashion Valley Road to Ulric Street/SR-163 SB Ramps
	Friars Road, from Frazee Road to the eastern community boundary
	Hotel Circle North and Hotel Circle South
	Riverwalk Street "U," Riverwalk Street "J" to Fashion Valley Road
	Pacific Highway, from northern to southern community boundary
	Rancho Mission Road/Ward Road, Friars Road to Camino Del Rio North

Figure 8: Bicycle Facility Classifications


San Diego River Pathway

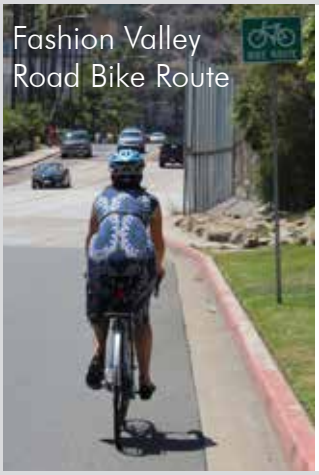
Class I Bikeway (Bike Path)

Also called shared-use or multi-use paths, Class I facilities provide a separated right-of-way designated exclusively for bicycles and pedestrians with minimal crossings by motorists. Class I bike paths can provide connections where roadways are non-existent or unable to support bicycle travel.


Fenton Parkway Bike Lanes

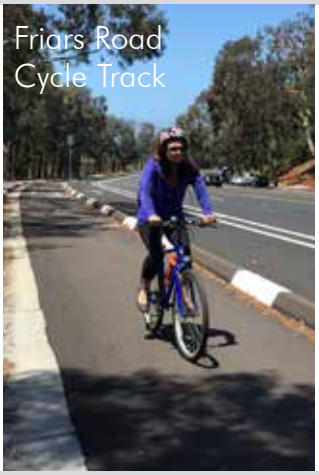
Class II Bikeway (Bike Lane)

Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles. Through travel by vehicles or pedestrians is prohibited, but crossflows are permitted. A painted buffer can separate bikes from vehicles or parking lanes. Green paint can identify conflict zones.


Fashion Valley Road Bike Route

Class III Bikeway (Bike Route)

Provides shared use of traffic lanes by both motor vehicles and bicyclists. Class III bikeways are identified with signage and street markings known as "sharrows". Bike routes are best suited for low-speed, low-volume roadways.

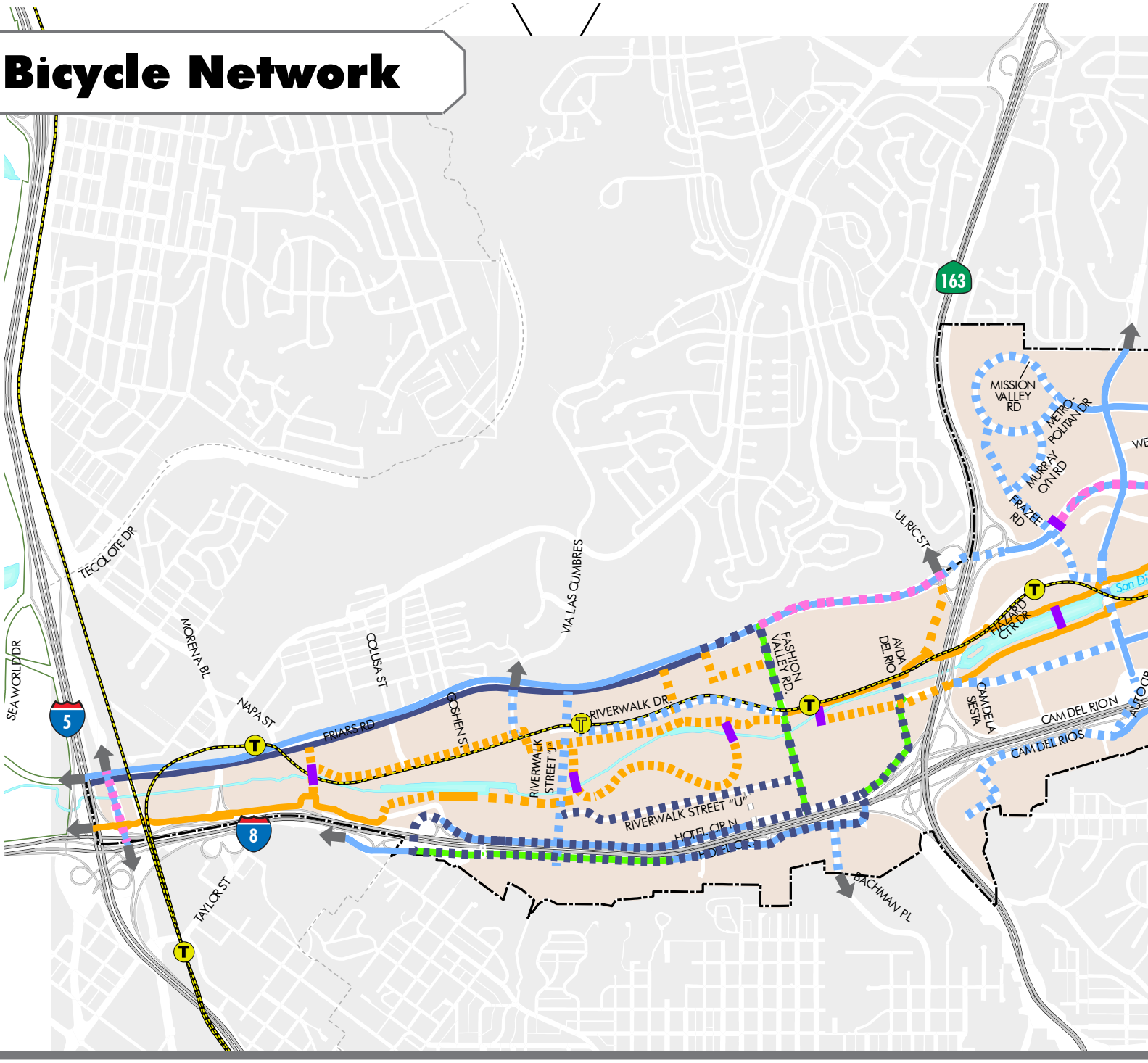

Friars Road Cycle Track

Class IV Bikeway (Cycle Track)

Also called separated or protected bikeways, cycle tracks are located within the roadway but are designated exclusively for bicyclists and are physically protected from vehicular traffic by flexible posts, on-street parking, curbs, or other objects.

Figure 9

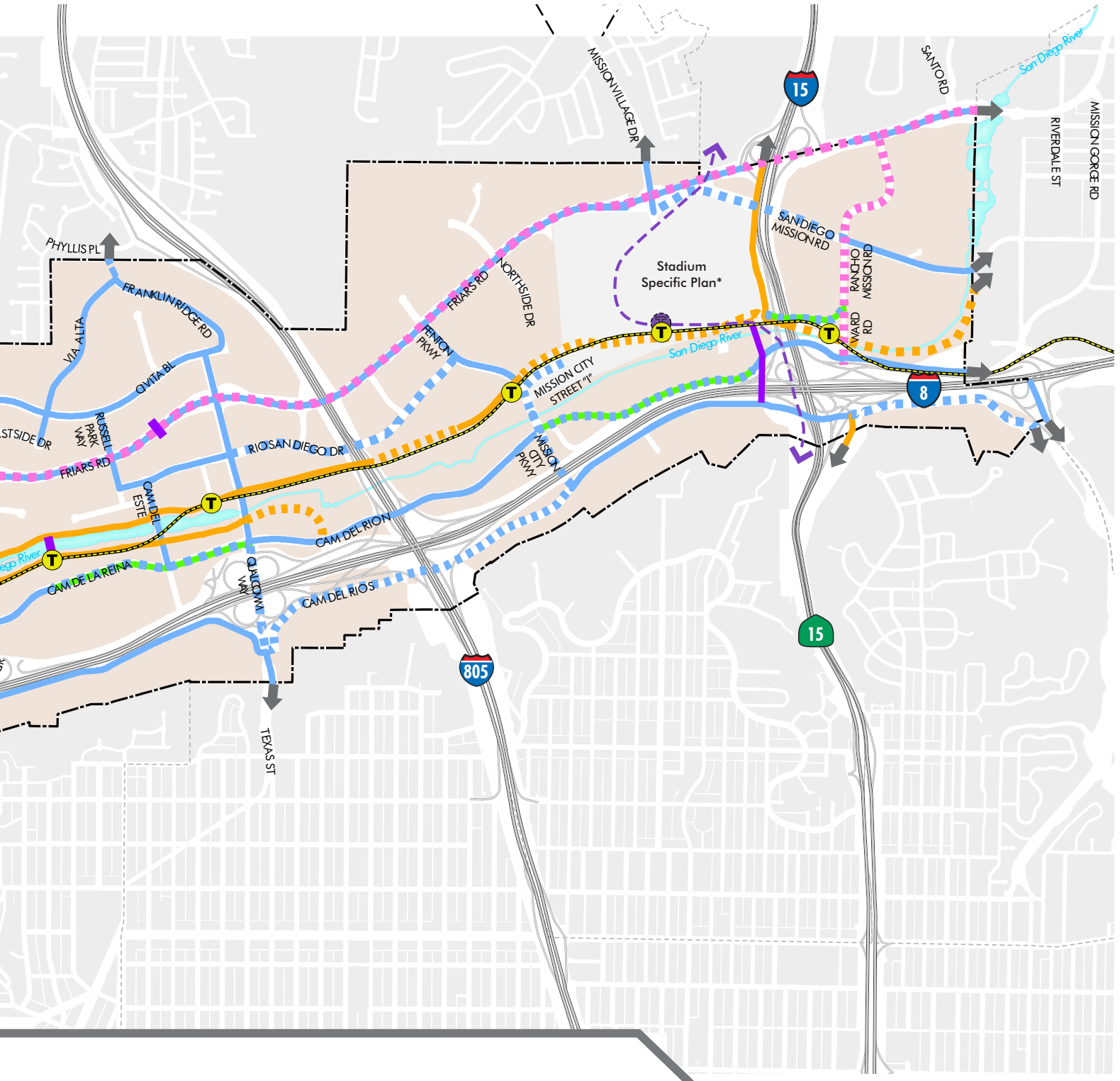
Bicycle Network



General Information

- Trolley Stops
- Planned/Proposed Trolley Stops
- San Diego Trolley Purple Line (Planned)
- Light Rail
- Freeways
- Ramps
- Planned Roadway
- San Diego River
- Mission Valley Community Plan Boundary
- Community Planning Areas
- Pedestrian/Bicycle Bridge

*Additional infrastructure will be recommended through the specific plan.



Existing Facilities

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Class IV - Two-Way Cycle Track

Proposed Facilities

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Class IV - One-Way Cycle Track
- Class IV - Two-Way Cycle Track
- Bicycle Facility in Adjacent Community

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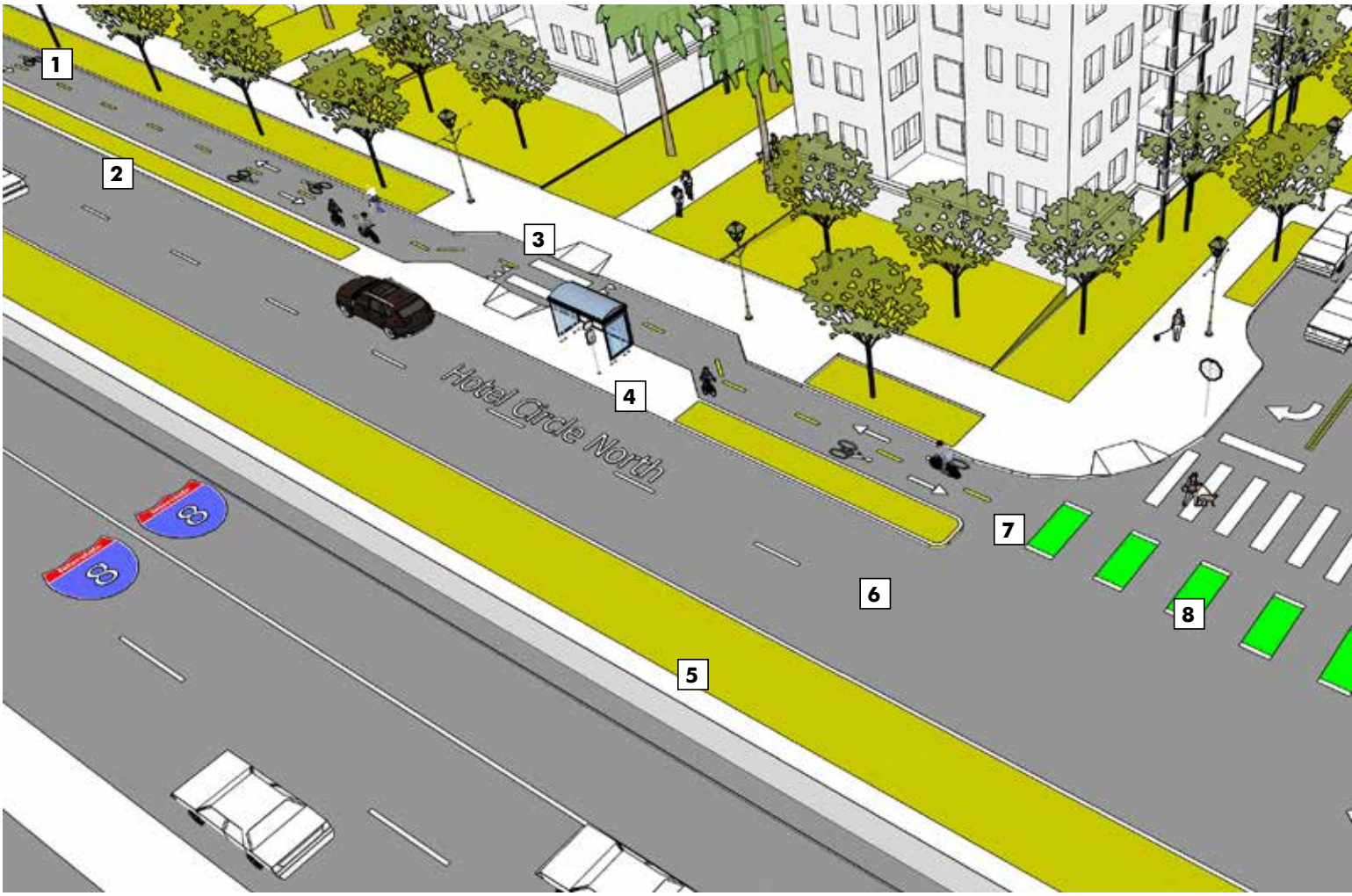
Existing Condition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Hotel Circle North
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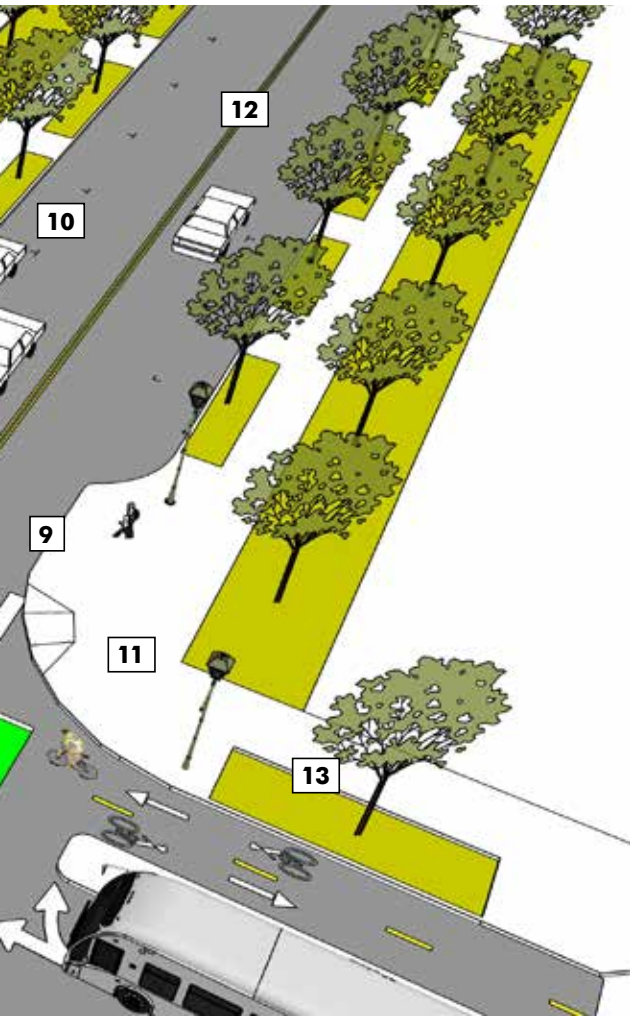


Figure 10: Example of Implementation of a Two-Way Cycle Track on Hotel Circle North

1. Landscaped Parkway
2. Raised Buffer
3. Marked Pedestrian Crossing: aligned with pedestrian paths and paseos of adjacent private development, where possible
4. Bus Stop with Shelter and Dedicated Island
5. Landscaped Buffer: can augment a sound wall at highway edge
6. One-Way, Westbound Travel Lanes
7. Two-Way Cycle Track
8. Marked Bicycle Crossing at Intersection
9. Marked Pedestrian Crosswalk
10. On-Street Parking
11. Curb Extension/"Bulb-Outs": at all street intersections
12. Two-Way North and South Bound Traffic
13. Pedestrian-Scaled Street Lighting

Transit

Mission Valley is currently served by nine local bus routes and the regional Green Line Trolley. The Fashion Valley Transit Center is a convergence point for seven bus routes and the Trolley. The narrow shape of the community enables transit stops to be in close proximity to many of the area's residences, jobs, and key destinations. Enhancing the existing walking and bicycling environments through the identified improvements will strengthen connections to transit for existing users and potentially open up transit as a viable option for others. Due to the regional importance of transit, system planning and development is done by the regional municipal planning organization the San Diego Association of Governments (SANDAG) and operated by Metropolitan Transit System (MTS) in Mission Valley.

One additional Green Line Trolley station is planned where the line intersects with the future Riverwalk Riverwalk Street "J" connection. This new station will serve the future Riverwalk development, and several existing hotels, multi-family developments, and offices. The planned Purple Line will provide a new regional north-south transit connection running just west of I-15 through Mission Valley. Based on San Diego Forward: The Regional Plan (2015), the Purple Line will span from the border in San Ysidro to the job centers in Kearny Mesa by 2035 and Carmel Valley by 2050.

The Fashion Valley Transit Center is an important transfer point for bus and trolley services.

Two existing bus routes – Route 41 and Route 120 – will become Rapid Bus Routes providing high frequency bus service between the community and regional destinations. Direct Access Ramps (DARs) are planned to provide a direct connection between the Fashion Valley Transit Center and SR 163, improving on-time performance and route efficiency by circumventing congested intersections. Future transit routes are shown in Figure 11 with a half-mile walkshed surrounding each Trolley station.

Innovative Practices

The steep terrain that shapes the valley limits the feasibility of additional roadway connections to the dense neighborhoods just outside of Mission Valley. Skyways, also referred to as aerial trams or gondolas, are one potential solution to consider. This form of urban transportation has gained popularity around the world in recent years due to the ability to traverse natural obstacles while requiring limited right-of-way. Future efforts should consider the feasibility of providing skyway connections between Mission Valley and adjacent neighborhoods. Two potential alignments are depicted in Figure 12, connecting the Fashion Valley Transit Center to the UCSD Medical Center in Hillcrest and from the Mission Valley Center Trolley Station to the North Park community via Texas Street.

Community or urban circulators are another form of public transportation that may be well-suited for Mission Valley. The close proximity of jobs, restaurants, retail, and residences in the center of the community create the potential for less reliance on personal automobiles. However, short walking and bicycling trips and access to transit can be inhibited by the high-volume roadways, infrequent street crossings, large parcels, and indirect routes. Community circulators can be used to make destinations more accessible by offering regular service within a short, closed loop route. High frequency will be essential. The route(s) should seek to connect a mix of land uses to

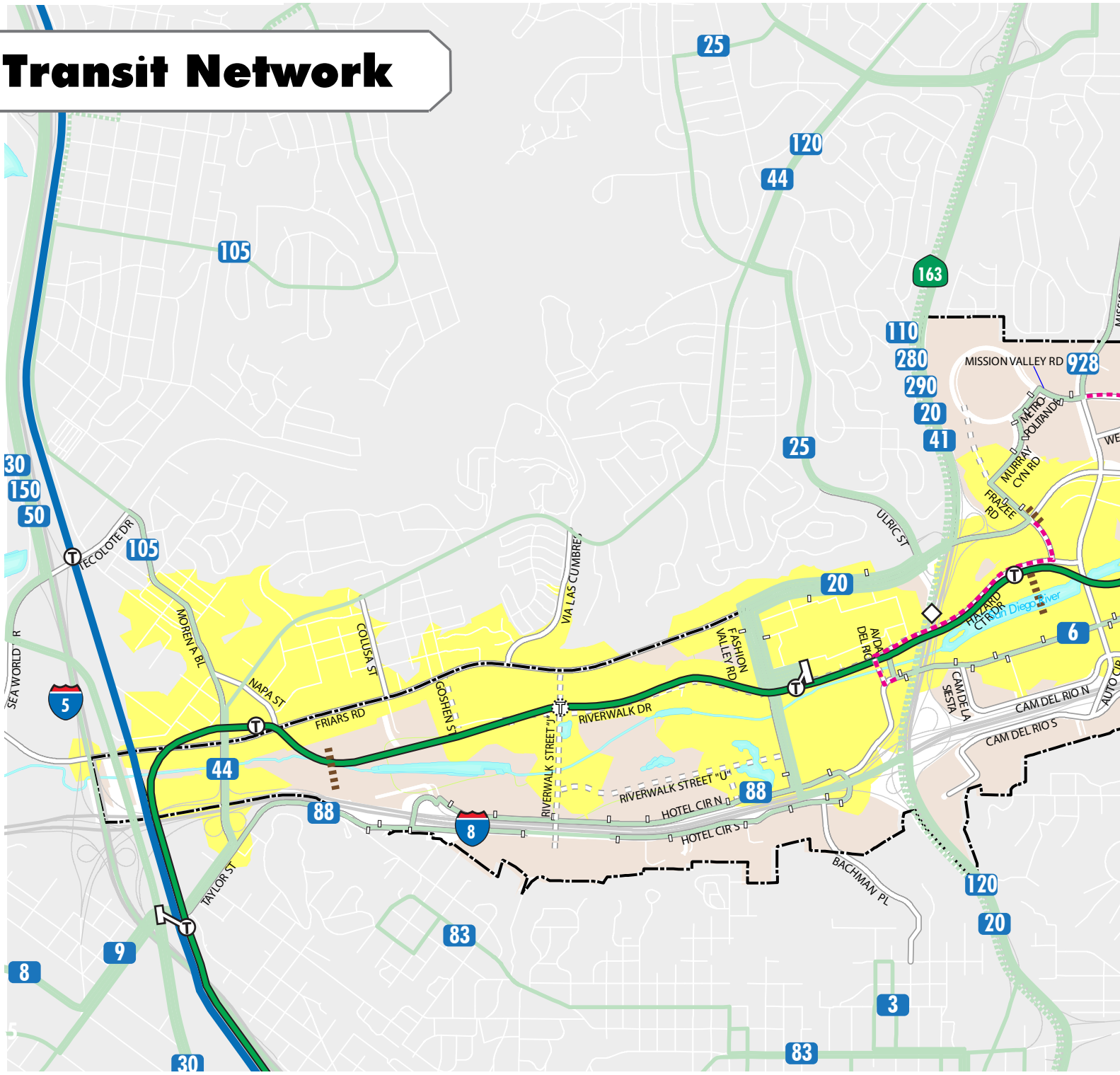
limit short distance trips in personal automobiles. Circulators are commonly electric vehicles that are smaller in size than a typical bus, enabling their operation in areas that require tight turning radii or other size limitations. Community circulators offer great benefits to livability by reducing congestion, parking demand, and greenhouse gas emissions, and by making communities more accessible. Potential community circulator service areas are presented in Figure 12.

A variety of treatments and lane configuration techniques intended to improve transit operations continue to emerge. Active transit signal priority, queue jump lanes, and transit only lanes or shared transit/right-turn lanes are examples of tools that can be utilized to give transit priority at intersections. Specific intersections or segments where improvements may be most beneficial include Camino De La Reina at both the north side Mission Valley Mall entrance and at Mission Center Road. Figure 13 depicts a potential mobility hub concept illustrating operational and infrastructure improvements working in tandem to support transit use.

Community circulators and skyways could greatly expand access to transportation hubs and network connections like the Fashion Valley Transit Center.

Figure 11

Transit Network



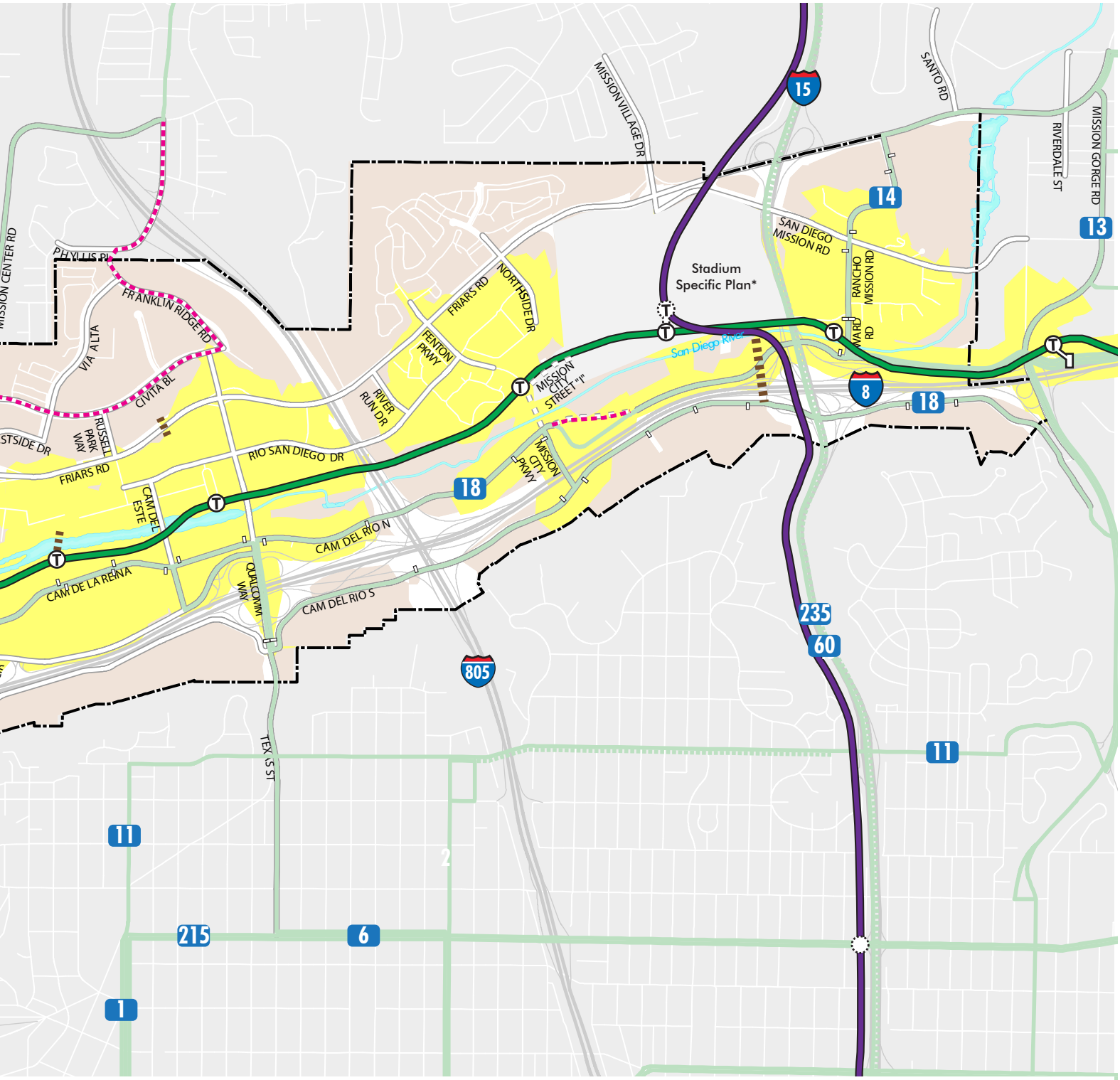
General Information

- Planned Roadway
- Freeways
- Ramps
- San Diego River
- Mission Valley Community Plan Boundary

Planned Transit Network

- Potential Route Geometry Adjustments
- San Diego Trolley Green Line
- San Diego Trolley Purple Line (Planned)
- Potential Bridge Connections to Trolley Stations

*Additional infrastructure will be recommended through the specific plan.



- Existing Light Rail Station
- Existing Direct Transfer Station
- Planned Light Rail Station
- 0.5 Mile Pedestrian Walk Shed from Light Rail Stations
- Existing Bus Routes
- Existing Bus Stops
- Planned Direct Access Freeway Ramps to Fashion Valley Transit Center

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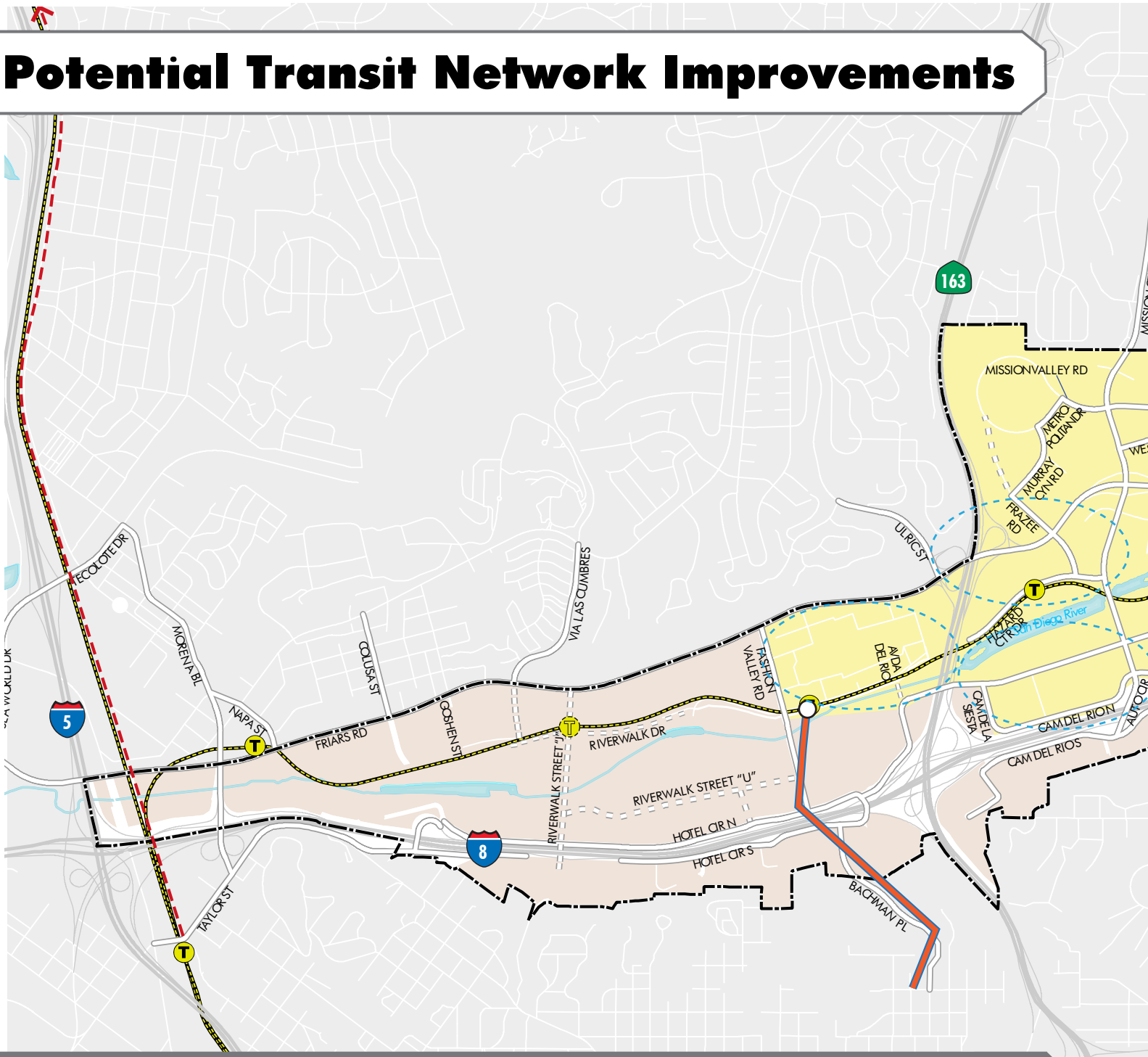
Figure 12

Potential Transit Network Improvements



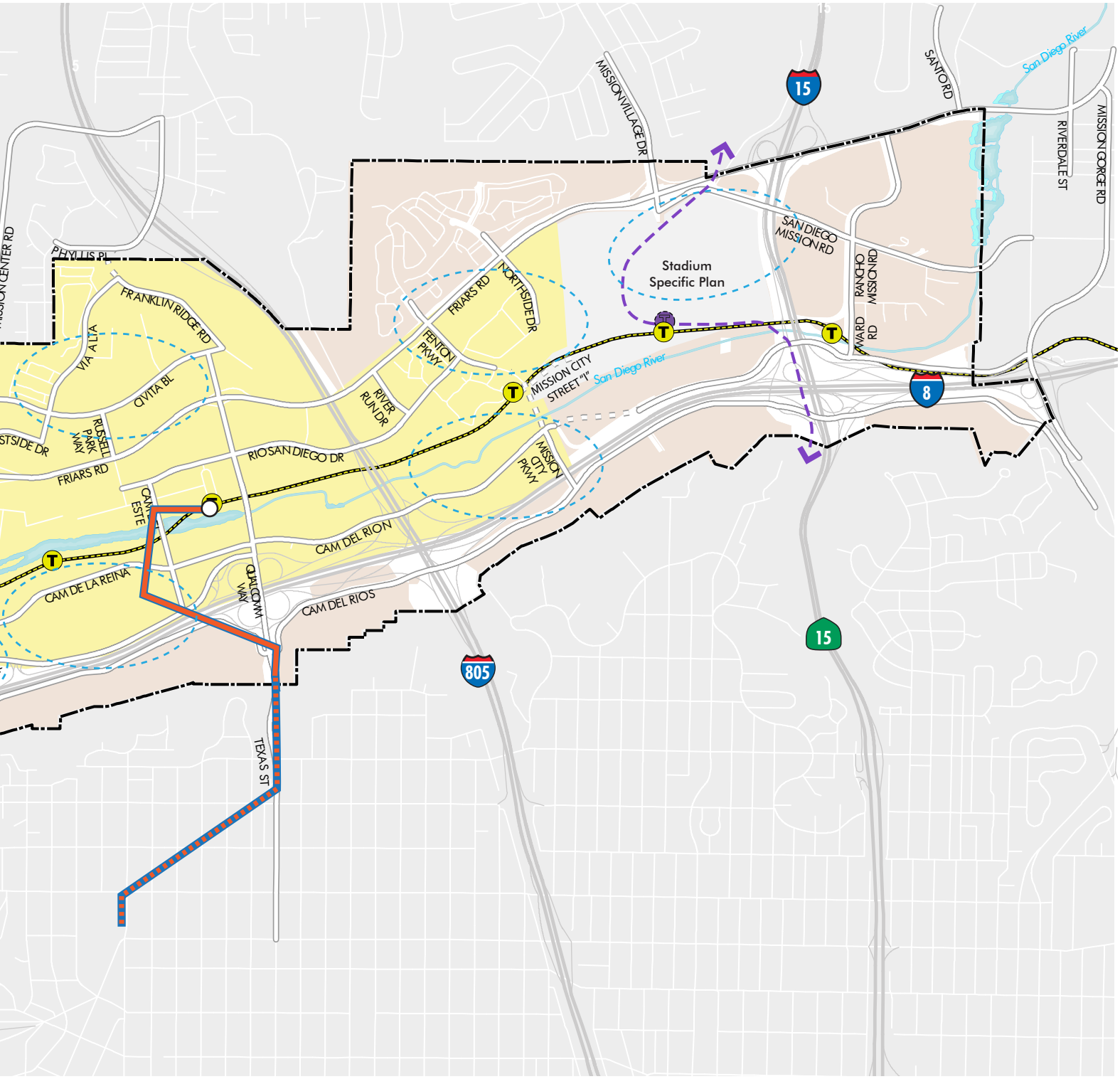
General Information

- Planned Roadway
- Freeways
- Ramps
- San Diego Trolley
  Purple Line (Planned)
- Red Line (Planned)
- San Diego River
- Mission Valley Community Plan Boundary
- Trolley Stops
- Planned/Proposed Trolley Stops

Potential Transit Improvements

- Potential Skyways*
- Potential Skyway Extension*
- Potential Circulator Service Area
- Potential Circulator Destinations

*Alignments are for illustrative purposes and will require further study before implementation.



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IA-12 Bridges. Coordinate with Caltrans, SANDAG, and property owners to improve transit access by installing bridges proposed in Figures 5 and 9, including at the Hazard Center Trolley Station, Mission Valley Center Trolley Station, and the Friars Road/Frazee Road intersection.

IA-13 Mobility Hubs. Collaborate with MTS and SANDAG to develop mobility hubs at all Trolley Stations within the community to encourage multimodal trips (Figure 11).

IA-14 ADA Access. Improve access to transit services by ensuring that all transit stops shown in Figure 11 are complete with high quality Americans with Disabilities Act (ADA) features as well as context appropriate pedestrian treatments and bicycle considerations.

IA-15 Wayfinding. Install wayfinding signage along roadways, paseos, and paths leading to Trolley Stations within the community (Figure 11).

Future transit network modifications will expand connections and increase service frequency.

IA-16 Transit Priority Measures. Improve transit efficiency, by collaborating with MTS and SANDAG to identify and implement transit priority measures along existing or future transit routes where needed, such as queue jump lanes and transit signal priorities along streets in Mission Valley that receive transit service (Figure 11).

IA-17 Infrastructure. Coordinate with MTS and SANDAG to implement the transit infrastructure and service enhancements identified in San Diego Forward: The Regional Plan (2015) and future updates of the Regional Plan.

IA-18 Aerial Trams. Coordinate with SANDAG, MTS, and property owners to continue to explore the feasibility and benefits of an aerial tram or funicular (Figure 12) as a means to improve connections to the communities north and south of Mission Valley.

IA-19 Amenities. Enhance amenities around transit stops by adding curb extensions, shelters, seating, lighting, shade trees, bicycle parking, public art, and landscaping to increase comfort and convenience for transit riders.

Streets and Freeways

Maintaining vehicular operations is essential to the timely movement of goods and people, thereby playing a large role in the economy. As Mission Valley continues to grow, future roadway modifications are required to accommodate additional trips and ensure the local roadway network operates efficiently.

Roadway extensions and interchange modifications are planned to increase network connections, capacity, and efficiency. The Fenton Parkway extension will expand north-south mobility at the eastern portion of the community and help support additional trips that will result from planned development just west of I-15.

The Fenton Parkway extension will also greatly benefit pedestrians, bicycles, and transit users by improving access to the Green Line Trolley, the San Diego River Trail, and a variety of land uses, while also providing a high-water crossing on the east side of the community during flooding events.

The Riverwalk Street "J" connection will also provide a new north-south connection and high-water crossing during flooding events on the western side of the community, extending from Friars Road across the San Diego River, the Green Line Trolley connecting to I-8, making it a piece of infrastructure critical to support the future developments and improve public safety in Mission Valley. Fashion Valley Road will be raised to the 15-year flood level in conjunction with the construction of Street "J." The Riverwalk Street "J" connection will also facilitate a new interchange for I-8, relieving traffic from adjacent interchanges while greatly reducing weaving movements that contribute to congestion along I-8. This congestion relief can also contribute to improved travel time performance for buses serving Mission Valley.

Hazard Center Drive will be extended westward, beneath State Route 163 (SR 163) to the Fashion Valley Transit Center, continuing to the Riverwalk Street "J" connection via Riverwalk Drive. This extension will provide access to the potential Green Line Trolley Station at Riverwalk Street "J" and facilitate connections to the new I-8 interchange. This roadway will be a key link for the Riverwalk development, while also helping to relieve pressure from Hotel Circle North and Friars Road. Avenido del Rio will also be realigned to the west.

Frazee Road will also be extended to Metropolitan Drive to increase access points into Mission Valley Heights. A major SR 163 interchange improvement at Friars Road will increase the efficiency of vehicles entering and exiting the freeway. The future roadway network and classifications are depicted in Figure 14. Roadway extensions and classification changes are identified in Table 3.

IA-20 Network Classifications. Construct the roadway network to the classifications identified in Figure 14 and Table 3 as roadways are resurfaced or property becomes available. Ensure roadways safely and efficiently accommodate all users.

IA-21 Roadway Extensions. Coordinate with property owners and affected agencies to implement the roadway extensions identified in Figure 14 and Table 3, including Riverwalk Street "J," Via Las Cumbres, Riverwalk Drive/Hazard Center Drive, Riverwalk Street "U," Camino De La Reina, Frazee Road, Fenton Parkway/Mission City Parkway, and the I-8 Fashion Valley Road Direct Connector.

IA-22 Interchanges. Coordinate with Caltrans and SANDAG to implement freeway interchange enhancements to improve operations and safety for all modes at I-8 interchanges with Mission Center Road and Qualcomm Way/Texas Street and the I-15 and SR163 interchanges at Friars Road.

IA-23 Riverwalk Street "J". Coordinate with Caltrans and SANDAG to implement the Riverwalk Street "J" interchange and potential hook ramp closures at Taylor Street, Hotel Circle North, and Hotel Circle South.

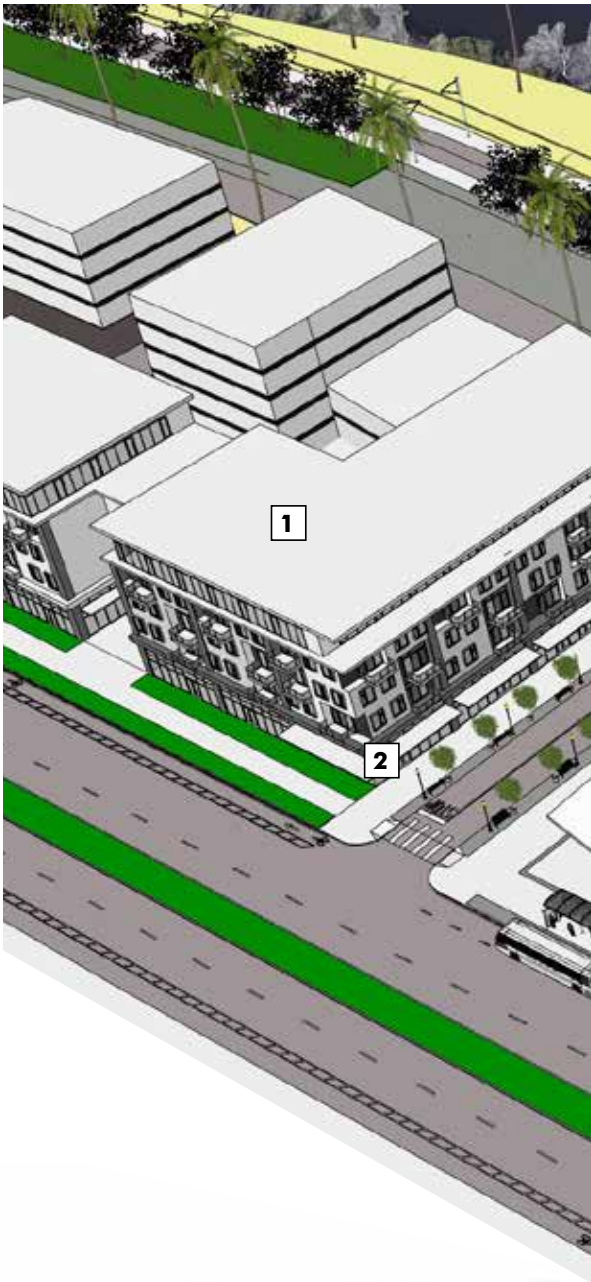
IA-24 Funding. Coordinate with Caltrans and SANDAG to develop funding streams to implement interchange improvements.

IA-25 Goods Movement. Ensure the efficient movement and delivery of goods and services is maintained, while taking measures to minimize impacts to other modes of travel.

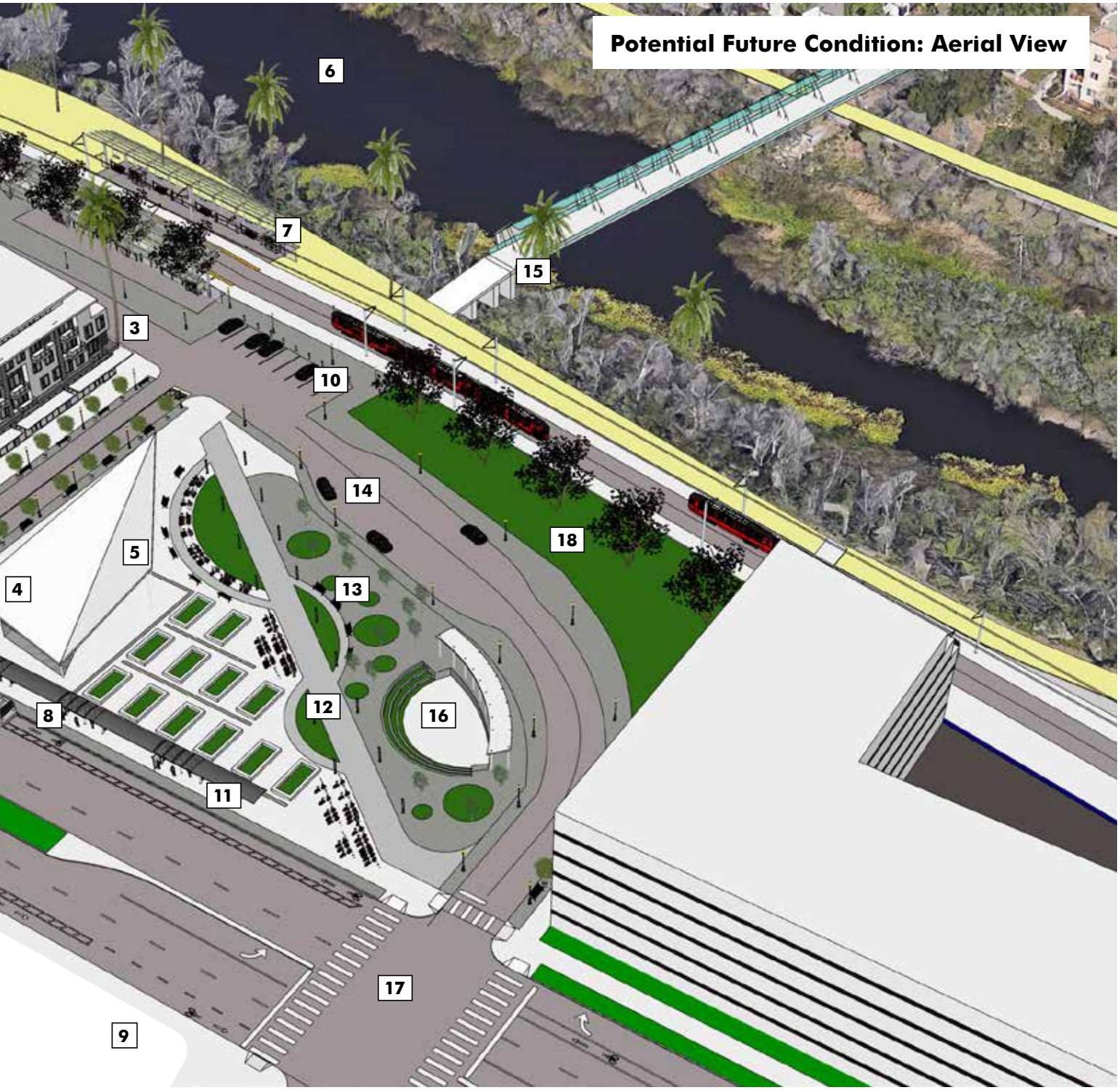
IA-26 Storm Water. Provide for sustainable street designs, including storm water infiltration measures that reduce storm water runoff and flooding.

IA-27 Service Planning. Continue interagency coordination with SANDAG, MTS, and Caltrans on planning and implementation efforts.

Figure 13: Examples of Implementation of New Transit-Serving Amenities Adjacent to the Mission Valley Center Transit Station



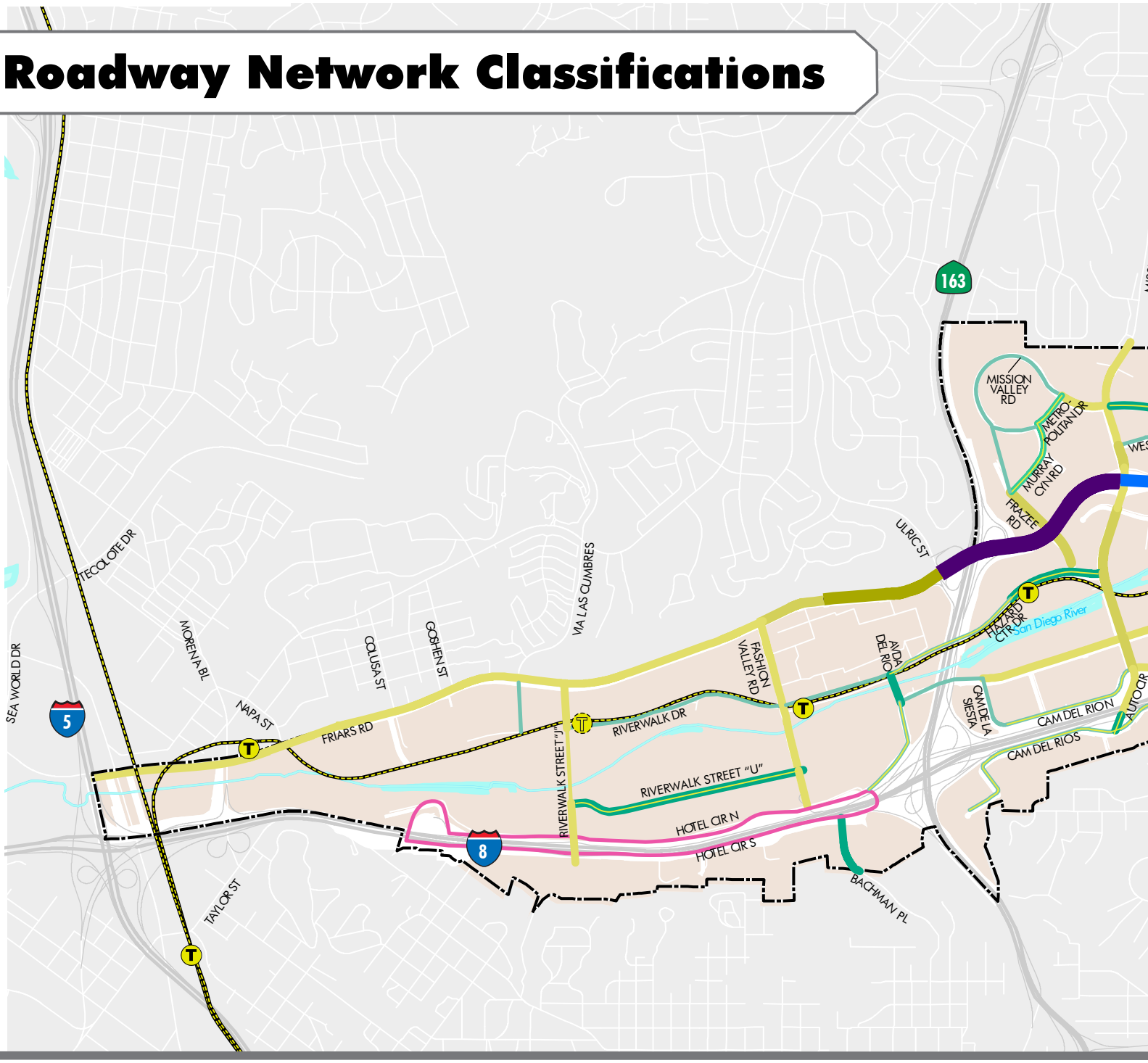
Potential Future Condition: Plaza Ground View



1. Mixed-Use Development
2. Commercial Frontages Leading to Transit Station
3. Public or Private Street
4. Mobility Hub and Transit-Serving Retail
5. Retail Plaza for Food and Beverage Services
6. San Diego River
7. Light Rail Transit Station
8. Bus Stop
9. Mission Valley Mall
10. Electric Vehicle Parking and Charging Stations
11. Dedicated, Secured Bicycle and Scooter Parking
12. Pedestrian Path to Transit Station
13. Transit Plaza Park
14. Loading Areas for Ride-Share Vehicles
15. Proposed Pedestrian Bridge
16. Amphitheater/Shaded Gathering Space
17. Marked Pedestrian Crosswalks
18. Landscape Buffer Along Trolley Right-of-Way

Figure 14

Roadway Network Classifications



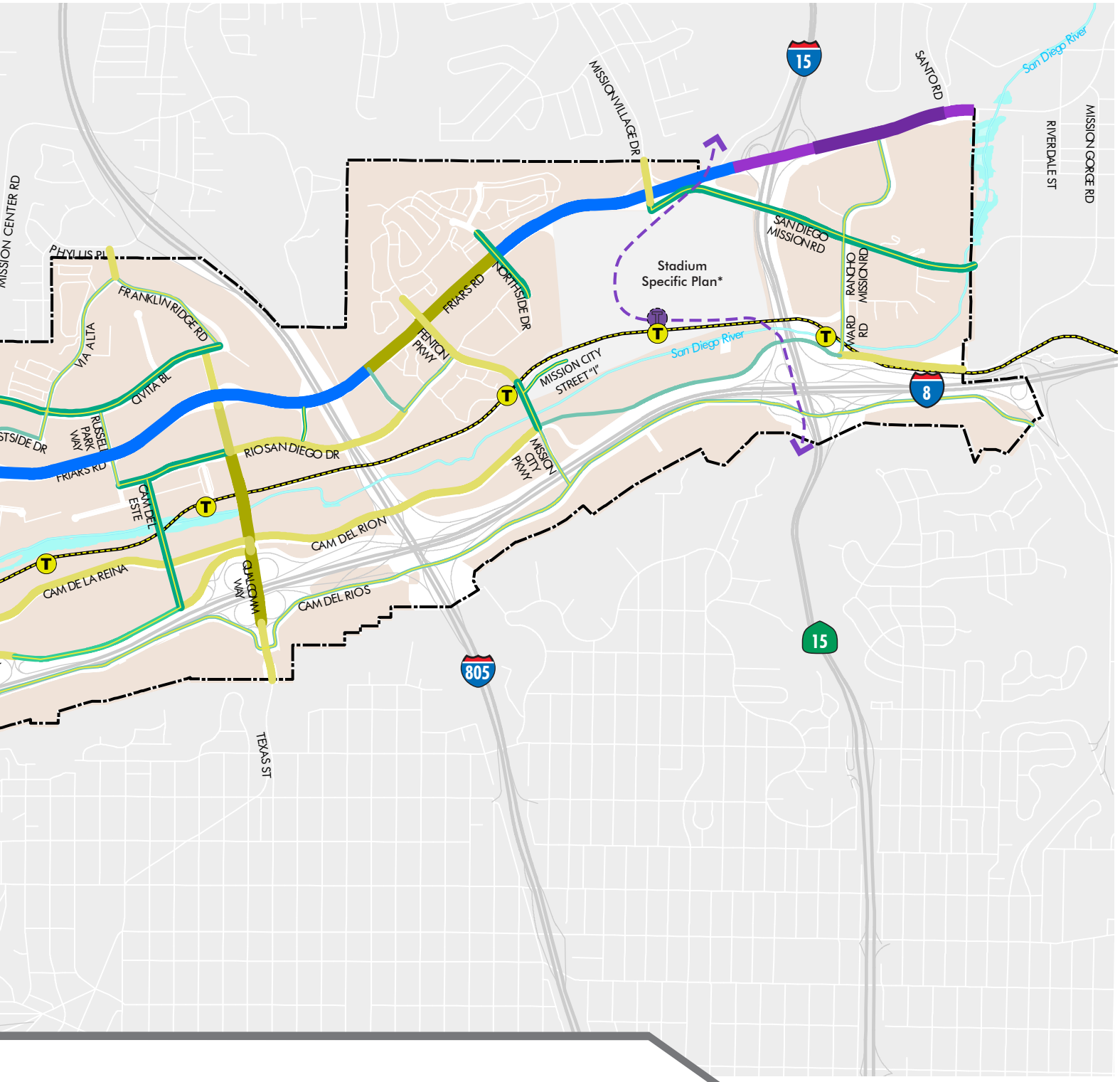
General Information

- Freeways
- Ramps
- Trolley Stops
- Planned/Proposed Trolley Stops
- San Diego Trolley Purple Line (Planned)
- San Diego River
- Mission Valley Community Boundary

Roadway Classifications

- 8-Ln Prime Arterial
- 7-Ln Prime Arterial
- 6-Ln Prime Arterial
- 6-Ln Major Arterial

*Additional infrastructure will be recommended through the specific plan.



- 5-Ln Major Arterial
- 4-Ln Major Arterial
- 2-Ln Major Arterial
- 4-Ln Collector
- 3-Ln Collector
- 2-Ln Collector
- 6-Ln Expressway
- Two-Way Left Turn Lane (on Collector roadways)
- One-Way Couplet

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Table 3: Planned Roadway Classification Modifications			
Roadway	Segment	Existing Functional Classification	Planned Classification Designation
Avenida Del Rio	Fashion Valley Mall Parking Lot and Camino de la Reina	4-Ln Collector w/o TWLTL	4-Ln Collector w/o TWLTL (Realignment)
Bachman Place	Hotel Circle South to Southern Community Boundary	2-Ln Collector No Fronting Property	4-Ln Collector w/ TWLTL
Camino Del Rio North	Mission City Parkway to 800 ft. East of Mission City Parkway	2-Ln Collector No Fronting Property	2-Ln Collector w/o TWLTL
Camino Del Rio North	1800 ft. West of Ward Road to Ward Road	2-Ln Collector No Fronting Property	2-Ln Collector w/o TWLTL
Camino Del Rio North	Ward Road to the Eastern Community Boundary	4-Ln Major Arterial	4-Ln Collector w/ TWLTL
Camino Del Rio South	Western Terminus to 1800 ft. west of Mission Center Road	2-Ln Collector w/ Commercial Fronting	2-Ln Collector w/ TWLTL
Camino Del Rio South	Mission Center Road to Mission City Parkway	2-Ln Collector w/ Commercial Fronting	2-Ln Collector w/ TWLTL
Civita Boulevard	Qualcomm Way to Franklin Ridge Road	2-Ln Collector w/ TWLTL	4-Ln Collector w/TWLTL (Modified)
Fashion Valley Road	Friars Road to Hotel Circle North	4-Ln Collector w/o TWLTL	4-Ln Major Arterial
Fenton Parkway	Del Rio Apartments Driveway to Mission City Street "I"	4-Ln Major Arterial	4-Ln Major Arterial
Fenton Parkway	Mission City Street "I" to Camino Del Rio North	Does Not Exist (South of the Trolley Tracks)	4-Ln Collector w/ TWLTL
Franklin Ridge Road	Phyllis Place to Via Alta	Does Not Exist	4-Ln Major Arterial (Modified)
Frazee Road	Mission Valley Road/Metropolitan Drive to Murray Canyon Road	Does Not Exist	2-Ln Collector w/o TWLTL
Friars Road	Ulric Street/SR-163 SB Ramps to SR 163 NB Ramps	6-Ln Major Arterial	8-Ln Prime Arterial
Friars Road	SR 163 NB Ramps to Frazee Road	6-Ln Prime Arterial	8-Ln Prime Arterial
Friars Road	Frazee Road to Mission Center Road	6-Ln Prime Arterial	8-Ln Prime Arterial
Hazard Center Drive	Avenida Del Rio to Hazard Center West Driveway	2-Ln Collector w/ connection under SR163 under construction	2-Ln Collector w/ TWLTL
Hotel Circle North	Hotel Circle South to Hotel Circle Place	2-Ln Collector No Fronting Property	One-Way Couplet*
Hotel Circle North	Hotel Circle Place to I-8 WB Ramps	2-Ln Collector w/ TWLTL	One-Way Couplet*
Hotel Circle North	I-8 WB Ramps to Fashion Valley Road	3-Ln Collector (2 EB, 1 WB)	One-Way Couplet*
Notes: *Ln = Lane*	*RM =* *Raised Median*	*SM =* *Striped Median*	*TWLTL =* *Two-Way Left-Turn Lane or Turn Pockets, as Appropriate*

* Counterclockwise direction

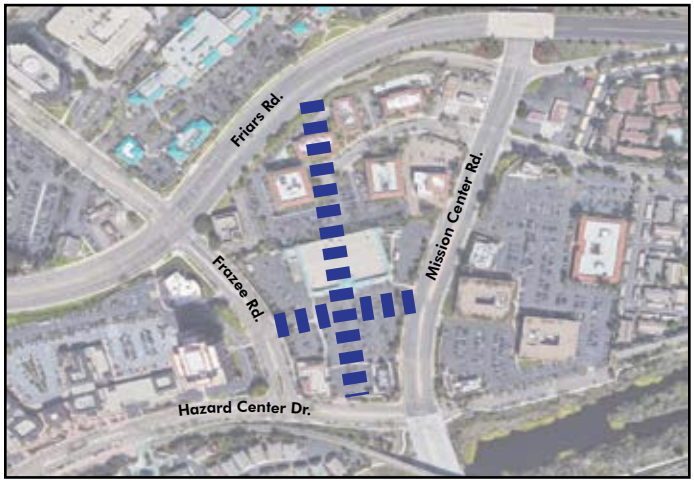
Table 3: Planned Roadway Classification Modifications			
Roadway	Segment	Existing Functional Classification	Planned Classification Designation
Hotel Circle North	Fashion Valley Road to Camino De La Reina	2-Ln Collector w/ TWLTL	One-Way Couplet*
Hotel Circle South	Hotel Circle North to 1200 ft. East of Hotel Circle North	2-Ln Collector No Fronting Property	One-Way Couplet*
Hotel Circle South	1200 ft. East of Hotel Circle North to Bachman Place	2-Ln Collector w/ TWLTL	One-Way Couplet*
Hotel Circle South	Bachman Place to Hotel Circle North	2-Ln Collector w/ TWLTL	One-Way Couplet*
Metropolitan Drive	Mission Valley Road to Frazee Road	2-Ln Collector w/ TWLTL	2-Ln Collector w/o TWLTL
Mission City Street "I"	Fenton Parkway/Mission City Parkway to eastern terminus	Does not exist	2-Ln Collector w/ TWLTL
Mission Valley Road	Frazee Road to Metropolitan Drive	2-Ln Collector w/ TWLTL	2-Ln Collector w/o TWLTL
Murray Canyon Road	Frazee Road to Metropolitan Drive	3-Ln Collector w/ TWLTL	2-Ln Collector w/o TWLTL
Rancho Mission Road	Friars Road to San Diego Mission Road	3-Ln Collector w/ TWLTL	2-Ln Collector w/ TWLTL
Rancho Mission Road/ Ward Road	San Diego Mission Road to Camino Del Rio North	4-Ln Collector w/o TWLTL	2-Ln Collector w/ TWLTL
Rio San Diego Drive	River Run Drive to Fenton Parkway	4-Ln Collector w/ RM	2-Ln Collector w/ TWLTL
Riverwalk Drive	Western Terminus to Fashion Valley Road	Does Not Exist	2-Ln Collector w/ TWLTL
Riverwalk Street "J"	Friars Road to Riverwalk Drive	Does Not Exist	4-Ln Major Arterial
Riverwalk Street "J"	Riverwalk Drive to Riverwalk Street "U"	Does Not Exist	2-Ln Major Arterial
Riverwalk Street "J"	Riverwalk Street "U" to Hotel Circle South	Does Not Exist	4-Ln Major Arterial
Riverwalk Street "U"	Riverwalk Riverwalk Street "J" to Fashion Valley Road	Does Not Exist	4-Ln Collector w/ TWLTL
San Diego Mission Road	Mission Village Drive to Rancho Mission Road	4-Ln Collector w/o TWLTL	4-Ln Collector w/ TWLTL
San Diego Mission Road	Rancho Mission Road to 950 ft. West of Fairmount Avenue	2-Ln Collector w/ TWLTL	4-Ln Collector w/ TWLTL
San Diego Mission Road	950 ft. West of Fairmount Avenue to Fairmount Avenue	2-Ln Collector No Fronting Property	4-Ln Collector w/ TWLTL
Via Las Cumbres	Friars Road to southern terminus	Does Not Exist	2-Ln Collector w/o TWLTL
Notes: *Ln = Lane*	*RM =* *Raised Median*	*SM =* *Striped Median*	*TWLTL =* *Two-Way Left-Turn Lane or Turn Pockets, as Appropriate*

* Counterclockwise direction

Figure 15: Opportunities for Local Roadway Connections

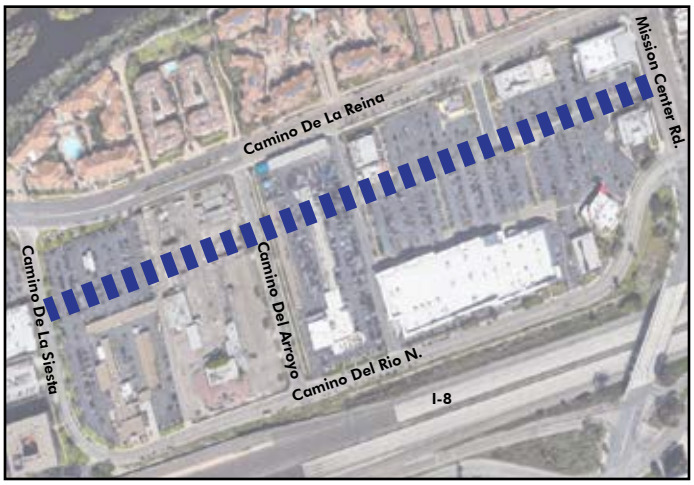
The following graphics depict opportunities to improve connectivity across Mission Valley as properties are redeveloped.

FRIARS MISSION CENTER

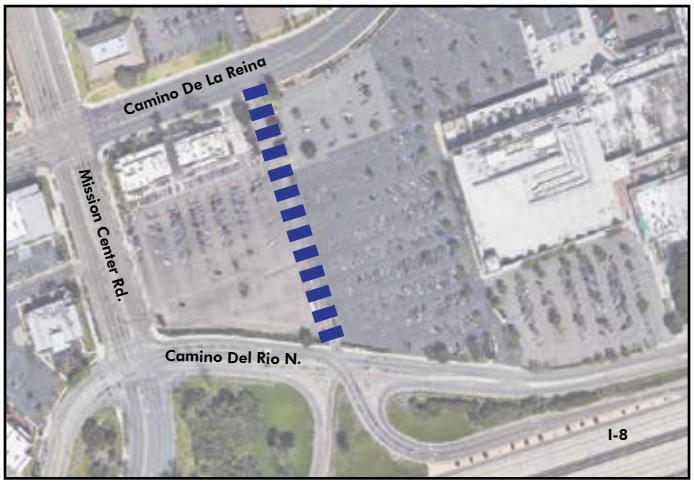


HAZARD CENTER EAST

PARK VILLAS NORTH



WESTFIELD MISSION VALLEY WEST



WESTFIELD MISSION VALLEY

FENTON MARKETPLACE

Intelligent Transportation Systems & Transportation Demand Management

Network connections, land use patterns, urban design, and perceived safety all influence where people go and how they get there. Transportation efficiency is a product of how these variables interact and our mode choices. Technology and programmatic efforts are two tools used to influence mobility efficiency and safety.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) integrate technology to improve operations. The technologies employed vary widely and continue to evolve. The private sector continues to develop and introduce new technologies and applications that shift how we view and use the transportation system. The deployment of connected and autonomous vehicles is edging closer to reality. These innovations have potential to make the transportation system much more efficient and safer; however, future decisions must guide implementation to ensure this.

IA-28 Emerging Technologies. Encourage the use and accommodation of emerging technologies, such as car charging stations, as part of future infrastructure and development projects.

IA-29 Signal Coordination. Coordinate with Caltrans to improve signal coordination at freeway on-/off-ramp locations.

IA-30 ITS Planning. Continue to implement the City of San Diego Traffic Signal Communications Master Plan.

IA-31 Autonomous Vehicles. Support innovative transportation technologies by evaluating the feasibility and applicability of connected and autonomous vehicle infrastructure as it becomes available.

IA-32 Shared Mobility. Develop guidelines for shared vehicle operations, including bicycles, scooter, and automobiles.

TDM strategies and services encourage people to choose shared services, like dockless bikes and ridesharing, instead of personal vehicles.

Transportation Demand Management

Transportation Demand Management (TDM) refers to marketing and incentive programs and measures that encourage transportation options and/or reduce dependence on single passenger vehicular trips. The City of San Diego partners with SANDAG to implement and encourage participation in a variety of TDM measures.

ITS and TDM programs are typically planned for citywide and regional levels; however, implementation can be very localized.

IA-33 Incentives. Continue to provide incentives for developers to incorporate additional Transportation Demand Management practices in new residential and commercial developments and make them aware of the regional iCommute program.

IA-34 Circulators. Coordinate with SANDAG, MTS, and/or property owners to help facilitate community circulators that connect residences, jobs, restaurants, and retail uses.

IA-35 Regional Programs. Continue to encourage participation in regional programs that promote alternative forms of transportations such as Bike to Work Day and Rideshare Week.

Figure 16: TDM Tools

Parking

Achieving the Mobility Element vision will depend partially on how parking is planned and managed within the community. Cost, availability, and location of parking can influence mobility choice. Parking is a necessary component to support many of the trips that occur within the community, although the siting and scale of parking can negatively impact non-vehicular mobility.

Numerous large surface lots within Mission Valley set destinations back from the roadway, discouraging pedestrian and bicycle trips by increasing trip distance and routing them to high conflict areas. Parking should be provided in a manner that is convenient yet does not hinder other transportation modes.

IA-36 Parking Management. Implement on-street parking management strategies in higher parking demand areas such as in the vicinity of multi-family residential or mixed-use developments to increase turnover.

IA-37 Repurposing. Encourage the repurposing of on-street parking for alternative uses.

IA-38 Parking Reductions. Consider allowing reduced parking standards for new developments in Transit Priority Areas (TPA) that provide residents/tenants with feasible transportation alternatives such as transit passes, shuttles to transit, dedicated space for shared cars/bikes/alternative modes, and/or rideshare credits.

IA-39 TDM Planning. Encourage developers to implement a TDM plan as a means to reduce the amount of off-street parking they are required to provide while contributing towards a reduction of employment based peak period automobile trips.

IA-40 Unbundled Parking. Encourage developers to provide unbundled parking as a means to reduce housing costs and promote alternative transportation use.

Parking Management can help promote turnover in congested parking areas.

PARKS AND OPEN SPACE

Parks and open space play an important role in the physical, mental, social, and environmental health of the residents of Mission Valley. As the community continues to grow, more park and recreation facilities will be needed to maintain a high quality of life. With decreases in the availability of vacant public land and increases in the need for local recreation facilities, both public and private efforts will be necessary to create spaces that serve as amenities. Planning for and implementing measures that influence the integration of parks and open space into the community will greatly enhance the way residents and visitors interact with the built environment.

This plan identifies future park and open space opportunity sites totaling approximately 186 acres. The policies in Table 4 from the General Plan Recreation Element provide a foundation for the implementation of park facilities in Mission Valley.

Together with the existing parks and open space, park and recreation needs will be met with a variety of facilities that provide opportunities for active and passive recreation, in addition to resource conservation. Additional park land and recreation facilities within Mission Valley will take place in the form of Open Space, Resource-Based Parks, and Population-Based Parks, as well as through the application of Park Equivalencies. Table 5 lists the existing and proposed parks and equivalencies for the community, while Figure 17 shows the locations of the listed parks and equivalencies.

In addition, the City of San Diego is also currently in the process of developing a citywide Parks Master Plan. This plan will identify new opportunities and strategies for bringing park and recreation facilities to all communities.

Table 4: General Plan Recreation Element Reference Policies	
Topic	Recreation Element Policies
Park Standards	RE-A.8 through RE-A.10
Equity	RE-A.11 through RE-A.14
Preservation	RE-C.1 through RE-C.9
Accessibility	RE-D.1 through RE-D.9
Partnerships	RE-E.1 through RE-E.12
Open Space and Resource-Based Parks	RE-F.1 through RE-F.7

Table 5: Existing and Future Parks and Recreation Facilities

PARKS / RECREATION FACILITIES	EXISTING USEABLE ACREAGE	FUTURE USEABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
POPULATION-BASED PARKS:				
Major Parks				
Riverwalk Park	0	27	Proposed park site at the Riverwalk mixed-use redevelopment.	Design and construct park facilities for active and passive recreation, consistent with the General Development Permit, such as sports fields, San Diego River Pathway improvements, picnic areas, children's play areas, multi-purpose courts, walkways, landscaping, and parking.
Stadium Park	0	34	Proposed park site on the City-owned Stadium site, located off of Friars Road and adjacent to the San Diego River. This major park would serve both the Mission Valley and Navajo communities. Mission Valley community's portion would be approximately 24 acres of the 34 acre park.	Design and construct park facilities for active and passive recreation, such as lighted sports fields, San Diego River Pathway improvements, picnic areas, children's play areas, multi-purpose courts, walkways, landscaping, and parking. In addition, special activities such as skateboarding, dog off leash, and other unique uses could be accommodated within the park.
Community Parks				
None				
Mini Parks				
Creekside Mini Park	0	1.37	Proposed mini park in the Civita development located south of Civita Boulevard and east of Via Alta.	Design and construct mini park, per Quarry Falls Specific Plan, which may include multiple active and passive recreation amenities.
Phyllis Place Park	0	1.33 (total) / .83 (Mission Valley) / .5 (Serra Mesa)	Proposed mini park on City owned land, within the Civita development area, located south of Phyllis place and west of the 805 Freeway.	Design and construct park amenities to include passive and active recreation amenities, such as multi-purpose turf areas, small multi-purpose courts, children's play areas, seating, picnicking, walkways, and landscaping.

PARKS / RECREATION FACILITIES	EXISTING USEABLE ACREAGE	FUTURE USEABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Neighborhood Parks				
Civita Central Neighborhood Park	11.03	1.45	Neighborhood park located east of Via Alta, north of Civita Boulevard, and south of Franklin Ridge Road in the Civita development.	Amenities include passive and active recreation, such as multi-purpose turf areas, a parking lot, a comfort station, children's play areas, a community garden, an amphitheater, a dog run, overhead structures, a water feature, seating, picnic tables, walkways, and landscaping.
Post Office Site Neighborhood Park	0	4.10	Proposed neighborhood park located on one parcel of federally-owned property, at 2600 Camino Del Rio North.	Acquire, design and construct passive recreational facilities, such as open turf areas, walkways, security lighting, site furniture, signage, public art, and landscaping.
Sefton Field	8.05	0	Existing park comprised of active and passive recreation amenities, such as five ball fields, a section of the San Diego River Pathway, seating, picnicking, walkways, parking areas, and landscaping.	Design and construct improvements to the park that may include locating the San Diego River Pathway to the north side of the park in coordination with a pedestrian bridge to link the park with the YMCA on the directly adjacent north side of the River.
Town and Country Park	0	3.31	Proposed neighborhood park and San Diego River Pathway at the Town & Country Hotel Revitalization and Transit Oriented Development project in the Mission Valley Community.	Design and construct park amenities, consistent with approved GDP, including natural, passive areas, picnic areas, interpretive signage, new segments of the San Diego River Pathway, informal play areas, and bicycle amenities.

PARKS / RECREATION FACILITIES	EXISTING USEABLE ACREAGE	FUTURE USEABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Pocket Parks/Plazas				
Franklin Ridge Pocket Park	0	0.20	Proposed pocket park on City-owned parcel within the Civita development area, located north of Franklin Ridge Road and east of Via Alta.	Design and construct park amenities to include passive recreation, such as a overlook plaza, overhead structure, seating, and landscaping.
Hazard Center Pocket Park	0	0.63	Proposed pocket park located on privately owned parcel north of Hazard Center Drive and east of SR 163 on Hazard Center property.	Design and construct park amenities to support passive and active recreation, such as multi-purpose turf areas, small multi-purpose courts, children's play areas, seating, picnicking, walkways, and landscaping.
Union Tribune Pocket Park	0	0.81	Proposed pocket park and San Diego River Pathway at the Union Tribune site. Located along Camino de la Reina west of Avenida Del Rio	Design and construct pocket park amenities, consistent with approved GDP, including informal play areas, in-formal amphitheater, enhanced decorative paving, interpretive signage, kiosk, river overlooks, café style tables, landscaping, etc.
Special Activity Parks				
Public Utilities Site Special Activity Park	0	4.10	Proposed dog park, skate park, or other park located on one parcel of City-owned property at 2900 Camino Del Rio North.	Acquire, design and construct passive recreational facilities, such as open turf areas, walkways, security lighting, site furniture, signage, public art and landscaping.
Vacant Land Acquisition				
Mission Valley Parks	N/A	57.14	TBD	Design and construct park facilities for active and passive recreation, such as lighted sports fields, picnic areas, children's play areas, and walkways. Special activities such as skateboarding, dog off leash, and other unique uses could be provided.

PARKS / RECREATION FACILITIES	EXISTING USEABLE ACREAGE	FUTURE USEABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Recreation Centers				
Stadium Site Recreation Center	N/A	N/A	Proposed recreation center located on the City-owned Stadium site. A Recreation Center of 25,000 square feet is proposed to serve Mission Valley and Navajo Communities. The Mission Valley community's portion would be approximately 20,000 square feet.	Design and construct an approximately 20,000 sq. ft. recreation center including indoor gymnasium, multi-purpose courts, multi-purpose rooms, kitchen and other community-serving facilities.
West Valley Recreation Center	N/A	N/A	Proposed recreation center located on or near the Riverwalk site. A Recreation Center of 17,000 square feet is proposed to serve the Mission Valley community.	Design and construct an approximately 17,000 sq. ft. recreation center including indoor gymnasium, multi-purpose courts, multi-purpose rooms, kitchen and other community-serving facilities.
Aquatics Complexes				
Mission Valley Aquatics Complex	N/A	N/A	Proposed aquatics complex to be located at a site to be determined within the Mission Valley community or as part of the Stadium Specific Plan.	Acquire land if the location is not within an existing park site. Design and construct an aquatics complex, sized to meet community needs, including a swimming pool, universal access and water amenities such as a children's pool and a therapeutic pool, and a pool house including locker rooms, staff of-fices and equipment storage facilities.

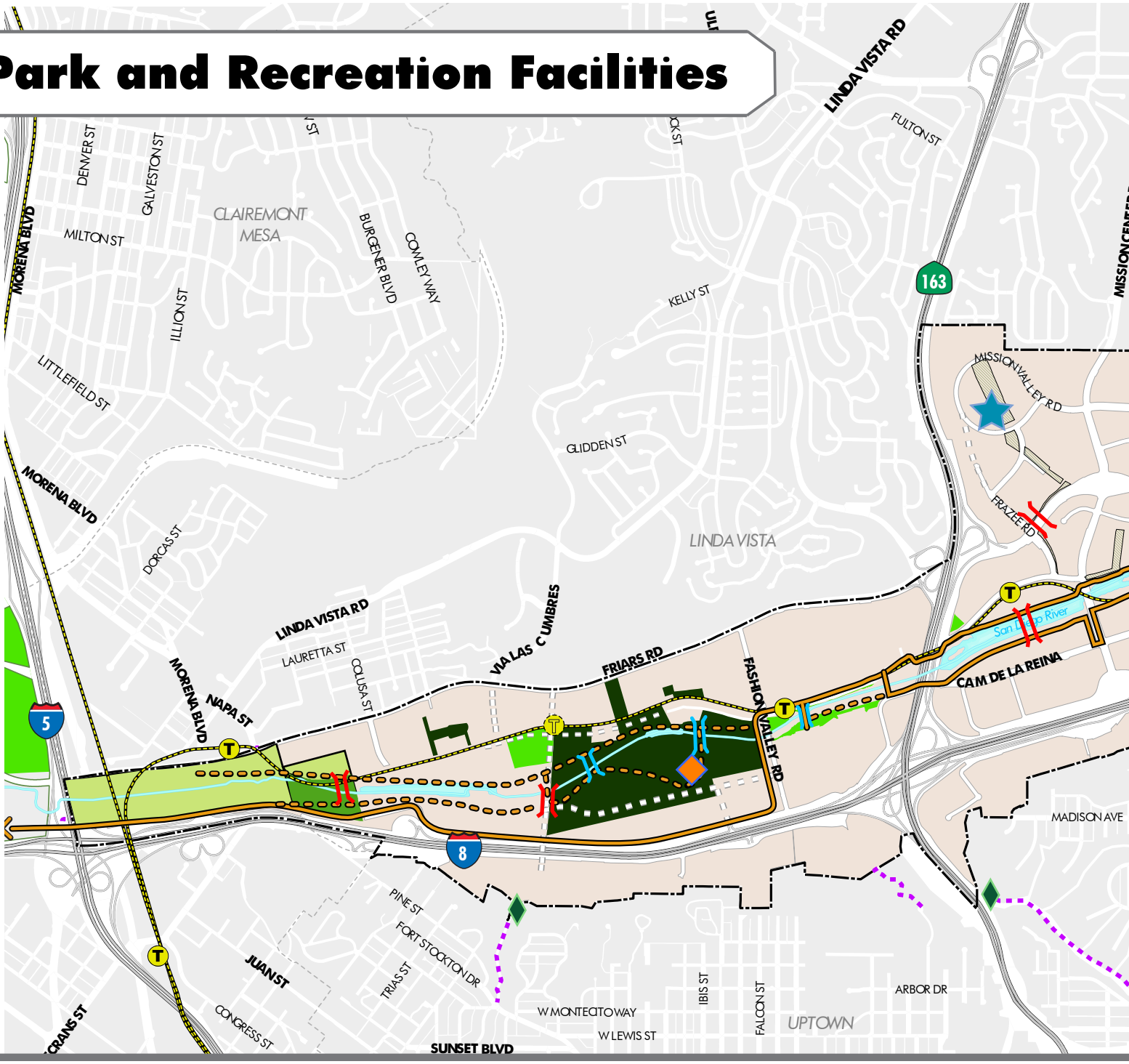
PARK EQUIVALENCY	EXISTING USEABLE ACREAGE	FUTURE USEABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
JOINT USE FACILITIES				
Trails				
Mission Valley Preserve Canyon Open Space Trail	N/A	3.44	Proposed trail amenities for the existing trails, in the Mission Valley Preserve Open space. This includes 0.51 acres in the north and 1.56 acres in the south. Create pocket park (passive use) facilities.	Design and construct trail amenities such as benches, signs, protective fencing, native landscaping, trash and recycling containers, and overlooks, as determined and approved by the City. This project includes Cottonwood Grove Pocket Park (0.30 acres), Mission Valley Preserve Pocket Park (0.68 acres), and San Diego River Pocket Park (0.39 acres)
Portion of Resource-Based Parks				
Mission Bay Park, South Shores Area	0	34	Proposed redevelopment of southeast area of Mission Bay Park. Located south of Sea World, north of I-8, west of the Mission Valley Community Plan boundary.	Design and construct park amenities or infrastructure consistent with the Mission Bay Park Master Plan at South Shores or another similar area in Mission Bay Park to serve Mission Valley Residents.
San Diego River Pathway	5.37	13.9	Proposed trail amenities to support the San Diego River Pathway.	Design and construct amenities such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Non-Traditional Park Sites				
Right-of-Way Amenities	0	TBD	Proposed urban park/ amenities in rights-of-way.	Infrastructure to create and support active public spaces in the existing public right-of-way.
Fenton Marketplace Urban Park/ Amenity	0	TBD	Proposed urban park/amenity to be developed in conjunction with a redevelopment of the Fenton Marketplace site.	Work with the property owner and developer to build an on-site urban park/amenity to support any new residential development.

PARK EQUIVALENCY	EXISTING USEABLE ACREAGE	FUTURE USEABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Mission Valley Heights Urban Park/Amenity	0	TBD	Proposed urban park/amenity to be developed in conjunction with a redevelopment of the Mission Valley Heights area.	Work with the property owner and developer to build an on-site urban park/amenity to support any new residential development.
Mission Valley Mall Urban Park/Amenity	0	TBD	Proposed urban park/amenity to be developed in conjunction with a redevelopment of the Mission Valley Mall.	Work with the property owner and developer to build an on-site urban park/amenity to support any new residential development.
Total Existing and Future Useable Acreage				
N/A	24.45	186.28	N/A	N/A

The Civita Central Park honors Mission Valley's agricultural history while providing modern amenities.

Figure 17

Park and Recreation Facilities



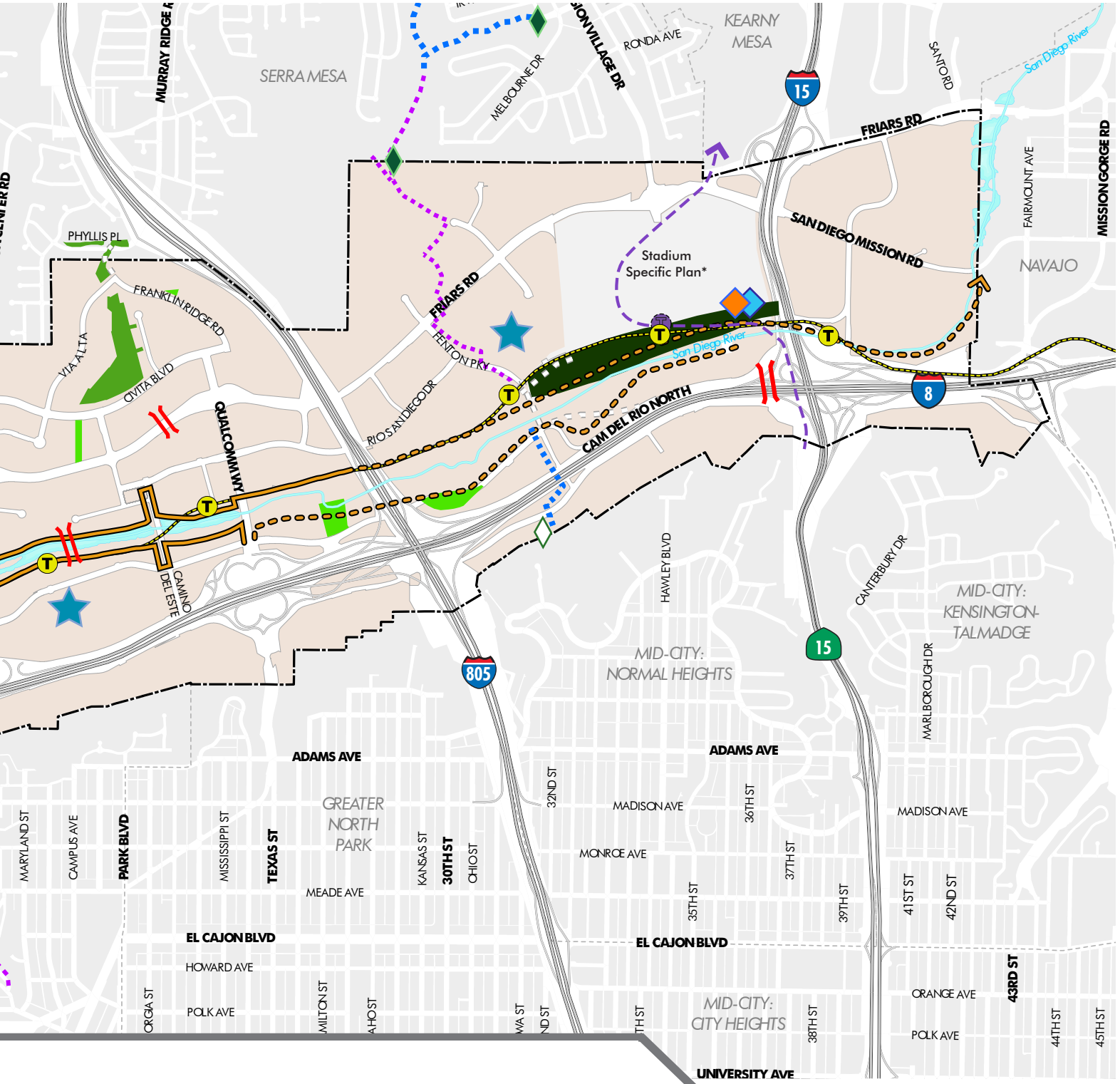
General Information

- Trolley Stops
- Planned/Proposed Trolley Stops
- Light Rail
- Freeways
- Ramps
- Planned Roadway
- San Diego River
- Mission Valley Community Plan Boundary
- Community Planning Areas

Park Facilities

- Existing Trailhead
- Proposed Trailhead
- Potential Aquatic Center
- Potential Recreation Center
- Potential Future Park/ Urban Amenity

*Additional infrastructure will be recommended through the specific plan, including a planned, minimum 34-acre, public park.



- Open Space
- Existing Public Parks
- Proposed Park/Open Space
- Proposed Public Park/Park Equivalencies
- Recreational Easement Opportunity
- Proposed San Diego River Pathway
- Existing San Diego River Pathway
- Proposed Trails
- Existing Trails
- Proposed Bridge
- Existing Bridge

40ac
10ac

0 1/4 1/2 1
MILES

Park Development

A variety of sites and facilities within and adjacent to Mission Valley could serve as population-based parks or park equivalencies. The Mission Valley Impact Fee Study (IFS) includes future park and recreation projects for the community. Opportunities for additional parks and recreation facilities within Mission Valley are anticipated to come primarily through redevelopment. Further identification of potential donations, grants, and other funding sources for project implementation will be an ongoing effort. Additional recreational opportunities will come from the application of park equivalencies. While the City's primary goal is to obtain land for population-based parks, where vacant land is limited, unavailable or cost-prohibitive, the City's General Plan allows for the application of park equivalencies to be determined by the community and City staff through a set of guidelines.

A description of the different types of park facilities that can be implemented in Mission Valley are listed in Table 6. The implementing actions recommended to improve parks and open space are shown in green in this section.

Non-traditional parks provide an opportunity to incorporate recreational amenities into an urban landscape.

IA-41 New Park Facilities. Pursue future park sites and park equivalencies identified in Table 5 as opportunities arise.

IA-42 Public Facility Integration. As public agency land or buildings are redeveloped, active or passive recreation should be incorporated on-site and into buildings, support facilities (e.g., parking structures), or the surrounding exterior lands, where space allows.

IA-43 Public Restrooms. Support the inclusion of public restrooms in major parks as determined through the general development plan process.

IA-44 On Site Park Development. Encourage the development of parks within residential mixed-use developments and other public facilities.

IA-45 Joint Use. Pursue lease agreements with public agencies (e.g., San Diego Unified School District, Caltrans, and the State of California) to incorporate active or passive recreation into existing buildings or surrounding grounds where non-programmed space is available and appropriate for public use.

IA-46 Other Facilities. Acquire land, design, and construct two recreation centers and one aquatic complex for Mission Valley.

IA-47 Pocket Parks. Provide pocket parks with ecologically-sensitive recreational uses as enhanced gateways to open space lands.

IA-48 Non-traditional Parks. Support the development of non-traditional parks such as rooftop parks, bridge parks, and amenitized plazas to meet park needs. Park sites could also be added by acquiring and developing land through street/alley rights-of-way vacations (paper streets), where appropriate.

Park Preservation and Expansion

The demand for park and recreation opportunities will continue to grow as the population of Mission Valley continues to grow. Undeveloped land for parks has already become difficult to find in Mission Valley making preservation of the existing active parks, open space, and resource-based parks essential to providing recreation opportunities in this community. Preservation can include improvements to existing facilities to increase their life span or expand their uses and sustainability.

Preservation can also include the enhancement of resource-based parks and open space that provides a balance between protecting the natural resources and allowing for a certain level of public recreation use. For Mission Valley, this would mean concentrating active recreational use improvements adjacent to or connected with larger resource-based parks, and incorporating passive use improvements at various open space areas. Only trails and other passive uses are allowed in the City's Multi-Habitat Planning Area (MHPA); therefore, to protect the natural resources and still add recreation value, interpretive signs should be featured at open space parks to educate the public on the unique natural habitat, scenic value, and the history of the place.

IA-49 Preservation. Preserve, expand, and enhance existing park and future recreation facilities to increase their life span, or expand their uses and sustainability.

IA-50 Resource Allocation. Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Mission Valley.

IA-51 Trash Reduction. Place picnic areas and other public facilities that may generate trash as far away from the San Diego River as possible to reduce the possibility of attracting wildlife predators to sensitive areas.

IA-52 Open Spaces. Preserve, protect, and restore canyons and hillsides as important visual features of community definition.

IA-53 Interpretation. Preserve and protect City-owned open space, canyons, and hillsides within the community by providing interpretive signs to explain the biologic and scenic value of the open space systems.

IA-54 Trail Connectivity. Extend open space corridor to create new habitat and trail connections to Murphy Canyon, Ruffin Canyon, the Mission Valley Preserve, and Normal Heights.

Mission Valley's Civita Central Park has many natural features and developed amenities that the community will enjoy for decades to come.

Interpretation stations at Sefton Field, Mission Valley's first park, create a gateway between the active and passive recreational uses.

Table 6: Park Facility Descriptions

Park Type	Community Park	Neighborhood Park
Size	13 acre minimum	3 acres to 13 acres
Population	Serves 25,000, typically one community plan area.	Serves approximately 5,000 within 1 mile.
Features	Passive and active recreation facilities, community cultural facilities, multi-purpose sports fields, recreation center and aquatic complex.	Accessible by bicycling and walking. Minimal parking. Picnic areas, children's play area, multi-purpose turf areas, walkways, and landscaping.
Example	Tierrasanta Community Park	Old Trolley Barn Neighborhood Park
		

Park Type	Open Space Trails	Special Activity Park
Size	Varies	Varies
Population	Serves single or multiple community plan areas.	Serves one or more community.
Features	City-owned land, canyons, mesas, other natural land-forms, usually with trails, staging areas, outlooks, viewpoints, picnic areas.	Skateboard parks, off-leash dog park, and/or other unique uses.
Examples	Tecolote Canyon Natural Park	Linda Vista Skate Park
		

Park Type	Major Park	
Size	20 acre minimum; approximately 30 acres typical.	
Population	Serves single or multiple community plan areas/ populations, parking provided.	
Features	Specialized facilities that serve larger populations, passive and active recreation facilities found in Community Parks, could include special activities such as skate park, dog off leash.	
Examples	NTC Park (Point Loma/Liberty Station)	
		

	Mini Park/Plaza	Pocket Park
	1 acre to 3 acres	Less than 1 acre
	Serves population within ½ mile.	Serves population within ¼ mile.
	Accessible by bicycling and walking. No parking. Picnic areas, children's play area, and/or multi-purpose turf areas.	Accessible by bicycling and walking. No parking. Primarily hardscapes, picnic areas, children's play area, and/or multi-purpose turf areas.
	Kenmore Terrace Mini Park	Lewis Street Pocket Park

	Recreation Center	Aquatics Complex
	Minimum 17,000 square feet	Varies
	Serves 25,000 or within three miles, whichever is less. Serves one community plan area.	Serves 50,000 or within six miles, whichever is less. Serves multiple community plan areas.
	May be a stand-alone facility or within a community park. May include a gymnasium, indoor courts, multi-purpose rooms, kitchen, or other facilities. Parking provided.	May be a stand-alone facility or located within a community park. May include pool facility, locker rooms, showers, and/or special types of pools.
	Doyle Recreation Center	Ned Baumer Aquatic Center

Park Accessibility

Accessibility within Mission Valley has three main components: 1) all facilities should be located within walking distance of neighborhoods, employment centers, and public transit; 2) facilities should be accessible to the broadest population possible; and 3) facilities should be open for use by the general public with a balance between programmed and non-programmed activities. All parks and recreation facilities within Mission Valley are planned to be linked by a network of existing and proposed transit routes, bikeways, and/or pedestrian paths. For discussions on accessibility to parks and open space, see the Mobility section related to transit, bicycle, and pedestrian routes.

Accessibility includes the availability of active and passive recreation to all community residents. When special uses are designed into parks, such as dog off-leash areas or community gardens, these areas should also include amenities, such as pathways, benches, exercise stations, or picnic tables on the perimeter that could accommodate more than one type of user and enhance the recreational and leisure experience.

IA-55 Mobility. Enhance existing park and recreation facilities in Mission Valley by optimizing pedestrian, bicycle, public transit, automobile, and alternative modes of travel.

IA-56 Connectivity. Design all new recreation facilities for an interconnected park and open space system that is integrated into and accessible to Mission Valley community residents through the San Diego River Pathway and a network of paseos.

IA-57 Information Kiosks. Provide information kiosks and maps at the gateways to the community that identify all parks that serve Mission Valley and how to get to each by walking, biking, or public transit. See also Urban Design Guidelines related to signs and gateways.

IA-58 Ranger Stations. Pursue the integration of Park Ranger stations into larger park facilities to provide better assistance to park users.

The South Shores area of Mission Bay Park, a Resource-Based Park, can be enhanced to provide amenities to serve Mission Valley's needs.

Open Space and Resource-Based Parks

Open space lands are City-owned lands consisting of canyons, mesas, and other natural landforms. This open space is intended to preserve and protect native plants and animals, while providing public access and enjoyment by the use of hiking, biking, and equestrian trails (see Figure 17).

In Mission Valley, the Mission Valley Preserve, along with several open space canyons, provide opportunities for experiencing the natural environment through low intensity recreational uses, such as hiking and bird watching. This sort of recreation provides visitors with an escape to a natural landscape without leaving the city.

Resource-based parks are located at sites of distinctive natural or man-made features that serve the citywide population and visitors alike. An example of a resource-based park is Mission Bay Park. When communities are in close proximity to these types of parks, opportunities exist to use portions of resource-based parks to meet the recreational need of a community. In the case of Mission Valley and Mission Bay Park, the South Shores area of the park is an unimproved section that is already connected to the San Diego River Pathway. South Shores presents a unique opportunity to provide a recreational amenity that could be developed with the help of the Mission Valley community to serve their needs as well as the citywide population.

IA-59 Landforms. Protect the natural terrain and drainage systems of Mission Valley's open space lands and resource-based parks to preserve the natural habitat and cultural resources.

IA-60 Revegetation. Protect and enhance the natural resources of open space lands by re-vegetating with native drought tolerant plants and utilizing open wood fences, where needed, adjacent to sensitive areas to provide additional protection while still allowing views into the area.

IA-61 Storm Water. Encourage all storm water and urban run-off drainage into resource-based parks or open space lands be filtered or treated before entering the area. Creative on-site biofiltration solutions can be considered within parks if limited to less than one quarter of the total park area and the filtration solution contains recreational amenities during dry seasons.

IA-62 Trail Heads. Provide trailheads to all Open Space systems. The trailheads should include a kiosk that includes a way finding map that shows how the trails traverse the community, as well as interpretive signage to educate users on the sensitive natural and cultural habitats and unique biologic and scenic qualities of these areas.

IA-63 Rights-of-Way. Evaluate utilization of paper streets as future park and open space opportunities by vacating street right-of-way and acquiring the land for design and construction of park amenities to support passive recreation, such as pathways, overlooks, seating, interpretive signs, and landscaping.

IA-64 South Shores. Explore the use of development impact fees collected in Mission Valley to contribute to the development of the South Shores area of Mission Bay Park in accordance with the Mission Bay Park Master Plan.

The Mission Valley Preserve is a critical piece of open space in the community.

HISTORIC PRESERVATION

Mission Valley has a rich history that predates the community's discovery by Spanish missionaries in the late 1700s by thousands of years. Though the Mission San Diego de Acala (established in 1774) is the best known landmark in the community, Mission Valley has remnants of several distinct transformative periods, which are described in this section.

A Cultural Resources Constraints Analysis and a Historic Context Statement were prepared in conjunction with the Mission Valley Community Plan Update. The Cultural Resources Constraints Analysis describes the tribal cultural history (pre-contact/protohistoric and pre-history) in the Mission Valley area; identifies known significant archaeological resources; provides guidance on the identification of possible new resources; and includes recommendations for proper treatment.

The Mission Valley Community Plan Area Historic Context Statement provides information regarding the significant historical themes in the development of Mission Valley and the property types associated with those themes. These documents have been used to inform the policies and recommendations of this plan, and the associated environmental analysis, and can be found in the Technical Appendices to the Program Environmental Impact Report (PEIR) and on the City's website.

Please see the Historic Preservation Element of the General Plan for further guidance and standards as referenced in Table 7.

Table 7: General Plan Historic Preservation Element Reference Policies

Topic	Historic Preservation Element Policies
Historic Preservation Planning	HP-A.2, HP-1.4, HP-A.5
Historical Resources	HP-B.2
Tribal Consultation	HP-A.3
Archaeological Resources	HP-A.4

Tribal Cultural History

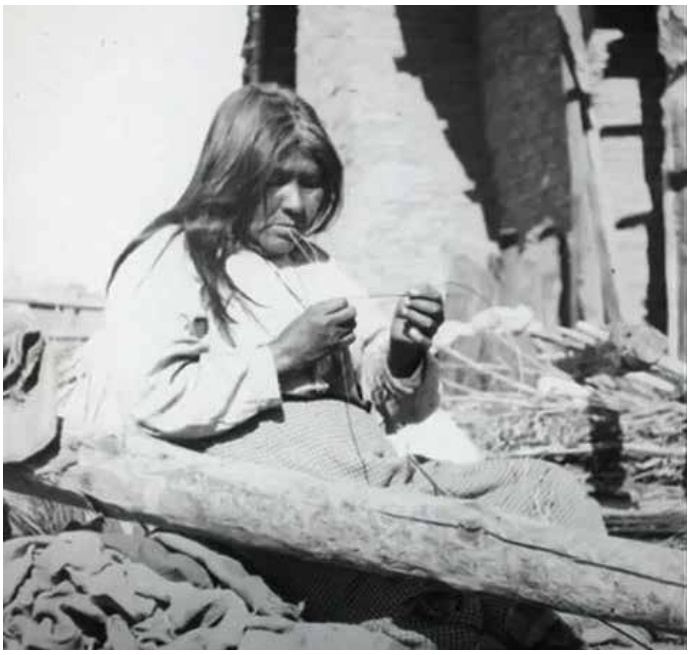


Image courtesy of Kumeyaay: First People, KPBS.

The history of Mission Valley began long before the arrival of Spanish missionaries and soldiers in 1769. Located within the traditional territory of the Kumeyaay, the valley had been inhabited for thousands of years prior to the development of the area by Europeans. Ethnohistoric villages and settlements, such as *Kosaii/Kosa'aay/Cosoy*, located in the vicinity of Presidio Hill and Old Town, and *Nipaguay*, located near present-day Mission San Diego de Alcalá, dotted the valley floor for thousands of years, as the groups were drawn by the water of the river and the abundance of plant and animal life. The Kumeyaay are the Most Likely Descendants for all Native American human remains found in the City of San Diego.

The San Diego River, historically a major source of fresh water in the San Diego metropolitan area, has attracted people to the valley since prehistoric times and has been the defining feature of the built environment. The Kumeyaay connection to the river and the valley can be found in many of the words that describe a given landform, showing a close connection with nature, and in stories associated with the land.

The San Diego area in general, including Old Town, the River Valley and the City as it existed as late as the 1920s, was known as *qapai* (meaning uncertain) to the Kumeyaay people. The floodplain from the Mission San Diego de Alcalá to the ocean was *hajir* or *qajir*, and the modern-day Mission Valley area was known as *Emat kuseyaay*, which means spirit land, land with spirits, or place of spirit person and may have been in reference to the presence of Spanish priests in the valley after 1769. The route carved by the Kumeyaay linking the interior of San Diego with the coast has long been referred to by native Kumeyaay speakers as *oon-ya*, meaning trail or road. This route literally paved the way for Highway 80, which eventually became I-8, also known as the Kumeyaay Highway. Mission Valley was known to the Spanish as "La Canada de San Diego," translated as "The Glen of San Diego" and the San Diego River was the center of life.

The first mention of the San Diego River was in the diary of explorer Sebastian Vizcaino. In 1602, Vizcaino left San Diego Bay to explore False Bay (now Mission bay) and reported that it was a "good port, although it had at its entrance a bar of little more than two fathoms depth, and there was a very large grove at an estuary which extended into the land, and many Indians."

Image courtesy of Kumeyaay: First People, KPBS.

Spanish and Mexican Period (1769-1848)

When the Spanish returned in 1769 with the intent to settle the area, Mission Valley and the San Diego River was found to be a "river with excellent water". Soon thereafter a land expedition led by Gaspar de Portola reached San Diego Bay and initially camp was made on the shore of the bay in the area that is now downtown San Diego. However, lack of water at this location led to moving the camp to a small hill closer to the San Diego River near the Kumeyaay village of *Kosaii/Kosa'aay/Cosoy*.

Establishment of the Mission

The Spanish built a primitive mission and presidio structure on the hill near the river. The padres recommended that the Mission be moved further east in the valley to a location that was "much more suitable for a population, on account of the facility of obtaining necessary water, and on account of the vicinity of good land for cultivation." The move was accomplished in August of 1774 and Mission Valley became its permanent location.

By 1813, the Mission grounds included a church, bell tower, sacristy, courtyard, residential complex, workshops, corrals, gardens, and cemetery. A dam and aqueduct were started in 1807 using Native American labor. The River was dammed at the head of Mission Gorge and an aqueduct was run nearly six miles through a rugged canyon to the fields of the Mission. With the advent of a more reliable water supply, Mission agriculture flourished. Vineyards, orchards and crops were successful, as were herds of cattle. The property types associated with this theme include religious buildings, all of which are currently designated as historic resources.

American Period (1848-1975)

At the conclusion of the Mexican-American War, California was ceded by Mexico to the United States under the Treaty of Guadalupe Hidalgo in 1848. In his survey of the San Diego River in 1853, Lt. George H. Derby records the area as Mission Valley due to the proximity of the Mission San Diego de Alcalá. By 1870, Mission Valley becomes the adopted name. Development of Mission Valley in the American period is marked by development of the valley's natural resources, followed by commercialization and tourism facilitated by road networks.

Development of Natural Resources (1850-1968)

Mission San Diego de Alcalá, dated 1874. Herve Friend, photographer.

Dry farming of crops such as oats, barley and alfalfa within the valley provided little money for the farmers, and soon dairies dotted the large, flat landscape where land was cheap. By the 1950s, Mission Valley had 20 dairy farms. In addition to farming and dairy operations, sand and gravel mines were scattered throughout the valley, and at

one point occupied about 596 acres. The property types associated with this theme include homes associated with ranch properties, and possibly other associated accessory buildings.

Modern Commercialization, Tourism and Commercialization of the Valley (1940-1970)

Mission Valley's character as it exists today began to take shape during the Post-WWII era. In the 1940s, the rural environment of the valley attracted recreation and leisure activities such as horse farms, riding stables, and polo clubs; and in 1947 the Mission Valley Golf Club was established along the San Diego River. In 1957 the Bowlero Bowling Alley opened along Camino del Rio South and included 56-lanes and a lounge, at the time the largest bowling alley in the west. Businessman C. Arnholt Smith, acquired the Pacific Coast League (PCL) Padres in 1955 and immediately constructed Westgate Park on the site of present-day Fashion Valley mall in 1956-1958. The Padres later relocated to the newly constructed San Diego Stadium (now SDCCU Stadium) upon its completion in 1967.

The development of Hotel Circle was spearheaded by local developer Charles H. Brown in an effort to increase property values and draw business towards Mission Valley and away from downtown.

Fagerheim Dairy, 1927. "Life Along the San Diego River." The Reader, July 25, 2002.

Bowlero, 1960s. Ralph Crane, LIFE Magazine.

In the 1950s, Brown helped secure zoning variances from the San Diego City Council, founded Atlas Hotel, Inc. and began developing hotels and motels along the I-8. The large span of open land in Mission Valley also began to attract the potentiality of a large regional shopping center at the center of the Valley. At the same time that the Hotel Circle was rezoned, other areas of Mission Valley were rezoned for general commercial construction, specifically for the Mission Valley Shopping Center developed by the May Company in 1958, which became the precedent for the broad commercialization of the community. By the end of the 1960s, office building development began to take root in areas of Mission Valley, particularly along Camino del Rio South and portions of Camino del Rio North.

Unlike other neighborhoods, residential properties within Mission Valley came much later following the commercialization of the valley. Briefly starting in the late 1960s, a wave of residential development did not readily follow until the 1970s when apartment complexes began to develop further east above the Mission San Diego site along Rancho Mission Road. Property types associated with the theme of Commercialization, Tourism and Commercialization of the Valley include golf courses, bowling alleys, stadiums, hotel and motel

developments, regional shopping centers, office buildings, and limited multi-family residential apartment and condominium buildings.

Resource Preservation

The Cultural Resources Constraints Analysis concluded that much of the community of Mission Valley has a moderate or high cultural sensitivity level for the presence of archaeological and tribal cultural resources. Over 157 cultural resource investigations have been conducted in Mission Valley, and 50 pre-historic and historic cultural resources have been recorded. While much of the community of Mission Valley of has been developed, it consists of a heavily active, depositional river valley utilized over thousands of years and the potential for intact cultural deposits at depth is probable at many locations. For these reasons, future discretionary projects within the community of Mission Valley would be evaluated by a qualified archaeologist with input from a Native American Monitor following the Mitigation Framework included in the Cultural Resources Constraints Analysis to determine the potential for the presence or absence of tribal cultural and buried archaeological resources.

Mission Valley is home to one designated historic resource, the Mission San Diego de Alcalá (located at 10818 San Diego Mission Road), which was listed as a National Historic Landmark in 1970 and on the City of San Diego's register in 1976. Also located in Mission Valley is the May Company/William Lewis Jr. Building (located at 1702 Camino del Rio North), designated by the Historical Resources Board but currently on appeal. The Mission Valley Historic Context Statement will aid City staff, property owners, developers and members of the community in the future identification, evaluation and preservation of significant historical resources in the community.

The implementing actions recommended to improve historic preservation are shown in brown in this section.

May Co. Image courtesy of Modern San Diego.

IA-65 Interpretive Programs. Support the development of interpretive programs to educate the public and acknowledge the cultural heritage of Mission Valley and its significance to the Kumeyaay people. This could include a physical and/or virtual interpretive program based on the historical, biological and cultural resources of the river that illustrate the cultural use of Mission Valley and its connections to Old Town and Mission Bay to the west and the mountains to the east.

IA-66 Place Names. Acknowledge the place names and places important to Native Americans who utilized and inhabited Mission Valley.

IA-67 Identification of Historic Resources. Conduct a Reconnaissance Survey of the Mission Valley Community to identify the location of resources that may be eligible for historic designation.

IA-68 Support for Nominations. Provide support and guidance to community members and groups who wish to prepare and submit historical resource nominations to the City.

PUBLIC FACILITIES, SERVICES, AND SAFETY

To provide for public safety and health, proper facilities need to be planned to accommodate existing/expected residents and employees as well as shoppers and tourists in Mission Valley. This section will focus on opportunities, actions, and technologies that the City can utilize to mitigate risks and the exposure to hazards to support and improve quality of life in Mission Valley, as well as minimize nuisances and provide improved delivery of services.

Many of these issues are addressed in depth in the General Plan, and this section is designed to supplement those existing policies. Please see the Public Facilities, Services, and Safety Element as well as the Noise Element of the General Plan for further guidance and standards as referenced in Table 8.

Table 8: General Plan Public Facilities, Services, and Safety Reference Policies

Topic	Policies
Public Facilities, Services, and Safety Element	
Fire-Rescue	PF-D.1 through PF-D.10
Police	PF-E.1 through PF-E.7
Schools	PF-K.1 through PF-K.9
Seismic Safety	PF-Q.1 through PF-Q.2
Hazardous Materials	PF-I.3.f and g
Storm Water Infrastructure	PF-G.1 through PF-G.6
Noise Element	
Noise and Land Use Compatibility	NE-A.1 through NE-A.5
Motor Vehicle Traffic Noise	NE-B.1 through NE-B.9
Trolley and Train Noise	NE-C.1 through NE-C.4
Commercial and Mixed-Use Activity Noise	NE-E.1 through NE-E.6
Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise	NE-G.1 through NE-G.2
Event Noise	NE-H.1 though NE-H.2
Typical Noise Attenuation Methods	NE-I.1 through NE-I.4

Public, Semi-Public, and Community Facilities and Services

To meet the expected growth in both employees and residents in Mission Valley more public, semi-public, and community facilities and services need to be provided. Figure 18 shows the existing and proposed facilities and services within Mission Valley.

First Responders

For adequate police and fire protection, additional facility locations have been identified to help meet required response times at plan buildout. To augment the existing services provided by the Fire-Rescue Department, the co-location of a potential Fire-Rescue station with the San Diego Police Department at the existing facility at the corner of Napa Street and Friars Road just outside of Mission Valley in Linda Vista is recommended. This will help first-due units better meet the response time of 7.5 minutes and the multiple-unit response time of 10.5 minutes. Implementation will require coordination with the Linda Vista community. A satellite Police station is proposed on the Stadium site to serve a future dense, active area with limited connectivity and accessibility from existing stations.

The implementing actions recommended to improve public facilities are shown in grey in this section.

Station 45 provides fire and rescue services to the eastern area of Mission Valley.

IA-69 Station Funding. Identify funding to support the development and regular upgrading of the police/fire stations within Mission Valley, as necessary, to adequately respond to fires and emergencies.

IA-70 Station Collocation. Support the collocation of a Fire-Rescue station with the San Diego Police Department located at 5215 Gaines Street to augment existing services.

IA-71 Satellite Police Station. Support the development of a satellite Police station on the Stadium site to serve a future dense, active area with limited connectivity and accessibility from existing stations.

IA-72 Mitigation Funding. Apply for grants and work with local organizations that support clearing and revegetation to mitigate the accumulation of debris and overgrown vegetation along the San Diego River in order to reduce flammability.

IA-73 Modernization. Modernize and/or replace facilities and equipment to meet the needs of the community as firefighting and police technology improves.

IA-74 Right-of-Way. Ensure that changes to the right-of-way do not impede access for emergency responders apparatus or personnel when implementing public improvements.

IA-75 Safety Mitigation. Support through ordinance new commercial and residential developments creating common driveways serving multiple units, to minimize the number of curb cuts along any given block to improve pedestrian and cyclist safety.

IA-76 Addressing. Move toward an addressing system that is point-based with coordinate locations instead of centerline-based, to ensure quick and accurate emergency response.

Schools

For education facilities, with the population of school age children (youth between ages five and 19) expected to grow from about 2,500 to over 5,000 by 2050, more educational facilities will be needed and are proposed. The Quarry Falls (Civita) Specific Plan allows for the development of an elementary, middle, and/or high school on the property. It is likely that the school would be located on a three-acre site north of Civita Boulevard adjacent to Civic Center and Park District. The Stadium Specific Plan will allow for the development of a school on the property. The school may be a collaboration between San Diego State University and San Diego Unified School District.

IA-77 Coordination. Coordinate with the San Diego Unified School District to explore options for the provision of pre-kindergarten to 12th grade educational facilities to serve future students within Mission Valley as needed.

IA-78 Joint Use. Pursue joint use agreements to allow and encourage full community use of school facilities during non-school hours for educational, recreational, and cultural purposes.

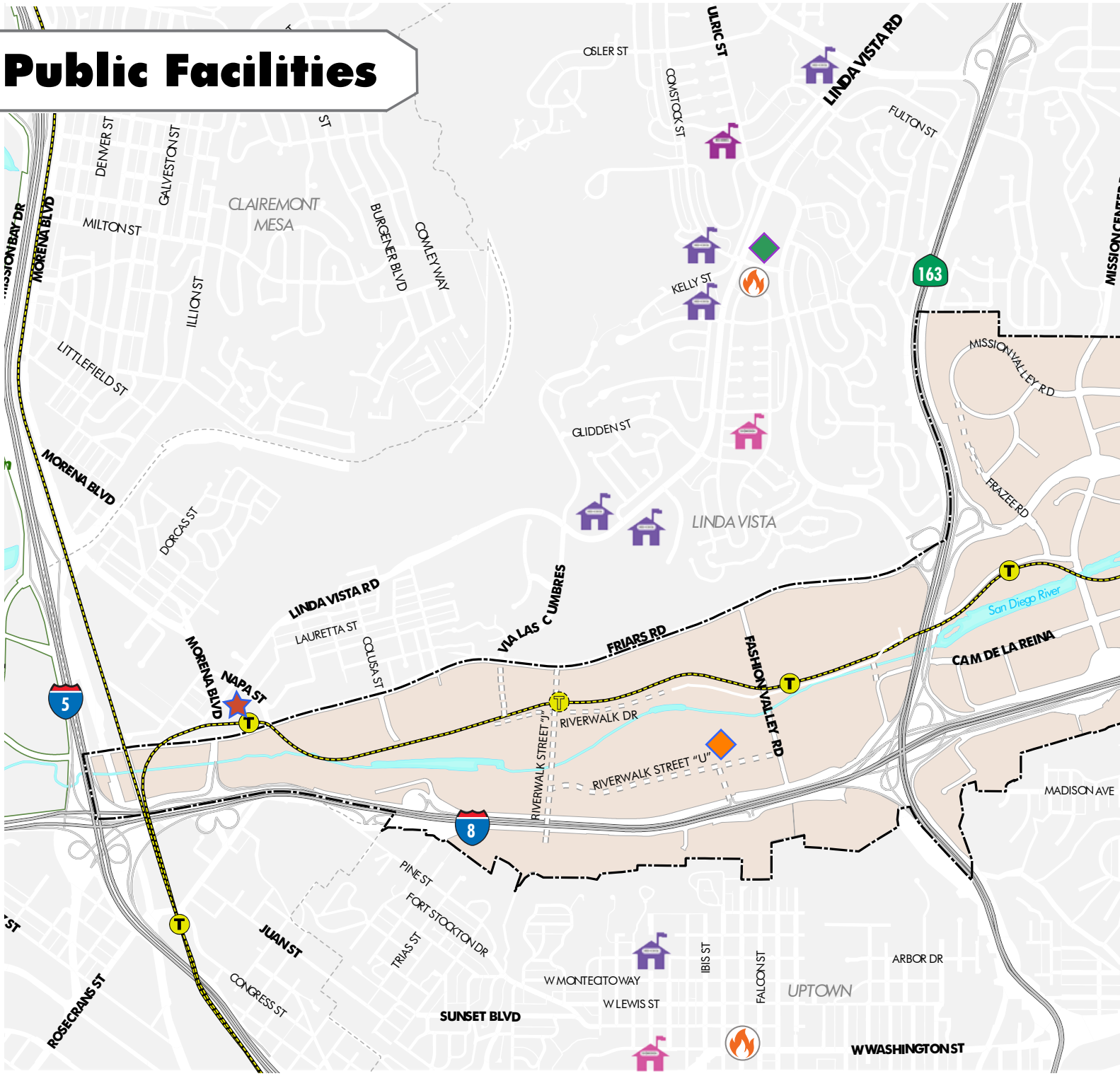
IA-79 Food Quality and School Proximity. Near schools, encourage a variety of healthy food outlets and limit nearby liquor stores.

IA-80 Safe Routes. Develop safe routes to provide students the ability to walk to sites as neighborhood schools are established.

The Mission Valley library is a celebrated community asset, providing educational opportunities for both school-aged children and adults.

Figure 18

Public Facilities



Transit

- Trolley Stops
- Light Rail
- Planned/Proposed Trolley Stops
- San Diego Trolley Purple Line (Planned)

General Information

- San Diego River
- Mission Valley Community Plan Boundary
- Community Planning Areas
- Freeways, Ramps
- Planned Roadway

Facilities

- Exisiting Police Station / Potential Combined Police-Fire Station
- Potential Police Facility
- Existing Fire Station

San Diego Unified Schools

Elementary	Middle	High
Carson	Lewis	Henry
Fletcher	Montgomery	Kearny
Foster	Taft	
Grant (K8)		
Jones		
Juarez		

Other Schools

Private	Alternative	Charter
Francis Parker	Twain	Dimensions Collaborative
Nazareth School		Elevate
Our Lady of Peace		Empower
Warren-Walker		San Diego Cooperative
		Thrive

Fire Stations

5 17 18 20 23 25 28 45

Police Stations

Eastern Division (9225 Aero Drive)

Western Division (5215 Gaines Street)

40ac
10ac

0 1/4 1/2 1
MILES

- Existing Library
- Potential Recreation Center
- Potential Aquatic Center
- Elementary School
- Middle School
- Other School
- Proposed / Potential School

*Additional infrastructure will be recommended through the specific plan.

Geologic and Seismic Hazards

Geologic conditions exist with Mission Valley that can pose serious problems when land is developed. The northerly trending Rose Canyon fault zone crosses the western part of the Mission Valley Community Plan area and is considered active and thought to pose a fault-rupture hazard. An earthquake on the Rose Canyon fault or other regional fault could result in severe ground shaking and associated liquefaction, seismic settlement, and lateral spread of the alluvial soils in Mission Valley and instability of the adjacent steep slopes. Earthquake ground shaking can also result in significant damage to engineered structures such as buildings, bridges, and dams. The slopes adjacent to Mission Valley are locally susceptible to instability. Steep slopes are prone to surficial failure (such as mud and debris flows) during prolonged periods of rainfall. Steep man-made slopes exposing conglomerate are locally susceptible to raveling cobbles.

A desktop Geotechnical and Geologic Hazard Evaluation was prepared as part of the environmental impact analysis of the Mission Valley Community Plan Update. This document is in an appendix of the community plan Environmental Impact Report and contains additional information regarding geologic and seismic hazards of the Mission Valley area.

IA-81 Public Health and Safety. Geotechnical investigation reports should be prepared in support of proposed development or construction projects. The geotechnical investigation reports should address geologic and seismic hazards in accordance with the City of San Diego Guidelines for Geotechnical Reports and provide recommendations to avoid or reduce these hazards to an acceptable level of risk.

IA-82 Protect Residents and Preserve Communities. Maintain and improve the seismic resilience of structures. Structures at risk of collapse during a significant earthquake should be inventoried for potential funding opportunities to assist with seismic retrofits.

IA-83 Enforcement. Enforce current City development and construction standards and standard of practice through technical review of proposed projects and inspection of approved projects.

Steep hillside slopes are prone to raveling cobbles and debris flows, particularly where denuded of native vegetation.

Hazardous Materials

Past or present industrial, light industrial, or commercial sites commonly have hazardous materials released to the subsurface soil and/or groundwater. The Hazardous Materials Technical Study, prepared as part of the plan's environmental analysis, documents sites impacted by hazardous materials or wastes, identifies potential impacts, and discusses measures for projects to mitigate those impacts.

IA-84 Remediation. Promote the continuation of remedial measures at the locations affected by the Mission Valley Terminal release to limit the adverse effects of residual levels of contaminants on human health and/or groundwater resources.

IA-85 State Regulation Compliance. Ensure that sites designated as contaminated comply with all state regulations.

IA-86 Funding. Seek funding sources specifically targeted at contaminated site remediation.

Noise

Mission Valley is an urbanized and developed environment that is subject to numerous noise sources, predominately due to its centrality in San Diego and bisection by several interstates. The Community Noise Equivalent Level (CNEL) is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in A-weighted decibels (dBA), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. The A-weighted filter places a greater emphasis on frequencies within the range of the human ear.

The General Plan provides compatibility guidelines for evaluating land uses based on noise levels. With planned growth in Mission Valley that will be largely residential, noise effects on residential land uses are a significant concern.

IA-87 Coordination. Work with Caltrans to landscape freeway-highway rights-of-way buffers and install low noise pavement surfaces, berms, and noise barriers to mitigate state freeway and highway traffic noise.

IA-88 Noise Attenuation. Seek to reduce exposure, when parks are in noisier areas, through site planning, including locating the most noise sensitive uses, such as children's play areas and picnic tables, in the quieter areas of the site.

IA-89 Exposure Mitigation. Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.

Young children and the elderly are the most vulnerable to high noise levels. Uses geared toward those populations should be designed to avoid prolonged exposure.

Flooding/Sea Level Rise/Storm Water

The primary source of flooding in Mission Valley is the San Diego River, but there is also flooding associated with Alvarado and Murphy Canyon Creeks. Further, most road crossings in the community are ford crossings, which allow crossing when water levels are low, but during storm events these roads temporarily flood, which makes some roadways impassible. To address these concerns as well as the threat of sea level rise due to the San Diego River and Pacific Ocean coastal confluence area, San Diego has in place a Master Storm Water System Maintenance Program and a City of San Diego Flood Mitigation Plan.

In addition, some community-wide strategies can also be adopted to address community specific concerns associated with flooding, sea level rise, and storm water.

Storm water detention basins help control flooding, improve groundwater recharge, and can be designed to be a community asset.

IA-90 Infrastructure Funding. Seek out grant funding to support the design and construction of infrastructure, including roads and pedestrian bridges, to allow safe means of travel should low level crossings and other parts of Mission Valley flood.

IA-91 ESL Implementation. Implement applicable requirements of the Environmentally Sensitive Lands regulations, Biology Guidelines, and the MSCP Subarea Plan for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources to provide areas for natural retention and filtration of water to better manage flooding.

IA-92 Flood Mitigation. Follow and implement flood mitigation strategies outlined in the City of San Diego Flood Mitigation Plan and the Land Development Code.

IA-93 Storm Water Infrastructure. Consider the need and potential for storm water infrastructure to treat, store, and control the release of water into the San Diego River and its tributaries.

IA-94 Maintenance. Support the continual maintenance of public dams upstream by dredging to decrease the potential for property damage and loss of life from flood and to avoid the need for further engineered channels, channel improvements, and other flood control facilities.

Green infrastructure can help filter storm water before it enters the conveyance system.

Smart City

Smart City San Diego is a broad public-private collaboration with the objective of improving the region's energy independence to empower consumers to use electric vehicles, reduce greenhouse gas emissions, and encourage economic growth. The City of San Diego communities will contain infrastructure such as electric vehicle charging stations and streetlights on a connected digital network to optimize parking and traffic, enhance public safety, and track air quality. Harnessing the abilities of smart technology will assist Mission Valley in addressing traffic concerns, emergency response, and support the City in meeting the goals of the Climate Action Plan.

IA-95 Technology Evaluation. Regularly evaluate and utilize new and emerging technology changes that can help to reduce greenhouse gas emissions and encourage the use of such technology when it is demonstrated to be an effective, fiscally responsible investment.

IA-96 Technology Utilization. When feasible, utilize emerging technologies and funding strategies to improve infrastructure efficiency, sustainability, resiliency, and delivery of services to the community.

IA-97 Smart Lighting. When lighting new and existing roadways, LED streetlights with adaptive controls for cost savings, energy efficiency, and to minimize light pollution should be installed. Further, smart sensors should be installed to gather real time data on parking and carbon emissions as well as how to improve intersections and emergency response.


The Promenade
Del Mar

URBAN DESIGN

In order to fulfill the vision for Mission Valley, future development will need to contribute to a vibrant regional destination and an attractive, livable, and safe community. This section describes guidelines and recommendations for achieving high-quality design of the built environment. It is intended to assist project applicants during the project design phase as well as planning staff and decision-makers in the project review and approval process, with the purpose of ensuring that new development contributes to the community vision.

This Urban Design section aims to be prescriptive enough to address design in Mission Valley's many physical contexts, but flexible enough to allow for creativity and innovation in design and planning. Development applications should achieve general consistency with the content provided in this section in order to obtain approval. Design Guidelines are provided in pink in this section to give clear direction on implementation.

This section is organized into three parts:

- **Public Realm,** which addresses the urban design of Mission Valley's rights-of-way, streetscapes, signage, public open spaces, and views. This subsection applies to the design of all publicly-owned areas of the community as well as the interface between public and privately-owned properties.
- **General Design,** which applies to design on private property, as well as the relationship of private development to neighboring properties and the public realm. Guidelines are intended to aid project designers in creating high quality buildings and site plans.
- **Area–Specific Design,** which describes the unique character of, and presents guidance for, development within specific areas of the community. These include Trolley Station Design Districts (areas within a quarter-mile radius of a trolley station); River Areas; Hillsides (areas with a slope of 15 percent or greater); Community Nodes and Main Streets; freeway-adjacent areas; and the area south of I-8.

An important emphasis to consider in this section is activation, which is an urban design strategy for creating more engaging spaces for pedestrians. All development should seek to activate ground-floor uses, which means creating ways to engage pedestrians through design, such as open porches and inviting landscaping for residential uses, or large, transparent windows and open patios for commercial uses. Creating active spaces is an important part of developing a more connected, walkable community. All development can contribute to making Mission Valley a pedestrian-friendly destination through active architecture, design, and uses.

Applicants should consult the entirety of this section to determine which guidelines apply or may apply to the property in question. This section works in tandem with the following Policies and Regulations section, which provides a policy checklist for applicants to verify projects follow the urban design intent described here.

Public Realm

The public realm refers to all public and publicly accessible spaces, including rights-of-way, streetscapes, parks, plazas, public connections to the Trolley stations, public connections to the San Diego River and other natural resources, freeway under-crossings, and views to Mission Valley. The sections below describe the character of each of these important public spaces, with design guidelines following. Related requirements are listed in the section on Policies and Regulations.

Streetscapes

Sidewalks and streetscapes are the most used and most visible elements of the public realm, linking and making accessible all development throughout the community. The streetscape area, located between the curb and property line, generally includes three distinct areas as demonstrated in Figure 20.

Building Entry
This refers to the publicly-accessible area immediately in front of the building or property line, located furthest from the curb. This area should provide access and visibility between buildings and the street, with building entrances and fenestration enhanced to create an attractive and engaging street frontage. Architectural enhancements may include building articulation and detailing, stoops, stairs, canopies/awnings, arcades, lighting, and signage.

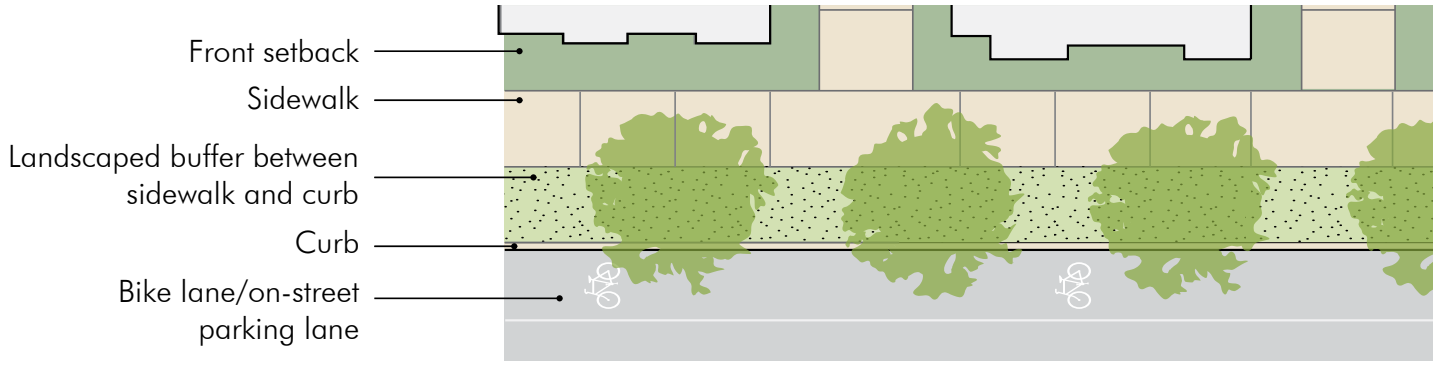
Pedestrian Pathways
The unobstructed path of travel for pedestrians, or sidewalk, should maintain the following minimum dimensions:

- Six feet along local streets;
- Eight feet along major streets, collector streets, and abutting high intensity residential development; and
- Ten feet abutting any high intensity commercial or mixed-use development.

When private drives provide primary circulation within a development, the City of San Diego Street Design Manual requires them to be constructed to the same design standard as public streets, such as including pedestrian sidewalks/pathways.

Buffers
Except in areas with very constrained right-of-way issues, a buffer area should separate the pedestrian pathway from the parking, driving, or vehicular travel lane, providing a noncontiguous sidewalk (see Figure 19). The buffer area should be enhanced with street trees and other landscaping either in trees grates, planters, or a continuous planter strip. The area should include other landscaping as can be supported in raised planter boxes; benches or other street furniture; "parklet" installations that support both seating and landscaping; trash/recycle bins; transit stops; and bicycle parking. Ideally utility boxes and other needed infrastructural equipment should be located in this area.

Figure 19: Non-Contiguous Sidewalk



(buffer between sidewalk and curb)

Figure 20: Streetscape Elements

DG-1 Active Commercial Entry Areas. In building entry areas in front of ground floor commercial uses, include spaces for outdoor dining, displays (stands, book racks, etc.), planters, and plazas.

DG-2 Entry Area Open Spaces. Define entry plazas and passenger loading areas with distinctive paving materials, seating, shade, and attractive landscaping.

DG-3 Sidewalks. Provide active pedestrian pathways along all private drives that provide primary access and public streets as noncontiguous sidewalks.

DG-4 Multi-functionality. Where desirable, encourage the multi-functionality and flexibility of the sidewalk and streetscape by supporting various modes of travel and pedestrian and bicycle amenities (e.g. street furniture, sidewalk dining, bicycle parking).

DG-5 Sidewalk Pavers. Vary pavers in an effort to delineate active pedestrian pathways from passive uses, including landscaping, street furniture, and public space areas.

DG-6 Street Trees. Incorporate street trees into sidewalk buffer areas in order to increase shade, promote carbon sequestration, shield pedestrian pathways, and provide additional vegetation in the urban environment.

Building entry areas can be enhanced through the use of pavers, seating areas, landscaping, and other design features.

Trees

Street trees are critical elements in creating a comfortable and usable streetscape. Suggested species for select corridors across the community can be found in Table 9 and on Figure 21. Tree variation is encouraged along all streets to promote visual interest and reduce the incidence of die off by any one species. All street trees for the buffer area should be selected from the City of San Diego Street Tree Selection Guide. Due to the high water table, Mission Valley sites are capable of supporting large trees, subject to right-of-way limitations.

Trees create a sense of place, provide shade, and help clean the air and sequester carbon.

Lighting

Projects should provide appropriate levels of street illumination responsive to the type and level of anticipated activity without under- or over-illuminating. Generally, higher illumination is desired where there are higher levels of nighttime use. Appropriately-spaced, decorative lighting should be provided to create a comfortable pedestrian environment.

Freeway Undercrossings

Freeway undercrossings should be designed to ensure pedestrian safety and comfort. Improvements may include transit stops and other pedestrian areas, landscaping, directional signage for cyclists and pedestrians, paving, murals and other public art installations, decorative screening and lighting. Where possible, sidewalks and pedestrian paths should be routed around the overpass structural supports such that the supports stand between the travel lanes and pedestrian paths.

For mid- and low-clearance undercrossings, (e.g., Friars Road under Morena Boulevard; Camino De La Reina under SR 163; Camino del Rio North under I-15; and Camino del Rio South under I-15), landscaping should be cleared and the sides excavated to the extent possible to allow for an expanded buffer area between the roadway and pedestrian area and to permit more light into the under-crossing.

DG-7 Freeway Undercrossings. Use spaces underneath freeways for transit stops, pedestrian areas, park space, or other public art areas.

Table 9: Suggested Street Tree Species		
Street	Street Tree	Median Tree (if applicable)
Friars Road	California Sycamore* (Platanus racemose)	California Sycamore* (Platanus racemose)
Camino del Rio North, Hotel Circle North, Camino de la Reina	California Sycamore* (Platanus racemose)	California Sycamore* (Platanus racemosa)
Camino del Rio South, Hotel Circle South	Evergreen Ash (Fraxinus velutina)	Evergreen Ash (Fraxinus velutina)
Fashion Valley Road	Chinese Flame Tree (Koelreuteria bipinnata)	Chinese Flame Tree (Koelreuteria bipinnata)
Mission Center Road	Camphor Tree* (Cinnamomum camphor)	Camphor Tree* (Cinnamomum camphor)
Camino del Este	Camphor Tree* (Cinnamomum camphor)	Camphor Tree* (Cinnamomum camphor)
Qualcomm Way	Chinese Elm (Ulmus parvifolia)	Chinese Elm (Ulmus parvifolia)

**These trees are recommended for generously-sized parkways. For smaller parkways, usage of small to medium trees is advisable. Consult the City arborist and the City of San Diego Street Tree Selection Guide.*

Freeway underpasses present an opportunity to create unique public spaces and improve pedestrian safety and comfort.

Figure 21

Street Trees

General Information

- Trolley Stops
- Planned Trolley Stops
- Light Rail
- San Diego Trolley Purple Line (Planned)
- Planned Roadway
- Freeways
- Ramps
- San Diego River
- Mission Valley Community Plan Boundary
- Community Planning Areas

Street Trees

- Cal Sycamore
- Cal Sycamore and Poplar
- Chinese Flame Tree
- Camphor Tree
- Chinese Elm
- Evergreen and Ash

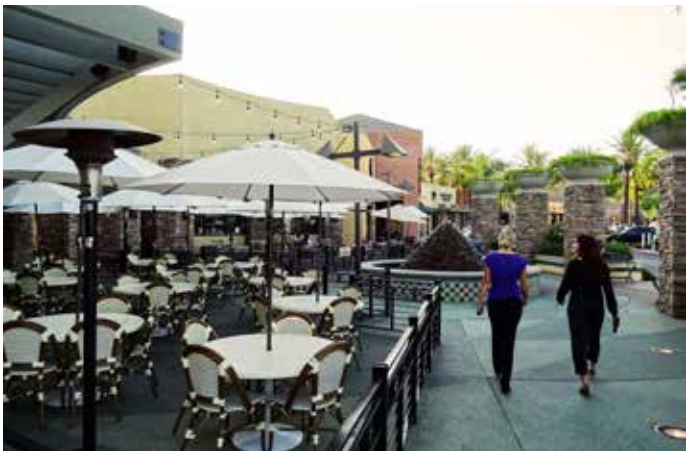
40ac
10ac

0 1/4 1/2 1

MILES

Public Open Space on Private Development

Public open space is an integral part of site plans for commercial and mixed-use development. These spaces help extend the public realm into private development and provide benefits to the entire community. Where public spaces are included in a site plan, they should be strategically placed, accessible, visible, and designed to encourage use by the community. Public open spaces, which include green spaces and paved plazas, should be located near the center of activity nodes, along pedestrian connections, and within view of both the nearest sidewalk and building entrances, in an effort to facilitate pedestrian access and encourage a variety of spillover activities (see Figure 22).



Public open spaces should be designed and located to encourage the sharing of amenities among different uses.

Public open spaces should incorporate a variety of pedestrian amenities and gathering spaces.

Design and programming of public open spaces should be for a variety of users (e.g. seniors, children, and families) at different times of day and evening, with activities and events that promote active uses. Uses may include paved areas for food trucks, social gathering and performances; chess tables; informational kiosks; telescope viewing areas; transit stops; play structures; gardens; and art installations.

DG-8 Landscaping. Use landscaping strategically to identify pedestrian entrances and articulate edges for plazas and courtyards.

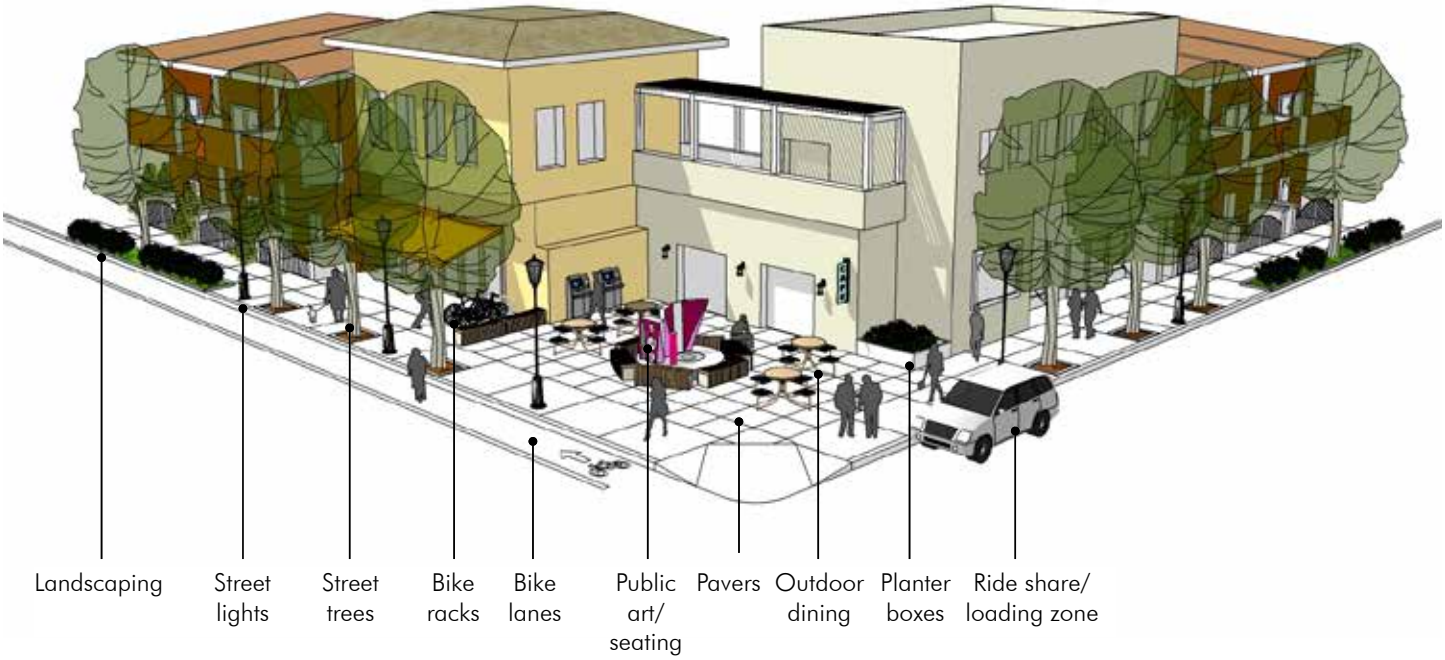
DG-9 Sun Exposure. Locate open space along the east, west, or southern block or building face, where feasible, and design to maximize exposure to the sun, while protecting from wind. Incorporate shaded and sheltered areas in addition to full sun areas.

DG-10 Shared Amenities. Provide amenities for public use within public open spaces, including ample seating (benches, seating walls, movable seating, etc.); trees and other plantings; and shaded and sheltered areas.

DG-11 Maintenance. Ensure that open spaces are clean and well-maintained. Use high-quality, durable materials that are cost-effective, energy efficient, and require minimal maintenance. Potential implementation includes standardized amenities (e.g. benches and trashcans) and energy efficient technology (e.g. solar trash compactors, moisture-sensing sprinklers, and light sensors).

DG-12 Pedestrian-Scaled Lighting. Provide pedestrian-scaled lighting along all walk-ways and common areas. Levels of illumination should be responsive to the type and level of anticipated activity without under- or over-illuminating.

Figure 22: Plazas



Access and Connectivity

Design of the Mission Valley public realm should support and facilitate access to the community's many open spaces. These open spaces, described in the Parks and Open Spaces section of this chapter, include the San Diego River area; a wide variety of parks and community spaces; and trails and other publicly accessible hillsides open spaces. As Mission Valley sees new development and public improvements, design of the entire public realm should acknowledge these spaces, provide safe and easy access, and encourage the enjoyment and use of these spaces.

DG-13 Multi-Use Bridges. Provide multi-use bridges along the San Diego River to allow ease of access as well as more opportunity for scenic outlooks. These may include:

- At the Fenton Parkway and Riverwalk Riverwalk Street "J" alignments;
- Near the Mission Valley and Hazard Center Stations;
- At the I-15 as part of the regional bikeway;
- Near the Mission Valley YMCA/Sefton Field.

This conceptual site plan envisions mid-block public open space that is visible from the street and accessible from all development on the block.

DG-14 Trailheads. Facilitate creation of new trailheads at the following locations:

- Bachman Place
- Camino del Rio South near Mission City Parkway

DG-15 Canyon Access Easements. Enhance access to, signage for, and visibility of the following canyon access easements and trail connections:

- Allen Canyon
- Dove Canyon
- Buchanon Canyon
- Sandrock Canyon
- Ruffin Canyon

DG-16 Green Streets. Implement Green Streets that can vary in design and appearance while still meeting functional goals (refer to Figure 23)

- Alternative Street Designs (Street Widths). New streets should be planned accordingly so that existing hydrologic functions of the land are preserved (wetlands, buffers, high-permeability soils, etc.).
- Swales. Vegetated open channels designed to accept sheet flow runoff and convey it in broad shallow flow. Swales reduce storm water volume, improve water quality, and reduce flow velocity.
- Bioretention Curb Extensions and Sidewalk Planters. Attractive planter boxes or curb extensions help infiltrate and store storm water, which reduces runoff volumes and attenuates peak flows.
- Permeable Pavement. Provides structural support, runoff storage, and pollutant removal through filtering and adsorption.
- Sidewalk Trees and Tree Boxes. Street trees are good for the economy, reduce the urban heat island effect and storm water runoff, improve the urban aesthetic, and improve air quality. Large tree boxes and root paths can be used under sidewalks to expand root zones, which allows street trees to grow to full size.

Public Signage

Mission Valley transit areas, gateways, and community open spaces should display unique public signage in addition to the requirements indicated in the River Park Master Plan. Mission Valley signage should include identification and directional signage for pedestrians, cyclists, and motorists and provide directions and distances to landmarks (e.g. transit stations, public parks, canyons, tributary creeks, and regional attractions). Connections across the river and paths between the river and public open spaces should be emphasized, and the design of signage should complement the overall urban design goals for the community.

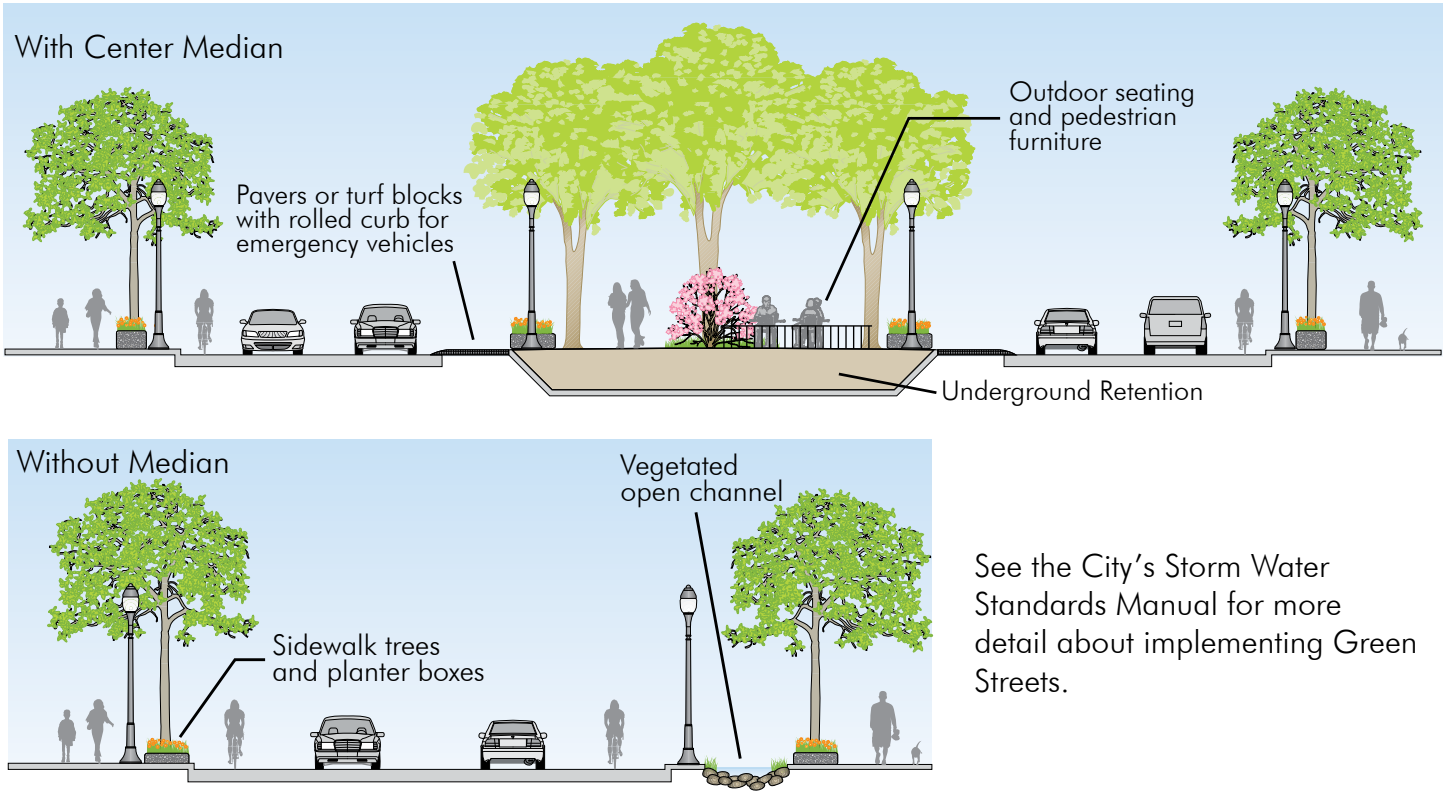
Paseos

The most promising opportunity to provide greater connectivity in Mission Valley is through a network of paseos, or enhanced pedestrian paths that provide ingress/egress through development projects. Paseos should be designed as an amenity as shown in Figure 24.

DG-17 Paseos. Provide enhanced paths to allow pedestrians to bisect mega blocks and connect to transit/recreation areas. When paseos are needed along property lines, they should be designed to be extended onto adjacent properties.

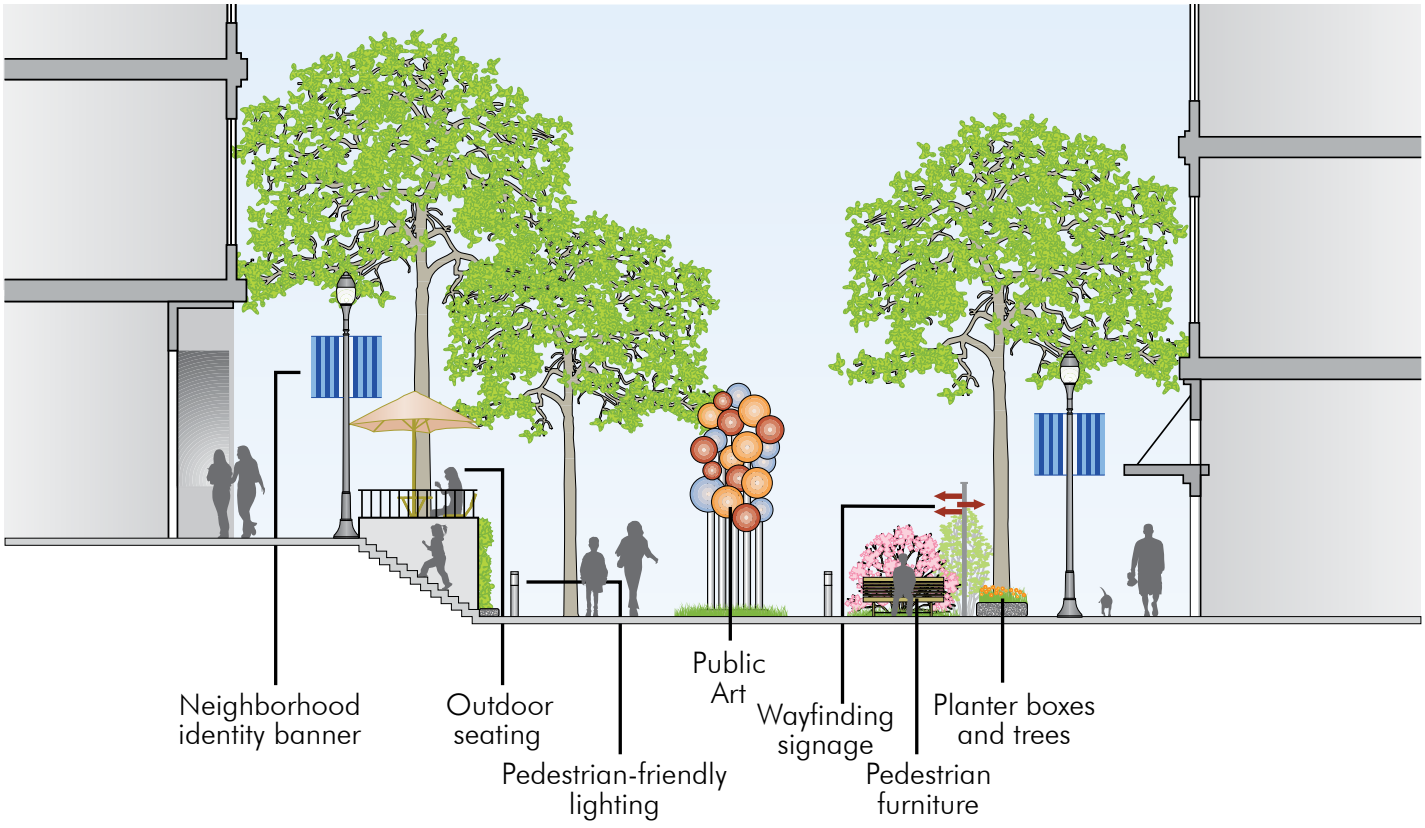
Paseos can more directly connect community members to transit or recreation areas.

Figure 23: Green Streets



See the City's Storm Water Standards Manual for more detail about implementing Green Streets.

Figure 24: Paseos



General Design

This section applies to site plan and building design of all private development throughout Mission Valley. The sections below describe the character of each element of development, with recommended design guidelines following. Related recommendations are listed in the final section of this plan, Policies and Regulations.

Parking and Access

High-quality architecture and public open spaces will be the visual focus of Mission Valley as the community develops, while parking will be secondary. New development should locate parking to the side or rear of buildings or underground, out of view from the public right-of-way to the extent possible, with access to parking areas from the rear or side streets. Where a large area of surface parking is required, it should be broken into smaller parking areas in an effort to avoid large expanses of surface parking. Shared parking areas should be located to encourage interaction among building occupants and to integrate ample landscaping. Structured parking "wrapped" with residential and commercial uses is encouraged.

Pedestrian access to parking areas should be designed to ensure safety and minimize conflicts among pedestrians, bicycles, and vehicles. The number of curb cuts and driveway entrances for any parking area or loading area should be minimized, with walkways the shortest practical distance between the building entry and the sidewalk. Areas should also be designated on-site for circulator, rideshare, and microtransit (i.e., shared bicycles and scooters) pick-up and drop-off, and spaces should be reserved for electric vehicle charging.

Like parking areas, loading and service areas should be located off the public right-of-way and screened with masonry walls, landscaping, or architectural elements.

DG-18 Reduced and Shared Access. Minimize curb cuts and driveway entrances to parking facilities and loading areas. Wherever possible, design driveways to be shared among neighboring properties in order to reduce potential conflicts with pedestrians and bicyclists. Provide space for shared transportation services, such as circulators, rideshare vehicles, and microtransit, to allow for the safe pick-up and drop-off of passengers.

DG-19 Lighting. Ensure adequate lighting of parking areas to improve visibility and safety. Motion-sensor lighting can reduce energy use.

- Surface lots should have frequently spaced lights no more than 15 feet tall, rather than a few tall bright lights.
- Parking garages should have adequate lighting along façades, but should shield the street from interior garage lighting.

DG-20 Additional Safety Measures. Employ design features and programs to enhance safety in parking areas, including prominent and well-illuminated entries. These may include additional lighting along pedestrian paths, low-rise landscaped buffers, and/or a comprehensive surveillance system where applicable.

DG-21 Flexibility. Design parking areas to be capable of eventually accommodating parking structures where surface parking is provided.

Paving may be used to distinguish pedestrian walkways from the vehicular right-of-way.

DG-22 Ground Floor of Structured Parking. Reduce the apparent mass on the ground floor through well-proportioned windows, landscaping, screening, and architectural emphasis on pedestrian entries and towers.

DG-23 Parking Structure Façade. Provide variation and interest on the facade of parking garages through decorative screens, trellises, ornamental railings, and/or openings that appear as well-proportioned windows (see Figure 25).

DG-24 Subterranean Parking Design. Activate exposed portions of subterranean garages with landscaping and stoops or terracing.

DG-25 Parking Lot Landscaping. Design surface parking lots to incorporate trees for shading and permeable surfaces to minimize storm water runoff.

- Round headed, rather than upright trees should be utilized in parking areas.
- Parking lot trees should have a mature height and spread of at least 30 feet. They should also be long-lived (60 years), clean, require little maintenance, and be structurally strong, insect and disease-resistant, and require little pruning.
- More than 10 percent of the parking lot area is encouraged to be landscaped. Landscaping areas should be distributed between the periphery and interior landscaping islands and be designed to break up large paved areas. A minimum ten foot wide landscaping island is encouraged.
- Parking lot landscaping should include primarily ground cover and tall-canopied trees, instead of bushes or short, bushy trees.
- To screen parking lots and structures from the street, large dense shrubs may be massed at the edge of the parking area. Trees and shrubs can be combined with earth berms to screen adjacent parking.

The structured parking (above ground floor) is designed as an integral part of the building through consistent architectural style and materials.

A minimum of ten percent landscaping of a parking lot area is encouraged.

Bicycle parking should be placed near building entrances and transit stops.

Figure 25: Parking Structures

Site Planning

Walkability, access to transit stations, and access to the community's many parks and open spaces is a priority in Mission Valley. Site plans lay out building orientation, vehicular access, pedestrian paths, and on-site open spaces within new development, all of which have an impact on the community's overall public realm and its overall priorities. Development should be designed around the location of the primary frontage, and ensure that it relates to adjacent roadways and/or pathways, whether new or existing. Site plans should encourage pedestrian activity and comfort, and incorporate elements that shorten actual and perceived walking distances through architectural features, landscape features, or building-to-street design. Plans should also provide well-defined open spaces, pedestrian paths, streets, frontage roads, access drives, and connections to the community's shared trails, open spaces, and bike facilities. In all cases, visibility of surface parking from the pedestrian realm and key public spaces should be minimized.

Residential entry facing a public street (primary frontage).

Buildings define a social open space.

DG-26 Entries. Orient the primary building entrance (defined as the entrance which provides the most direct access to a building's lobby and is unlocked during business hours) to face the primary frontage. Secondary building entrances are encouraged to access side streets, parks, or plazas. Building overhangs, canopies, and entryway landscaping should not obstruct views, the street tree canopy, or street signs.

DG-27 Solar Access and Energy Conservation. Employ climate-appropriate design strategies to allow for passive solar access and energy-efficient installations, including (see Figure 26):

- Allowing for adequate access to light and air so that daylight is able to reach all living spaces for part of the day, and adequate ventilation is provided when windows are open. Prioritize south-facing windows and private open space.
- Siting building so that plazas and other public spaces will not be kept in shadows at all times and will not experience excessive wind conditions.
- Locating parking areas with large paved surfaces to the east and north of adjacent buildings to reduce solar reflection on buildings.
- Placing evergreen trees on the west side of buildings to provide protection from prevailing winds.

Active residential entry in Mission Valley.

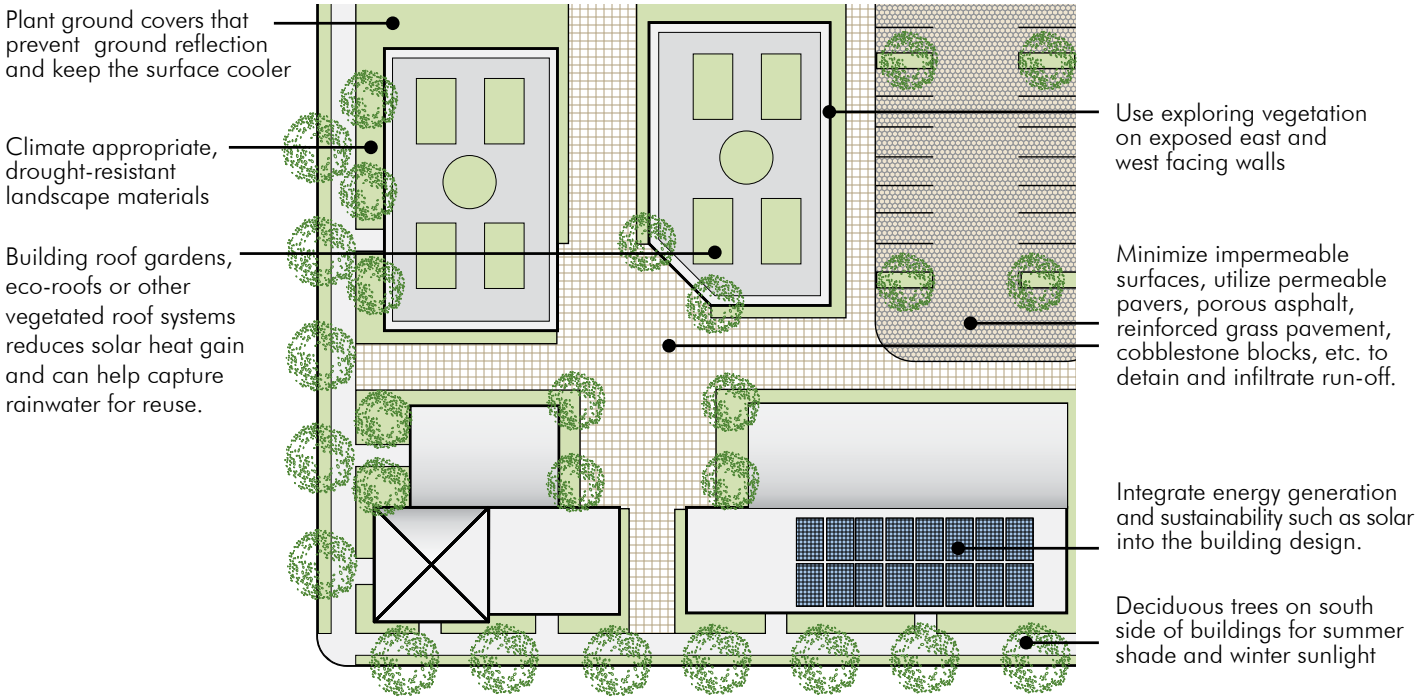
DG-28 Energy. Consider clustering buildings to use a common heating/cooling source.

DG-29 Crime Prevention and Safety. Design buildings and public spaces to be defensible, clearly identified and demarcated, and designed with high visibility and to prevent access of unauthorized persons. This can be accomplished through natural surveillance. Position common spaces, pedestrian pathways, and entries such that they are clearly visible from the street. Position windows to allow for visible sight lines toward public spaces, parking areas, and entrances to dwellings.

DG-30 Territorial Reinforcement. Delineate the transition from public space to private space with signs, pavement, building uses, or other objects. Fencing may only be used if a publicly accessible route is provided through the site.

Adequate access to natural light can minimize energy costs.

Figure 26: Solar Access, Energy Conservation, and Passive Cooling



Building Form and Design

Building form and design bring the urban design of Mission Valley to life. Height, massing, orientation, and other features of building design should relate to the physical context of the site, the site plan, and the urban design framework as a whole.

While the zoning for each development parcel determines basic development standards such as building height and setbacks, the Mission Valley Community Plan vision calls for quality urban design and an active and engaging public realm throughout the community. Buildings throughout Mission Valley should exhibit "three-dimensional" design that reduces apparent bulk and creates interest on all sides. Design of corner lots should feature distinct architectural elements, highlight destinations, or incorporate public spaces. Buildings must be designed to "smooth out" heights across areas with different prevailing or permitted heights, to avoid abrupt height transitions, and to successfully relate to the internal new rights-of-way, pedestrian paths, and open spaces.

Building design within Mission Valley is encouraged to include features such as recesses, projections, varied finishes, ample transparency, varied roof forms, and an active and engaging ground floor design, particularly in areas where land uses anticipate pedestrian activity. Buildings should be internally consistent in style, with window placement and ground-floor transparency that communicates building composition and use. Whether residential or commercial in use, ground floor design should be accessible, engaging, and contribute to an active public realm (Figure 27).

Building signage is also an essential part of urban design. New projects should provide way-finding signage as appropriate, to identify the pedestrian and bicycle routes to and from nearby trolley stations and the San Diego River. Placement of signs and other public facilities should be done in a manner so as to provide a clear unobstructed pedestrian path and continuous parkway design.

DG-31 Building Bulk. Encourage variation and articulation through changes in height and massing. This can be achieved through building design that creates smaller masses corresponding to the internal function of the building, modest changes in roof heights, and varied vertical planes.

DG-32 Diversity and Innovation. Find opportunities for diversity, creativity, and innovation in building form.

DG-33 Shadows. Consider the potential shade impacts on the surroundings, and design buildings such that heights, massing, and site plans respond to potential shading issues.

DG-34 Roof Surfaces. Consider locating sloped roof surfaces facing the south, and at an angle that can accommodate solar panel or film installation for renewable energy generation or centralized solar hot water heating.

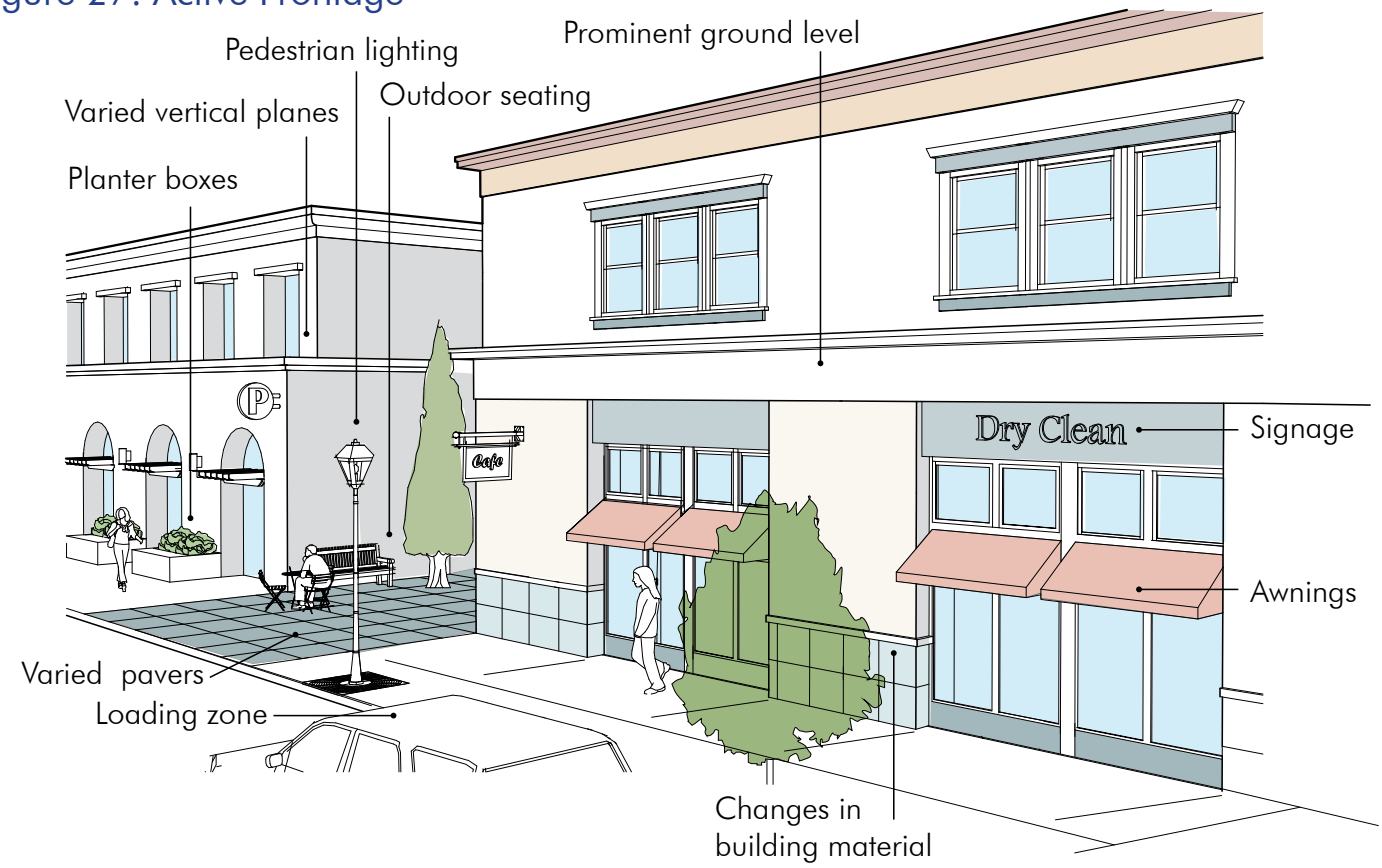
DG-35 Towers. Design towers to be slender in order to minimize the casting of large shadows. If large floor-plates are necessary on lower floors, middle and upper floors should taper, step back, or otherwise employ a reduction in massing.

DG-36 Vertical Segmentation. Articulate a distinct building base, middle, and top through changes in materials, colors, or fenestration that reflect the internal function of the building. Avoid repetitive elements or monolithic treatments.

DG-37 Ground Floors. In multi-story buildings, design the ground floor to be tall, prominent, and establish a street presence.

DG-38 Façades. Treat all publicly visible façades of a building equally in terms of materials, colors, and design details. The building should have a finished appearance on all visible sides.

Figure 27: Active Frontage



DG-39 Limitations on Blank Walls. Minimize the amount of the linear frontage on the first story street-facing wall that may consist of blank walls. Where blank walls are unavoidable, reduce the impact by:

- Placing blank walls as out of view as possible from the street.
- Providing architectural treatments such as panels, contrasting textures, high-quality and interesting building materials, blind windows, planting treatments, murals or other public art, and/or exterior detailing. As much creativity should be given to these walls as to the rest of the façade of the building (Figure 28).

DG-40 Operable Windows. Wherever applicable, provide operable windows that allow natural ventilation and potentially eliminate the need for mechanical ventilation. If mechanical systems are necessary, use energy-efficient and low emission heating, ventilation, and air conditioning (HVAC) systems.

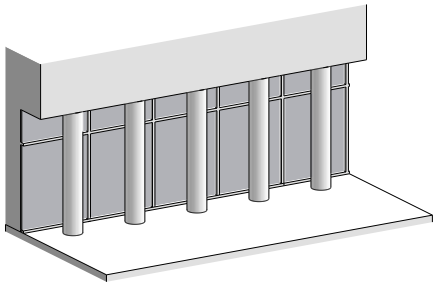
DG-41 Garage Doors. Reduce the visual prominence of garage doors on the street level using the following methods:

- Locate garage doors facing a side street wherever feasible. Garage doors are not recommended along pedestrian paths.
- Dimension garage doors as narrow as is functionally feasible.
- Place the garage door toward the end of the façade, not in the middle or toward an intersection.
- Recess the garage door.
- Call attention to other prominent architectural elements on the façade.
- Design the garage door to be consistent with the architectural style of the building.

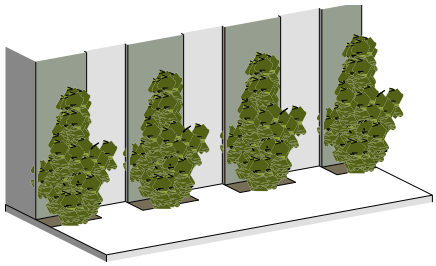
DG-42 Visual Access. Building height, spacing, and bulk should be designed to create landscaped and visually accessible areas from projects to community landmarks and open space features.

DG-43 Design of Building Signs. Design building signage to be compatible with the building architecture and to be harmonious with signs on adjacent buildings. On high-rise buildings, symbols and graphic designs, rather than full building-width lettering, are encouraged.

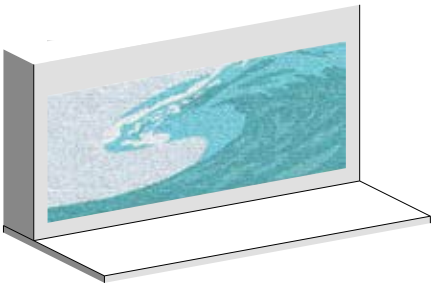
Figure 28: Blank Wall Alternatives



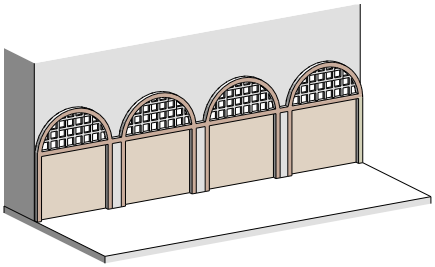
Exterior detailing



Planting treatments



Mural or other public art



Architectural panels

Building Style and Materials

DG-44 High Quality Materials. Use high-quality, durable architectural materials and finishes that provide a sense of permanence through the exterior and public interior spaces of the buildings. The materials palette should be reflective of the character of the location, type of architecture, and use of the building, and a unified palette of materials should be used on all sides of buildings.

DG-45 Energy and Building Materials. Use building materials which will act as insulators or conductors, depending on energy needs.

DG-46 Authentic Materials. Use authentic materials with a substantial appearance, including stone, brick, masonry, tile, wood shingles, metal panels, and glass panels. Avoid using inauthentic materials that have the appearance of thin veneer or attachment such as scored plywood, vinyl, and aluminum siding. If used, inauthentic materials should not be the dominant façade material and should not be used for detailing or ornamentation.

DG-47 Architectural Styles. No particular architectural style is mandated for any area in Mission Valley. However, design should:

- Be sensitive to the context and the surroundings without necessarily conforming to the architectural styles of surrounding development.
- Consider and respect the architectural features and styles of adjacent buildings and the surrounding district. Provide compatible or complementary features through architectural details, materials, colors, and lighting. In particular, draw on adjacent or nearby building features that are desirable to achieve compatibility.

DG-48 Color. Employ a color palette that reinforces building identity and complements changes in plane. The body of the building should generally be muted and light in tone to reduce heat gain. Bright colors should be used as accent colors only. A coordinated palette of complimentary colors should be used rather than a patchwork of competing colors.

Residential Uses

DG-49 Family-Oriented Housing. Design family-oriented housing and units for a range of ages. Opportunities include:

- Situate family-oriented units on lower floors to maximize accessibility for children and elderly.
- Provide adequate storage space and design entryways that are visible from inside the home with wider hallways to accommodate stroller and bicycles, etc.

DG-50 Views. Take advantage of views to the San Diego River, hillsides, and other natural features in design, particularly for living areas.

DG-51 Privacy. Maintain a sense of privacy from within housing units, while allowing views onto streets or interior courtyards. In areas with narrow side yards, side elevation windows should be offset from those of the adjacent unit or otherwise obscured (e.g. with frosted glass) to ensure privacy.

DG-52 Air and Sunlight Access. Balance privacy and safety with air and sunlight access, as well as wind protection. Prioritize south facing open space opportunities and design balconies with slatted or partially transparent grating or railing.

DG-53 Safety and Security. Integrate features that enhance security such as timed lighting and windows that look out onto pedestrian paths. Avoid using bars or security grills on windows and doors.

Figure 29: Residential Frontage Types

Balcony

Porch, Patio

Arcade, Colonnade, Gallery

Stoop

Awning, Canopy, Marquee, Sun Shade, Trellis

Accordian / Roll-Up Door

DG-54 Frontages. Articulate frontages to differentiate residential units from each other and from the overall massing. Incorporate porches, stoops, recessed windows, bay windows, accordian/roll-up doors, and balconies to provide visual interest (see Figure 29).

DG-55 Residential Windows. Design windows to highlight the uses within. In residential areas on upper stories, for example, smaller windows allow more privacy.

DG-56 Ground Floor Private Open Spaces. To ensure privacy and sunlight access, provide partially transparent screening or landscaping for open spaces facing a public street, such as tall grasses and fences with openings.

DG-57 Separation from Shared Open Space. Separate private open space from common open space with low walls or fencing.

Commercial Uses

DG-58 Active Uses. Prioritize active uses on the ground floor.

DG-59 Large Retail Establishments. Enclose large retail establishments within multi-story buildings. When possible, design large retail establishments to be two-stories.

DG-60 Compatibility of Uses. Maximize compatibility and mutual benefit in the mix of uses. Retail use should be generally limited to the ground-floor spaces along the street.

DG-61 Ground Floor Windows. Consider installing operable windows or stacking doors that allow the full length of the storefront to be opened to the sidewalk. At the street level, storefront windows should enliven the street and provide pedestrian views into the interior.

Green Building Practices and Sustainability

Conservation and protection of natural resources is an increasingly important aspect of daily life in every community. Project designers can conserve resources through green building practices, which employ building orientation, materials, building articulation, design of fenestration, and other design elements to passively cool a building. Additional practices to achieve sustainability in design are listed below.

DG-62 Sustainable Materials. Where possible, use sustainable building materials. Incorporate recycled, renewable, sustainable, and non-toxic/ low-VOC (volatile organic compound) materials. Use of locally harvested and/or manufactured materials is desired.

DG-63 Sustainable Landscaping. Provide attractive and context-sensitive on-site landscaping that minimizes heat gain, is drought-resistant, requires minimal irrigation by:

- Planting deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.
- Exploring vegetation on the exposed east and west facing walls.
- Planting groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.
- Building roof gardens, eco-roofs, or other vegetated roof systems to help reduce the solar heat gain of building roofs and to serve as shared open space.
- Minimizing impervious surfaces that have large thermal gain.

DG-64 Water Efficiency and Conservation. Install water saving appliances and systems such as gray water systems, moisture-sensitive irrigation rainwater cisterns, and low-flow toilets and faucets. Any exterior systems should be integrated into building design.

DG-65 Storm Water Capture and Treatment. Ensure the design of new development integrates storm water best management practices on site to maximize their effectiveness by:

- Allowing the use of green roofs and water collection devices, such as bioswales, cisterns, and rain barrels, to capture rainwater from the building for re-use.
- Utilizing disconnected drain sprouts to interrupt the direct flow of rain-water from the buildings to the storm water system. Integrate these features to imbibe buildings with a distinctive architectural character.
- Minimizing on site impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement, cobble stone block pavement, etc. to detain and infiltrate runoff on-site.
- Encouraging the use of permeable paving elements in auto and non-auto-oriented areas.

DG-66 Daylight Utilization. Install timed or motion sensor light fixtures that turn off or dim during daylight hours in interior hallways, foyers, and other spaces that are constantly used.

DG-67 Energy Generation. Integrate energy generation and sustainability such as solar, wind, geothermal or other technologies into the overall building design consistent with the architectural design.

DG-68 Carbon Sequestration. Incorporate new trees into site plans that have the potential for storage and sequestration of high levels of carbon.

DG-69 Zero Net Energy Buildings. Strive for zero net energy in a building design.

DG-70 Maintenance. Develop long-term maintenance for all vegetation to be in accordance with adopted City-wide landscape standards.

Area-Specific Design

This section describes the urban design of Special Attention Areas in Mission Valley (Figure 31), which are areas with unique characteristics, physical conditions, and context-specific opportunities. These are:

- **Trolley Station Design Districts** applies to all development within a quarter-mile radius of a trolley station, as identified in Figures 31 and 32.
- **Community Node/Main Street** applies to development located within a community node or along a "Main Street." See Figure 34.
- **River–Adjacent** applies to the River Corridor Area and the River Influence Area, as identified in Figure 35.
- **Hillside/Steep Slope** guidelines apply to any development on a sloped lot, as shown in Figure 31. While Figure 31 maps the areas within Mission Valley with a slope of 15 percent or greater, these policy guidelines (see Figure 36) may also be useful for properties with more moderate slopes. South of I-8 guidelines apply to all development south of I-8 (see Figure 37).
- **Freeway Adjacent** guidelines (see Figure 38) apply to development on all parcels that abut I-8, I-805, I-15, or SR 163.

This section also includes schematic massing diagrams, or "vignettes," of several specific Mission Valley sites that demonstrate how the urban design framework and design guidelines may be implemented. They do not dictate a prescribed site plan or design; rather, they represent one of the many possible interpretations of urban design principles and design guidelines.

Figure 30 identifies urban design and connectivity opportunities for the central core of Mission Valley. A complete network of Neighborhood Connector Streets, Potential Main Streets, and Internal Retail Streets form a Central Loop through the heart of the valley. **Neighborhood Connector Streets** provide local access and connectivity for community residents. **Potential Main Streets** traverse residential, commercial,

and mixed-use development that is designed to create an active public realm with limited setbacks and a streetscape experience rich with pedestrian amenities. **Internal Retail Streets** are pedestrian paths in either existing shopping malls or at future development areas where the primary circulation design is focused on a lively pedestrian experience. **Primary Public Realm Opportunities** identified in yellow highlight public realm areas and private property areas that may be best developed as privately-owned public open space. In addition key **Trolley Stations** and **Potential Aerial Tram Stations** are identified to demonstrate how streets and public realm improvements in the valley can also enhance connectivity and access to high-quality transit services.

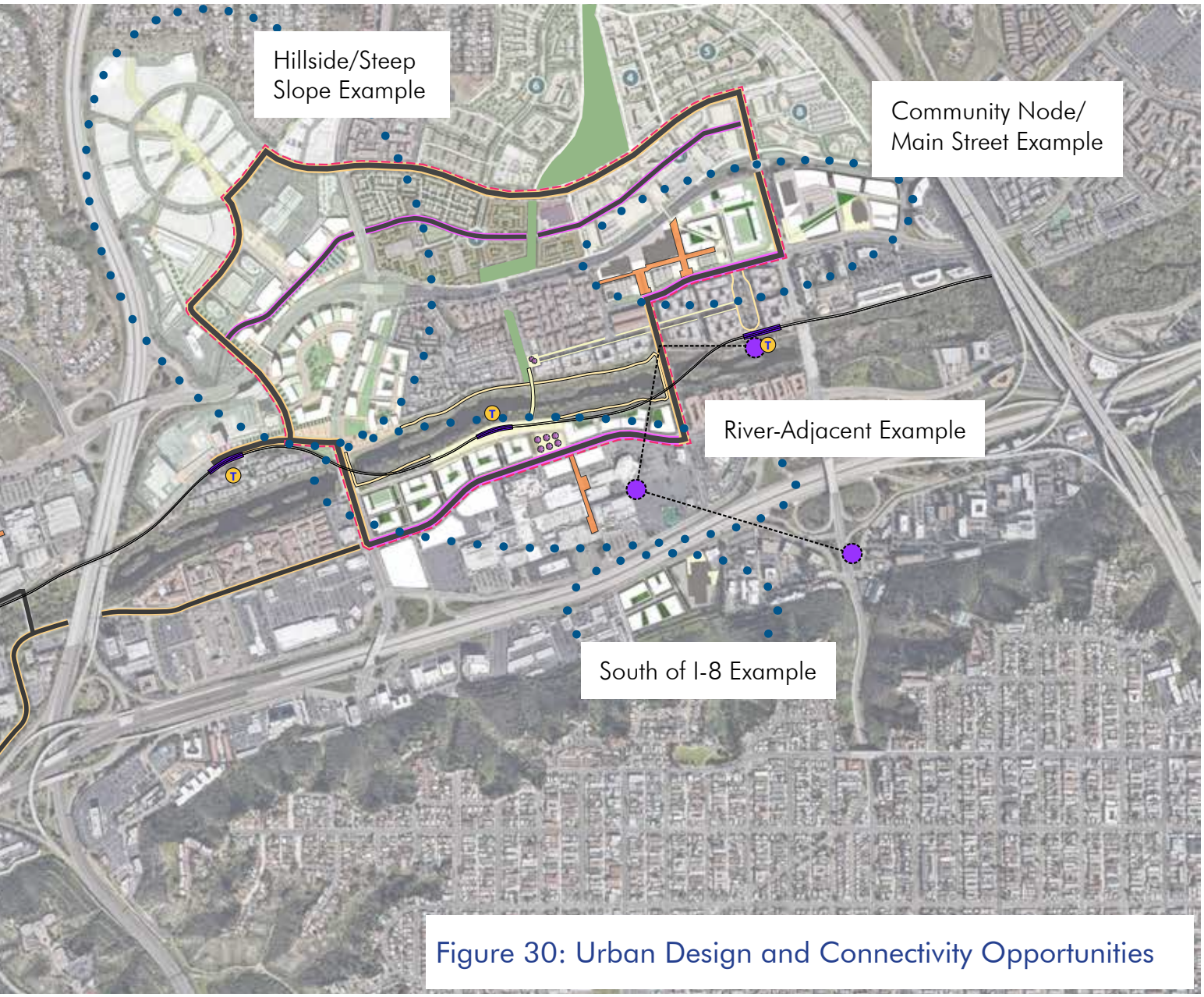
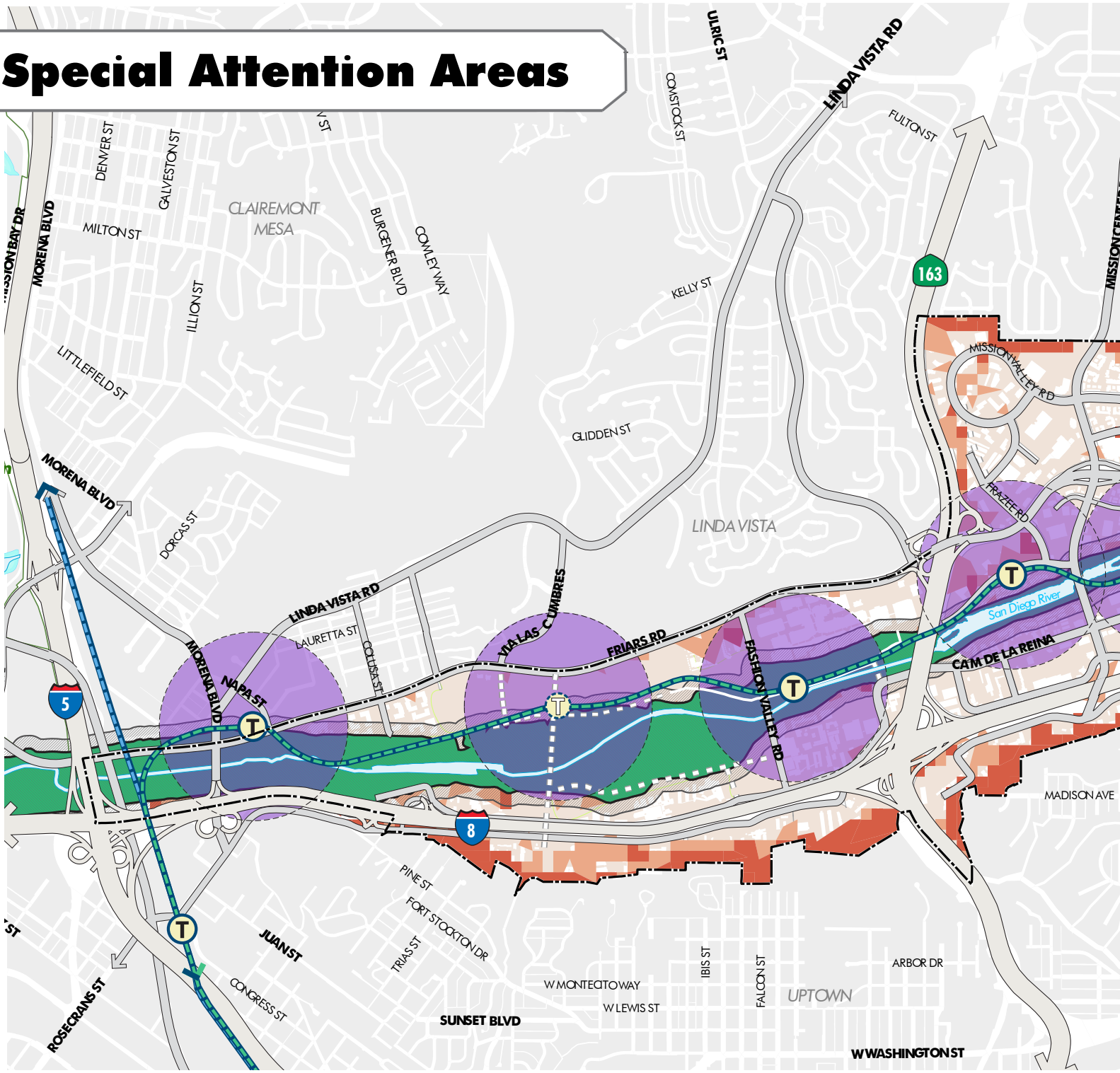


Figure 30: Urban Design and Connectivity Opportunities

Skyway alignments are for illustrative purposes and will require further study before implementation.

Figure 31

Special Attention Areas

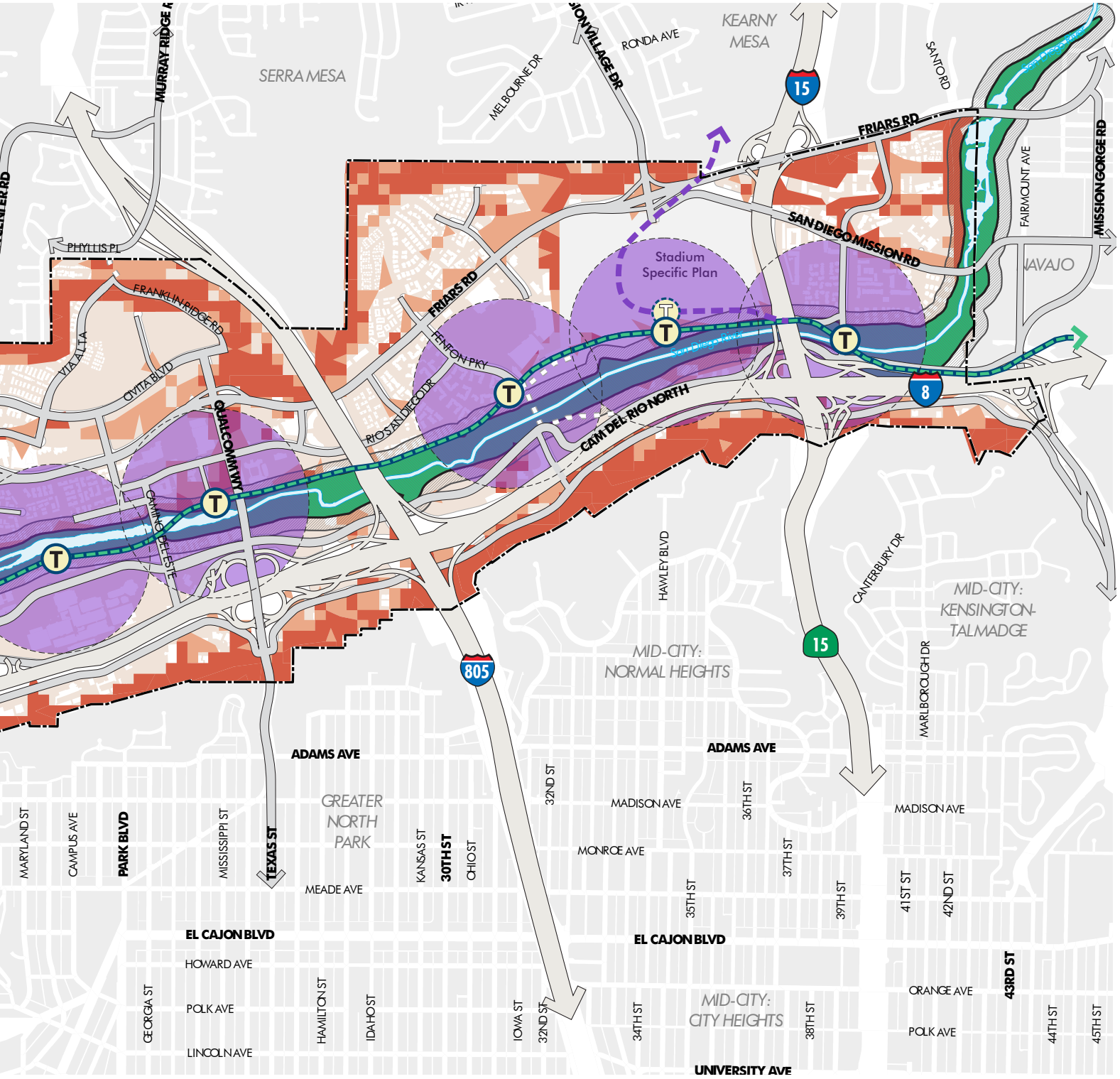


General Information

- Mission Valley Community Plan Boundary
- San Diego River

Transit

- Existing Trolley (Blue Line)
- Existing Trolley (Green Line)
- Planned Trolley (Purple Line)
- Planned Trolley Stop (Riverwalk)



Specific Areas

- Trolley Station Design District (1/4 Mile)
- River Corridor Area
- River Influence Area
- Hillside (Slope 15%-25% / Slope >25%)

40ac
10ac

0 1/4 1/2 1

MILES

Trolley Station Design Districts

A trolley station design district is defined as the area within a quarter-mile radius from the trolley stations. There are eight trolley station design districts within Mission Valley. Design and development within these trolley station design districts focuses on enhancing non-motorized connectivity and accessibility to the trolley. Visibility of and access to the station is a priority, as is a high-quality public realm that makes connections between travel modes easy, comfortable, and engaging.

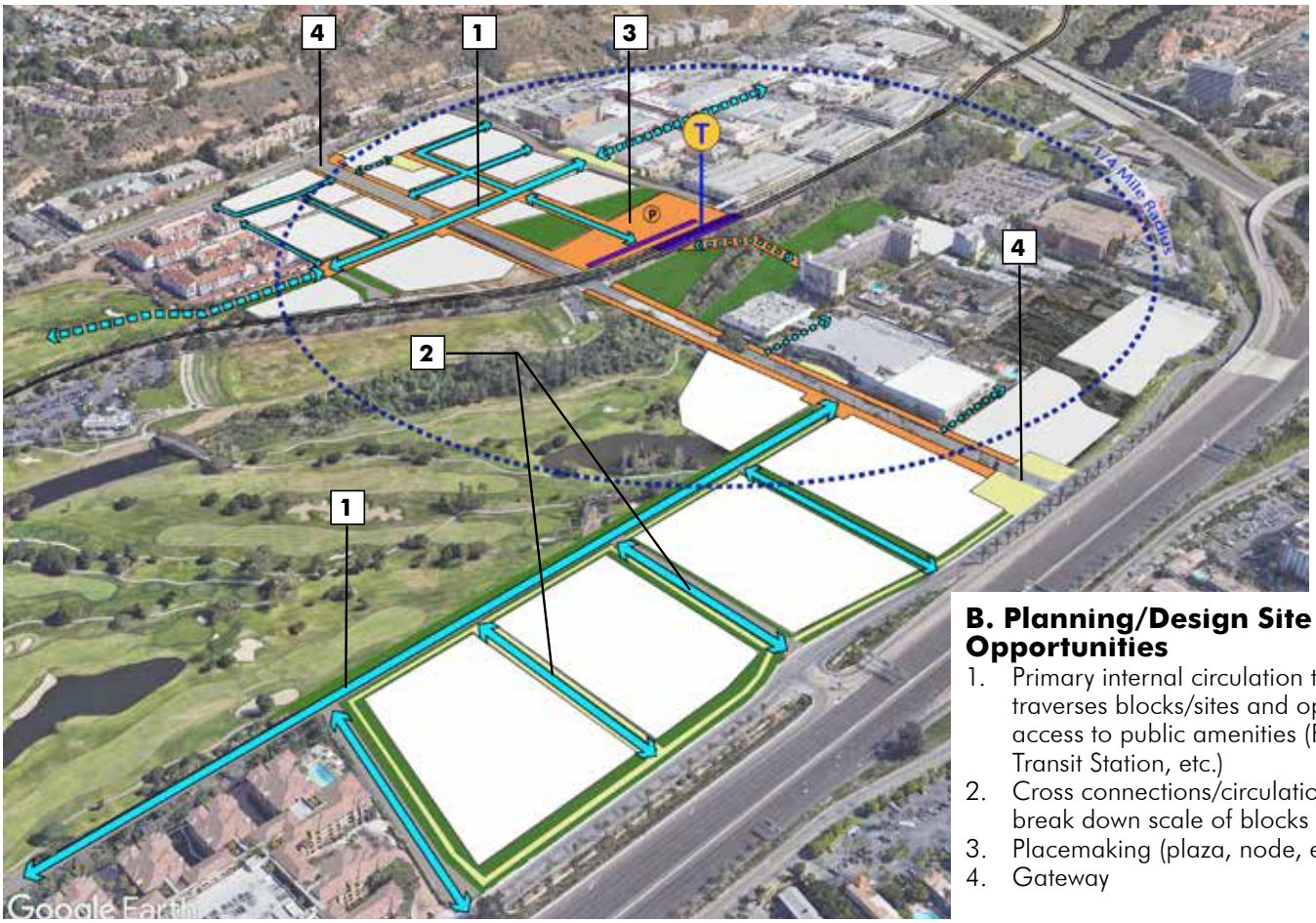
The following diagrams in Figure 32 demonstrate how to approach site design and placemaking in areas with a trolley stop. Although this is one approach to appropriate design, the general principles can be replicated in many formats.

Initially the location characteristics should be identified, including important frontages and obstacles. Next clear paths to the stations should be established, focusing on ways to expand access. Finally, building designs should be augmented to enhance the opportunities identified in the site planning process and design guidelines followed.

Figure 32: Site Planning and Placemaking Near Trolley Stations

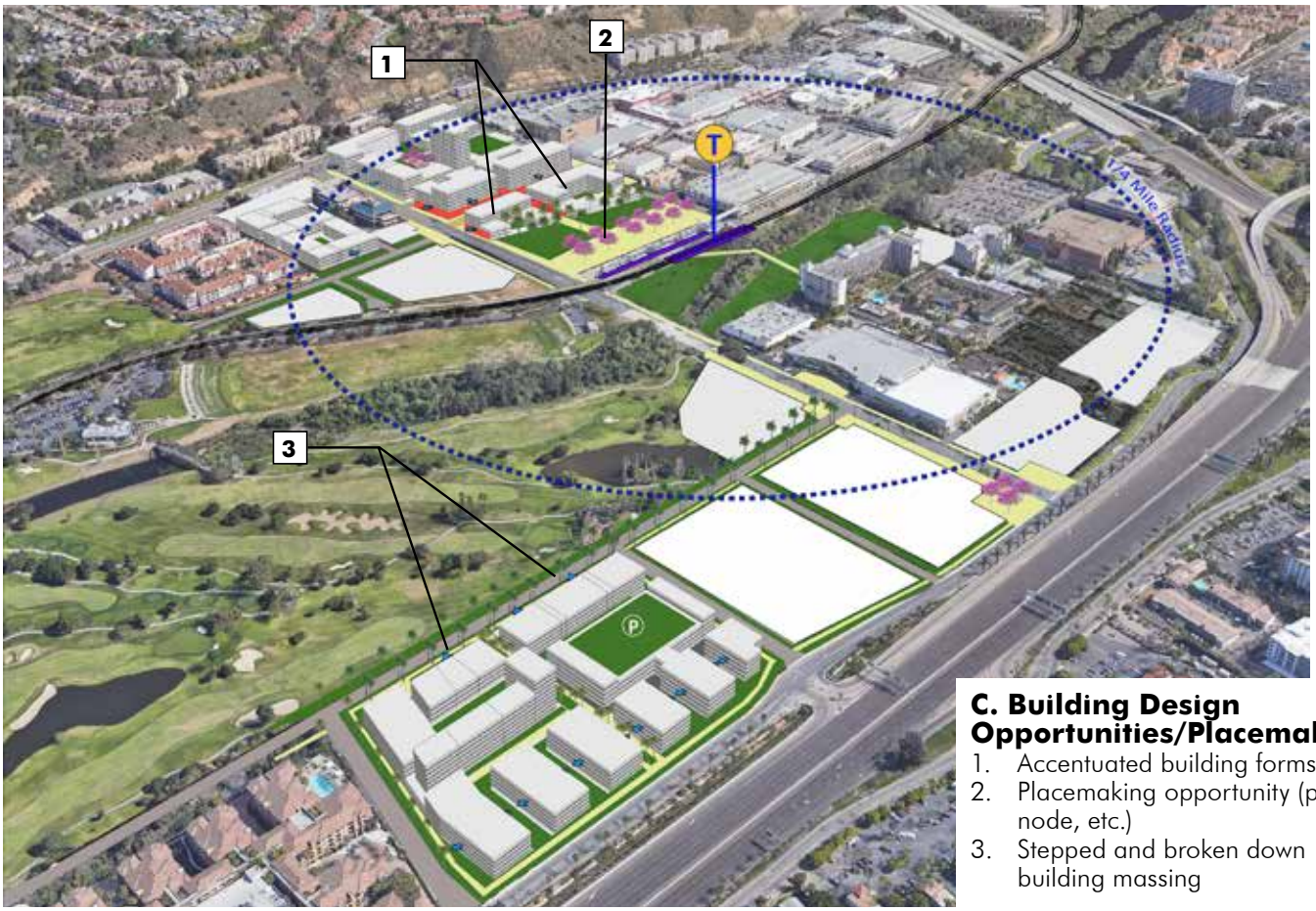
A. Location Characteristics

+ Intensification of Superblocks
+ 1/4 mile to Transit Station
+ 1/4 mile to River Path Amenity
+ Main Street Frontage (Fashion Valley Road)
+ Friars Road Frontage and Buffer
+ River Corridor Frontage



B. Planning/Design Site Opportunities

1. Primary internal circulation that traverses blocks/sites and opens access to public amenities (River, Transit Station, etc.)
2. Cross connections/circulation break down scale of blocks
3. Placemaking (plaza, node, etc.)
4. Gateway



C. Building Design Opportunities/Placemaking

1. Accentuated building forms
2. Placemaking opportunity (plaza, node, etc.)
3. Stepped and broken down building massing

DG-71 Station Arrival Plaza. Incorporate an arrival plaza as a visual gateway. Include public art, landscaping, lighting, and pavers to the station and plaza design.

DG-72 Station Amenities. Improve the experience of trolley riders by providing a range of amenities at each trolley station. Amenities may include bike parking, benches, substantial overhangs and/or awning, shelters, information kiosks, public restrooms, and other trolley rider-serving amenities.

DG-73 Mobility Hubs. Design areas around trolley stations to provide for a range of services that can improve first-last mile connections. This includes drop-off/pick-up areas for ride-hailing and shuttle services, space for scooter- and bike-share storage, parking spaces dedicated to car-sharing services, charging stations, and package pick-up areas. See Figure 33.

DG-74 Mix of Uses. Promote vertically and horizontally mixed uses within the trolley areas. Enhance livability and neighborhood vitality by providing a range of uses that serve visitors, workers, and residents.

DG-75 Identifiable Style. Encourage building design in each trolley station area to exhibit an identifiable architectural style.

DG-76 Walkable Blocks. Explore opportunities for large site redevelopment to reduce existing block scale by establishing new streets and/or public pedestrian pathways. Block faces longer than 350 feet should provide mid-block crossings to achieve a fine-grained street grid.

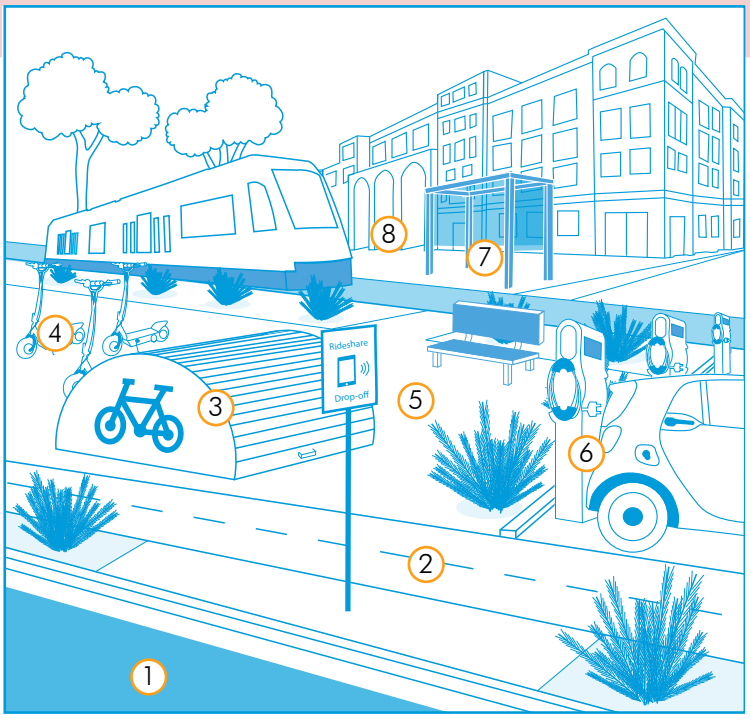
- Design direct and attractive pedestrian routes and pathways to connect trolley stations, local destinations, activity centers (retail core, plaza, etc.), and the surrounding neighborhood.
- Avoid meandering paths or any treatment that would unnecessarily obstruct the view to the trolley station.
- Design pedestrian routes to prioritize public right-of-way. Routes across private land should be open to the public at all time and be clearly marked for public use.

DG-77 Wayfinding. Locate directional signage at key locations such as major intersections and trail access points to direct people to trolley stations.

Figure 33: Example of a Mobility Hub

Mobility Hub Services

1. Rideshare drop-off
2. Separated bicycle lane
3. Bicycle storage
4. Micromobility (scooter) parking
5. Pedestrian plaza
6. EV charging spaces
7. Trolley station
8. Active uses and walkable blocks



Community Node/Main Street

Foci of community life within Mission Valley take the form of central Community Nodes or linear "Main Streets". These are compact mixed-use destinations that play a major role in shaping the identity of the community. Each area is unified by an identifiable streetscape scheme, is walkable, and exhibits a street-level vibrancy that makes it "hum". These areas provide a concentration of commercial activity; recognizable and comfortable gathering spaces; connections to shared community open spaces; and an organizing framework for the urban design of the entire community. The following diagrams in Figure 34 and guidelines focus on creating a sense of place around or along these foci.

A. Location Characteristics

+ Intensification of Superblocks
+ 1/4 mile to Transit Station
+ 1/4 mile to River Path Amenity
+ Main Street Frontage (Rio San Diego Drive)
+ Friars Road Frontage and Buffer

DG-78 Orientation of Development. Within Community Nodes, design site plans with buildings facing, and paths leading toward, the Node's "center of gravity".

DG-79 Main Street Facades. Strive to achieve a "street wall" effect along Main Streets. Incorporate pedestrian-only paths or alleys to parking areas, open space, or rights-of-way to the rear.

DG-80 Gateway Features. Incorporate a signature architectural element, public art, or other gateway features at the end of a Main Street or at the center of a Node to enforce the identity of the area provide a recognizable feature.

DG-81 Pedestrian Scaled Articulation. Incorporate pedestrian-scaled façade articulation to create an active and inviting public realm, create visual interest and diversity, and reinforce the pedestrian scale and character of main roadways and pedestrian paths.

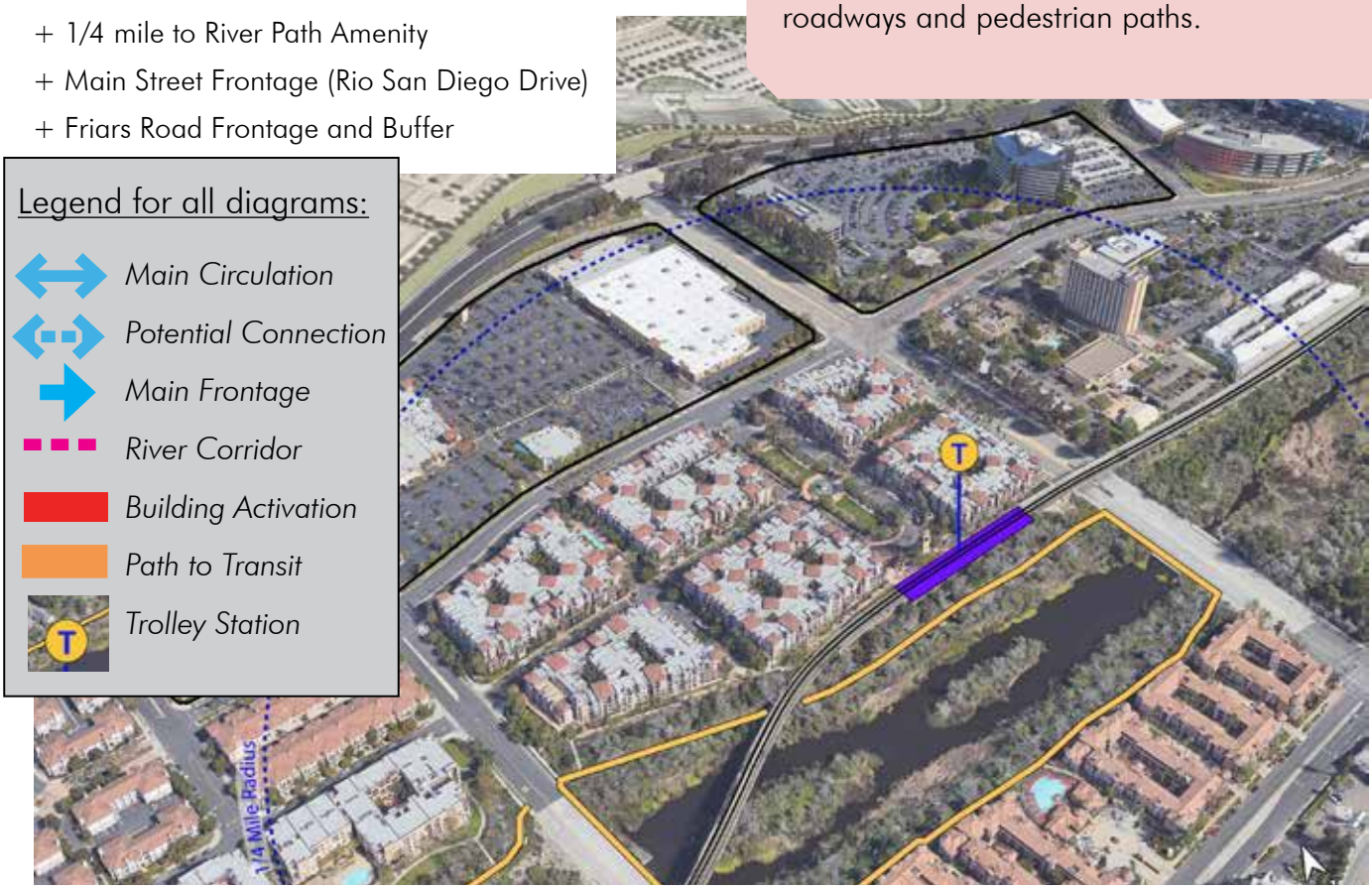
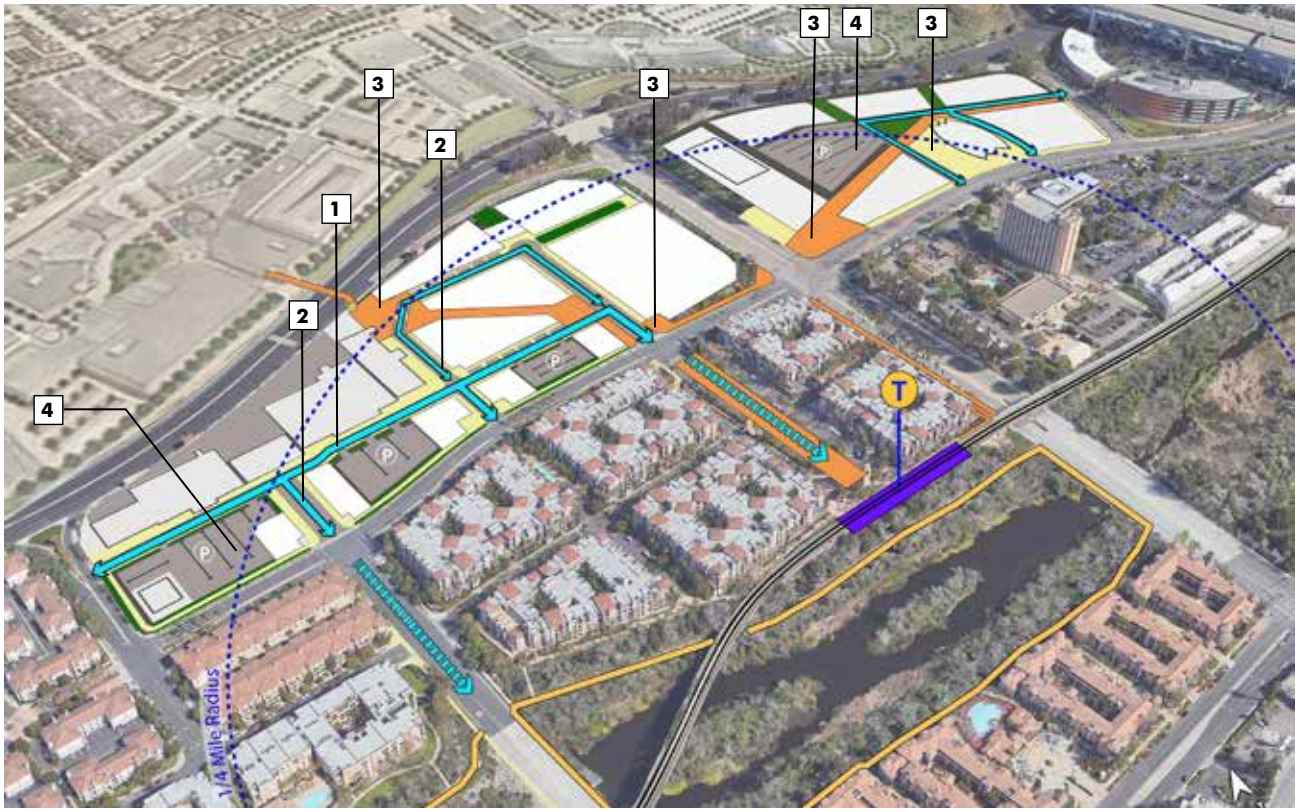
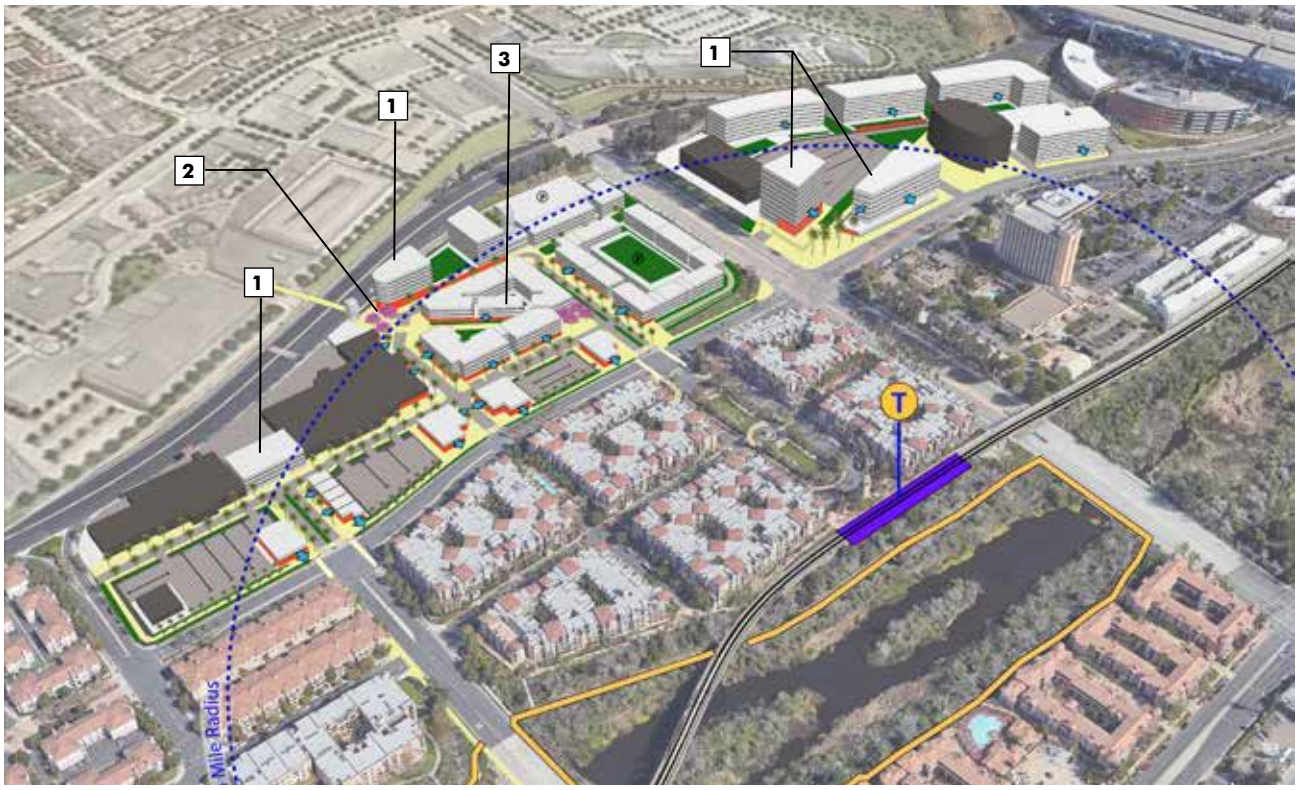


Figure 34: Site Planning and Placemaking Near Community Nodes and Main Streets



B. Planning/Site Design Opportunities

1. Primary internal circulation that traverses blocks/sites
2. Cross connections /circulation that break down scale of blocks
3. Placemaking opportunity (plaza, node, etc.)
4. Break down of surface parking lots w/ defined pedestrian circulations



C. Building Design/Placemaking Opportunities

1. Accentuated building forms
2. Placemaking opportunity (plaza, node, etc.)
3. Stepped and broken down building massing

River-Adjacent Areas

The San Diego River is the Mission Valley community's greatest natural asset. It provides a natural spine of open space and serves as the visual and structural organizing element of the community. The River district includes two areas:

- The River Corridor Area: This is the 100-year floodway plus a 35-foot path on each side. This area is critical to the river hydrology and must support restoration of the river habitat.
- The River Influence Area: This is defined as a 200-foot buffer on either side of the River Corridor Area, within which the built environment must appropriately address the river.

The diagrams in Figure 35 demonstrate how site planning and placemaking can occur near the San Diego River, while also providing connectivity to neighboring assets such as the transit center and mall. The following guidelines ensure that development within the entire River Area enhances trail entrances and river access; guides storm water capture; establishes and protects over-looks; and protect views of the river. These guidelines supplement the policy guidance of the San Diego River Park Master Plan.

A. Location Characteristics

+ "Mono-Oriented Block" along the River
+ Intensification of Superblocks
+ River Corridor Influence Area
+ 1/4 mile to Transit Station
+ 1/4 mile to River Path Amenity
+ Main Street Frontage (Camino de la Reina)
+ Mall access/connectivity

Figure 35: Site Planning and Placemaking Near the San Diego River

B. Planning/Site Design Opportunities

1. Primary internal circulation that traverses blocks/sites and opens access to public and private amenities (river, Mission Valley Center Station, mall)
2. Cross connections /circulation that break down scale of blocks
3. Placemaking opportunity (plaza, node, etc.)

C. Building Design/Placemaking Opportunities

1. Accentuated building forms
2. Placemaking opportunity (plaza, node, etc.)
3. Stepped and broken down building massing

DG-82 Amenities. Provide amenities for public use, including benches, overlooks, drinking fountains, public bathrooms, and bicycle parking. Amenities may be shared with adjacent public facilities such as transit stations and public parks, per the San Diego River Park Master Plan.

DG-83 Pavers. Wherever possible, pave all multi-use portions of the trail. Trail segments may be unpaved when they lead off to interpretive overlooks or when paving may negatively impact sensitive habitats.

DG-84 Overlooks. Create overlooks at viewpoints or at nodes where north-south connection to a community meets the San Diego River Pathway. Overlooks may include amenities such as picnic tables, interpretive signs, and seating according to the size of the space.

DG-85 Shading. Ensure adequate shading at various portions of the trail throughout the day. Shading provided by trees is more desirable than shadow cast by adjacent development.

DG-86 River Presence. Emphasize the location and presence of the river corridor by creating view corridors to the river within development projects and extending landscaping of the riparian corridor—both native trees and understory vegetation—through to the project site.

DG-87 Building Access. For development that abuts the River Corridor Area, provide the following: a primary façade and entrance oriented towards the River Corridor Area; and a pedestrian path from the river side of the building to the San Diego River Pathway that utilize the same materials as the primary entrance.

DG-88 Streets. Where appropriate along the river, locate public streets adjacent to the river corridor area so as to orient the buildings naturally toward the river. This eliminates the necessity for long lengths of fencing along private property.

DG-89 Crosswalks. At intersections adjacent to the River Corridor Area, consider crosswalks of a different paving material and color than the street, bulb-outs to help ease traffic, signaling that counts down time to cross, and raised crosswalks to match the level of the connecting sidewalk.

DG-90 Architecture. Along the River Influence Area, vary buildings in form and façade and avoid repetition in order to create visual interest and to help define view corridors. There should also be variety through roof form, recesses or extensions of the façade form, window and curtain wall patterns, shading devices, balconies, material changes, color variation, and surface pattern and texture changes.

DG-91 Transparency. Design building facades above the ground floor that front the River Corridor Area or a street that abuts and runs parallel to the area to be a minimum of 25 percent transparent. This includes glass windows, display windows, or windows affording views into customer services, offices, galleries, cafes, lobby spaces, or pedestrian entrances.

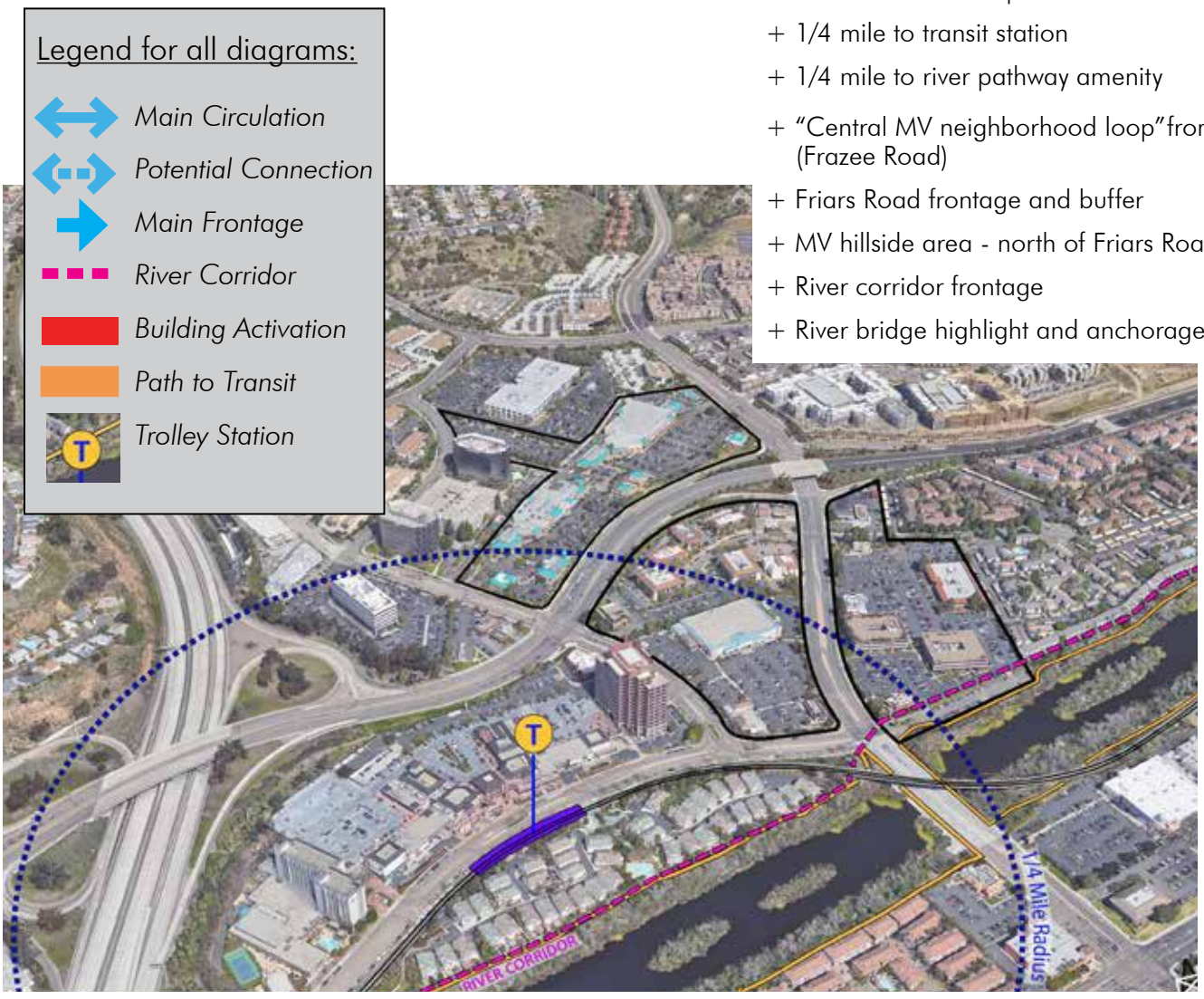
DG-92 River-Adjacent Landscaping. Include sustainably grown wood products and 'green' materials with post-consumer recycled content in landscaping materials. This includes, but is not limited to, fencing, trellises, and hardscapes. Plant materials should frame and enhance views of the River Corridor Area.

DG-93 Public Art. Design art within the River Influence Area to celebrate and enhance the river experience, as well as to compliment the natural colors and textures of the river valley where it is located. The placement of public art is encouraged to be viewed not only from the River Influence Area, but also from the San Diego River Pathway in the River Corridor Area. Public art should be integrated into functional elements, such as site furnishings and signage, to engage and educate the public about the river park and its environs.

Hillsides and Steep Grades

About 28 percent of the Mission Valley planning area has a slope of 15 percent or greater. As shown in Figure 31, most of this area is located north of Friars Road and south of Camino del Rio South, with some areas near the River. Hillsides this steep pose ecological challenges in terms of erosion and runoff, as well as opportunities in terms of visual and physical access to surrounding natural areas. This section provides guidance for design within hillside areas, addressing grading, erosion and runoff control, height, site design, building massing and step-backs, and other design considerations to encourage development that is compatible with its hillside environment.

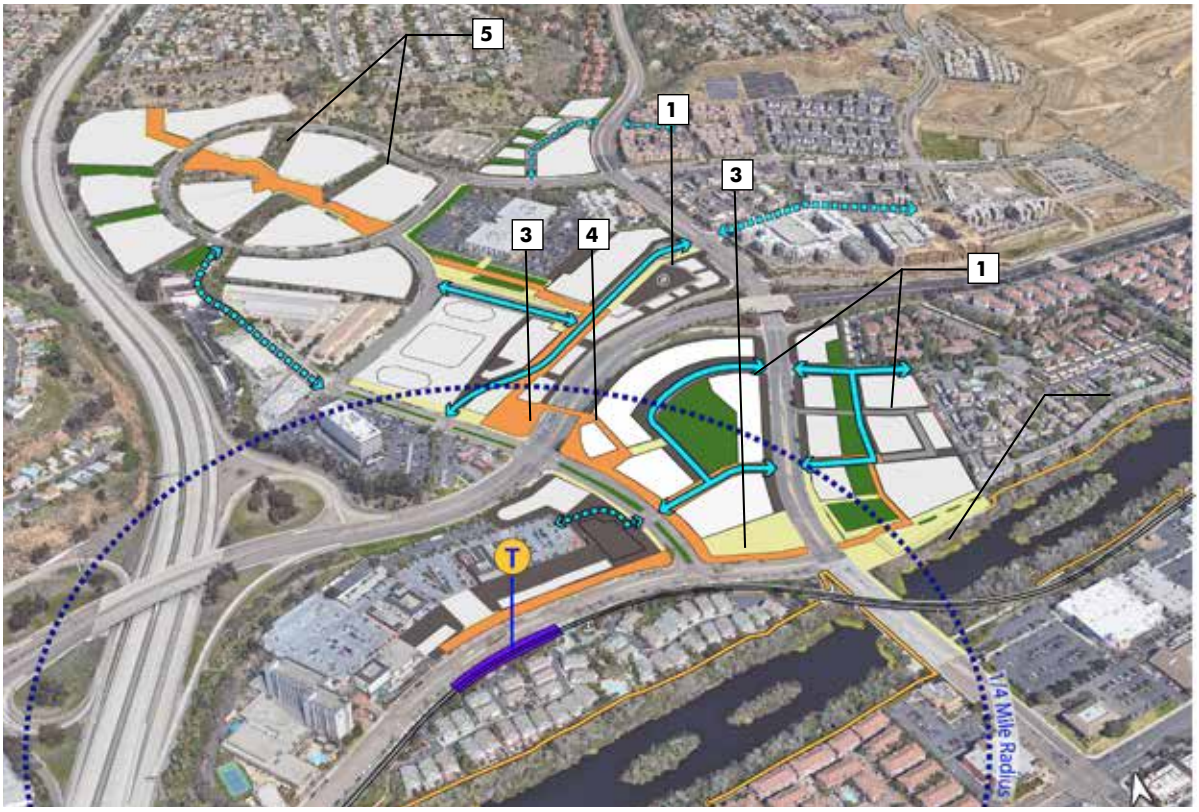
The following diagrams in Figure 36 demonstrate how to work with grade changes when doing site planning and placemaking. For areas south of I-8, please also review the following section for area-specific guidelines.



A. Location Characteristics

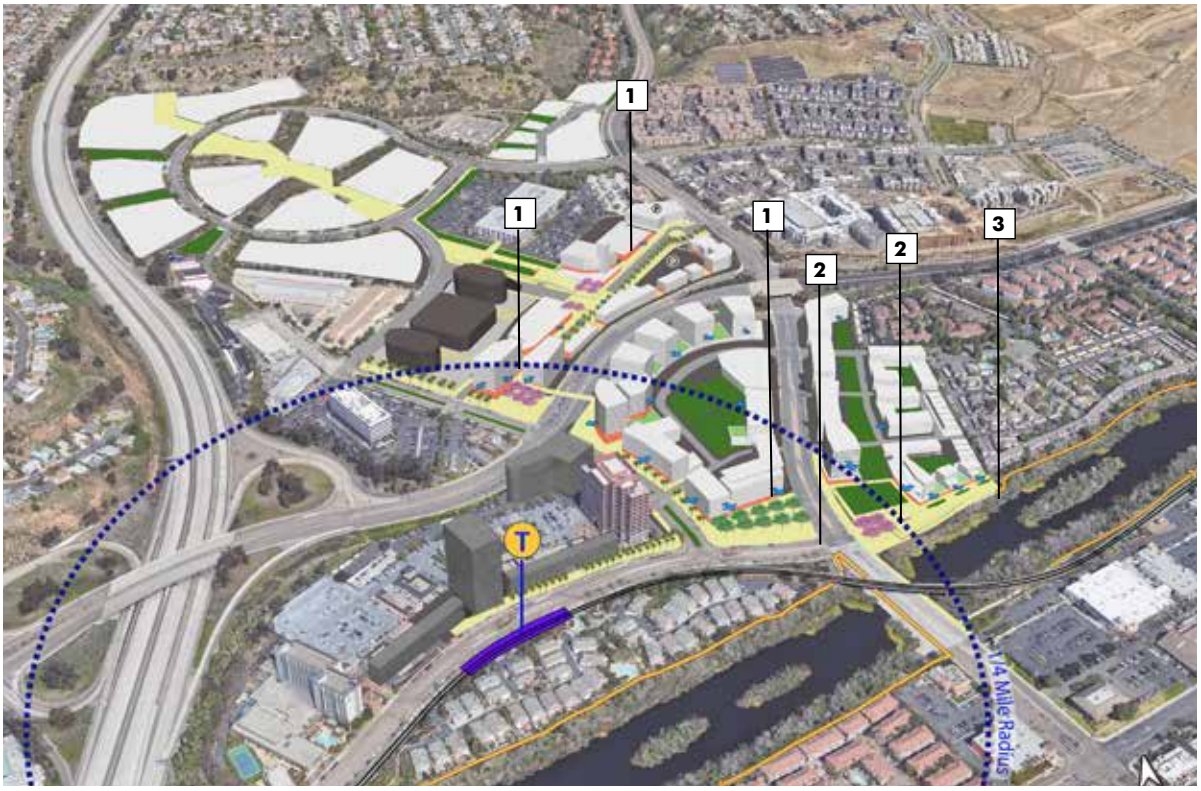
+ Intensification of superblocks
+ 1/4 mile to transit station
+ 1/4 mile to river pathway amenity
+ "Central MV neighborhood loop" frontage (Frazee Road)
+ Friars Road frontage and buffer
+ MV hillside area - north of Friars Road
+ River corridor frontage
+ River bridge highlight and anchorage

Figure 36: Site Planning and Placemaking for Hillsides and Steep Grades



B. Planning/Design Site Opportunities

1. Primary internal circulation that traverses blocks/sites
2. Cross connections / circulation break down scale of blocks
3. Place making (plaza, node, etc.)
4. Gateway
5. Preserved existing hillside



C. Building Design Opportunities/Placemaking

1. Accentuated building forms
2. Placemaking opportunity (plaza, node, etc.)
3. Stepped and broken down building massing

DG-94 Site Planning on Hillsides. Retain natural topographic features such as drainage swales, streams, slopes, ridgelines, rock outcroppings, views, natural plan formations and trees to the extent possible. Where possible, site structures along tree lines, natural drainage courses, or along other topographical changes in contour, provided drainage is not impeded. Minimize buildings pad areas and parking areas on hillsides.

DG-95 Regrading of North Slopes. Regraded areas on north slopes should maintain a slope of 1.5:1, and should be sculpted to recreate natural slopes and contours to the extent possible.

DG-96 Building Massing and Form. Utilize the natural contours of the terrain in the design of multi-level buildings, with entrances on more than one level. Incorporate building step-backs that following the natural line of the slope.

DG-97 Roof Design. Employ sloped and landscaped roofs to minimize disruption of view from the ridges above.

DG-98 Clustered Development. Cluster development in portions of the slope that have already been disturbed or that are sparsely vegetated, in order to preserve sensitive plant and wildlife habitat, biological resources, and contiguous open space.

DG-99 Access. Building access provided by new access roads should be from the downhill approach to the building.

DG-100 Innovative Hillside Design. Use pedestrian bridges and walkways to link elements of developments separated by drainage courses, subsidiary canyons, or gullies.

DG-101 Southern Slopes. Preserve the linear greenbelt and retain the natural form of the southern hillside to the extent feasible.

DG-102 Open Space Easement. Maintain in a natural state all dedicated open space easements in hillside areas. Emphasize access points to all trails and open space easements.

Conceptual illustration of development designed to complement an existing grade with pedestrian amenities. Courtesy of AVRP/Skyport Studios

South of I-8

Physically separated from the majority of the community by a major structural barrier, the area south of I-8 has a distinct character within Mission Valley. The dramatically sloping topography of this area and its high visibility from the interstate present opportunities for gateway features/ signature architecture and framing views of Mission Valley. However, its narrowness, limited access, and proximity to the interstate create challenges to placemaking.

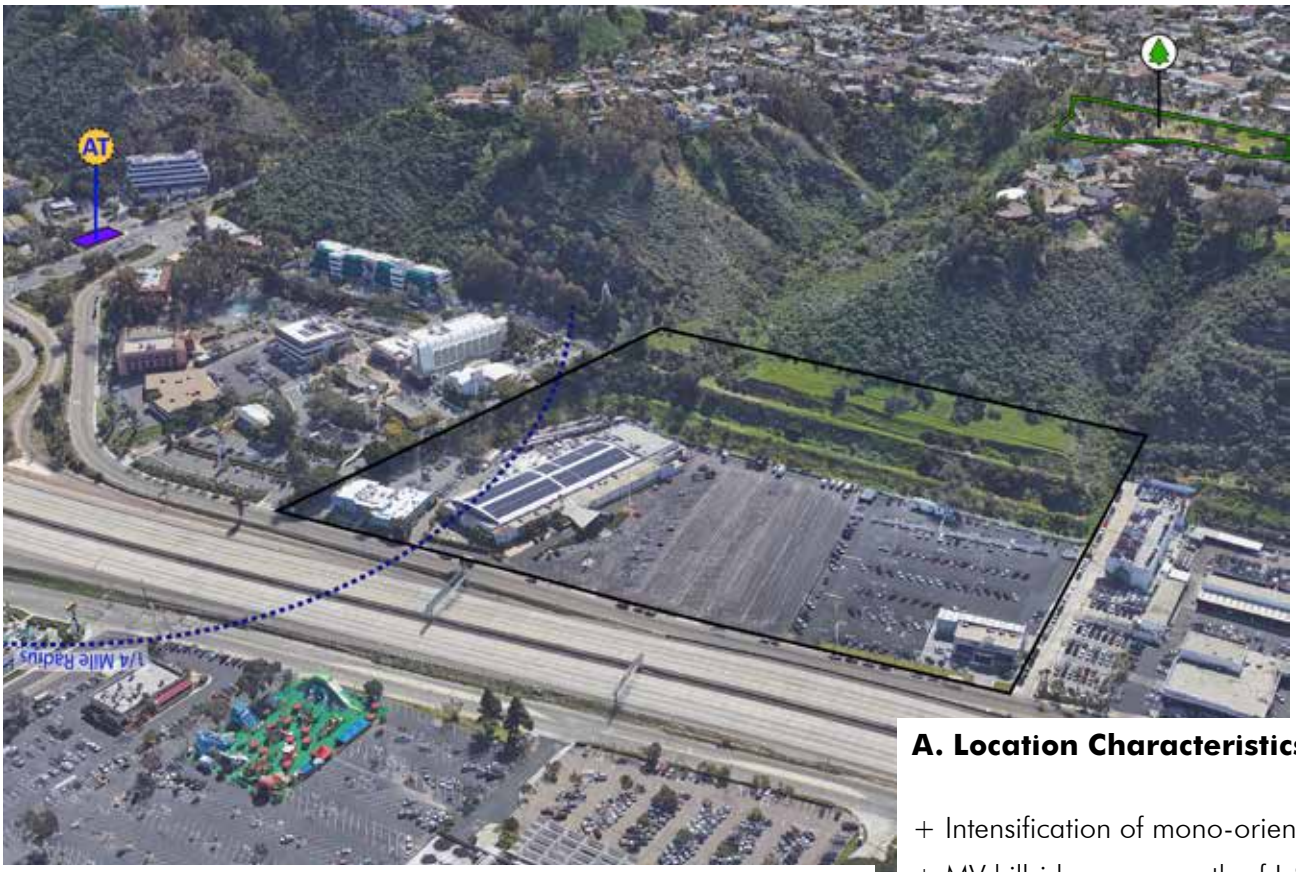
The following diagrams in Figure 37 and design guidelines address how site planning and placemaking for sites south of I-8 can occur. The diagrams also call out how development can address a potential aerial tram system.

DG-103 Camino Del Rio South. Foster a consistent relationship between development and Camino del Rio South. For parcels abutting Camino del Rio South, primary facades should be located along, with access either from or visible from Camino del Rio South.

DG-104 Visibility. As appropriate, capitalize on proximity to the freeway with signature architecture that enhances the visibility of development.

DG-105 Hillside Landscaping. Incorporate landscaping that is consistent blends in with the nearby hillside vegetation.

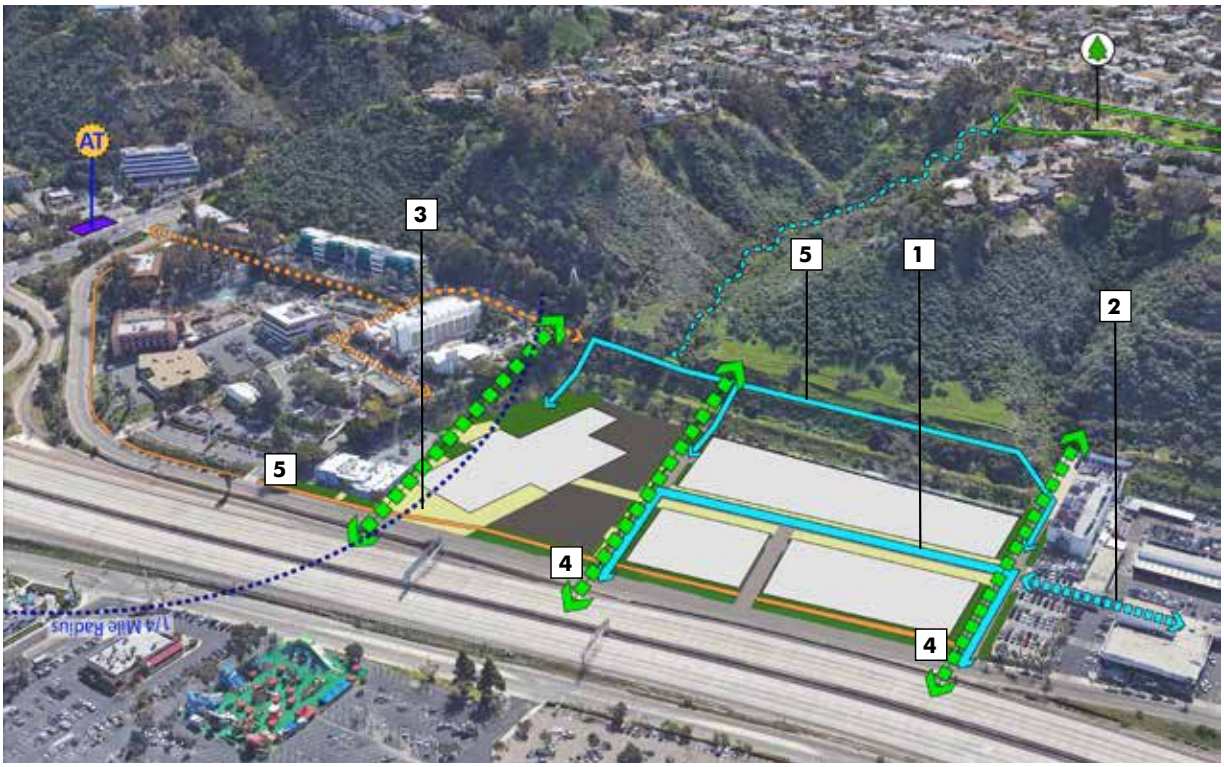
DG-106 Building Form. For buildings above three stories, avoid long, uninterrupted facades oriented parallel to I-8 in an effort to preserve views of the hillsides and ridges from the Mission Valley floor.



A. Location Characteristics

+ Intensification of mono-oriented blocks
+ MV hillside area - south of I-8
+ I-8 frontage and buffer

Figure 37: Site Planning and Placemaking for Sites South of I-8



B. Planning/Design Site Opportunities

1. Primary internal circulation that traverses blocks/sites
2. Cross connections / circulation break down scale of blocks
3. Place making (plaza, node, etc.)
4. Open public view corridor treated as green corridor
5. Circulation along the hillside (can be vehicular for narrow sites South of the I-8)

C. Building Design Opportunities/Placemaking

1. Accentuated building forms
2. Placemaking opportunity (plaza, node, etc.)
3. Stepped and broken down building massing

Freeway-Adjacent Areas

Several freeways traverse the Mission Valley community: I-8 in the east-west direction, and I-5, I-15, I-805 and SR 163 in the north-south direction. Noise, air quality, and impacts on surrounding views should be considered in all site planning and building design on all sites adjacent to and within 500 feet of a freeway. Residential uses in particular should be buffered from impacts of the freeway by taller buildings placed between the residential uses and the freeway, as well as landscaping. Residential buildings should be designed such that residential units are above the level of the freeway (see Figure 38). Public open spaces, common open spaces, and private open spaces should be oriented away from the freeway.

DG-107 Site Planning. In plans for large sites, locate taller buildings so that they act as buffers between residential uses and the freeway.

DG-108 Freeway-Adjacent Landscaping (Buffers). Install ample landscaping adjacent to the freeway. This should include understory vegetation as well as trees.

DG-109 Noise Attenuation. Buffer residential development from noise with setbacks or elevation differences. Use noise-absorbing building materials and install double-paned windows. Incorporate landscaping materials, landscaped berms, and structural forms in wall design. Consider installation of sound walls where appropriate.

Figure 38: Building Design for Residential Projects Adjacent to Freeways


WAS HOTELS

POLICIES AND REGULATIONS

DEVELOPMENT REVIEW

Future development will be a major catalyst for implementing the ideas presented in this community plan. This section has been created to serve as a guide and evaluation tool for development to determine consistency with the plan's Vision and Design Guidelines, and where applicable, additional regulations. The intention is to provide a predictable process for developers, and community members to help streamline development review while also providing direction on how to create development that is consistent with community expectations.

COMMUNITY PLAN IMPLEMENTATION OVERLAY ZONE REGULATIONS

The Community Plan Implementation Overlay Zone (CPIOZ) is applied within the boundaries of the Mission Valley Community Plan per Chapter 13, Article 2, Division 14 of the Municipal Code, as shown on Figure 39, to provide supplemental development regulations that are tailored to implement the vision and policies of this community plan. Where there is a conflict between a CPIOZ supplemental development regulation in this section and the development regulation of the applicable base zone, the CPIOZ supplemental development requirement applies.

As stated in the Municipal Code CPIOZ regulations, any development permit application within the boundaries of CPIOZ–Type A that complies with the supplemental development regulations can be processed ministerially. Any development permit application within the boundaries of CPIOZ–Type A that does not comply with the supplemental development regulations in this section requires a Process Three Site Development Permit.

Interior building improvements that do not involve a change of use or provide additional floor area or improvements that do not require a construction permit are not subject to CPIOZ, and exceptions to CPIOZ may be granted for proposed development that is minor, temporary, or incidental and is consistent with the intent of CPIOZ.

In Mission Valley, three areas have been identified for supplemental development regulations. These areas have been identified as the Hillside Conservation, Design, and Height Limitation Subdistrict CPIOZ, Specific Plan CPIOZ, and the San Diego River Subdistrict CPIOZ. Both are CPIOZ–Type A. Figure 39 identifies the three subdistricts on a map of the Mission Valley community planning area. This section of the community plan includes the supplemental development regulations for each CPIOZ area.

Hillside Conservation, Design, and Height Limitation Subdistrict CPIOZ

To ensure development in hillside areas will respect, preserve, and/or recreate hillside areas along the Hillside Conservation, Design, and Height Limitation Subdistrict CPIOZ–Type A is applied to the area identified in Figure 39. Development within the Hillside shall meet the regulations of the underlying zone, purpose and intent of the below supplemental development regulations.

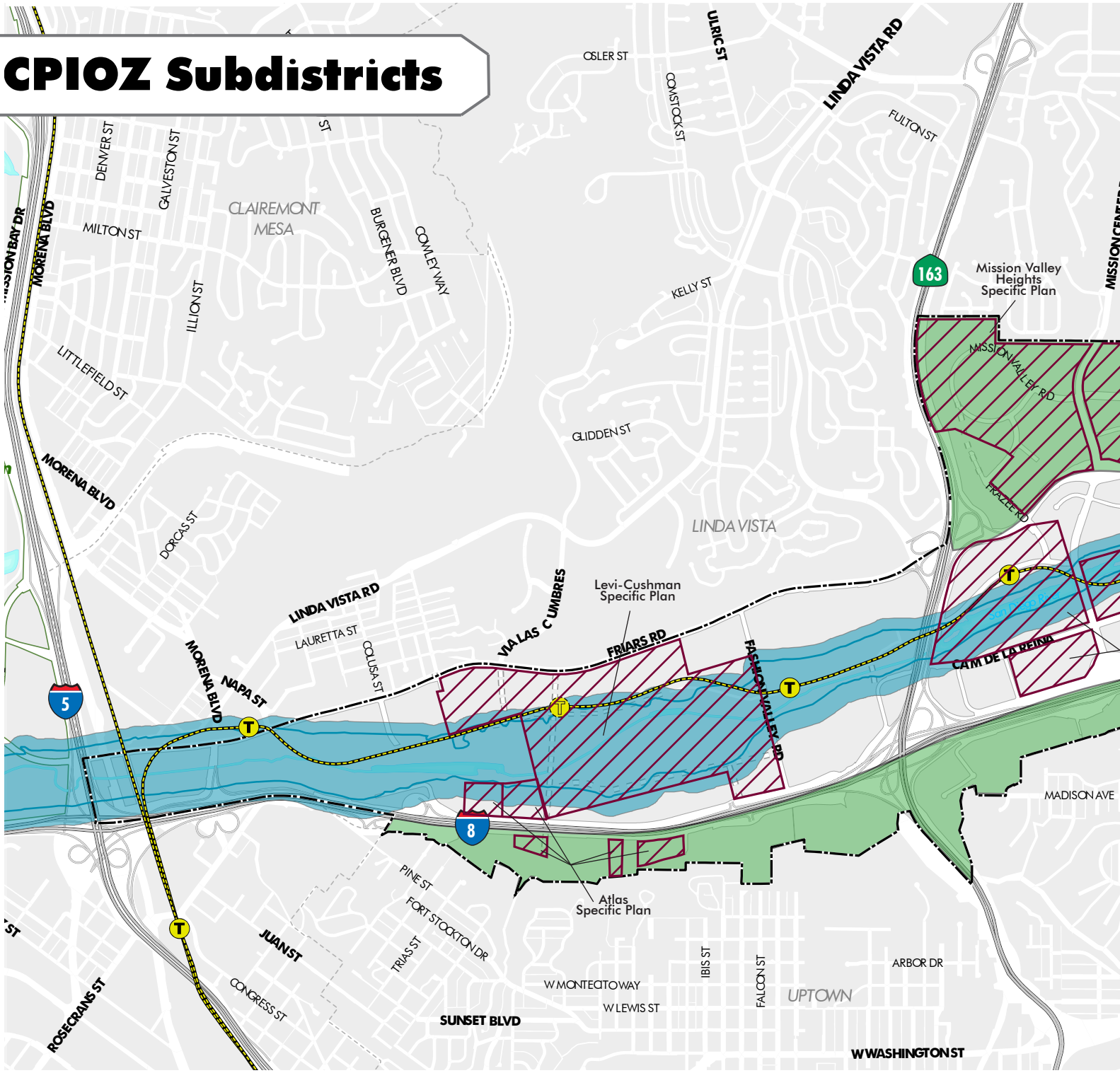
Supplemental Development Regulations

Boundaries

The Mission Valley Hillside Subdistrict shall apply to portions of the community north of Friars Road and south of I-8 (Figure 39).

Figure 39

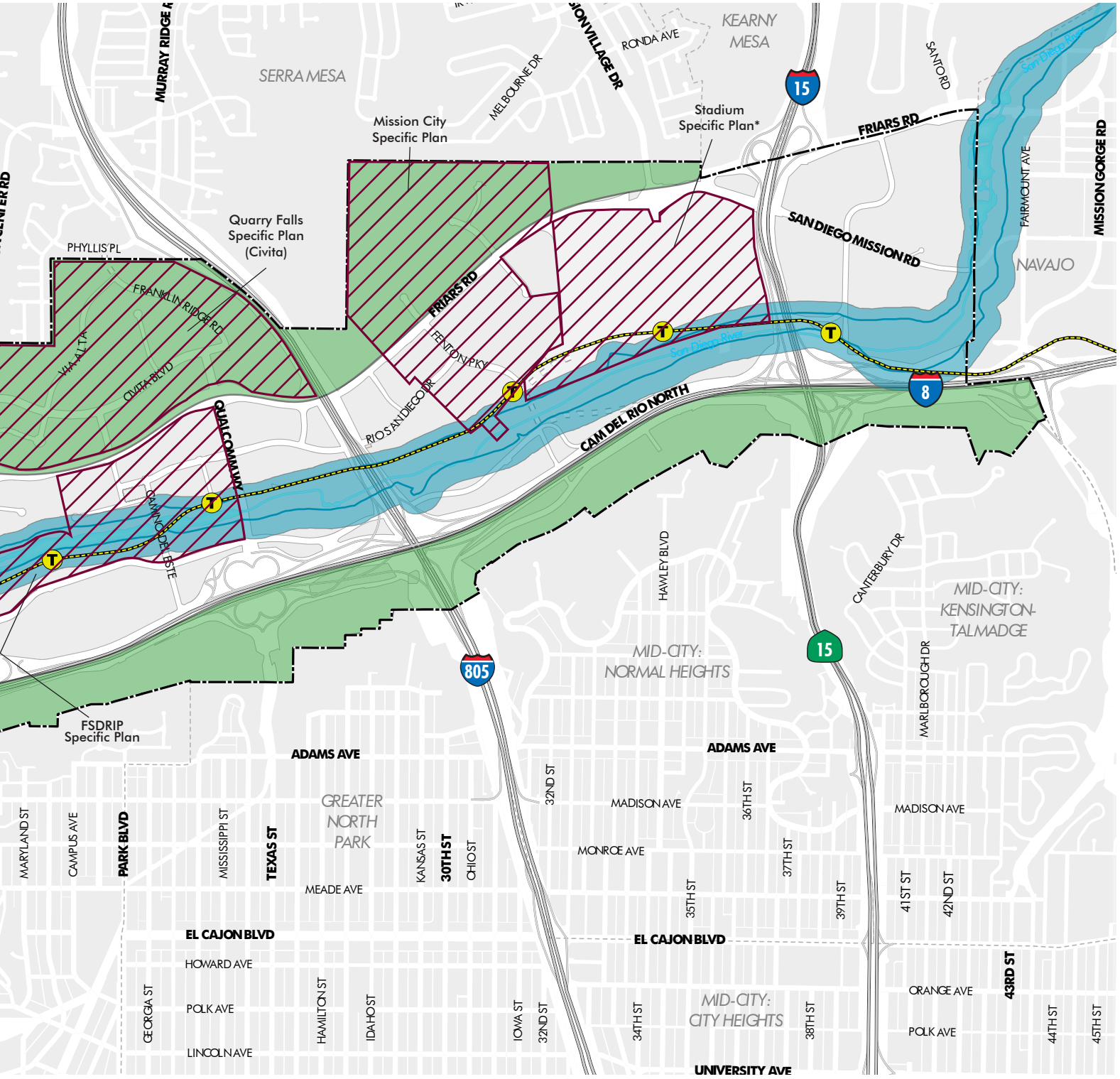
CPIOZ Subdistricts



General Information

- Trolley Stops
- Planned Trolley Stops
- Planned Roadway
- Light Rail
- Freeways
- Ramps
- San Diego River
- Mission Valley Community Plan Boundary
- Community Planning Areas
- 100 Year Floodway

Note: This map illustrates approximate boundaries and may not be relied upon to demonstrate actual boundaries, which are established according to the location of the current 100-year floodway as mapped by the Federal Emergency Management Agency (FEMA) and which is subject to change.



CPIOZ Subdistricts

- San Diego River Subdistrict
- Hillside Subdistrict
- Specific Plan Subdistrict

*To be completed

40ac
10ac

0 1/4 1/2 1

MILES

Steep Slope Definition

Steep slope lands are defined as all land having a naturally formed or naturally appearing gradient of 25 percent or greater, based on 5 foot contour intervals, with a minimum elevation differential of 25 feet. Steep slopes do not include manufactured slopes, which have been graded pursuant to a validly issued permit.

Preservation of Steep Slopes

- Development, including road construction, above the 150 foot contour line shall not occur.
- Landscaped slopes disturbed during construction shall be revegetated in accordance with City-wide standards. Lot splits are prohibited on steep slopes.

Signage

- Ground signs greater than 40 feet in height shall not be permitted south of I-8, except that automobile dealerships may utilize ground signs not exceeding 50 feet in height, except pursuant to a variance approved, in accordance with Land Development Code Chapter 12, Article 6, Division 8 (Variance Procedures).
- Roof top signs are prohibited.

Northern Slopes

Natural appearing slopes and contours shall be recreated through variable slope gradients not exceeding a 2:1 ratio. Hillside rehabilitation areas shall be revegetated with indigenous plantings per adopted City-wide landscape standards.

Southern Slopes

- For buildings and structures located south of I-8 on southern slopes, the height shall be limited to 40 feet above preexisting or finished grade, whichever is lower.
- Exceptions to the 40 foot height limitation may be approved up to 65 feet in height provided that all of the following standards are met:
  - All natural existing hillside vegetation and topography shall be preserved;
  - Any previously graded hillsides shall be recontoured into a naturalistic form and revegetated with indigenous plants; and
  - Buildings and structures shall be designed and sited so that a minimum 30 foot wide open public view corridor is created to the hillside from adjacent public streets and freeways.
- Structures over the 65 foot building height level are permitted to allow construction of unique architectural features, such as a steeple, which do not contain occupied floor area, mechanical equipment, or signage.
- Development shall not be permitted in steep slope lands, except as indicated in Table 10.

Development on the southern slopes should be low scale and integrated into the natural topography.

Table 10: Encroachment into Steep Slopes	
Percentage of Parcel in Steep Slopes	**Maximum Encroachment Allowance as Percentage of Area in Steep Slopes**
75% or less	10%
80%	12%
85%	14%
90%	16%
85%	18%
100%	20%

Specific Plan Subdistrict CPIOZ

The purpose of the Specific Plan Subdistrict CPIOZ-Type A regulations is to identify properties where a valid specific plan has been adopted by ordinance or a specific plan adopted by ordinance is required for future development. These areas are identified in Figure 39. Applications for a CPIOZ-Type A development shall meet the regulations outlined within the corresponding specific plan.

Supplemental Development Regulations

Authority
Specific plans may either supplement or supersede land use regulations applicable to the subject property, including all previously adopted ordinances, standards and guidelines. In the event an inconsistency or conflict exists between standards adopted within a specific plan and comparable provisions of the Mission Valley Community Plan or other development standards, the standards and regulations made part of the specific plan shall prevail. Where not otherwise specifically referenced and addressed by a specific plan, all adopted ordinances, regulations, standards and guidelines of the Land Development Code shall apply.

New Specific Plans and Specific Plan Amendments
If an area is within the Specific Plan Subdistrict CPIOZ but a specific plan has not been adopted, a specific plan will be required for future development. Valid specific plans may also be amended. Any new specific plans or amendments to adopted specific plans shall be consistent with Chapter 12, Article 2, Division 1 of the Land Development Code.

Removing Specific Plan Requirements from a Property
The properties within the Specific Plan Subdistrict have a base zone consistent with land use designations of the Mission Valley Community Plan. However, the regulations of any adopted specific plan supersede those base zones. Amendments to the Land Development Code and Mission Valley Community Plan shall be required to remove a property from the adopted specific plan and Specific Plan Subdistrict CPIOZ. Once the Specific Plan Subdistrict CPIOZ boundary has been amended to remove the property from the overlay zone, the base zone shall apply.

San Diego River Subdistrict CPIOZ

The purpose of the San Diego River Subdistrict CPIOZ–Type A regulations is to ensure that development along the San Diego River implements the San Diego River Park Master Plan. The River Subdistrict regulations have also been designed to preserve and enhance the character of the San Diego River Valley, to provide for sensitive rehabilitation and redevelopment, and to create the San Diego River Pathway. The San Diego River Subdistrict CPIOZ includes the River Corridor Area and the River Influence Area (Figure 40). The regulations of this zone apply to any development fully or partially within these boundaries.

All development should address design and compatibility in relation to surrounding development as well as the purpose and intent of the supplemental development regulations of this CPIOZ. Development may propose design solutions that vary, but the design shall be equal or higher in quality to the design concepts identified for this CPIOZ area.

Supplemental Development Regulations

Boundaries

The San Diego River Park Subdistrict includes the River Corridor Area and the River Influence Area. The River Corridor Area is comprised of the current 100-year floodway (floodway) as mapped by Federal Emergency Management Agency (FEMA) and the 35 foot wide Path Corridor on each side of the floodway. Figure 40 illustrates how the River Influence Area, is the 200 foot wide area extending outward from the River Corridor Area on each side of the river.

Permitted Uses and Development

Development within the floodway shall be in accordance with Land Development Code Chapter 14, Article 3, Division 1 (Development Regulations for Special Flood Hazard Areas).

- Within the 35 foot wide Path Corridor, only the following development shall be allowed: the San Diego River Pathway, trails, and passive recreational uses, including picnic areas, scenic or interpretive overlooks, fitness stations, seating, and educational exhibit areas; except that within locations that are not mapped as Multi-Habitat Planning Area (MHPA), as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with Land Development Code Chapter 14, Article 3, Division 1, only the following development shall be allowed: children's play areas, multi-purpose courts, turf fields, and active recreation use.
- Portions of the 35 foot wide Path Corridor that are mapped as MHPA, as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with Land Development Code Chapter 14, Article 3, Division 1 shall be developed in accordance with the MSCP Land Use Considerations and the Environmentally Sensitive Lands Regulations in Chapter 14, Article 3, Division 1 of the Land Development Code.

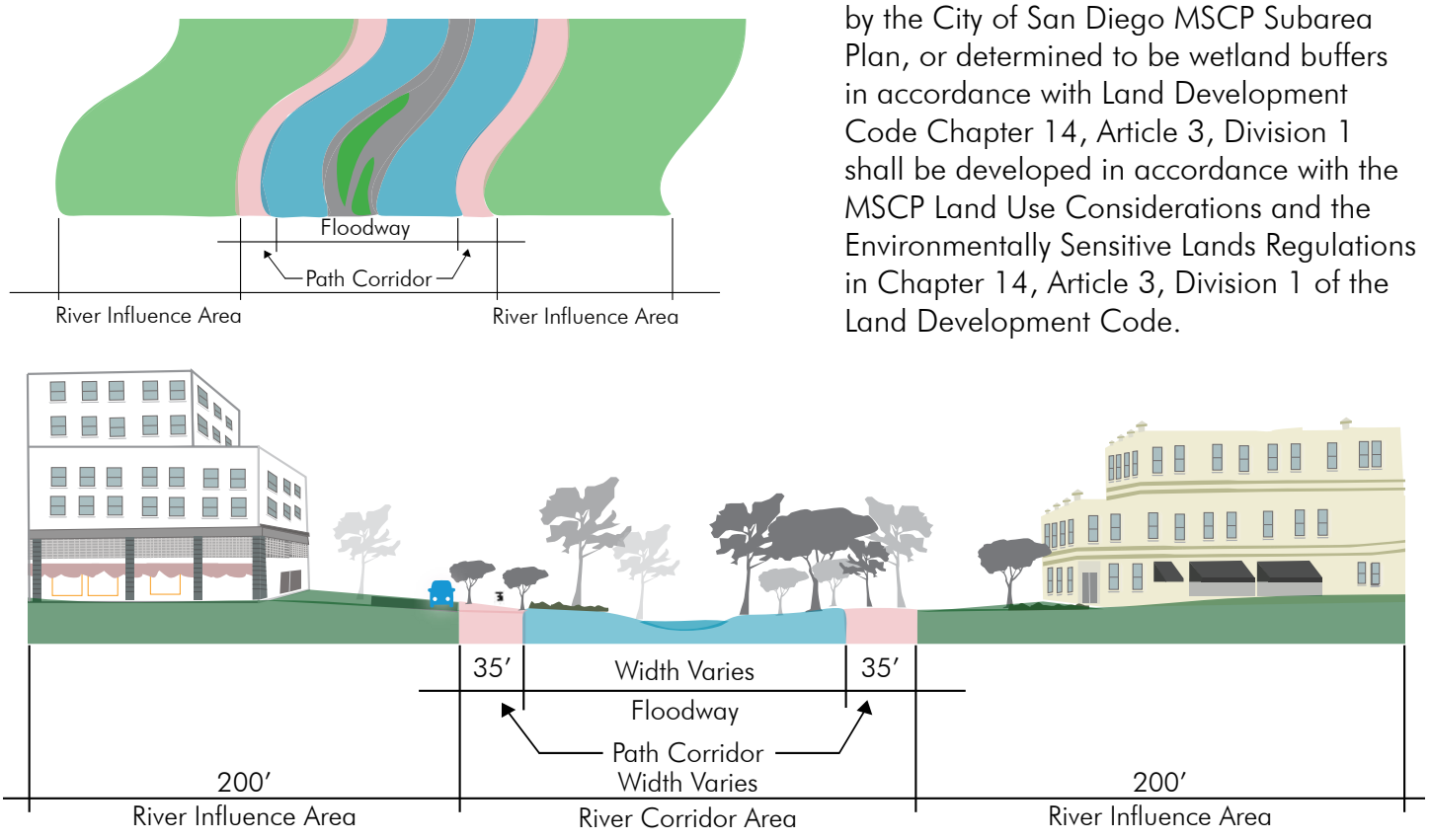


Figure 40: Section/Plan View of the River Corridor and Influence Area

Grading

- Grading within the floodway shall be conducted in accordance with MSCP Subarea Plan Chapter 1.4 and the Environmentally Sensitive Lands Regulations in Chapter 14, Article 3, Division 1 of the Land Development Code.
- Grading within the 35 foot wide Path Corridor shall:
  - Avoid long continuous engineered slopes with hard edges;
  - Provide gradual transitions at the top and bottom of the slopes; and
  - Stabilize and revegetate slopes with native plants consistent with the surrounding habitat type.

Implementation of the Path Corridor provides an amenity from both property owners and visitors.

San Diego River Pathway

Development on a lot located wholly or partially in the River Corridor Area shall include the San Diego River Pathway as described in this section. Where portions of the Path Corridor are mapped as MHPA, as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with Land Development Code Chapter 14, Article 3, Division 1, the San Diego River Pathway shall be located outside the MHPA and the wetland buffer, immediately adjacent to the Path Corridor. See Figure 41, Path Corridor Realignment for MHPA and Wetland Buffer.

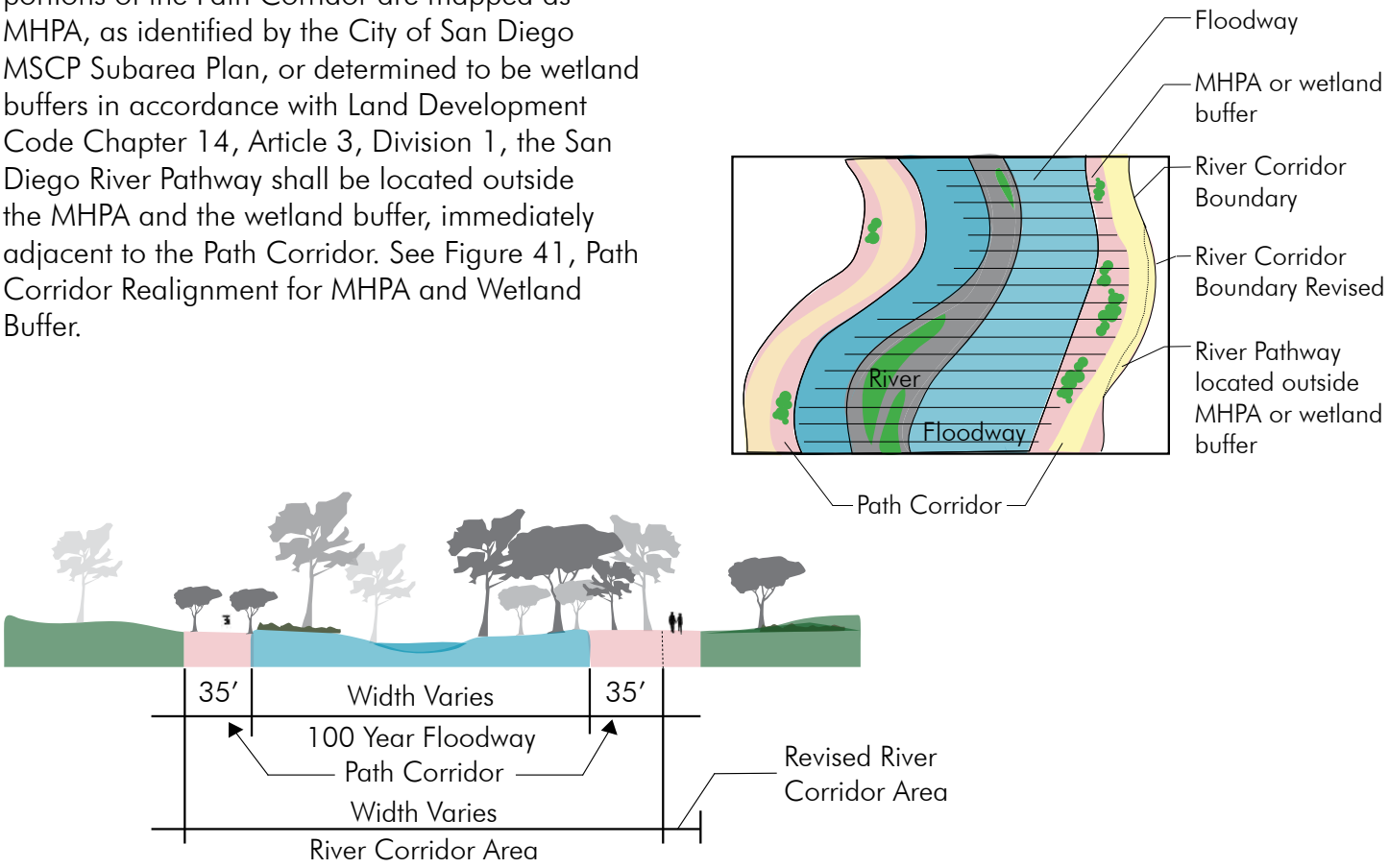


Figure 41: Path Corridor Realignment for MHPA and Wetland Buffer

The San Diego River Pathway shall be dedicated with an easement that allows public access and shall be completed prior to final inspection of any building associated with a development.

The San Diego River Pathway shall include the following features:

- A minimum 10 foot wide pathway of concrete or similar material, in a color that blends with the surrounding native soil.
- A minimum 2 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.
- A minimum 10 foot wide landscape area between the floodway and the San Diego River Pathway.
- A minimum 12 foot vertical clearance above finished grade of the San Diego River Pathway.

Trails

Pedestrian-only trails are permitted within the River Corridor Area in accordance with the following:

- Trail alignments shall mimic natural conditions and minimize grading and disturbance to vegetation.
- Trails shall be designed to provide continuous loops to the San Diego River Pathway, with no trail alignment resulting in a dead end.
- Trails located in areas mapped MHPA, as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with Land Development Code Section Chapter 14, Article 3, Division 1 are subject to the MSCP Subarea Plan and the Environmentally Sensitive Lands Regulations in Chapter 14, Article 3, Division 1 of the Land Development Code.
- Trails shall include the following features:
  - A maximum 8 foot width;
  - An 8 foot vertical clearance above finish grade of the trail; and
  - Surface material shall be decomposed granite or similar material in a color that blends with the surrounding native soil.

Picnic Areas and Overlooks

- Development on a lot located wholly or partially in the River Corridor 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 minimum of three of the following: picnic tables, bicycle racks, shade structures, benches, interpretive signs, or drinking fountains.

Walking trails and site furniture provides an environment for both exercising and relaxing.

Lighting

- Shall be provided along the San Diego River Pathway as necessary to provide for security and personal safety. Light poles shall not exceed 12 feet in height. All lighting shall be shielded and directed away from the floodway, the edge of the San Diego River Pathway fronting the river, and the MHPA.

Site Furniture

- Shall be designed in accordance with the San Diego River Park Master Plan Design Guidelines and include the San Diego River Park logo. Shall be provided along the San Diego River Pathway at picnic areas, overlooks, and other locations that complement the San Diego River Pathway. 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.

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 include, at a minimum, one interpretive sign. Information Kiosks (as described in the San Diego River Park Master Plan Design Guidelines) shall be provided at any location where the San Diego River Pathway intersects a public street.

Fences

Located between the San Diego River Pathway and the River shall be provided only as required to protect sensitive habitat or historic resources, and shall allow for wildlife movement. Fences shall be in accordance with the following:

- Located a minimum of 5 feet from the San Diego River Pathway or trails and shall follow the natural grade.

Interpretive signage can educate the community about native vegetation adjacent to the river.

- Consist of horizontal rails of either wood peeler log or steel posts and cables, maximum height of 42 inches, and shall be at least 75 percent open.
- For the purpose of this subsection, chain link fencing shall not qualify as a 75 percent open fence.

Plant Materials

- The River Corridor Area shall include a mixture of native plants and trees consistent with the surrounding habitat type.
- Non-native grasses and lawn areas shall not be permitted in any areas mapped MHPA, as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with the Land Development Code Chapter 14, Article 3, Division 1.

Visual Openings

- Views within the River Corridor Area shall be maintained at the pedestrian level along the San Diego River Pathway by using tall canopy trees, rather than short bushy trees. Plant materials shall be selected and located in order to provide views to the river along at least 50 percent of the river side of the San Diego River Pathway of each lot.

Plant Material Adjacent to the San Diego River Pathway

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 8 feet above the finish grade of the San Diego River Pathway
- All other plant materials shall not exceed a mature and natural growth habit of 30 inches in height above the finish grade of the San Diego River Pathway.

Building Height and Massing

- Maximum building height and massing on lots adjacent to the River Corridor Area shall be in compliance with Table 11 or the base zone, whichever is more restrictive. See Figure 42, River Influence Area Maximum Building Height and Setback.

Building Façade and Entrance

- Development that abuts the River Corridor Area shall include a river-fronting primary entrance with a connection to the Path Corridor.

Building Transparency

Building facades that front the River Corridor Area or building facades that front a street that abuts and runs parallel to the River Corridor Area shall provide building transparency in accordance with the following:

- The amount of transparency, measured as the visible light transmittance (VLT) shall be at least 0.65 VTL.
- Commercial and Mixed Use Zones–a minimum of 50 percent of the total façade shall be transparent and a minimum of 70 percent of the ground floor (between finish grade and the full height of the first floor) shall be transparent,
- Industrial Zones–a minimum of 25 percent of the total façade shall be transparent.

Building Reflectivity

- Building facades that front the River Corridor Area shall not include materials with a visible light reflectivity (VLR) factor greater than 10 percent.

Exterior Equipment Enclosures, Outdoor Storage, Loading Areas and Refuse Collection Areas

Shall be in accordance with the following:

- Located a minimum of 100 feet from the River Corridor Area.
- Shall be screened with landscape and an opaque wall at least 6 feet in height or, if the item to be screened exceeds 6 feet in height, a wall 1foot taller than the item, to a maximum wall height of 10 feet shall be provided. Screening shall be of the same design and materials as the primary building façade.
- Loading areas shall also comply any other applicable requirements of the Land Development Code.

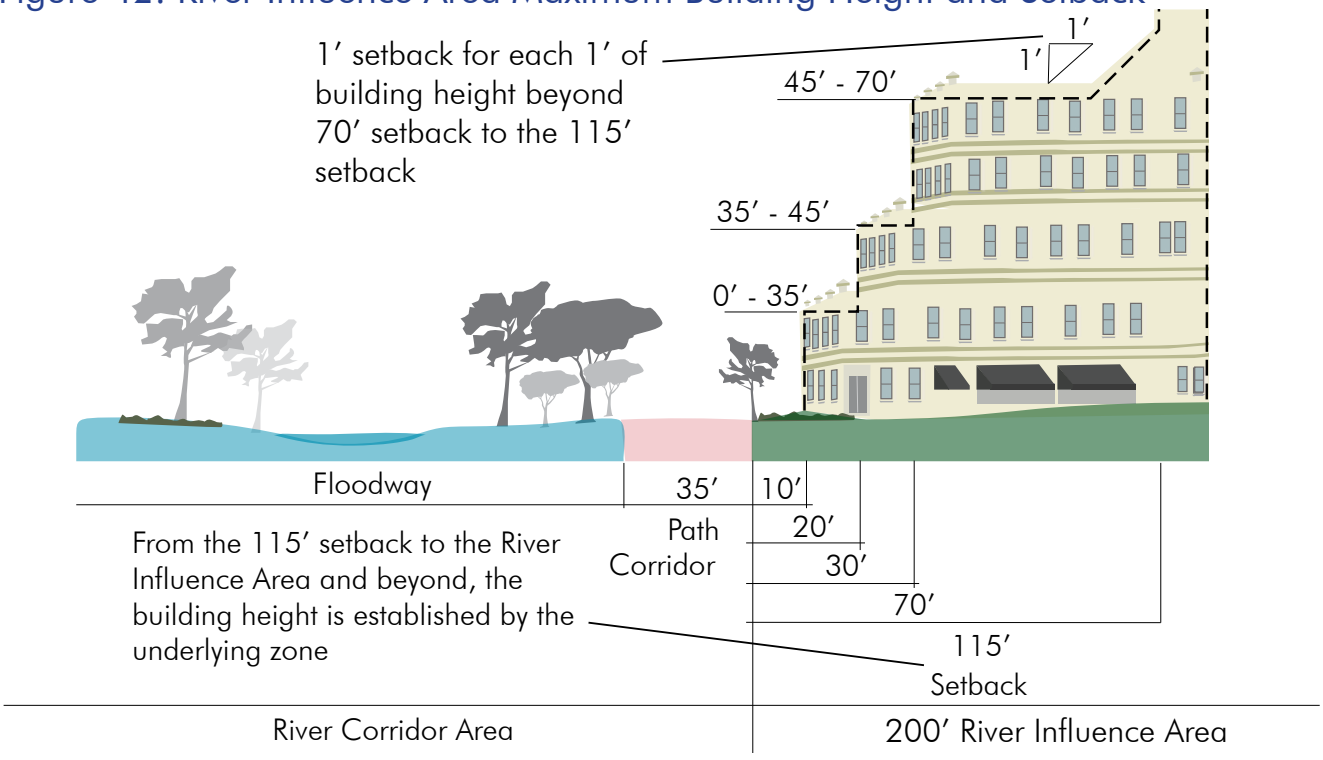
Off-Street Surface Parking

Off-street surface parking areas located adjacent to the River Corridor Area shall be set back and screened for the full height and length of the parking area, with one or more of the following:

- Shall be screened with residential, commercial, industrial, or mixed use development, in accordance with the base zone; or
- Screened with landscape materials, in which case the following shall apply:
  - Parking areas shall be setback 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 Area, whichever is less;

Table 11: River Influence Area Setback, Height, and Massing		
Minimum Building Set Back Distance from the River Corridor Area [1]	**Maximum Building Height Allowed**	**Massing**
10 feet [2]	35 feet	No more than 50 percent of a building's wall may be located at the setback measured from the River Corridor Area.
20 feet	45 feet	Not regulated by this CPIOZ.
30 feet	70 feet	At or above 70 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.
70 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.	
[1] Where river and street setbacks overlap, the requirements of the River Influence Area shall apply.		
[2] Buildings shall be set back a minimum of 10 feet from the River Corridor Area. Architectural features such as eaves, cornices, eyebrows, trellises, bay window balconies, entry roofs and arbors, and fireplaces may extend a maximum of 4 feet into the 10-foot setback.		

Figure 42: River Influence Area Maximum Building Height and Setback



- Parking areas shall be screened with shrubs capable of achieving a minimum height of 30 inches along 80 percent of the length of the parking area along the River Corridor Area frontage within a 2 year period, except that screening shall not be required at pedestrian access points; 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.

Parking Structures

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, with one or more of the following:

- Shall be screened with residential, commercial, industrial, or mixed use development, in accordance with the base zone; or
- Shall be screened with landscape materials in accordance with the Land Development Code and in which case the following provisions shall apply;
  - Parking structures shall be setback a minimum of 30 feet from the River Corridor Area; and
  - 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.

Streets that Abut and Run Parallel to the River Corridor Area

- Shall be the minimum width allowed by the Street Design Manual of the Land Development Manual. Development shall be designed to minimize the number of curb cuts. On-street parking shall be provided in clusters of parking bays along the river side of the street.

Development set back from the river provides opportunities for resource protection as well as views from buildings.

Building Access to the River Corridor 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:

- One building access path for every 300 linear feet of river frontage.
- The building access path shall be to the primary building entrance or to a secondary entrance that is of substantially equivalent design and quality of materials as the primary entrance.

Public Access Pathway 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:

- At least one north-south public access pathway shall be provided for every 1,000 linear feet of frontage along the River Corridor Area.
- Each public access pathway shall be a minimum of 8 feet wide and paved.
- A public access pathway sign shall be provided at the public street and at the intersection of the San Diego River Pathway to identify the entry to the public access pathway and shall be placed in a clearly visible location.
- An easement for public use shall be required for public access pathways.

Public Access Pathways from Streets that Abut and Run Parallel to the River Corridor Area
Public access pathways shall connect the street to the San Diego River Pathway at every street intersection and, at a minimum, provide a connection every 1,000 linear feet of street frontage along the River Corridor Area.

Lighting
All lighting within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.

Fences
Within the 10 foot building setback area, only the following fences are permitted:

- A solid fence not to exceed 3 feet in height.
- A fence that is at least 75 percent open and does not exceed 6 feet in height; or
- A combination of a 3 foot tall solid fence topped with a 3 foot tall fence that is at least 75 percent open.
- For the river corridor area, chain link fencing shall not qualify as a 75 percent open fence.

North-south public access pathways within a development site provide connectivity between the public sidewalk and the River Corridor Area.

Signs

- Within 100 feet of the River Corridor Area, wall signs fronting the river shall not exceed a height of 15 feet above finish grade.
- Ground signs between a building and the River Corridor Area shall be monument signs not to exceed 5 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 lighted.

Plant Material

- Plant materials within 15 feet of the River Corridor Area shall be non-invasive low water use species.

GENERAL AND SITE-SPECIFIC POLICIES

The following tables provide specific guidance on how development should address these topics:

- Area Specific Plans
- Composition
- Land Use
- Mobility
- Parks
- Resource Protection
- Sustainability
- Well-Being

These tables, combined with the zoning information in the Land Development Code, provide a framework to guide development. These tables should be used by City staff, decision-makers, and the Community Planning Group to assess if a development should be considered consistent with this community plan.

AREA-SPECIFIC PLAN GUIDANCE

Specific Plans should be considered to regulate the development of sites larger than 50 acres.

Policies	
SPG-1	Establish the planning and policy functions in the specific plan for the area governed by the specific plan. Should an amendment be processed to a specific plan that was adopted prior to the adoption of this plan, the amendment should be consistent with the planning and policy functions of this community plan.
SPG-2	Rescind obsolete specific plans where the property owner(s) deem them no longer relevant. Land uses and policies in this community plan would govern those sites after a rescission.
SPG-3	Require an update to the Mission Valley Impact Fee Study for any specific plan adopted after the adoption of this community plan. A project-specific traffic analysis should be completed to identify any project-specific mitigation that may be needed. See: General Plan Policies PF-C.1 through PF-C.7.
SPG-4	Coordinate the design of new transportation infrastructure included in specific plans with SANDAG, Caltrans, and MTS.

AREA-SPECIFIC: COMMUNITY NODES AND MAIN STREETS

Areas identified as Community Nodes and Main Streets should provide context-sensitive design to improve the overall appearance and vibrancy of Mission Valley.

Policies	
CNM-1	Integrate all development within Community Nodes and Main Streets with the public realm, including a unified streetscape design scheme, connected open spaces, and compatible architecture and streetscape design.
CNM-2	Foster street-level vibrancy and create attractive and well-landscaped street frontages on development within Community Nodes and along Main Streets.
CNM-3	Locate all buildings at the property line along the Main Street, with parking and vehicular access to the rear and side.
CNM-4	Provide distinction, identity, and unified cohesive appearance on streetscapes within Community Nodes and Main Streets. Generous sidewalks should accommodate a range of pedestrian activities, including outdoor-dining, shopping, and traveling between destinations.
CNM-5	Emphasize building corners and entrances to establish visual connections within large developments.

AREA-SPECIFIC: FREEWAY ADJACENT

Areas directly adjacent to freeway should be designed to minimize exposure to nuisances.

Policies	
FAD-1	Buffer buildings adjacent to a freeway from the freeway with off-street parking or landscaping.
FAD-2	Orient freeway-adjacent buildings such that courtyards and residential units with operable windows and balconies face away from the freeway.
FAD-3	Locate all residential units above the freeway elevation.
FAD-4	Incorporate noise attenuation measures on all freeway-adjacent development.

AREA-SPECIFIC: HILLSIDES

Development in Mission Valley should apply design strategies to allow development on hillsides to blend into the surrounding environment.

Policies	
HLS-1	Prohibit roads accessed from the valley floor from extending above the 150-foot elevation contour on development oriented toward the valley.
HLS-2	Maintain natural contours as much as possible to control erosion. The overall shape, height, and grade of any cut or fill slope should be designed to simulate the existing natural contours and scale of the site's terrain. ○ Revegetate all hillside graded areas with native and drought-resistant local vegetation. ○ Control erosion through phased grading and prompt revegetation. Minimize grading to only areas that will be resurfaced, landscaped, or built on. Resurfacing of parking lots and roadways should occur before completion of construction.
HLS-3	Disrupt the hillside as little as possible with roads accessing development and follow the natural topography to the extent possible, minimizing cutting and grading. Use bridges instead of fill, where possible.
HLS-4	Phase grading so that prompt revegetation or construction can control erosion. Only areas that will later be resurfaced, landscaped or built over should be disturbed. Graded slopes should be promptly revegetated with hydro-seeding, groundcover, or a combination of groundcover, shrubs and trees. Groundcovers should have moderate to high erosion control qualities.
HLS-5	Implement runoff control measures during construction. These may include fabric fences, heavy plastic earth covers, or gravel berms or lines of straw bales.
HLS-6	Rehabilitate hillsides as needed.
HLS-7	Limit buildings and structures located on hillsides south of I-8 to 40 feet above existing or finished grade, whichever is lower. ○ Approve structures up to 65 feet in height provided that all of the following standards are met: • All natural existing hillside vegetation and topography are preserved; • Any previously graded hillsides are recontoured into a naturalistic form and revegetated with indigenous plants; and • Building and structures are designed and sited so that a minimum 30 foot wide open public view corridor is created to the hillside from adjacent public streets and freeways. ○ Permit structures above 65 feet in height to allow construction of unique architectural features, such as a steeple, which do not contain occupied floor area, mechanical equipment, or signage.

AREA-SPECIFIC: SAN DIEGO RIVER

Development in Mission Valley near the San Diego River should apply design strategies to help create the San Diego River Park.

Policies

SDR-1	Follow all Land Use Development Code, Chapter 14, Article 3, Division 1, Special Flood Hazard Areas; Chapter 14, Article 3, Division 1, Environmentally Sensitive Lands; and the San Diego River Park Master Plan requirements on all development within the River Corridor Area and the River Influence Area.
SDR-2	Make trail entrances highly visible from the street and surrounding development, with recognizable and unified design elements at trail entrances, including landscaping, pedestrian-oriented amenities (e.g. drinking fountains and benches), signage, and pavers. ⬡ Where trails meet public roads, access points should be directly across from each other and the crossing should be signalized. ⬡ Wherever possible, pathways should be uninterrupted by conflicts with vehicles through grade separations.
SDR-3	Link all recreational areas and plazas, passive or active, visually and/or physically to the River Corridor's passive recreation areas and facilities, so that they are integrated into the area-wide open space system.
SDR-4	Step buildings down in height toward the San Diego River, in an effort to provide visual openings and a pedestrian scale of development along the River.
SDR-5	Implement permanent best management practices, listed in the City's Storm Water Standards Manual, on all river area development. Incorporate both mandatory structural practices (swales, infiltration basin) and mandatory non-structural practices (restricted irrigation, aggressive street cleaning).

AREA-SPECIFIC: TRANSIT ADJACENT

Areas directly adjacent to transit should be designed to promote transit use.

Policies

TAD-1	Design building entrances and pedestrian paths to provide convenient access to the trolley, and, where possible, direct views of the trolley station.
TAD-2	Make active uses, such as retail, café, and restaurants, visible and/or easily accessible to transit users embarking or disembarking the trolley stations.
TAD-3	Incorporate pedestrian-oriented amenities on development within transit areas, such as enhanced streetscape design; parks; pocket parks; public plazas; large-canopy street trees; seating and shade structures; and water features, which shorten the perceived walking distances within transit areas.
TAD-4	Facilitate connectivity to transit stations through placement and orientation of pedestrian paths on site plans within transit areas.

COMPOSITION: BLOCKS AND LOTS

Future development in Mission Valley should be developed in fine-grained block and lot patterns that promote connectivity.

Policies	
BLK-1	Create a robust secondary street network in Mission Valley as development is completed. Incorporate new vehicular rights-of-way into plans for large sites such that block sizes do not exceed 500 feet in length.
BLK-2	Design new blocks to be walkable. Maximum block size should be no greater than 300 feet by 600 feet. Encourage any block larger than 300 feet by 600 feet to have a publicly accessible pedestrian connection (paseo) that bisects the block to reduce travel distance for pedestrians.
BLK-3	Lay out new streets in a connective pattern unless topography, environmental conditions, or the like make it infeasible.
BLK-4	Connect new streets and mid-block pedestrian connections to the surrounding circulation network.
BLK-5	Provide a pedestrian public access easement (paseo) through development that is greater than four acres. These easements should provide links between public roads, high activity centers, recreational areas, and transit corridors.

COMPOSITION: STREETSCAPES

Development should help promote a pedestrian-scaled streetscape environment.

Policies	
STS-1	Provide clear access to and visibility of the adjacent use in areas between pedestrian pathways and buildings. Enhance entrances and fenestration architecturally, with articulation, detailing, stoops/stairs, canopies, arcades, and/or signage.
STS-2	Maintain the minimum following dimensions for the unobstructed path of travel for pedestrians (sidewalk) in/through building entry areas: ⬡ Six feet along local streets; ⬡ Eight feet along major/collector streets or abutting high intensity residential development along local streets; and ⬡ Ten feet abutting high intensity commercial development.

COMPOSITION: BUILDING FORM AND DESIGN

Future development in Mission Valley should be designed to promote community cohesion.

Policies	
BFD-1	Step back upper levels of buildings in areas where building heights vary to transition to adjacent lower building heights. Incorporate architectural elements into building design that smooth the transition between the new and existing architecture.
BFD-2	Articulate building mass and surfaces with three-dimensional elements that reduce apparent bulk and create visual interest. Building design should include features such as balconies, recesses, projections, varied finishes, transparency, signage, reveals, brackets, cornices at the roof and at the top of the ground floor, and piers at corners and structural bays.
BFD-3	Utilize corner lots to highlight architecture features with changes in massing and building height and/or create defined building entrances or small plazas by increasing ground floor setbacks.
BFD-4	Limit blank walls to 20 horizontal linear feet within Mission Valley; 30 feet when enhanced by a mural or other permanent public art.
BFD-5	Place, proportion, and design windows to contribute to a coherent and appealing composition, add architectural interest, and differentiate the various components and uses of the building (e.g., ground floor retail spaces, lobbies, office suites, or residential units).
BFD-6	Include acoustically rated windows and doors featuring higher Sound Transmission Class ratings to reduce exterior noise in structures with noise sensitive land uses. Retrofit existing structures with the same treatments.
BFD-7	Satisfy at least ONE of the following conditions on any flat roof element (defined as having a slope less than 10 percent) on all new structures or enlargements: ○ The flat roof element is designed as an architectural/landscape amenity to enhance the views from the proposed structure or adjacent structures. Such enhancement may consider roof gardens, architectural features, special pavings and patterns, or other comparable treatment. ○ Up to 40 percent of a building's coverage can be a single flat roof element, with separate elements differentiated by a minimum 5 foot change in elevation. ○ A minimum of 40 percent of the flat roof element is designed structurally and architecturally to accommodate outdoor activities. ○ A minimum of 40 percent of the flat roof element contains solar panels. ○ The flat roof is over a parking structure that complies with Land Development Code Chapter 14, Article 2, Division 5.
BFD-8	Identify the pedestrian and bicycle routes to and from Trolley stations and the San Diego River with wayfinding signage. Place signs and other public facilities in a manner that provides a clear, unobstructed pedestrian path and continuous parkway design. Signage should be submitted for review for compliance with one of the following: ○ One vertical way-finding sign should be provided per 100 feet of street-facing building façade. Examples of vertical wayfinding signage include permanent banners, traditional sign posts, plaques, or vertical wayfinding signage in the pedestrian zone; or ○ One horizontal way-finding sign should be provided per 100 feet of street facing building façade. Examples of horizontal way-finding include specialized paving patterns or inset arrows along adjacent public rights-of-way, private streets, or private drives.

COMPOSITION: BUILDING PLACEMENT AND ORIENTATION

Future development in Mission Valley should be designed in a manner that engages public streets and neighboring development.

Policies	
BPO-1	Begin site design by locating the point on the site providing the best access to high-quality transit. Radiate the site design from that point, where all buildings have the most direct pedestrian access possible to that point.
BPO-2	Locate the primary building façade and main entrance along a primary frontage. A primary frontage is defined as the most active, articulated, and publicly accessible façade of a building. Primary frontages may face onto pedestrian-oriented streets, internal pedestrian paths, or public open spaces. Corner lots or sites that encompass a full block may have more than one primary frontage.
BPO-3	Face entrances to buildings to the street providing primary access, and establish a direct pedestrian connection between the sidewalk and the primary entry.
BPO-4	Proportion doorways, windows, and other openings to reflect pedestrian scale and movement and to encourage interest at the street level.
BPO-5	Activate ground floor uses and, where possible, make transparent to engage pedestrians and create a livelier environment. Ground floor activation, such as storefronts, dining areas, lobbies, and offices should occur on all streets designated as "Potential Main Street" in the Urban Design section of this plan.
BPO-6	Orient buildings, whenever possible, to create a community gathering place such as an outdoor cafe area, community garden, park, plaza, or public art installation.
BPO-7	Design site plans to encourage interaction among occupants and passersby. Buildings and entrances should be located and configured to define the edges of open spaces and provide visibility and accessibility of open spaces from public rights-of-way and pedestrian pathways.
BPO-8	Conceal all mechanical, electrical, and other building equipment from the public right-of-way and from other existing buildings. Minimize noise and visual impacts with screening materials, landscaping and other buffers. Locate mechanical equipment away from ground floor primary frontage.

COMPOSITION: PARKING

Parking for development should be suitable for an urban environment.

Policies	
PRK-1	Encourage shared parking agreements and use of technology to optimize the efficiency of existing and future parking supplies and reduce the burden on future development.
PRK-2	Consider unbundled parking to offset development costs and encourage use of alternative transportation modes on development.
PRK-3	Consider applying the Parking Standards for Transit Priority Areas (TPA) on development.
PRK-4	Consider designating priority parking spaces for electric vehicles and zero emissions vehicles on development.
PRK-5	Locate parking areas to the side or rear of buildings, away from the public right-of-way and outside of primary frontages.
PRK-6	Distribute parking areas throughout a development site to avoid large contiguous parking areas and to integrate landscaping. Each parking area should include no more than 30 percent of the development's parking spaces.
PRK-7	Make pedestrian access to parking areas fully accessible, visible, and free of obstructions to ensure safety and minimize conflicts between pedestrians, bicycles, and vehicles. ⬡ Connect parking areas with adjoining streets and with all primary buildings on site. ⬡ Construct walkways at the shortest practical distance between the building entry and the sidewalk. ⬡ Differentiate where a walkway crosses a parking area, aisle, or driveway with paving materials, a change in elevation, and/or speed humps.
PRK-8	Encourage a minimum of 10 percent landscaping of the parking lot area.
PRK-9	Locate loading and service areas off the public right-of-way and screen with masonry walls, landscaping, or architectural elements. Design loading/service areas to avoid creating concealed hiding places.
PRK-10	Locate bicycle parking near building entrances and exits, and ensure it is secured, weather protected, and illuminated with adequate lighting.
PRK-11	Design structured parking as an integral part of the development it serves, consistent in style and materials with the rest of the development.
PRK-12	Design partially below-grade parking structures to be a maximum of four feet above the adjacent sidewalk grade, and screen the exposed portion with landscaping and/or design elements that are architecturally consistent in design with and that complement the rest of the building.
PRK-13	Provide carport or tuck-under parking access from side streets or rear alleys.

LAND USE: COMMERCIAL DEVELOPMENT

Future development in Mission Valley should contribute to the thriving commercial center while offering new formats to meet changing business and consumer needs.

Policies

COM-1	Design commercial development with a "Main Street" feel, providing building doors and access to open space areas directly from the street, or primary pedestrian path if adequate street frontage is unavailable.
COM-2	Distinguish and accentuate the ground floor of buildings through facade articulation and transparency of building function/program.
COM-3	Design street-facing storefronts to create an active and inviting pedestrian realm. ⬡ In one retail structure with several stores, define individual storefronts by providing variations in facades, such as shallow recesses at entries, piers, or other architectural elements, to create the appearance of several smaller buildings or shops, rather than a single, large, and monotonous building. ⬡ Complete storefront facades should include doors, large display windows, bulkheads, signage areas, and awnings.
COM-4	Design building entries so that they are clearly defined and distinguishable from the street and pedestrian paths. Building entries should include at least one of the following design features: entry plaza, vertical articulation, or architectural elements such as a recessed entry, awnings canopy, or portico.
COM-5	Locate the primary entrances for both first-floor establishments and upper level units within the primary façade and make them visible and accessible from the street.
COM-6	Site nearly all parking serving commercial development behind any buildings facing the primary street. Large parking fields in front of buildings are not permitted.
COM-7	Provide for the privacy and noise attenuation of adjacent homes on any commercial development sited adjacent to residential development.
COM-8	Design office development to accommodate changes in workforce styles and needs. Office uses should be developed within high-quality office districts where workers have access to restaurants, services, and outdoor recreation.
COM-9	Prohibit drive-throughs within strictly commercial sites; they can be designed as an integrated part of a mixed use development.
COM-10	Design car dealerships to be contained within buildings in an urban format, with limited parking fields and car storage through the use of structured parking.
COM-11	Provide goods and services needed for local residents and employees at retail establishments unless placed on a site designated for Regional Retail services.
COM-12	Design all commercial development to be accessible by all modes of travel. Connect all primary entrance doors to a primary pedestrian path with limited conflict points with automobiles.

LAND USE: INSTITUTIONAL DEVELOPMENT

To provide for a growing population in Mission Valley, sites have been designated for future institutional uses and infrastructure.

Policies	
INT-1	Develop sites designated for institutional uses to include only uses that meet the needs of the greater community, such as infrastructure, community centers, public safety facilities, and schools. These uses may be operated by either public or private entities.
INT-2	Include in the staff report an evaluation of any proposed building that is not community-serving on a site designated for institutional uses. The evaluation should identify that the site is not needed for any institutional use.

LAND USE: MIXED USE DEVELOPMENT

Future mixed use development in Mission Valley should be developed in an urban format where uses are functionally integrated and designed to be compatible with the unique nature of Mission Valley.

Policies	
MXU-1	Demonstrate consistency with the policies identified for residential or commercial development needs on mixed use developments.
MXU-2	Strive to facilitate no net loss of jobs on a mixed use development that is proposed on a previously all commercial site, while increasing opportunities for housing. Encourage units that integrate job opportunities such as live/work, shopkeeper, and home occupation.
MXU-3	Design mixed use development in either a horizontal or vertical format as long as all uses are functionally integrated with unobstructed pedestrian paths with limited automobile conflict points between all uses.
MXU-4	Prioritize employment uses in mixed use sites adjacent to transit stops and stations to promote transit ridership.
MXU-5	Locate commercial uses such that they are not disruptive to residential uses.
MXU-6	Locate the primary entrances for both first-floor establishments and upper level office or residential units in mixed-use buildings within the primary façade and make them visible and accessible from the street.
MXU-7	Use a high degree of transparency on primary, ground floor, non-residential frontages of a building. However, if a residential use is included, it should be activated through stoops to engage pedestrians and create a livelier street environment. On secondary frontages, activation is not required but buildings should be well-articulated to create visual interest for pedestrians as illustrated in Figure 27.
MXU-8	Encourage amenities to support commercial activities on-site when home occupations are used to meet mixed use commercial requirements. Amenities may include commercial-grade Internet service, communal conference facilities, professional lobbies, and mail storage areas.
MXU-9	Design mixed use development to provide for the needs of children through amenities and open areas. Consider the siting of childcare facilities to meet on site commercial requirements.
MXU-10	Permit drive-through establishments only if the entire drive-through system is contained within an enclosed parking garage, including ordering windows and idling car storage.

LAND USE: RESIDENTIAL DEVELOPMENT

Future housing development in Mission Valley should provide diversity in type and format in order to meet the needs of many demographics.

Policies

RES-1	Encourage the development of a variety of building formats to provide functional and visual diversity of housing options throughout the community.
RES-2	Use development to achieve a diverse mix of unit sizes and types, such as three-bedroom, shopkeeper, home occupations, residential-work units, and micro-units, to accommodate many lifestyles and family sizes.
RES-3	Provide housing options that can be comfortably occupied by seniors, including units without internal staircases and limited stairs on external paths.
RES-4	Encourage affordable housing to be built on site.
RES-5	Design any residential development built within 500 feet of a freeway to minimize the exposure of freeway noise, including siting buildings and balconies perpendicular to the freeway, and using parking structures to shield units from noise.
RES-6	Face primary entrances for residential units (individual or shared) towards either a public street or a main street that is internal to the development if adequate public frontage does not exist. Entrances should provide a connection to the main vehicular street through stoops, a path-way, porches, or other transitional features.
RES-7	Make security gating or fencing a minimum of 50 percent transparent to provide views into the courtyard. Any gating and/or fencing may be used to demarcate private areas, but public pedestrian connectivity needs to be maintained with pass-throughs to prevent the creation of mega-blocks.
RES-8	Design open spaces to enhance the quality of life for residents. Areas may be small, but should be adequately sized to allow movement and usability. Such areas may include balconies, decks, and patios. For larger units, the areas should be designed with consideration for the needs of families with children.

MOBILITY: BICYCLING

Future development in Mission Valley should be designed to be accessed by cyclists and include amenities to support bicycle use.

Policies	
BIC-1	Provide a sheltered Bike Kitchen—a place to use tools and repair bicycles—within development required to build 10 long-term bicycle parking spaces.
BIC-2	Ensure bicycle parking is provided in a visible, well-lit area.
BIC-3	Identify ingress and egress for bicycles, with minimum interaction with vehicles on access plans for development.
BIC-4	Connect development to bicycle trails and routes per the San Diego Regional Bicycle Plan. Locate open spaces to abut or provide direct access to bicycle facilities.

MOBILITY: INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Technology solutions that can improve mobility in Mission Valley should be incorporated into development.

Policies	
ITS-1	Evaluate intelligent transportation system (ITS) improvements, such as adaptive signals and improved coordination technologies and determine if they are feasible and suitable for development.
ITS-2	Coordinate with the City's Transportation and Storm Water Department and Development Services Department to identify opportunities to incorporate ITS technologies as a means to improve transportation efficiency on development.

MOBILITY: STREETS

Development in Mission Valley should contribute to a better functioning street system.

Policies	
STR-1	Provide a well-connected grid of internal streets and ample provisions for pedestrian and bicycle mobility on development.
STR-2	Support the buildout of the planned roadway network and associated classifications depicted in Table 3 and Figure 14 on development, which may include the allocation of right-of-way to support a complete multimodal network; this includes critical connections and some strategic widenings.
STR-3	Research planned capital projects that may require the allocation of space and/or identify measures to avoid impeding implementation of planned projects on development.
STR-4	Include all pedestrian amenities required of public streets, consistent with the City of San Diego Street Design Manual, on any development that includes private drives that provide ingress and egress to a site.
STR-5	Include new local roads identified in the Mobility section as part of redevelopment.
STR-6	Extend culs de sac to adjacent streets through redevelopment. See Figure 15 for examples of opportunities to improve connectivity in Mission Valley.

MOBILITY: TRANSPORTATION DEMAND MANAGEMENT (TDM)

Future development in Mission Valley should be designed to promote internal walkability as well as connectivity to and from other destinations in the community.

Policies

TDM-1	Evaluate opportunities to coordinate community circulator routes with neighboring properties as a TDM measure that expands service and access to more community destinations.
TDM-2	Consider developing and implementing an approved TDM Plan designed to reduce peak period automobile use and lower the minimum parking requirement on development. Reference San Diego Municipal Code Chapter 14, Article 2, Division 5.
TDM-3	Incorporate mobility hub features such as EV chargers, rideshare pick-up/drop-off space, bicycle parking, and transit information on development.
TDM-4	Designate visible space along the property frontage of development to allow for staging of shared vehicles, bikes, and scooters.
TDM-5	Consider participating in existing TDM programs, including but not limited to those overseen by SANDAG and MTS, in order to: ⬡ Encourage rideshare and carpool for major employers and employment centers. ⬡ Promote car/vanpool matching services. ⬡ Continue promotion of SANDAG's guaranteed ride home for workers who carpool throughout Mission Valley. ⬡ Provide flexible schedules and telecommuting opportunities for employees.
TDM-6	Provide flexible curb space in commercial/retail and residential areas on development to meet the needs of shared mobility services and the changing demands of users.
TDM-7	Post information related to available transit service and bicycle infrastructure on development to encourage the use of alternative transportation modes.
TDM-8	Consider providing "parking cash out" options to employees—option for employees to receive the cash value of employer-paid parking subsidies in lieu of a parking spot—as an alternative to providing free or subsidized parking or transit passes.

MOBILITY: TRANSIT

Development in Mission Valley should be transit-oriented, and development adjacent to transit stops needs to be designed to help promote transit use.

Policies	
TRN-1	Support transit stations/bus stops near development by providing access that is visible, convenient, and comfortable to all residents and/or tenants.
TRN-2	Design surrounding areas on development that are directly adjacent to transit stops to support a safe and comfortable waiting experience.
TRN-3	Provide wayfinding signage to guide pedestrians from within a development to a transit stop.

MOBILITY: WALKABILITY

Future development in Mission Valley should be designed to promote internal walkability as well as connectivity to and from other destinations in the community.

Policies	
WLK-1	Designate public access easements on development that are consistent with the planned paseos identified in Figure 5.
WLK-2	Include adequate lighting for pedestrian and cyclist safety and comfort on pedestrian and bicycle connections, particularly along freeway and bridge underpasses, and along the San Diego River Trail.
WLK-3	Provide shade-producing street trees and street furnishing near schools and transit stops on development.
WLK-4	Provide an irrevocable offer of dedication (IOD) with development to provide adequate space to accommodate a future bridge landing or pedestrian connection if located adjacent to the planned pedestrian bridges in Figure 5.
WLK-5	Include a publicly accessible through-block connection to provide access to the San Diego River Trail on development adjacent to the San Diego River, consistent with the requirements of the San Diego River Park Master Plan.

PARKS: PARK DEVELOPMENT, IMPROVEMENTS, AND EXPANSIONS

As Mission Valley continues to grow, development should help contribute to the provision of new park and recreation amenities.

Policies	
PDI-1	Locate public parks on development, where feasible.
PDI-2	Follow park improvement and expansion standards set forth in Council Policy 600-33 and 600-11.
PDI-3	Satisfy population-based park requirements for any proposed portion of a private development by: ⬡ Not restricting or limiting the use of the park or facility to any person because of race, religion, or creed, or limit availability of the park or facility for the use of the general public. ⬡ Being permanent. This would mean that the development has an estimated useful life equivalent to that of similar installations on City-owned and developed parks.

PARKS: PUBLIC OPEN SPACE ON PRIVATE DEVELOPMENT

Recreational amenities should be provided within private development. In order to receive population-based park credit, a recreation easement must be placed on the site.

Policies	
POD-1	Calculate park acreage based on "usable acres" as defined in the General Plan Glossary.
POD-2	Locate open spaces so they are physically and visually accessible from the sidewalk and visible from the street.
POD-3	Locate publicly-accessible open space at the ground floor near the center of activity nodes or along pedestrian connections to facilitate pedestrian access and encourage a variety of spillover activities.
POD-4	Orient and design publicly accessible open space to maximize comfort and provide refuge from the heat during summer months.
POD-5	Provide a variety of areas with sun, shade, and pedestrian-scaled lighting.
POD-6	Use landscaping and architectural components to define publicly accessible spaces and express neighborhood identity.
POD-7	Offer a range of seating and activity options, including children's play equipment and pet relief areas.
POD-8	Ensure indoor publicly accessible open spaces are visible from streets; have tall ceilings and glazing to allow natural light; provide opportunities for seating and public art display; and be free of private logos, signs, or markings.
POD-9	Coordinate seating, planting, and building entries to create areas for groups and individuals.
POD-10	Provide wayfinding signage that conveys a welcoming message to the public.

PARKS: PRIVATE OPEN SPACE DEVELOPMENT

Ample open spaces should be encouraged to be included on site as part of private development, even if access is restricted to residents and employees.

Policies	
PSD-1	Allow for public, semi-public, and private spaces through site-design that incorporates variation in scale.
PSD-2	Define "private" spaces with visual cues such as fences, walls, hedges, trees, and buffer plantings.
PSD-3	Activate and populate private open spaces through successful programming with other uses. This could be achieved through adjacency to outdoor seating of a café or live events.
PSD-4	Incorporate elements into communal areas that encourage social interactions between residents through community gardens, pavilions, "Little Lending Libraries", or other elements.
PSD-5	Compose exterior usable open area of moderately level land with a gradient of less than 10 percent.
PSD-6	Design usable open area as gardens, courtyards, terraces, roof-decks, recreation facilities; swimming pools and spas with associated decking; private exterior balconies; lawns or other landscaped areas beyond required setbacks; and walkways or pathways not subject to vehicular access. Usable open space should not be located within required setbacks.
PSD-7	Ensure usable open area is a minimum of 6 feet in each dimension (width and length).

PARKS: DEVELOPMENT ADJACENT TO OPEN SPACE

When development is proposed adjacent to existing open space, the following approaches should be considered.

Policies	
AOS-1	Maintain contiguous public access immediately adjacent to the open space edge or boundaries.
AOS-2	Prohibit parking contiguous to the open space boundary.
AOS-3	Utilize on site open space and/or accessible pathways to buffer buildings from adjacent open space when siting development.
AOS-4	Abut the open space boundary with common spaces.
AOS-5	Provide open space linkages, trail heads, and bike/pedestrian access on development. All access points to the canyon hillsides and open spaces should be visible and clearly marked.
AOS-6	Incorporate landscaping that complements the existing open space plant palette to serve as a visual extension of the open space on development.
AOS-7	Follow the City's MHPA Land Use Adjacency Guidelines, which address indirect effects on the MHPA from adjacent development, on development adjacent to MHPA lands. Follow all Land Use Adjacency Guidelines, especially the guidance on grading and land development including drainage, toxic substances in runoff, lighting, barriers, invasive plant species, brush management, and noise.

RESOURCE PROTECTION: OPEN SPACE

Some areas of Mission Valley have been designated as Open Space to provide areas that allow for resource protection, particularly of riparian habitats and hillsides.

Policies	
OSP-1	Provide for water storage in open space after rain events as long as resource protection is not inhibited.
OSP-2	Develop trails within areas designated for open space as long as the beneficial uses, functions, and values of the area are not compromised.

RESOURCE PROTECTION: HISTORIC PRESERVATION

Development should identify, preserve, and appropriately treat the significant Tribal Cultural and prehistoric and historic archaeological resources of Mission Valley; consider the history of the built environment; and identify and preserve historically significant resources.

HSP-1	Conduct project-specific investigations in accordance with all applicable laws and regulations to identify potentially significant tribal cultural and archaeological resources.
HSP-2	Conduct project-specific Native American Kumeyaay consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites or sites with cultural and religious significance to the Native American Kumeyaay community in accordance with all applicable local, state, and federal regulations and guidelines.
HSP-3	Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American Kumeyaay sites as part of development; including measures to monitor and recover buried deposits from the tribal cultural, archaeological, and historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor.
HSP-4	Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American Kumeyaay cultural sites that may be identified as part of future development within Mission Valley, and refer sites to the Historical Resources Board for designation, as appropriate.
HSP-5	Identify, designate, preserve, and restore historical resources in Mission Valley and encourage their adaptive reuse consistent with the U.S. Secretary of the Interior's Standards.
HSP-6	Evaluate properties at the project level to determine whether a historic resource exists and is eligible for designation and refer those properties to the Historical Resources Board for designation, as appropriate.
HSP-7	Due to the highly limited nature of known extant resources related to Mission Valley's agricultural history, evaluate and consider for listing on the City's Historical Resources Register any resource related to agricultural history and development that may be discovered as part of future development within Mission Valley.

SUSTAINABILITY: GREEN BUILDING PRACTICES

Development in Mission Valley should help contribute to a more sustainable future for the community.

Policies	
GBP-1	Encourage the use of sustainable building practices. Buildings should strive to qualify for LEED accreditation.
GBP-2	Building heat gain should be reduced through at least three of the following measures: ⬡ Orient buildings to minimize east and west facing facades. ⬡ Configure buildings in such way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces. ⬡ Design deep-set fenestration on south facing facades and entries. ⬡ Utilize vertical shading and fins on east and west facing building facades. ⬡ Using horizontal overhangs, awning or shade structures above south facing windows to mitigate summer sun but allow winter sun. Encourage overhang width to equal half the vertical window height to shade the window from early May to mid-August but still allowing the winter sun. ⬡ Install high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape. ⬡ Create low open vents or windows on the windward side that accepts cooler air to replace the hotter air. ⬡ Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.
GBP-3	Consider the solar access of neighboring buildings to the maximum extent practical, so as not to inhibit neighboring solar access.

SUSTAINABILITY: SMART CITIES

Development should support the City of San Diego's efforts to become a Smart City.

Policies	
SMC-1	Consider providing priority parking and charging stations (preferably solar) to promote sustainable practices and accommodate the use of Electric Vehicles (EVs), including smaller short-distance neighborhood electric vehicles.
SMC-2	Consider lighting with adaptive controls for energy efficiency and to minimize light pollution.
SMC-3	Install and dedicate appropriate communications infrastructure to run from a connection point in a building to the lot line adjacent to a public right-of-way where there exists or may exist in the future a fiber optic broadband network.

WELL-BEING: EMERGENCY ACCESS AND INCIDENT PREVENTION

Development in Mission Valley should be developed to allow for easy emergency access by first responders. Sites should also be designed to discourage public safety incidents.

Policies	
EAI-1	Ensure that building siting and designs provide for adequate emergency access on development and redevelopment.
EAI-2	Design and develop sites to minimize the likelihood of a wildfire spreading to structures by managing flammable vegetation within a development.
EAI-3	Use a point-based system with coordinate locations as opposed to a system that is centerline-based on large-scale developments that include a new addressing system.
EAI-4	Share emergency access lanes between developments as long as the shared lane provides the same level of access as two individual lanes, or gaps can be mitigated through other emergency access points.
EAI-5	Minimize the number of curb cuts and other intrusions of vehicles across sidewalks to reduce conflict points and promote pedestrian and cyclist safety.

WELL-BEING: NOISE

Development in Mission Valley should make every attempt to mitigate noise exposure to residents and workers.

Policies	
NOI-1	Include building design techniques that address noise exposure and the insulation of buildings to reduce interior noise levels to acceptable limits on development within 500 feet of the freeway. Methods may include, but are not limited to, forced-air ventilation systems, double-paned or sound rated windows, sound insulating exterior walls and roofs, and attic vents.
NOI-2	Include site planning techniques to help minimize exposure of noise sensitive uses to rail corridor and trolley line noise on a development.

WELL-BEING: HAZARDOUS MATERIALS

Development on sites with previous use of hazardous materials needs to mitigate for past use to reduce the possibility of exposure.

Policies	
HZM-1	Undergo additional investigation, possibly a Vapor Intrusion assessment, or additional remediation, prior to redevelopment or development of groundwater sources on properties with a rank of 3, moderate hazard, if the current standard of practice indicates significant risks to future receptors.
HZM-2	Manage sites with a low hazard rank prior to excavation, extraction, or other disturbance on account of redevelopment, and, if needed, follow proper materials disposal requirements.

WELL-BEING: GEOLOGIC AND SEISMIC HAZARD PREVENTION

Development on sites seismic disturbance needs to mitigate for risks to reduce the possibility of exposure.

Policies	
GSH-1	Mitigate adverse effects of ground shaking through ground improvement and/or the use of proper engineering design.
GSH-2	Remove and replace vulnerable soils with compacted fill, if structures are planned in vulnerable soil areas, to mitigate the potential of soil settlement.
GSH-3	Employ mitigation to avoid surface ruptures caused by faulting from the nearest Rose Canyon Fault, including but not limited to, setting back structures for human occupancy away from the surface trace of clearly-defined faults or through foundation design that mitigates surface fault rupture.
GSH-4	Consider removing loose soils and replacing them with compacted fill to reduce liquefaction; using support structures with deep foundations, which extend through liquefiable materials; or using suitable ground improvement techniques such as stone columns or deep dynamic compaction.
GSH-5	Practice avoidance, removal of the deposits, or geotechnical and/or structural engineering to mitigate the potential of landslides.

WELL-BEING: FLOODING AND SEA LEVEL RISE

Future development in Mission Valley must conform with all federal, state, and local regulations to limit exposure from flooding due to storm events or sea level rise.

Policies	
FSR-1	Incorporate best management practices (BMPs), on development that address storm water runoff from the development area using the most current regulations established by the Regional Water Quality Control Board.
FSR-2	Conform development and redevelopment to current federal, state, and local flood proofing standards and siting criteria to prevent San Diego River flow obstruction.
FSR-3	Encourage development in the following areas to design to Special Flood Hazard Area (SFHA) Zone AE criteria by projecting the Base Flood Elevation(s) shown in the adjacent Zone AE into the project area: ○ North of the San Diego River from SR 163 to just west of the westerly terminus of Station Village Lane, including properties along Hazard Center Drive, portion of Frazee Road south of Friars Road, Mission Center Court, Caminito Gabaldon, and Caminito De Pizza. ○ South of the San Diego River from SR 163 to Qualcomm Way, including properties along Camino De La Reina, Camino Del Rio North, and Camino Del Este. This includes Mission Valley Mall.