V. DEVELOPMENT GUIDELINES FOR THE PRIVATE IMPROVEMENT ELEMENT

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

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

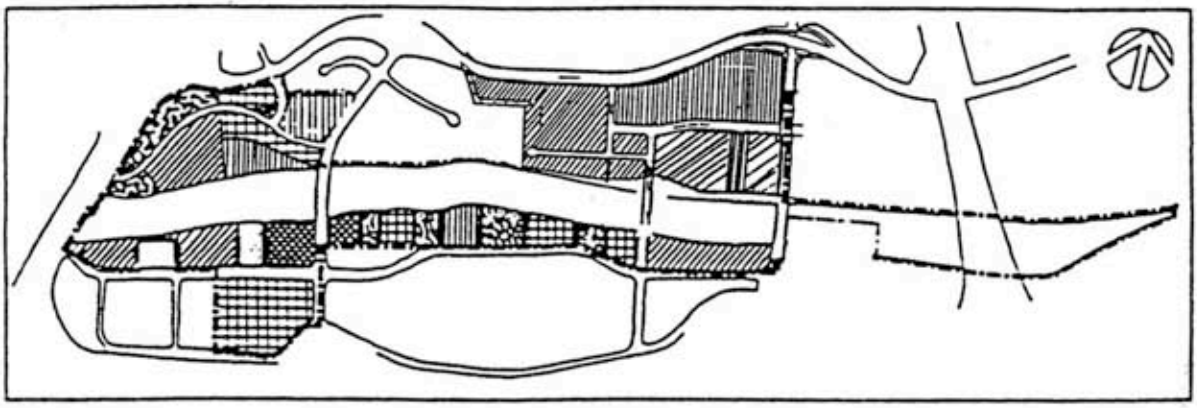
The development guidelines that follow are therefore designed to perform two distinctive functions. First, the guidelines are designed to insure that the private development projects fit into the urban design infrastructure established in Section IV of this Specific Plan (Urban Design and Development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

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

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

[1] Alternative high density residential would result in no hotel development and a maximum of 707 dwelling units.
[2] See Page 77a, #6.
[3] Commercial retail square footage may vary. An all retail project shall not exceed 410,000 sf, and the office and hotel uses would not apply.

Percentage of Land Uses at Floodway Edge



PERCENTAGE FIGURES ARE APPROXIMATE

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

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

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

Land Use Activities – Percentage at Floodway Edge

First San Diego River Improvement Project Specific Plan

25 FIGURE

GUIDELINES:

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

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

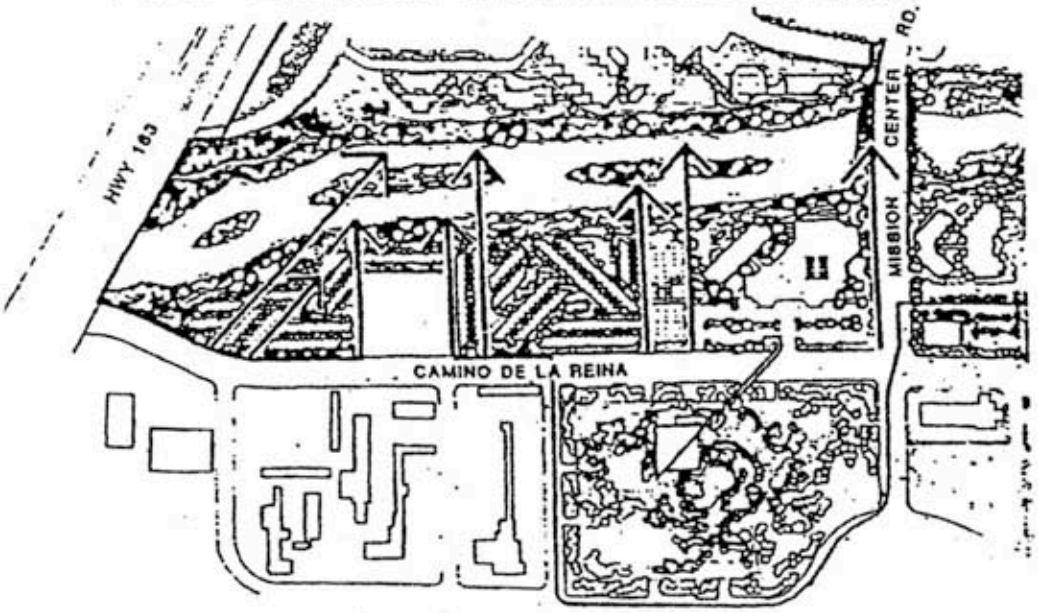
The hotel development on the 6.9-acre MBM site to the north will be closely integrated with landscaped areas. These landscaped areas will include walks, gardens and bike paths to compliment the proposed native vegetation along the San Diego River. Approximately 48% of the site will be landscaped, exclusive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

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

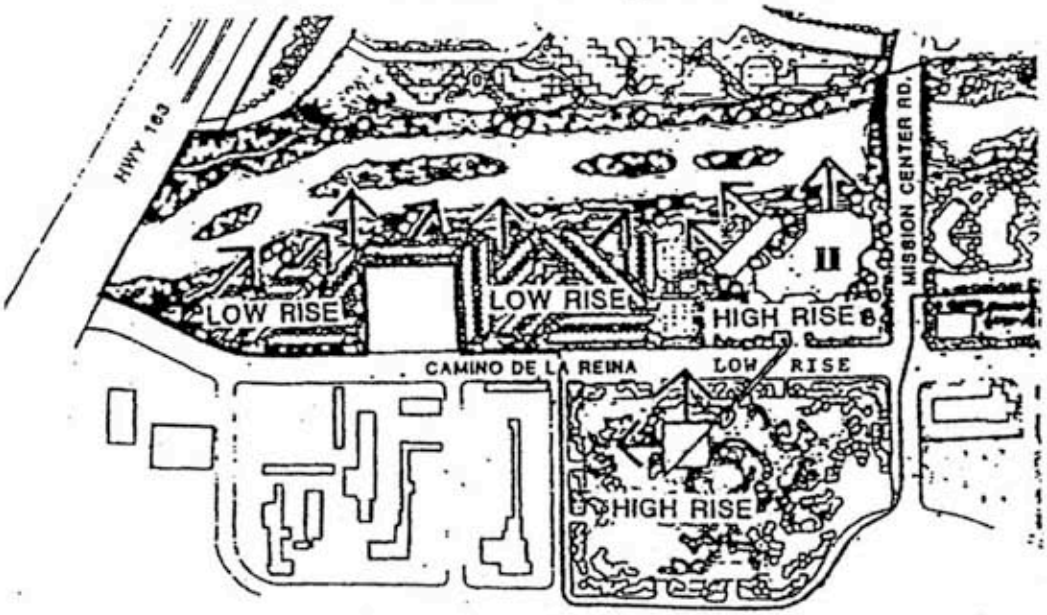
As an alternative to the hotel project, the 6.9-acre site may be developed as a high density residential project consisting of six 2, 3 and 4-story buildings with underground parking. Active and passive recreational facilities would be incorporated into the project including recreational buildings, pool,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

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

View Corridors from Public Roads



Views from the Project Site



II FOOTPRINT WOULD CHANGE BASED UPON A RESIDENTIAL PROJECT

Mission Valley West/MBM-Views

First San Diego River Improvement Project Specific Plan

27 FIGURE

Views

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

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

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

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

C. ACCESS AND CIRCULATION

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

GUIDELINES:

Pedestrian Circulation

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

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

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

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

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

Automobile Access

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

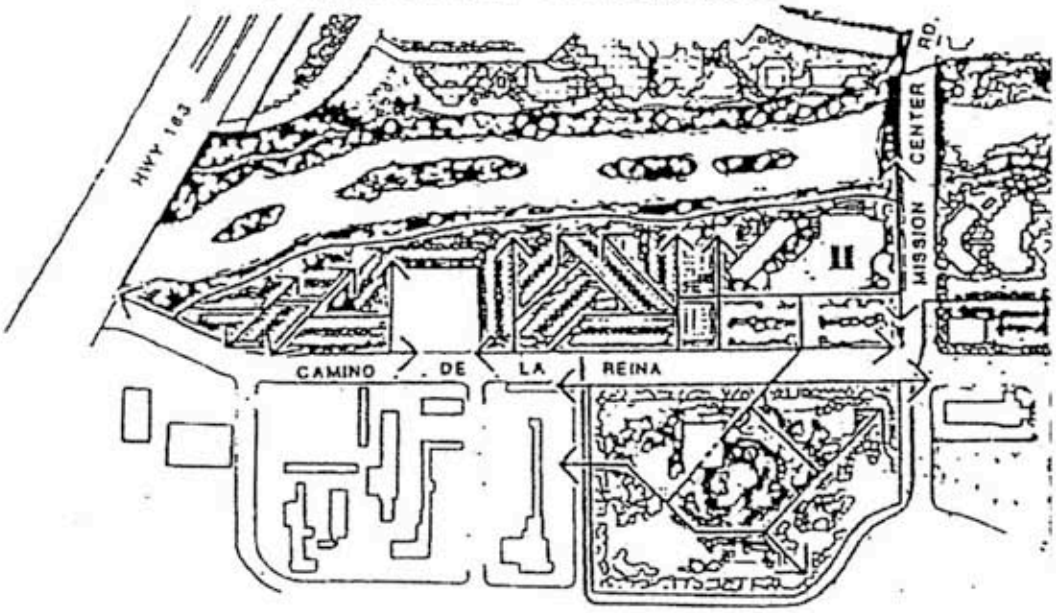
Automobile access to parking structures should avoid crossing the pedestrian sidewalks whenever possible.

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

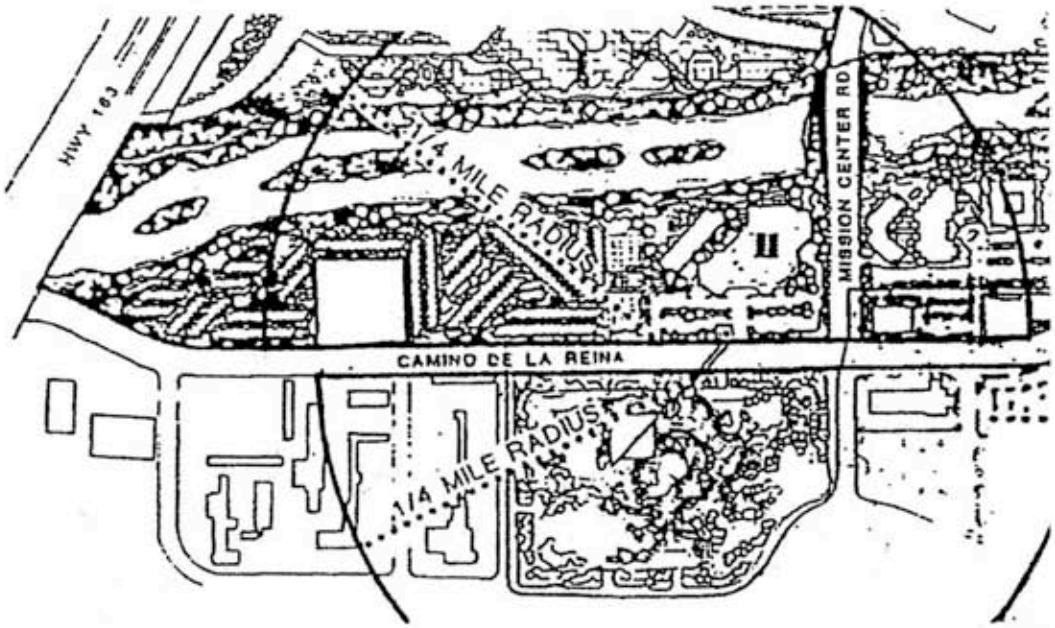
Parking

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

Pedestrian Circulation



Bus Stations and Access



II FOOTPRINT WOULD CHANGE BASED UPON A RESIDENTIAL

Mission Valley West/MBM–Pedestrian Access and Bus Circulation

First San Diego River Improvement Project Specific Plan

28 FIGURE

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

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

Public Transportation

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

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

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

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

D. NOISE MITIGATION

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

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

E. TRANSFER OF DEVELOPMENT INTENSITY

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

Hazard Center

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

A. LAND USE TYPE AND INTENSITY

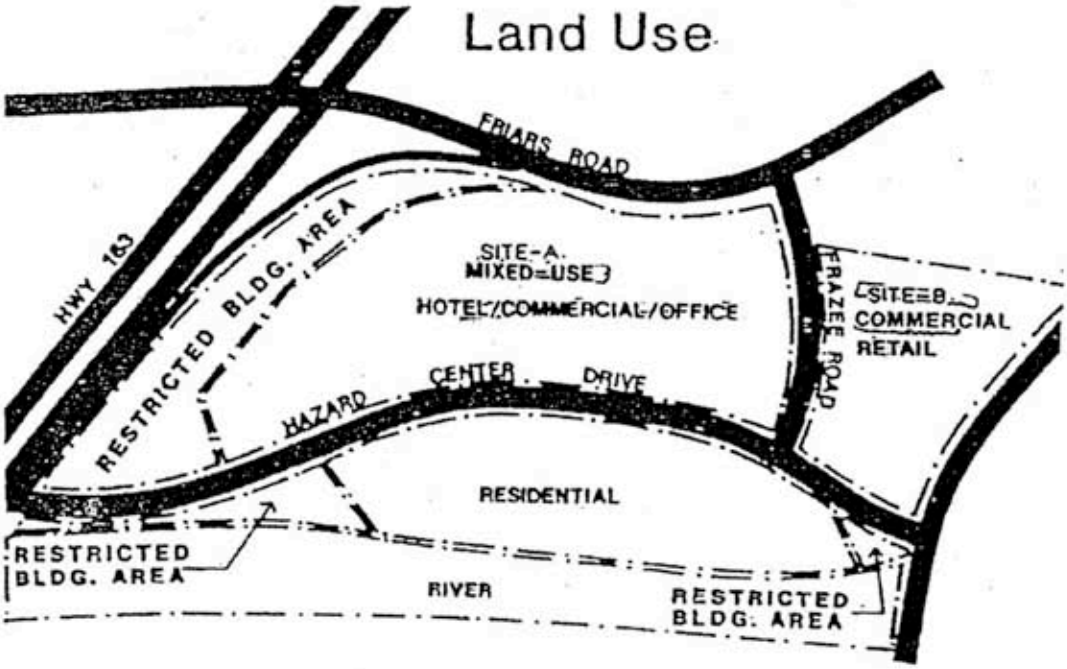
Hazard Center is proposed as a mixed-use complex containing commercial-retail, office, residential and recreational functions. A key objective includes the close integration of commercial office and residential activities in order to maximize internal circulation between activity centers and to reduce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

GUIDELINES:

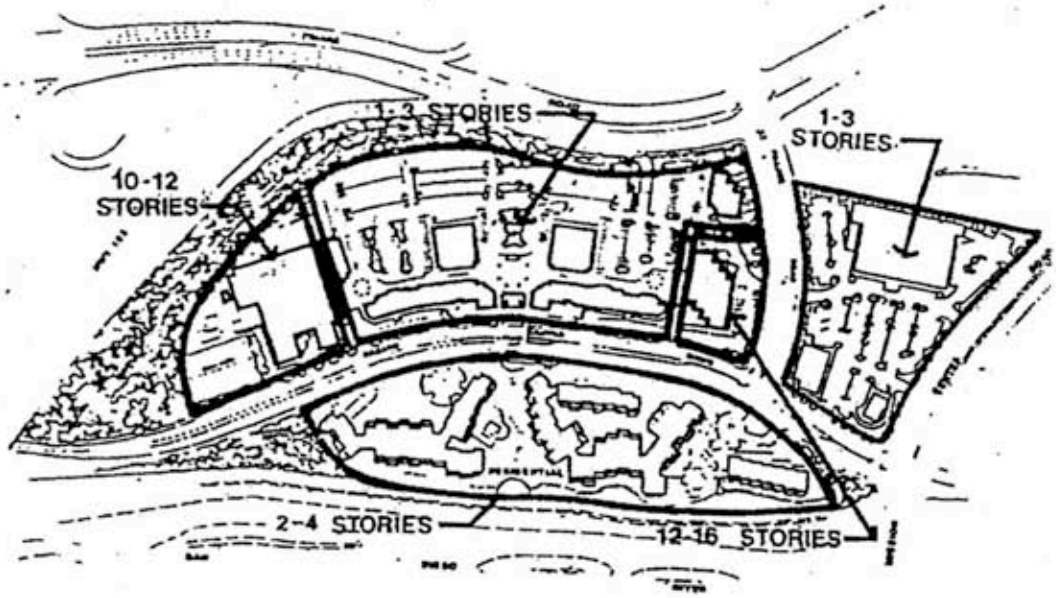
The following land use allocations, which may be modified somewhat as a result of future precise design, are proposed (Figure 29):

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

Land Use



Height and Bulk



Hazard Center–Land Use, Building Height and Bulk **29**

First San Diego River Improvement Project Specific Plan FIGURE

Sito A:*

Phase I

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

Site B:*

Phase II

Commercial Retail	62,000 SF (gross)	6.1

Site C:*

Phase III

Residential	145 DUs	8.6

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

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

PROPOSED BUILDING COVERAGE:**

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

* See page 77a, #6

** Based on the building footprint area

PROPOSED BUILDING HEIGHTS:

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

*Includes parking structure - Phase I

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

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

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

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

B. RESTRICTED BUILDING AREAS

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

GUIDELINES:

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

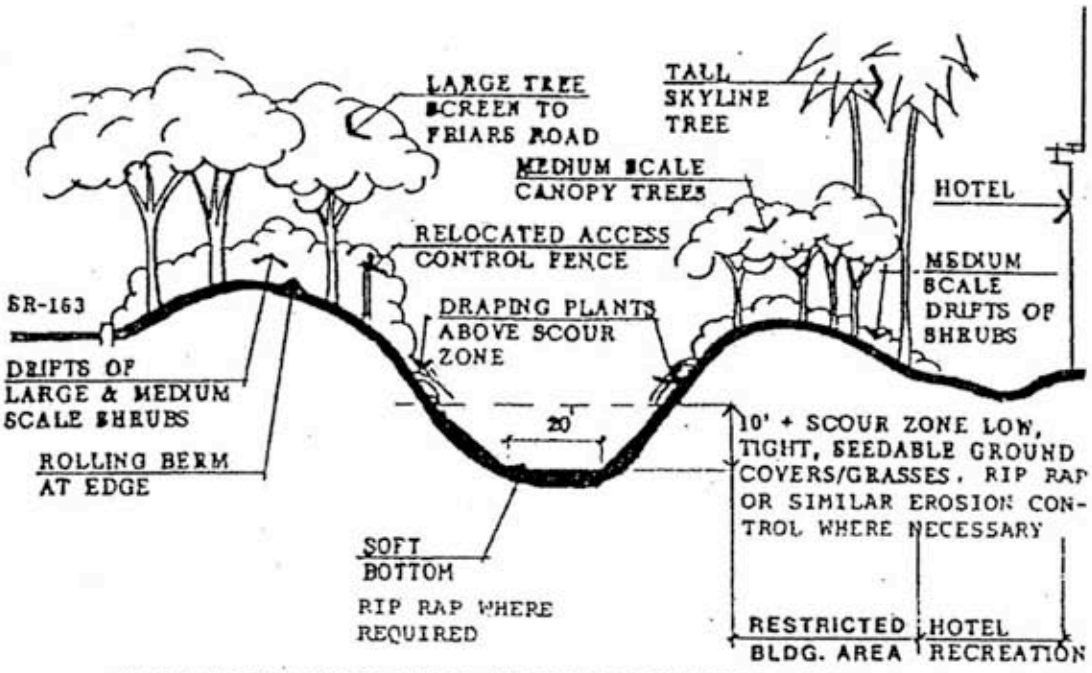
A buffer area will be provided between the 100-year floodway and the development by means of building setbacks. Landscape materials along the interface between the river and the residential development should utilize native trees and should conform with the specifications in the Revegetation Plan for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

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

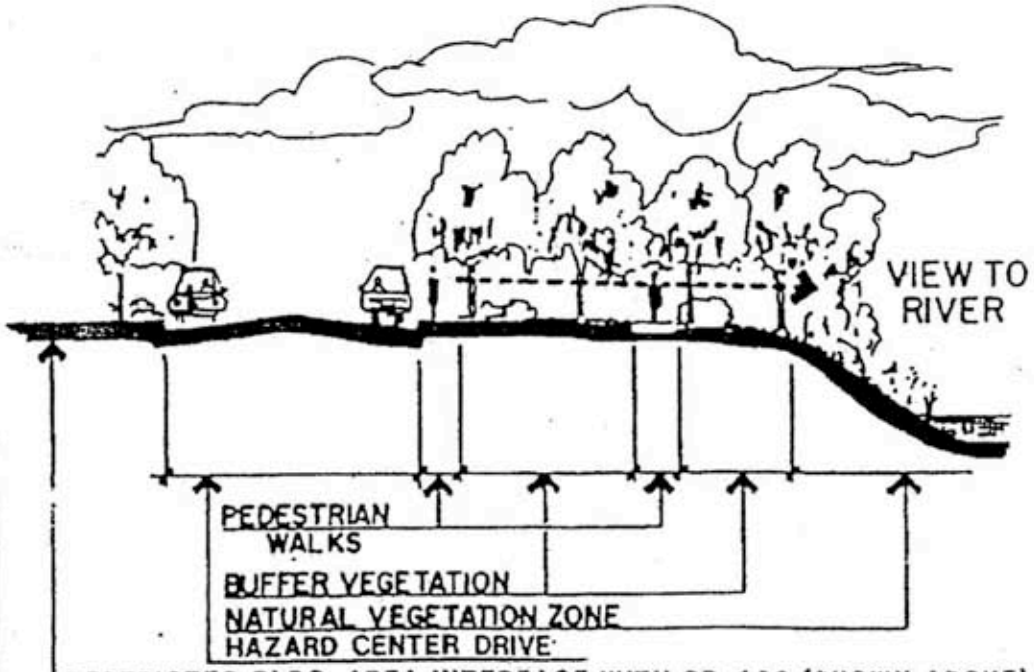
A 2.5-acre restricted building area belt will be provided between the hotel/commercial/office complex and State Route 163. Development of this area will involve:

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

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



RESTRICTED BLDG. AREA INTERFACE WITH SR-163



RESTRICTED BLDG. AREA INTERFACE WITH SR-163 (SHOWN ABOVE)

RESTRICTED BLDG. AREA BETWEEN HAZARD CENTER DR. & RIVER

Perimeter Restricted Building Area Concepts for Hazard Center

First San Diego River Improvement Project Specific Plan

30 FIGURE

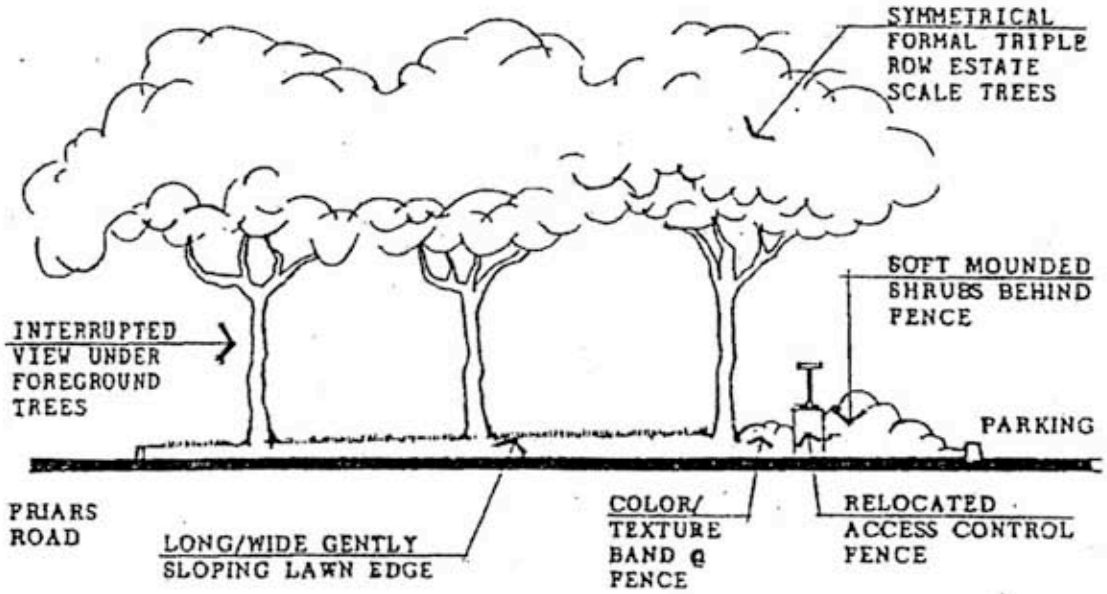


Figure 31a

RESTRICTED BLDG. AREA INTERFACE, FRIARS ROAD AT PROJECT ENTRY

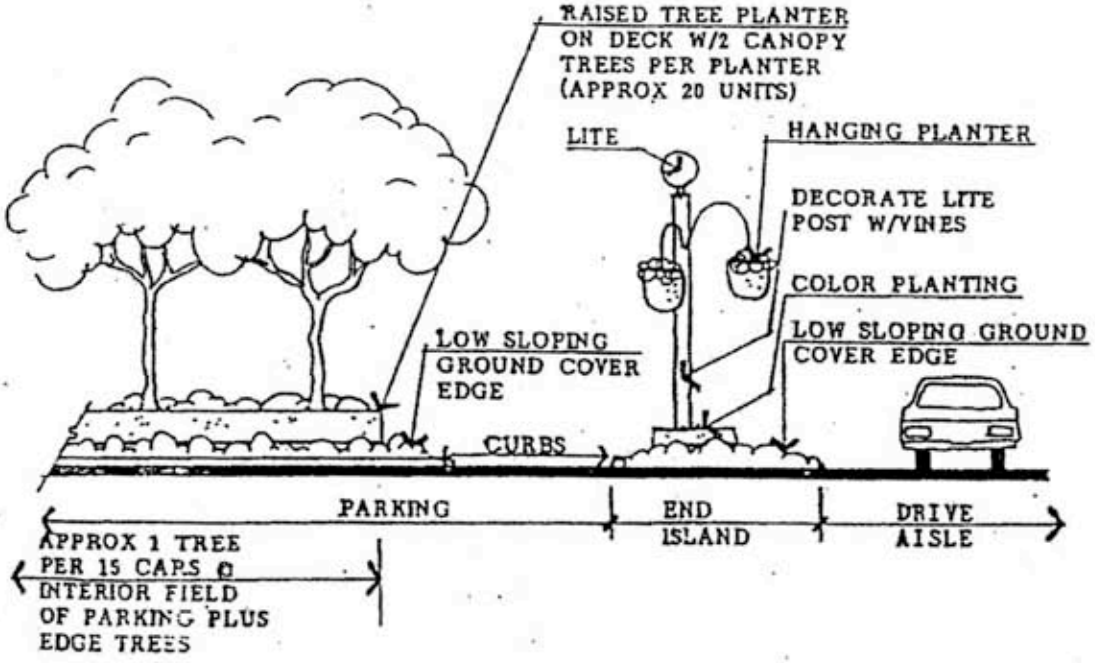


Figure 31b

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

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

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

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

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

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

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

1. Restricted Building Area Interface With SR-163: Generally these native and drought tolerant species will be installed in 5 and 15 gallon tree sizes and 1 and 5 gallon shrub sizes. The sizes will be approximately equal in distribution.

2. Friars/Frazee/Mission Center road Frontage: Basic tree sizes will be 24" box minimum with entry statement and corner I.D. trees increased to combinations of 36" and 48" box sizes. Distribution of 36" and 48" box sizes would be approximately 80% - 36" box and 20% - 48" box. Street trees will be planted minimum 24" box size.

3. Hazard Center Road Frontage: Hazard Center frontage trees will be minimum 24" box-size to the westerly project limits at the woodlands habitat. Woodlands habitat trees will be five and fifteen gallon sizes with distributions approximately 50% each. At the main pedestrian entry from Hazard Center Drive at the project midpoint, accent trees will be installed in 48" and 60" box sizes approximate distribution 70% - 48" box, 30% - 60% box.

4. Parking Area Deck Planting: These trees will be installed in raised containers within the parking area and will be 24" box minimum size.

5. Store Front/Plaza Areas: These containerized trees will be installed in a combination of 24" box and 36" box. Approximate distribution = 80% - 36" box, 20% - 24" box.

6. Shrub Materials: Shrub sizes should be consistent with tree material sizes in their respective locations. As an example, perimeter frontage planting along Friars, Frazee, and Hazard Center will be done with 5 gallon shrubs within the exception that ground cover shrubs will be installed in 1 gallon sizes. At project corners, project entries, plaza areas, and store fronts, approximately 10-15% of shrub material will be 15 gallon size. Color will be planted from quarts on close centers for instant affect. Lawns, wherever possible, will be installed as sod.

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

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

Views

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

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

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

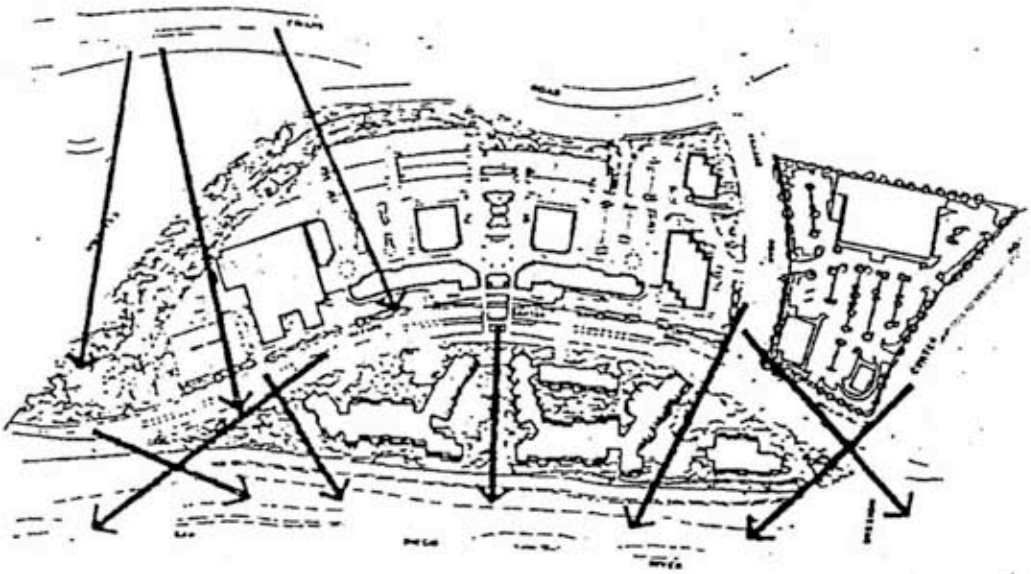
Important view corridors to the river will be provided substantially as shown on the public view schematic (Figure 32). Key landscaped see-throughs should be provided from Frazee Road (as it drops south into the complex area), the intersection of Mission Center Drive where it drops to enter a proposed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

View opportunities are illustrated in Figures 17 and 32.

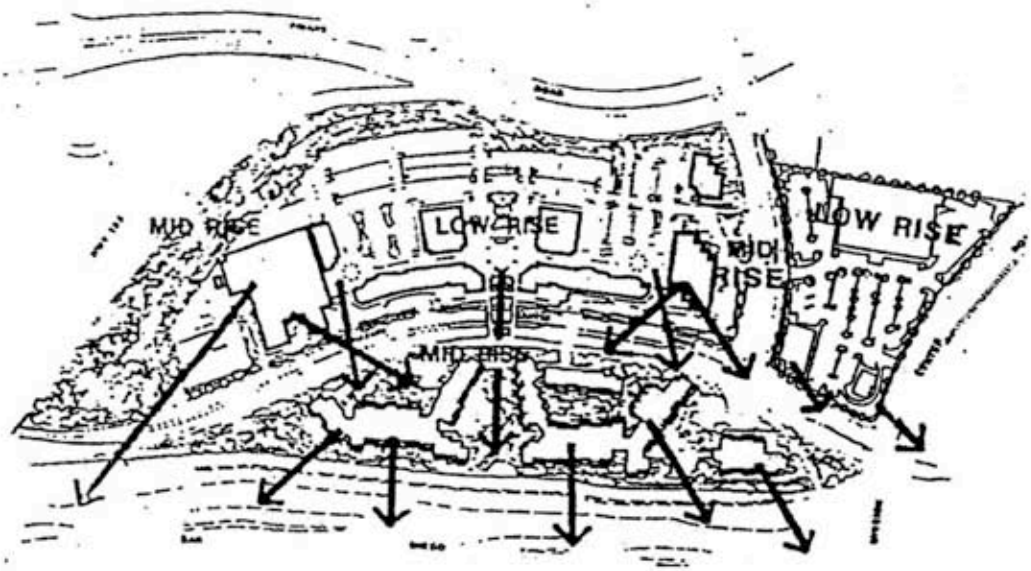
C. ACCESS AND CIRCULATION

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

View Corridors from Public Roads



Views from the Project



Hazard Center–Views **32**

First San Diego River Improvement Project Specific Plan FIGURE

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

GUIDELINES:

Pedestrian Circulation

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

1. A focal point for pedestrian movement centered in the core hotel/commercial/office complex;

2. A system of pedestrian pathway elements linking the commercial and office functions to the residential development along the river front;

3. Controlled linkages between the residential complex and the retail-office core, including an elevated structure, midblock connection to be built with the Phase III (residential) development. An at-grade intersection may be provided in lieu of the elevated crossing, if approved by the Engineering and Development Department.

4. Defined pedestrian ways extending from the hotel/commercial/office core to traffic-controlled crossings to the commercial-retail center on the east, and Mission Center Road;

5. Pedestrian linkages between river front development and the planned river front pedestrian system extending from Mission Center Road to a City-proposed undercrossing of State Route 163. A minimum of two public pedestrian linkages through the residential development should be provided -- one to align with Frazee Road and one at the project midpoint as shown. Provision should also be made for access through the open space areas at the east and west ends of the residential development.

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

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

Primary pedestrian linkages are illustrated in Figure 33.

Automobile Access

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

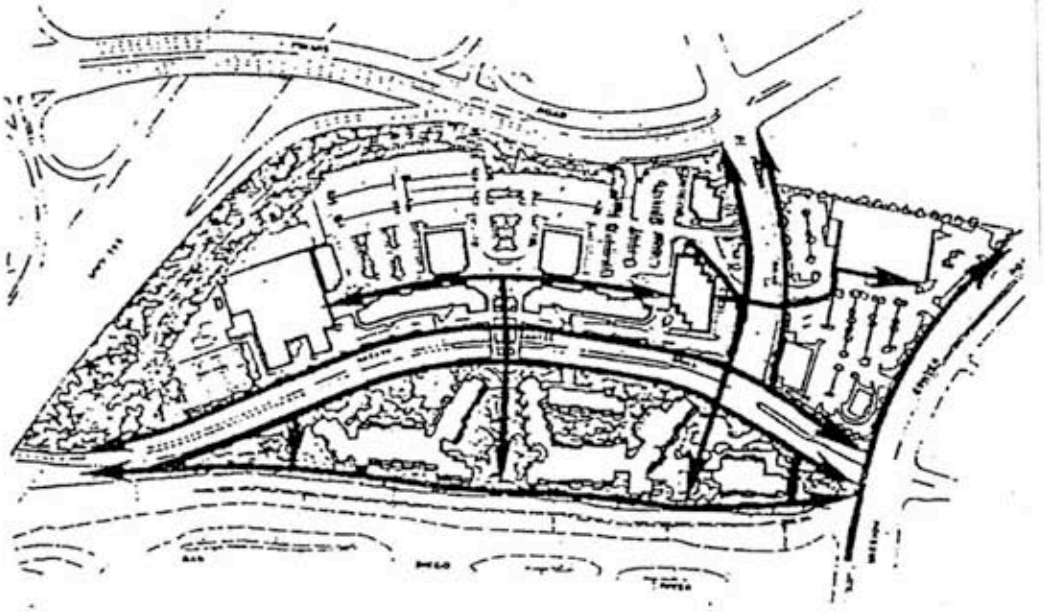
Automobile driveways should be carefully designed with the pedestrian in mind. Entry drive widths should be held to a maximum of 30 feet, except at required service drives, and a textured or patterned surface meeting City design standards should be provided to visually define pedestrian crosswalks. Accesses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

Parking

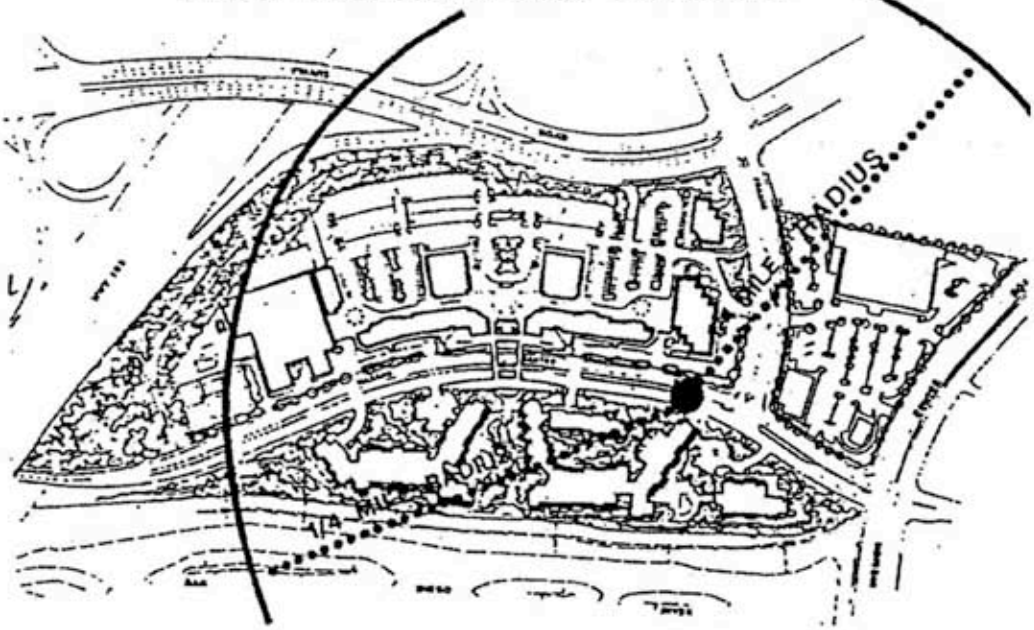
The complex will include approximately 2,738 parking spaces to serve projected-use allocations. The Phase I core hotel/commercial/office complex will be provided with 2,138 spaces, based on the Shared Parking Allocation Study (Appendix 3). The commercial-retail center east of Frazee Road will have parking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

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

Pedestrian Circulation



Bus Stations and Access



Hazard Center–Pedestrian Circulation and Bus Access **33**

First San Diego River Improvement Project Specific Plan FIGURE

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

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

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

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

Public Transportation

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

Light Rail Transit:

1. A thirty-five (35) foot Light Rail Transit (LRT) corridor right-of-way reservation shall be granted at the time of recordation of the first final subdivision map for Hazard Center pursuant to TM No. 85-0362. Dedication of an easement will take place upon commencement of construction of the Mission Valley LRT only if the final alignment of the LRT right-of-way will depend on final engineering and design. Conditions and criteria associated with the LRT reservation are included in the Urban Design and Development Guidelines Section IVB. In no event shall it be greater than the thirty-five (35) foot reservation. The original reservation, that becomes excess after the final engineering and design, shall revert back to Hazard Center.

2. Reservation of an urban LRT station, similar to the existing station on "C" Street between Sixth and Seventh Avenues to be granted at the time of approval of the first final subdivision map pursuant to TM No. 85-0362. If Hazard Center chooses to commercially develop the air rights above the LRT station, the developer shall pay fair market rent for said air rights to the Metropolitan Transit District.

3. The alignment for the LRT right-of-way shall be at-grade along the south side of Hazard Center Drive.

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

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

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

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

D. NOISE MITIGATION

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

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

See Appendix 4 for Conceptual Design Exhibits.

E. ARCHITECTURAL DESIGN

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

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

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

Park in the Valley

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

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

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

A. LAND USE TYPE AND INTENSITY

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

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