

## 2.0 LAND USE PLAN

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### 2.1 DESCRIPTION OF LAND USE PROGRAM

Figure 2.1, Project Development Plan, identifies the project boundary, river corridor, circulation system, major Development Areas, and sub-area parcelization.

Development on the 200-acre Levi-Cushman Mission Valley property will blend residential, retail, office, hotel, and recreational uses in a visually striking and environmentally sensitive water-oriented urban setting. Project design will allow for the development of urban densities and intensities adjacent to a biologically viable wildlife and waterfowl habitat area.

Physically, the mixed-use project will be characterized by:

A well-landscaped urban development with high-rise structures at the periphery and lower-rise structures near the river corridor;

A channelized and natural-appearing San Diego River which provides new wildlife habitat, serves as a flood control facility, and supplies new public recreation areas;

A 12-acre island created along the south shore of the San Diego River which features a dramatic theme tower; and

A narrow canal on the south side of the island providing a waterside environment for retail, office, and pedestrian uses.

The San Diego River effectively divides the project laterally into northern and southern sections. The two sections are joined on the east and west by major roadways and, in the center of the project, via a pedestrian bridge.

Overall, there is a greater concentration of residential uses north of the river, with office and retail development clustered south of the river. Retail uses are planned both north and south of the river.

Of the total 135 acres in the project planned for development, some 77 acres lie north of the San Diego River. Here, residential uses are expected to dominate, with offices, community commercial uses, retail stores, and hotel rooms occupying the balance of the site.

Approximately 53 acres planned for development lie south of the San Diego River. Office and retail will be the principal uses on the 12-acre island, with office and hotel uses dominating the developable area south of the river.

The bridge from the north shore to the island is for pedestrian access and transit shuttles and will feature temporary commercial stands and stalls to enliven the route and encourage pedestrian use. It will be designed as a 100-year crossing of the river and constructed to allow limited vehicular access for public transit within the project (e.g., jitney service, "elephant trains") and emergency vehicle access. The bridge is expected

to have a width of 30 feet to accommodate pedestrians, transit, and emergency vehicles. Commercial nodes may add up to 20 additional feet to the bridge width, resulting in a maximum width of 50 feet at any one point.

The island created along the south shore of the river will be separated from land on the south by a 40-foot-wide canal. The canal will be a man-made lake physically isolated from the river, but will portray a strong illusion of continuity with the river. Pedestrian walkways - a "Riverwalk" - and retail stores will be developed on either side of the canal, and it is anticipated that paddleboats or similar water-oriented rides would be made available.

Table 2.1 indicates the types of land use anticipated within the project by square feet, EDUs, and ADTs. Because development will be implemented through PCDs and PRDs, applications for use may show a variation of up to 5 percent in the number of ADTs and up to 15 percent in the residential units, hotel rooms, and square footages portrayed in Table 2.1. In no instance, however, will total development exceed the maximum of 67,000 ADT.

### **2.1.1 Mixed Use Requirement**

Of importance to the entire concept of this development is the functional integration of uses, i.e., its mixed-use character. It is anticipated, for example, that a hotel may be located next to a retail commercial building or next to a building that houses retail, office, and residential uses. Dynamic interaction

among uses - and pedestrian connections to facilitate that interaction - will energize the entire development and play an important role in reducing auto dependency.

Each Development Area must contribute to the overall mixed-use character of the project. *Mixed use* means:

- (a) a structure housing multiple uses, e.g., office and retail;
- (b) a structure housing a single use sited on a parcel of land with one or more other structures housing a single but different use, with all such structures linked at the pedestrian level;
- (c) a structure housing a single use sited on a parcel of land with one or more other structures housing multiple uses;
- (d) a structure housing multiple uses sited on a parcel of land with one or more other structures housing multiple uses.

To assure a mixed-use project, each Development Area within the LCSP shall contain at least three distinct land uses (e.g., residential, hotel, retail, office), with no single land use accounting for more than 65 percent of the square footage within that Development Area.

### **2.1.2 Development Phasing and Implementation**

Overall project phasing is described in the Implementation Guidelines and will be keyed primarily to market demand and availability of infrastructure.

**TABLE 2.1  
ANTICIPATED DEVELOPMENT ALLOCATION<sup>a</sup>**

	Residential <sup>b</sup>	Hotel <sup>c</sup>	Retail	Office	Total
<b>DEVELOPMENT AREA 1</b>					
Dwelling Units	60				
Hotel rooms		500			
K SqFt	78	375	100	500	1,053
EDUs	48	500	700	800	2,048
ADTs	480	4,000	4,900	8,000	17,380
<b>DEVELOPMENT AREA 2</b>					
Dwelling units	300				
Hotel rooms		250			
K SqFt	390	250	50	691	1,319
EDUs	240	250	350	1,106	1,946
ADTs	2,400	2,000	2,450	11,056	17,906
<b>DEVELOPMENT AREA 3<sup>d</sup></b>					
Dwelling units	969				
Hotel rooms		250			
K SqFt	1,260	250	50	1,391	2,889
EDUs	775	250	350	2,225	3,600
ADTs	7,327	1,680	2,058	20,604	31,669
<b>TOTALS</b>					
Dwelling units	1,329				
Hotel rooms		1,000			
K SqFt	1,728	751	200	2,582	5,261
EDUs	1,063	1,000	1,400	4,131	7,594
ADTs	10,207	7,680	9,408	39,660	66,955

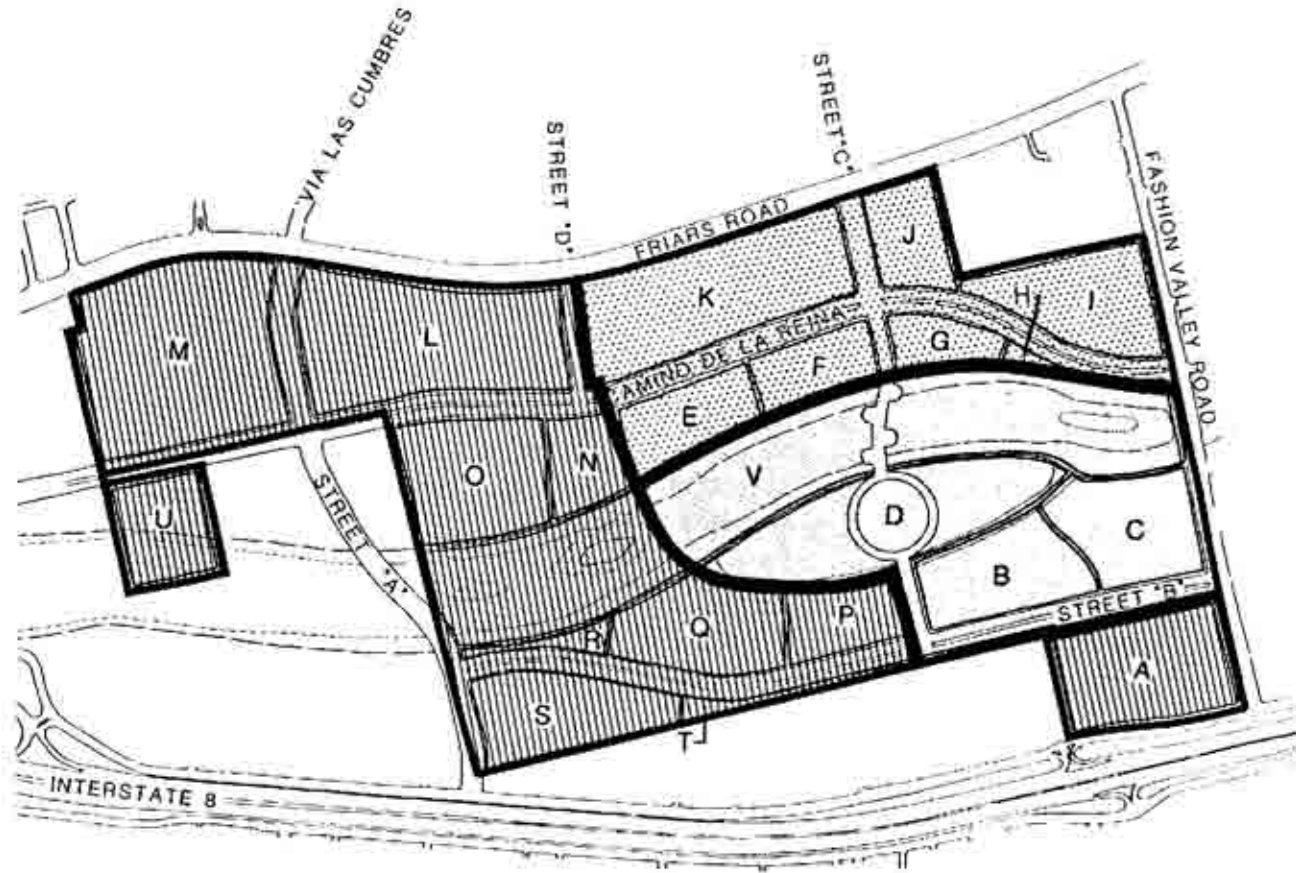
**Notes:**

a - ADT figures in this table reflect: 8 trips per multi-family residential unit; 8 trips per hotel room; 49 trips per thousand square feet of community commercial center; and 4 percent overall reduction for light-rail transit. See Circulation Section for details. Actual development may show a variation of up to 5 percent in the ADT figures portrayed by Development Area, though the total will not exceed 67,000 ADT. Development may not exceed units, rooms, or nonresidential square footage by more than 15 percent per Development Area.

b - Residential units are calculated at 1,300 square feet each.


c - Hotel rooms are calculated at 750 square feet each.

d - Light Rail Transit adjustments equal four percent of the cumulative ADT. LRT adjustments are made for the entire project in DA 3, after construction of the LRT has begun into Mission Valley.




**LEGEND**


**DEVELOPMENT AREA 1:**

 53.5 ACRES

**DEVELOPMENT AREA 2:**

 47.1 ACRES

**DEVELOPMENT AREA 3:**

 99.8 ACRES



Circulation system is schematic; see Figure 5.2 for anticipated system improvements.

FIGURE 2.2

It is anticipated that construction will start in Development Area 1 (DA 1), where approximately 20 percent of the total project square footage is planned. The balance of development will be shared between DA 2 and DA 3. In the 20 years required to complete the project, building may at times occur simultaneously in all Development Areas.

The Levi-Cushman Specific Plan will be implemented by PCD and PRD development applications that define use locations and structures within each Development Area. Development Areas are the minimum unit for which PCD and PRD applications can be submitted.

Every PCD or PRD submitted under the LCSP must provide an accounting for land use and ADTs within the project area to assure that mixed-use requirements are being met and that the maximum number of ADTs is not being exceeded. This will be accomplished by requiring that all PCD or PRD applications identify the number of ADTs, residential units, hotel rooms, and square feet of development associated with each land use type within the Development Area being processed, as well as a summary of ADT's, units, rooms, and square footage of previously approved and future Development Areas.

## **2.2 LAND USE ASPECTS OF THE VEHICULAR CIRCULATION SYSTEM**

A discussion of the circulation and traffic system for the Levi-Cushman Specific Plan appears in Section 5 of this Specific Plan.

With the exception of Camino de la Reina, major streets in the project are identified with letter designations only. At the time planned development applications are submitted, street names will be proposed which relate to the final name selected for the overall development.

Freeway interchanges with Interstate 8 will be necessary at both Fashion Valley Road and Street A. It is recognized that neither Parcel A nor Parcel S can be developed until the design of these interchanges is completed. Consultation and coordination among Levi-Cushman, Caltrans, and adjacent property owners began in 1985 but, because of complex design issues associated with the interchanges, design studies have proceeded slowly. Only when the design of the interchanges at Fashion Valley Road and Street A are completed can development proceed at Parcels S and A, respectively. See Figure 2.2 for parcel locations.

### **2.2.1 River Crossings**

Three river "crossings" are anticipated as part of the project:

(a) *Fashion Valley Road*: The existing Fashion Valley Road will be upgraded from a 1-year to a 10-year flood level crossing of the San Diego River. Ultimately, the road will run from Friars Road on the north to connect with Interstate 8 on the south. As it crosses the river, Fashion Valley Road will be inundated at the time of a 100-year storm and cause a slight back-water upstream.

(b) *Street C*: Street C right-of-way begins at Friars Road on the north, leads onto and off the island, and then terminates at Street B on the south. It is intended as a pedestrian bridge as it crosses the San Diego River and will be designed as a 100-year flood level crossing. The pedestrian bridge will accommodate limited public transit and emergency vehicle access.

(c) *Street A*: Street A will be a new connection between Friars Road and Hotel Circle North. Designed as a 100-year flood level crossing of the river, the road will incorporate a weir structure to assure a perennial body of water within the project area.

### **2.2.2 Light Rail Transit (LRT)**

Location of the LRT, as part of the overall San Diego LRT system, is proposed in the median of Camino de la Reina. A major stop is proposed at the intersection with Street C where the LRT would interface with other transportation modes. However, final alignment of LRT facilities will be established by MTDB during final engineering studies.

### **2.2.3 Transportation Center**

At the intersection of Camino de la Reina and Street C, a transportation center is planned. The transportation center will act as a focus for the various transit systems on the site and will serve as one of the major entrances to the project.

The concept for the center involves having the LRT drop

below grade as it approaches Street C, with a surface level overpass continuing to carry other private vehicular traffic. Passengers would board and alight the LRT and other public carriers from the below grade station.

Waiting areas and retail services appropriate to the transit rider will be provided at the Transportation Center, with parking facilities integrated into the overall structure. Access to both the open space and developed areas of the project will be incorporated into the Transportation Center design through a series of pedestrian and bicycle paths.

### **2.2.4 Parking**

Most parking will be accommodated through on-site parking structures. By interconnecting parking facilities, traffic loading on surface streets will be reduced. Through use of shared parking facilities (e.g., hotel and office use), it may be possible to reduce the total number of parking areas. At least 75 percent of all required parking for a project will be provided in architecturally-integrated structures. The balance will occur in surface parking areas.

Since vehicular access to the island will be limited principally to traffic on Street C south of the island, parking for the shops, restaurants, and other retail uses on the island will be directed to intercept parking facilities off the island. Parcels F, G, P, and B will all contain parking facilities for vehicles otherwise destined for the island.

As a rule, parking garages will be located under or between buildings. Tops of parking structures will be landscaped or used for recreational purposes such as tennis courts or restaurants. Parking will not be permitted on roof surfaces. All required parking will be provided on-site and on-street parking will be prohibited.

### **2.3 LAND USE ASPECTS OF THE RIPARIAN REVEGETATION PROGRAM**

A discussion of the flood management and environmental aspects of the San Diego River is contained in Section 4 of this Specific Plan.

#### **2.3.1 Flood Channel**

A flood control channel that varies between 400 and 450 feet wide and is approximately 26 feet deep will be constructed to carry the 100-year flood projected by the U.S. Army Corps of Engineers (49,000 cubic feet per second).

The channel will be soft-bottomed and natural appearing, with a maximum slope ratio of 2.5:1. Under normal conditions, the water surface area of the channel will be approximately 300 feet wide. In designing the channel, the flood flow from State Route 163 to the ocean was computer modeled with the HEC 2 program under the guidance of Dr. Howard Chang of San Diego State University.

Fashion Valley Road and Street A will be designed to pond the San Diego River at an elevation of approximately 13 feet

during dry weather conditions.

#### **2.3.2 Habitat Areas**

Edges and the banks of the river channel will provide riparian woodland, wetland marsh, and other habitat areas.

Consistent with the Mission Valley Community Plan, three habitat islands are included in the LCSP to increase the total area of wetland vegetation.

#### **2.3.3 River Buffer**

A 25-foot wide buffer will be located on each side of the river throughout the project. The buffer will contain a plant barrier to prevent direct access to the river and habitat areas, and may also contain pedestrian and bike paths, landscaped areas, and passive recreational areas.

#### **2.3.4 Transition Areas**

Fashion Valley Road is designed as a 10-year flood level crossing. In those years when flow exceeds that design level, river water will spill over the road and beyond the banks of the channel in an area on the eastern end of the project. In this designated floodway transition area, no structural development is permitted that would be endangered by such flows. Recreational and/or open space uses or LCSP entry monuments are considered appropriate uses so long as they conform to City flood control regulations. Consistent with that require-

ment, uses within the transition areas may include parks, parking areas, playing fields, par courses, or other recreational uses.

## **2.4 LAND USE ASPECTS OF THE DESIGN GUIDELINES**

The LCSP is intended as a multiple-use urban project, with design standards and policies commensurate with urban uses. Urban design criteria and development policies are contained in Section 3.0 of this Specific Plan.

### **2.4.1 Height Limits**

Basic LCSP development policies permit buildings up to 250 feet at the periphery of the site and require building heights to decrease and slope toward the river. At the center of the development, on the island, a theme tower is proposed that will rise dramatically and serve as the visual focus for the entire project. A sculptural form such as the Seattle Space Needle provides one possibility for the theme tower.

### **2.4.2 Open Space Network**

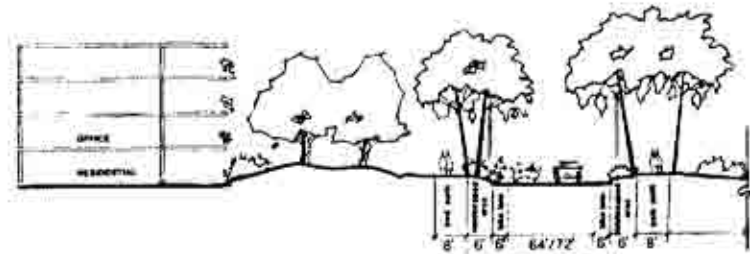
Open areas within the Specific Plan include the river, the river buffer, parks, setbacks, hiking/biking/walking trails, theme entries, plazas, and privately maintained open areas within each parcel. These areas will total a minimum of 75 acres. Overall, a floor area ratio (FAR) of 0.6 results from the proposed development of 5.3 million square feet on 200 acres. Building bulk on each parcel will be a consequence of

development intensity, height limit, lot coverage limits, and setback requirements.

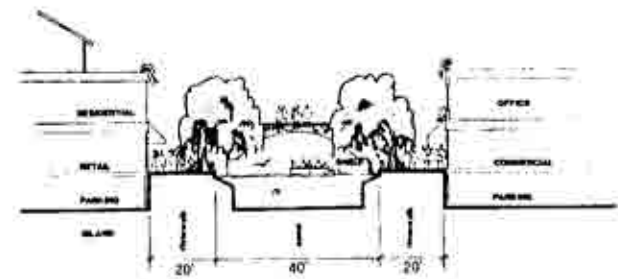
### **2.4.3 Theme Entrances**

Major landscaped entrances will be created at several points on the perimeter of the project to announce and enunciate the dominant themes and images of the development. Water will be an element of each of these major entrances.

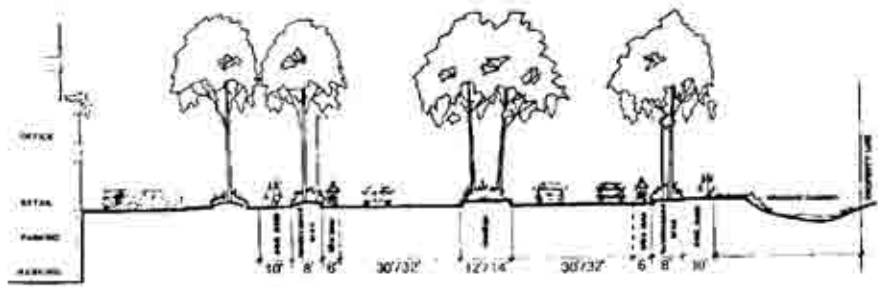




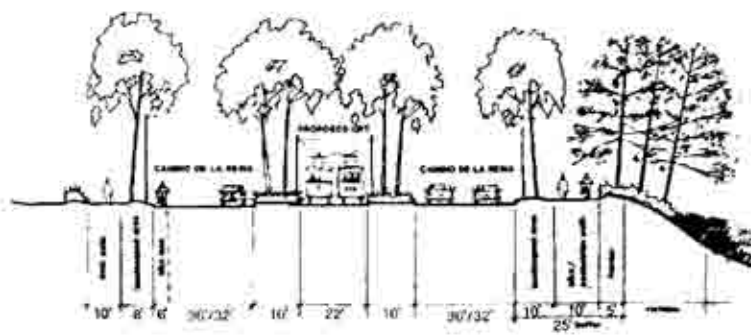
LOOKING NORTH ALONG STREET "C"  
(BETWEEN PARCELS F&G)



LOOKING EAST ALONG THE CANAL (SOUTH OF THE ISLAND)



LOOKING EAST ALONG STREET "B"



LOOKING EAST ACROSS THE SAN DIEGO RIVER  
NEAR FASHION VALLEY ROAD

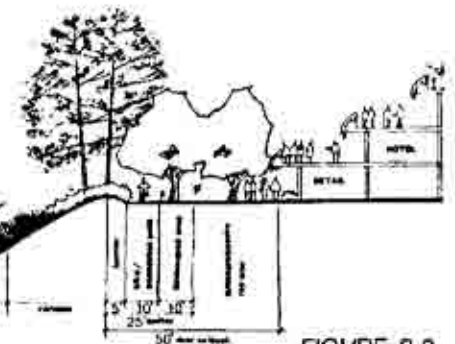


FIGURE 2.3