

## **5 PUBLIC SERVICES, UTILITIES, AND SAFETY**

### **5.1 PUBLIC SERVICES**

Public services are those institutional responses to basic human needs, such as health, safety, welfare, and education. This section describes the provisions necessary for public services, including schools, libraries, fire and police, solid waste, and public parks and recreation.

Public service needs are based on an area's population. The buildout population for Riverwalk is estimated at 7,998, based on the target residential development of 4,300 dwelling units and a population generation rate of 1.86 people per residence provided by City of San Diego Park planning staff.

#### **5.1.1 Libraries**

The City of San Diego Libraries Department recommends a new branch library when there are at least 20,000 residents in the community. In response to this criterion, a new library, located at 2123 Fenton Parkway, was constructed to serve the Mission Valley community in July 2002. Additional libraries that also serve the Specific Plan area are located in adjacent communities: the Linda Vista Branch at 6950 Linda Vista Road and the Mission Hills-Hillcrest/Harley & Bessie Knox Branch at 215 West Washington Street.

The Mission Valley Library, which opened in 2002, provides a computer lab, media (videos, CDs, DVDs), on-line databases, internet access, conference and meeting rooms, family programs, and a library collection of over 70,000 books. The library additionally includes a meeting room with public art displays, a children's library, computer lab, outdoor patio with a flowing river sculpture, and a terrace.

The Linda Vista Library is located in a 10,000-square-foot building, which opened in 1987. As Linda Vista is home to many first-generation immigrants, the library has an extensive collection of titles in Spanish, Vietnamese, Chinese, and Japanese, along with smaller holdings in other languages. This library contains 19 computers for public use and one meeting room.

The Mission Hills-Hillcrest/Harley & Bessie Knox Library opened in 2019. The 14,000-square-foot library features modern amenities, including designated areas for teens and young children, a community meeting space, study rooms, computer labs, drought-tolerant landscaping, an underground parking garage, and a design expected to achieve LEED Gold certification. This library houses a special collection of LGBTQ books.

#### **5.1.2 Schools**

Schools located within the San Diego Unified School District (SDUSD) provide elementary and secondary public education to students generated by residential development in Riverwalk. Although currently there are no public schools located within Mission Valley, the community is served by eight elementary schools, five middle schools, and four high schools located in communities bordering Mission Valley. Carson Elementary School, located at 6905 Kramer Street in the Linda Vista community, provides education for students Kindergarten through Grade 5; Montgomery Middle School, located at 2470 Ulric Street in the Linda Vista community, serves Grade 6 through Grade 8; and Kearny High School, located at 1954 Komet Way in the Linda Vista community serves Grade 9 through Grade 12. Additionally, a new public

elementary school is planned at Civita, located two miles east of Riverwalk within the Mission Valley community. This new school will serve kindergarten through fifth grade and will be Mission Valley's first public school.

Senate Bill (SB) 50 was enacted in 1998 authorizing the collection of developer fees for school facilities construction and establishing a maximum cap on such fees (and indexes for inflation). As a result of SB 50, Government Code section 65995 and California Education Code section 17620 allows school districts to levy fees on residential or commercial/industrial construction projects within a school district's boundaries. Developers of projects within Riverwalk will be responsible for the payment of fees associated with public school service based on size of residential units and commercial uses as established by SDUSD. Present City policy requires that verification of payment of school fees be made prior to the issuance of building permits. Additionally, a portion of the property taxes generated by the project will be allocated to the SDUSD.

Several universities and community colleges are located near to Riverwalk and provide its residents with opportunities for higher education. National University and Brandman University are located within the Mission Valley community. The University of San Diego and San Diego Mesa Community College are in the neighboring community of Linda Vista, and San Diego State University is east of Mission Valley in the College Area community. San Diego City College is located in downtown San Diego, and Grossmont College is located in the City of El Cajon. Access from Riverwalk to all of the surrounding colleges and universities is provided via the Green Line Trolley and connecting buses.

### 5.1.3 Fire and Rescue

Fire and rescue protection is provided by the City of San Diego Fire-Rescue Department. The Riverwalk Specific Plan area is served by two fire stations: Station 5 at 3902 Ninth Avenue and Station 45 at 9366 Friars Road. Station 5 houses an engine and a battalion. Station 45 houses an engine, a battalion, a truck, and two HazMat units.

The provision of fire and emergency access to all structures within the Riverwalk neighborhood is a critical function of the City of San Diego. Therefore, prior to the issuance of the Building Permit for each individual lot, the Building Plans shall demonstrate compliance with the City's Fire and Safety codes in effect at the time of Building Permit application. This will likely include drivable surfaces, hose reach requirements, ladder access, and standpipe and building identification, as well as other requirements.

While human access to the San Diego River within the Riverwalk River Park will be restricted, two emergency access points for the San Diego Fire-Rescue Swift Water team will be located adjacent to the existing pedestrian bridges. These will be utilized only for emergency vehicle access during water rescues in the San Diego River.

### 5.1.4 Police

Police protection within the City of San Diego is provided by the City of San Diego Police Department. The Specific Plan area would be served by officers from the Western Division located at 5215 Gaines Street.

**Goal for Greatness:**  
Support a safe community through integration of passive crime prevention design and activation throughout the Districts.



In addition to police protection, Riverwalk incorporates elements of Crime Prevention through Environmental Design (CPTED) in order to reduce the incidence of crime in the neighborhood. CPTED is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts. Specifically altering the physical design of the communities in which people reside and congregate in order to deter criminal activity is the main goal of CPTED. CPTED principles of design affect elements of the built environment ranging from the small-scale (such as the strategic use of shrubbery and other vegetation) to the overarching, including building form of an entire urban neighborhood and the amount of opportunity for "eyes on the street".

### **5.1.5 Public Parks and Recreation**

The population-based standards for City parks are identified in the Recreation Element of the General Plan, Table RE-2. Parks can range in size:

- » Less than one-acre Pocket Parks/Plazas (serve the population within a ¼-mile);
- » Mini Parks of one to three acres (serve the population within a ½-mile);
- » Neighborhood Parks of three to 13 acres (serve a population of 5,000 – approximately within one mile);
- » Community Parks of 13 to 20 acres (serve a population of 25,000); and

- » Major Parks of 20 or more acres (serve one or more community planning areas).

Based upon information provided by Park planning staff, Mission Valley will have an estimated population of 1.86 persons per household. With a maximum residential buildout of up to 4,300 units, Riverwalk will generate a population of approximately 7,998. Using City standards, this local population represents a requirement of approximately 22.4 acres of population-based parkland area. In accordance with provision of required population-based park space, Riverwalk will provide approximately 51 acres of publicly-owned park land.

Riverwalk will satisfy more than its 22.4-acre population-based park requirement through the provision of parks on-site as described below and further described in Chapter 3, *Parks, Open Space, and the Pedestrian Realm*. Urban parks will be phased with development in the North District. These parks will be privately-owned, privately-maintained, and publicly-accessible parks. Public access with private maintenance to these parks will be assured through the provision of recreation easements, or similar access agreements.

The Riverwalk River Park, which is planned to serve as a location for a Recreation Center, will be a publicly-owned City of San Diego park, subject to the Development Agreement.

As presented in Chapter 3, *Parks, Open Space, and the Pedestrian Realm*, of this Specific Plan, Riverwalk provides a total of approximately 97 acres of parks and open space within the overall development. This involves approximately:

- » **Improvements to the San Diego River** (approximately 35 acres): including surrounding habitat restoration and protection area and a no-use buffer;

- » **Dedication of land and completion of interim park improvements for the Riverwalk River Park** (approximately 51 acres): the Riverwalk River Park surrounding the San Diego River.
- » **North District Urban Parks** (approximately 10 acres): a collection of pocket parks, mini parks, and neighborhood parks interwoven into Riverwalk's North District.
- » **Central District Urban Parks** (approximately 6.5 acres): a collection of pocket parks, mini parks, and neighborhood parks interwoven into Riverwalk's Central District.
- » **Open Space** (approximately 0.6 acres): Located within the North and Central Districts (0.2 acre and 0.4 acre, respectively), providing landscape buffer along portions of the existing trolley tracks.

## 5.2 PUBLIC UTILITIES

Riverwalk is located within the urbanized community of Mission Valley. As such, public utilities including water, sewer, gas, and electricity are readily available to serve Riverwalk. Development within Riverwalk will provide the necessary connections, extensions, and upgrades to the existing utilities. As part of the Riverwalk Vesting Tentative Map, a drainage plan and storm water control plan have been developed to control runoff and carry storm water, in accordance with City regulations.

### 5.2.1 Water Service and Facilities

The City of San Diego Water Utilities Department provides water to the site as part of the Metropolitan System. Water demand projections have been calculated in accordance with the City of San Diego Water Department's Facility Design Guidelines. The projected average day demand for the fully developed Riverwalk Specific Plan is 1.16 million gallons per day (mgd).

Figure 5-1, *Water Facilities*, illustrates the planned water distribution systems for the project. Water facilities have been designed in a manner to ultimately serve buildout of the project, with considerations to offsite water demand as well. Water service is available in Friars Road and Fashion Valley Road from an existing 16-inch diameter line, which will be looped and interconnected to existing smaller diameter distribution lines in Hotel Circle North through Riverwalk's street network.

### 5.2.2 Sewer Service and Facilities

Sewer service will be provided by the City. Figure 5-2, *Riverwalk Sewer Facilities*, depicts the planned sewer facilities and connections that will be necessary to serve development in Riverwalk. Based upon City of San Diego design criteria, the average daily flow anticipated at buildout of Riverwalk Specific Plan is 0.845 million gallons per day (MGD).

As shown in Figure 5-2, *Sewer Facilities*, sewer service will be provided by the 78-inch diameter North Mission Valley trunk sewer. Sewer collector mains will be installed throughout the project as required and will connect to the existing trunk sewer.

**Figure 5-1. Water Facilities**

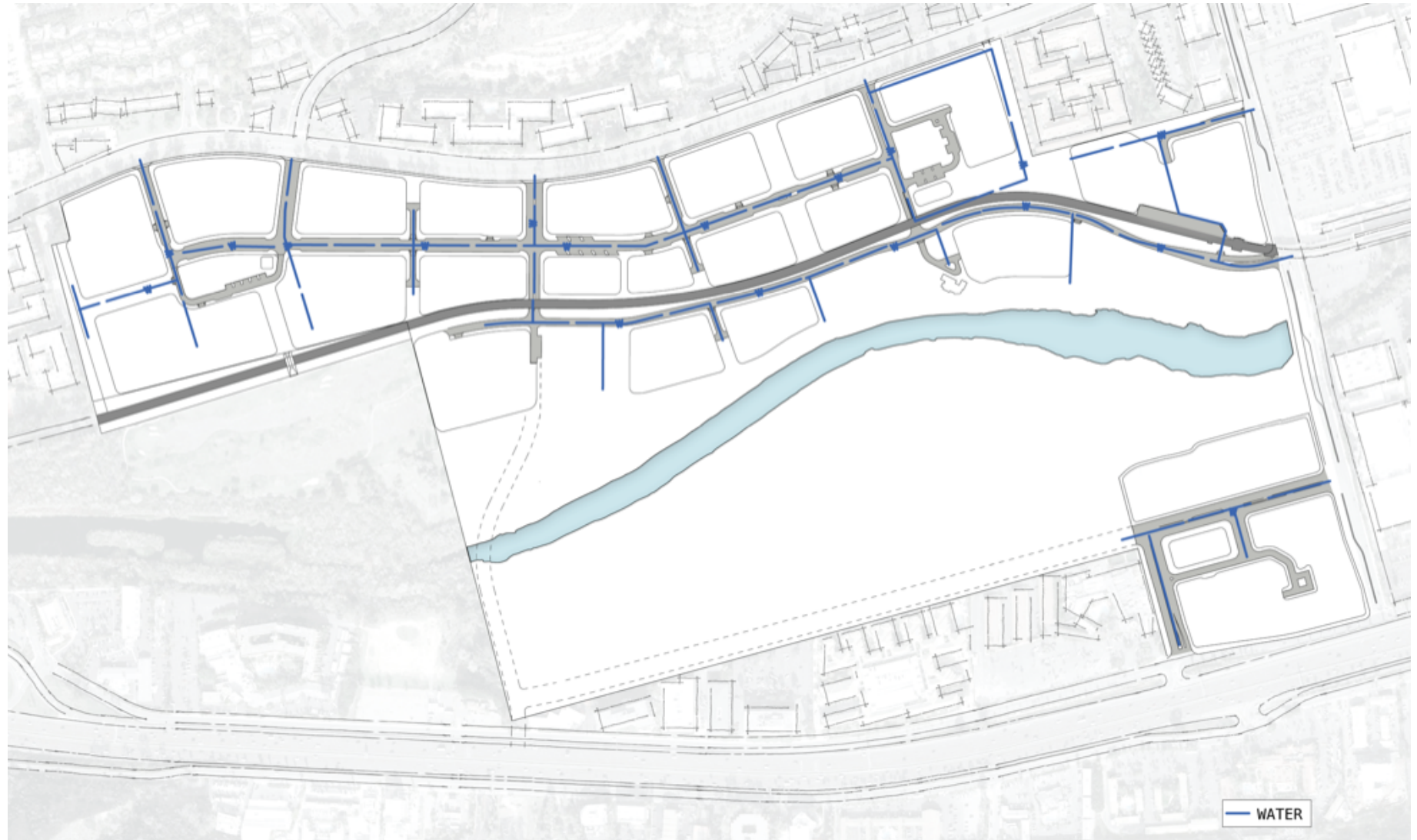
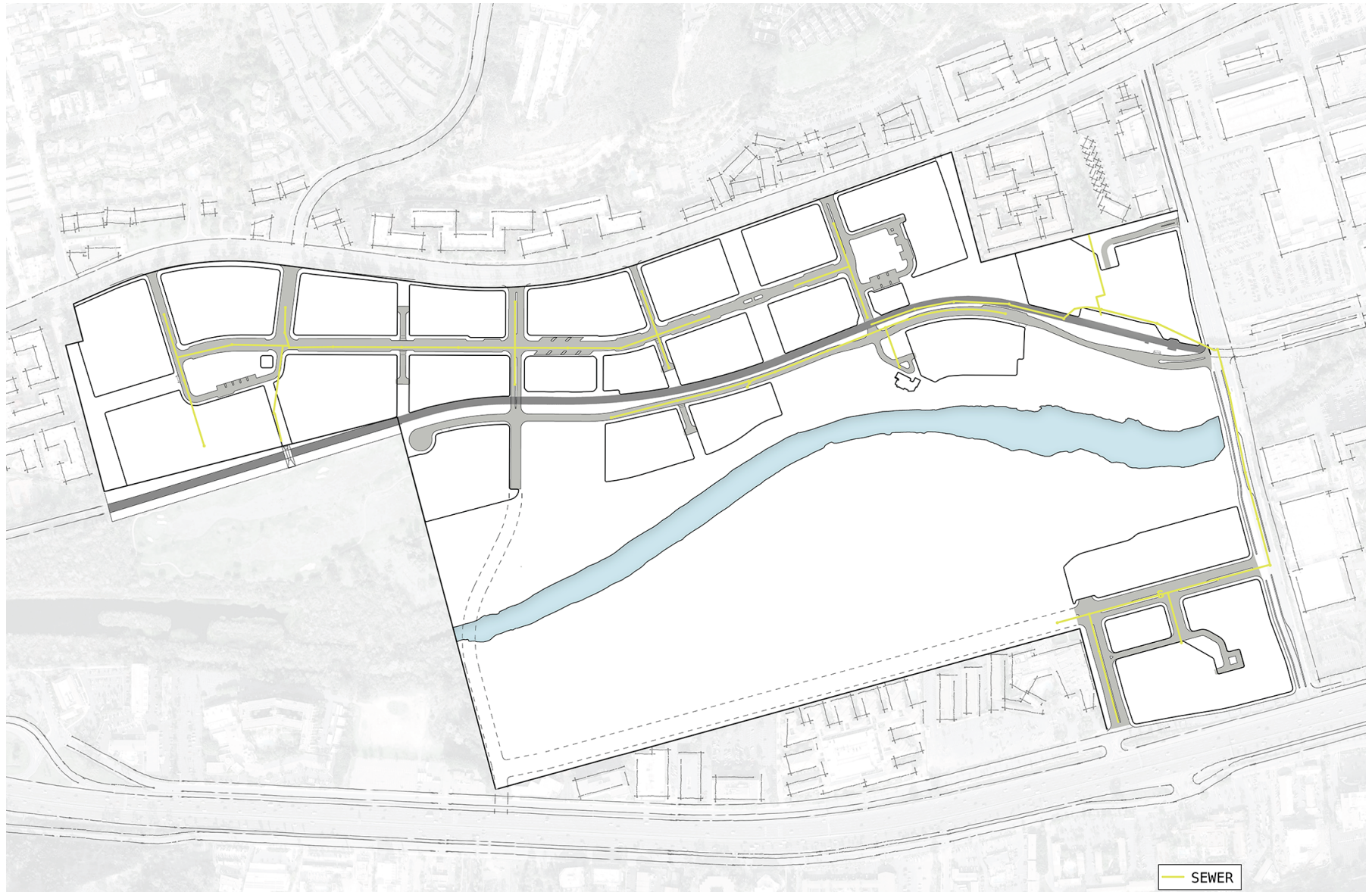




Figure 5-2. Sewer Facilities



### 5.2.3 Drainage Facilities

Existing public drainage facilities will be extended through the project within public storm drain easements in storm drain facilities designed according to City Engineers' requirements. Storm drains will be installed within the project in a combination of public and private drainage systems in accordance with requirements of the State Regional Water Control Board and the City's design standards.

#### *Jurisdictional Permits*

Projects that would impact wetland/riparian features that would be considered jurisdictional by state and or federal agencies would require permits. The type of permit will depend upon the proposed impact and the regulations/requirements of each regulatory agency. The typical regulatory agencies that are involved in issuing permits for impacts to jurisdictional resources are the U.S. Army Corps of Engineers (Corps), California Department of Fish and Wildlife (CDFW), and the Regional Water Quality Control Board (RWQCB). The Corps regulates federal jurisdictional resources under the Federal Clean Water Act. For the state, the CDFW regulates impacts under the California Fish and Game Code and the RWQCB under the Porter Cologne Act. Below is further discussion of each of these regulatory paths.

**Federal Clean Water Act.** Under Section 404 of the Clean Water Act, the Corps is charged with regulating the discharge of dredge and fill materials into jurisdictional Waters of the U.S. The terms "Waters of the U.S." and "jurisdictional waters" have a broad meaning that includes special aquatic sites, such as wetlands. Corps wetland boundaries are determined using three criteria (vegetation, hydrology, and soils) established for wetland delineations, as described within the Wetlands Delineation Manual and Regional

Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region.

Waters of the U.S., as defined by regulation and refined by case law include:

- (1) The territorial seas;
- (2) Coastal and inland waters, lakes, rivers, and streams that are navigable Waters of the U.S., including their adjacent wetlands;
- (3) Tributaries to navigable Waters of the U.S., including adjacent wetlands; and
- (4) Interstate waters and their tributaries, including adjacent isolated wetlands and lakes, intermittent and ephemeral streams, prairie potholes, and other waters that are not a part of a tributary system to interstate waters or navigable Waters of the U.S., the degradation or destruction of which could affect interstate commerce.

Section 401 of the Clean Water Act requires that any applicant for a federal license or permit to conduct any activity that may result in a discharge to Waters of the U.S. must obtain a Water Quality Certification, or a waiver thereof, from the state in which the discharge originates. In California, the RWQCB issues Water Quality Certifications.

**California Fish and Game Code.** California Fish and Game Code provides specific protection and listing for several types of biological resources. Section 1600 of California Fish and Game Code requires a Streambed Alteration Agreement for any activity that would alter the flow, change or use any material from the bed, channel, or bank of any perennial, intermittent, or ephemeral river, stream, and/or lake.

Typical activities that require a Streambed Alteration Agreement include excavation or fill placed within a channel, vegetation clearing, structures for diversion of water, installation of culverts and bridge supports, cofferdams for construction dewatering, and bank reinforcement. Notification is required prior to any such activities, and CDFW will issue a Streambed Alteration Agreement with any necessary mitigation to ensure protection of the State's fish and wildlife resources.

**Porter-Cologne Water Quality Control Act of 1970.** The Porter-Cologne Water Quality Control Act of 1970 grants the State Water Resource Control Board and its regional offices power to protect water quality and is the primary vehicle for implementation of the State's responsibilities under Section 401 of the Clean Water Act. The Porter-Cologne Act grants the State Water Resource Control Board authority and responsibility to adopt plans and policies, regulate discharges to surface and groundwater, regulate waste disposal sites, and require cleanup of discharges of hazardous materials and other pollutants. Typically, the State Water Resource Control Board and RWQCB act in concert with the Corps under Section 401 of the Clean Water Act in relation to permitting fill of Waters of the U.S.

#### ***Off-site Improvements***

The following improvements to public facilities will be implemented as part of Riverwalk.

**Friars Road.** Limitations of public improvements to Friars Road will be from about 900 feet west of the westerly project boundary easterly to Fashion Valley Road intersection. Work items for this improvement include:

- » Dedication of additional 13-foot right-of-way.
- » Construction of a raised median throughout the limit's length.

- » Removal and replacement of existing curb and gutter along the project frontage.
- » Removal of existing sidewalk and replacement with six-foot-wide concrete sidewalk along the project frontage.
- » Addition of a five-foot bike lane with two-foot painted buffer.
- » Re-striping of travel lanes.

**Fashion Valley Road.** Limitations of public improvements to Fashion Valley Road will be from the Friars Road intersection southerly to the Hotel Circle Intersection. Work items for this improvement include:

- » Dedication of additional 47.5 feet of right-of-way.
- » Construction of a raised median from the Riverwalk Drive intersection southerly to the Hotel Circle North intersection.
- » Construction of a two-way cycle track with raised buffer from the Riverwalk Drive intersection southerly to the Hotel Circle North intersection.
- » Construction of curb and gutter.
- » Construction of a six-foot-wide concrete sidewalk along the project frontage.
- » Re-striping of travel lanes.

**Hotel Circle North.** Limitations of public improvements to Hotel Circle North will be from the I-8 off-ramp/on-ramp intersection easterly to the



Fashion Valley Road/Hotel Circle North intersection. Work items for this improvement include:

- » Dedication of additional zero feet to 14.44 feet of right-of-way.
- » Construction of a two-way cycle track with painted buffer along the project frontage.
- » Construction of a six-foot-wide concrete sidewalk along the project frontage.
- » Re-striping of travel lanes.

#### **5.2.4 Solid Waste**

Solid waste services in the project area is provided by the combined service of the City of San Diego Environmental Services Department (ESD) and private collectors. The City provides refuse collection for single-family and multi-family residences located on public streets that meet City safe storage and access requirements; collection services for all other developments must be contracted-out by franchised private hauling companies. Solid waste generated within the City of San Diego is taken to either the City of San Diego's West Miramar Landfill, which is located north of Highway 52 at 5180 Convoy Street in San Diego; the Sycamore Sanitary Landfill, located at 8514 Mast Boulevard in San Diego; or the Otay Landfill, located at 1700 Maxwell Road in Chula Vista.

#### **5.2.5 Electricity and Natural Gas**

Electric service will be provided from existing systems adjacent to the site, primarily those in Friars Road. Initial feeds will originate at SDG&E's Old Town

substation (located at Gaines Street and Napa Street), with future feeds coming from some combination of the Old Town substation and the Fashion Valley substation, or a new substation not yet sited. The principal natural gas source for the site will be SDG&E's existing 20-inch transmission main in Friars Road. This main will adequately serve the site.

### **5.3 PUBLIC SAFETY**

In addition to city-wide public safety concerns that are attended to by the San Diego Police Department and San Diego Fire-Rescue, each community has its own set of community-specific public safety concerns. Within Mission Valley, these include compatibility with the airports within whose influence areas a site is located, as well as emergency evacuation in the event of such natural disasters as flooding or wildfire.

#### **5.3.1 Airport Land Use Compatibility**

The Riverwalk site is located within the Airport Influence Area (AIA) Review Area 2 for San Diego International Airport and Montgomery-Gibbs Executive Airport. Within Review Area 2, only the following land use actions require ALUC review:

- » Any object which has received a final notice of determination from the FAA that the project will constitute a hazard or obstruction to air navigation, to the extent applicable.
- » Any proposed object in an area of terrain penetration to airspace surfaces which has a height greater than 35 feet above ground level.
- » Any project having the potential to create electrical or visual hazards to aircraft in flight, including: electrical interference with radio

communications or navigational signals; lighting which could be mistaken for airport lighting; glare or bright lights (including laser lights) in the eyes of pilots or aircraft using the Airport; certain colors of neon lights- especially red and white- that can interfere with night vision goggles; and impaired visibility near the Airport. The local agency should coordinate with the airport operator in making this determination.

- » Any project having the potential to cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations in the vicinity of the Airport. The local agency should coordinate with the airport operator in making this decision.

Developments within Riverwalk shall comply with the Airport Land Use Compatibility Overlay Zone of the City of San Diego Municipal Code, which implements the policies and criteria in the San Diego International Airport ALUCP, because the project site is located within AIA Review Area 2 for San Diego International Airport and properties within the Riverwalk Specific Plan may be subject to some annoyances or inconveniences associated with proximity to an airport and airport operations (such as noise, vibration, overflights, or odors). The San Diego County Regional Airport Authority may be contacted for information regarding hours of airport operation, airport master plans, and other relevant information regarding airport operations.

The project site is located within the Airspace Protection Boundary for San Diego International Airport. Development with structures exceeding the Federal Aviation Administration (FAA) CFR Part 77 noticing criteria shall provide notification to the FAA prior to construction as required by the Airport Land Use Compatibility Overlay Zone. The FAA shall have the sole and exclusive regulatory authority over the operation of aircraft. Additionally, the project site is located within the Overflight Area Boundary, which requires

overflight notification for new residential development within the overflight area boundary.

As noted, the Riverwalk site is also located within AIA Review Area 2 for Montgomery-Gibbs Executive Airport. Riverwalk is outside of any airport safety boundaries, including the Overflight Area Boundary. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2.

### 5.3.2 Emergency Evacuation

The Mission Valley community is subject to periodic flooding during major storm events. Flooding can affect mobility through Mission Valley, closing important road connections and affecting emergency services.

In September 2014, the San Diego County Board of Supervisors approved the San Diego County Emergency Operations Plan (EOP). The plan is used by all key partner agencies within the county, including the City of San Diego, to respond to major emergencies and disasters. The EOP describes a comprehensive emergency management system which provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the sources of outside support which might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies and the private sector.

#### ***Goal for Greatness:***

Ensure the safety of residents, employees, and visitors by properly treating the San Diego River's hydrology and potential flood events.

The EOP has a number of Annexes applicable to specific elements of emergency response, such as Fire and Rescue, Law Enforcement, Logistics, etc. The Evacuation Annex provides evacuation planning for the County of San Diego Operational Area (OA). The overarching goal of evacuation planning is to maximize the preservation of life while reducing the number of people that must evacuate and the distance they must travel to seek safe refuge. The OA Evacuation Annex describes how emergency managers will cooperate and the decisions they will have to make and implement to respond to a disaster that requires an evacuation of residents and their pets. The OA Evacuation Annex also aims to lessen the impact a large-scale evacuation can have on the host communities.

The OA Evacuation Annex is intended to be used as a template for the development of other jurisdictional evacuation plans and will support or supplement the evacuation plans prepared and maintained by each local jurisdiction. The annex outlines strategies, procedures, recommendations, and organizational structures that can be used to implement a coordinated evacuation effort in the OA. In addition, this annex provides general estimates on the number of residents in the OA who may need to be evacuated due to specific hazards in their area. The annex provides estimates for the number of residents that may require sheltering or transportation assistance, and the estimated number of pets that may need to be evacuated. The annex also provides hazard specific considerations, general evacuation transportation routes and capacities, countywide shelter capacities, evacuation resources available locally and through mutual aid, and access and functional needs considerations. This annex would guide evacuation procedures, should they ever become necessary for Mission Valley and/or Riverwalk.

The Riverwalk Specific Plan facilitates emergency response through the following measures:

- » Reconstruction of Fashion Valley Road to allow for an improved 10- to 15-year storm event crossing, increasing accessibility across the Valley at times of heavy rains.
- » Improving hydrology and hydraulics of the San Diego River through appropriate site grading in accordance with FEMA and in a manner that protects development during flooding.

### **5.3.3 Flood Control Measures**

The San Diego River flows in a westerly direction through the site. FEMA has mapped an associated 100-year floodplain and floodway, which are generally bounded by the MTS trolley line to the north and I-8 to the south. Riverwalk proposes to encroach within a portion of the floodplain and floodway. The encroachment is associated with a portion of the multi-use development pads along the north and south edges of the river, as well as the park site within the central portion of the river. The development pads of Riverwalk will be elevated above the floodplain, while the park site will convey flood flows.

Local and Federal regulations allow encroachments if the pre-project 100-year water surface elevations are not raised. Riverwalk will meet this criteria by generally lowering the elevations of the Riverwalk River Park, which will create additional conveyance within the central floodplain area. The lowering will offset the encroachments for the development pads. Riverwalk will also improve the Fashion Valley Road culverts in order to provide greater flood capacity under Fashion Valley Road.

Fashion Valley Road is currently subject to inundation during moderate storm events. The project will install vehicular barrier gates across Fashion Valley Road north and south of the river channel. The gates are a safety measure that will prevent vehicles from crossing Fashion Valley Road during the flood stage. The gates will be triggered by sensors that measure water level. The gates will automatically open when the river begins overtopping Fashion Valley Road (to prevent vehicular traffic from crossing when the roadway is flooded) and automatically close when the flood level recedes below Fashion Valley Road (allowing vehicles to cross once the road is no longer flooded).

### 5.3.4 Brush Management

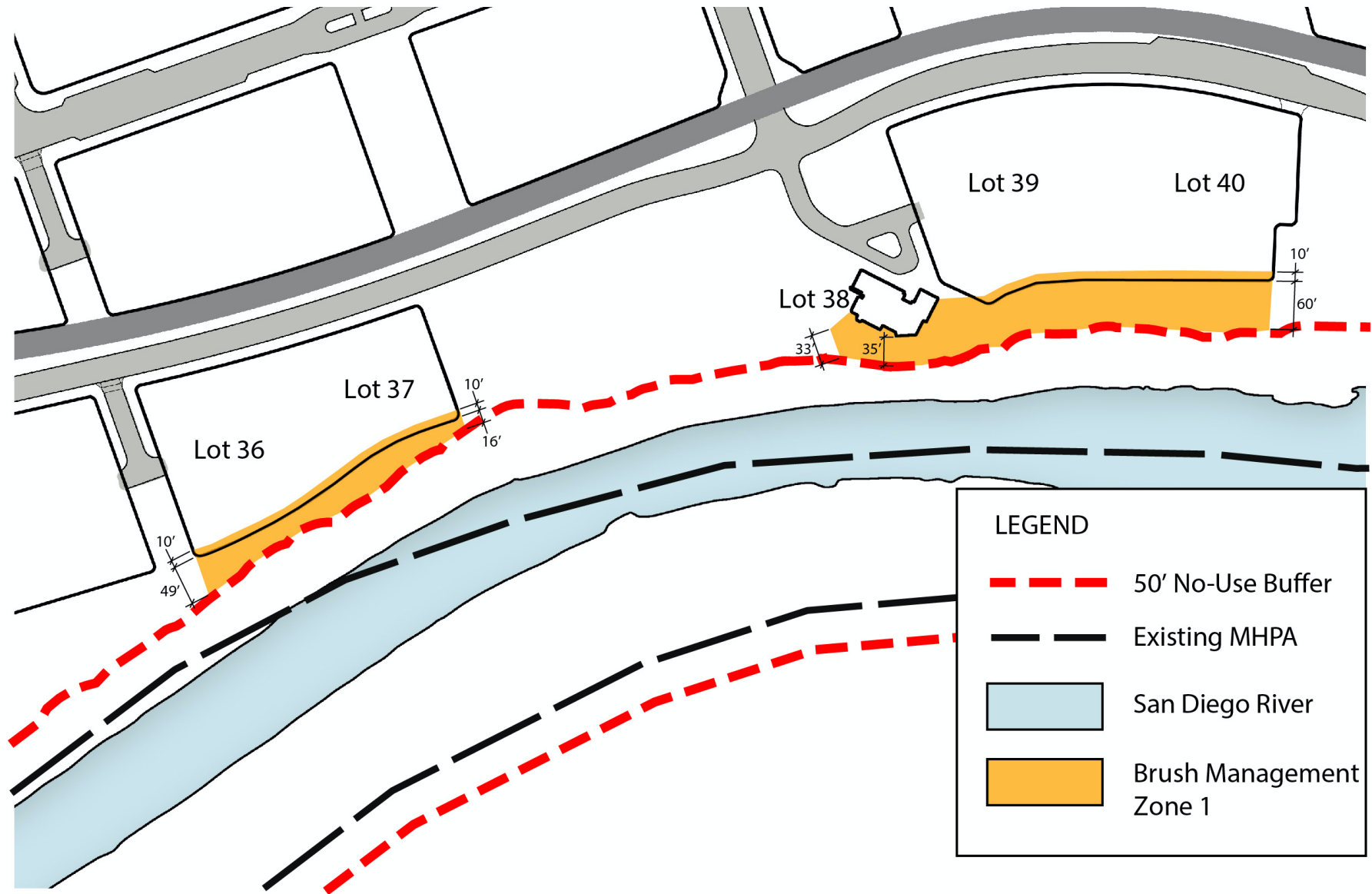
A Brush Management program is required where structures could be located on premises within 100 feet of native or naturalized vegetation. The City's Very High Fire Hazard Severity Zone (VHFHSZ) Map identifies an area of potential vegetated fuel load along the San Diego River, which traverses the project site. Therefore, a Brush Management Plan has been developed for Lots 36 through 40 where development may be within 100 feet of the native or naturalized vegetation (Figure 5-3, *Brush Management*).

Development on Lots 36 through 40 would be separated from the fuel through a Zone One measuring between 25 feet and 70 feet. The Zone One will consist of developed fire breaks in the form of building setbacks, the Riverwalk River Park, the San Diego River Pathway, and various trails. The Zone One will measure between 25 feet and 70 feet and all structures fronting the San Diego River within Lots 36 through 40 will be subject to the requirements of CBC 7A/CRC R337 in addition to alternative compliance measures as allowed under §142.0412(i).

According to §142.0412(i), an applicant may request approval of alternative compliance for brush management in accordance with Process One if all of the following conditions exist:

- (1) The proposed alternative compliance provides sufficient defensible space between all structures on the premises and contiguous areas of native or naturalized vegetation as demonstrated to the satisfaction of the Fire Chief based on documentation that addresses the topography of the site, existing and potential fuel load, and other characteristics related to fire protection and the context of the proposed development.
- (2) The proposed alternative compliance minimizes impacts to undisturbed native or naturalized vegetation where possible while still meeting the purpose and intent of Section 142.0412 to reduce fire hazards around structures and provide an effective fire break.
- (3) Per FPB Policy B-18-01, the applicant will submit the proposed alternative compliance measures to the Fire Chief for approval. These measures may include:
  - » Six foot fire wall on the brush side of the structures;
  - » Dual glazed/dual tempered windows;
  - » Fire breaks;
  - » Attic or additional sprinklers;
  - » Increased fire resistance rating of walls; or
  - » Technical report from a qualified engineer, specialist, laboratory, or fire safety specialty organization acceptable to the Fire Chief.

Figure 5-3. Brush Management



## 6 LAND USES, DEVELOPMENT STANDARDS, AND DESIGN GUIDELINES

This chapter provides development standards and design guidelines to ensure a **high quality, thoughtfully designed, and aesthetically cohesive** neighborhood is developed at Riverwalk. Development Standards are regulations that shall be adhered to in order to achieve this vision. Future development proposals that are consistent with the land uses, development standards (Table E-1), and applicable zones require approval through the City's construction permit process as described in Chapter 7, *Implementation*. It is intended that this chapter, specifically, is consulted as part of the construction permit process for any development within Riverwalk. Specifically, implementation of the zone-specific development regulations contained in the City's Land Development Code, as modified in Tables E-2 through E-4, the Riverwalk Specific Plan Regulations (Table E-1), and the project-specific Tailored Development Standards (Table E-5), included in Appendix E, will establish the framework for construction permit review. In this way, the goals and objectives of the Riverwalk Specific Plan will be realized. Design Guidelines as outlined throughout this chapter are intended to provide context for those using this document in the future to understand the vision of the development and the neighborhood character intended for Riverwalk.

### 6.1 LAND USES

The Riverwalk Specific Plan envisions a mixed-use community to develop with an authentic mix of residential, employment, commercial, and recreational amenities. With a focus on responsiveness – to community desires, market demands, and City needs – the balance of land uses provided by Riverwalk allows for a highly adaptive neighborhood that is not statically bound to the time in which the Specific Plan is adopted. This responsiveness allows for

Riverwalk to continue throughout its life as a cutting edge, timely, and embraced neighborhood. Regulations within this section allow for certain uses to develop by right (SCR Process One) in accordance with this Specific Plan that would otherwise require secondary discretionary action.

#### 6.1.1 Permitted Land Uses

The following land uses implement the vision of Riverwalk by right (construction permit) under the CC-3-9 and RM-4-10 zones. These land uses apply to all lots zoned RM-4-10 and CC-3-9. Uses that are indicated with an *L* have limitations imposed by the San Diego Municipal Code section noted in parentheses that apply to these land uses within Riverwalk; these limited uses would comply with the regulations of the noted Municipal Code section. All other uses permitted within the CC-3-9 and RM-4-10 zones, including those permitted with limitations, are allowed within Riverwalk. Any land uses that require County or State permits, such as beer and liquor licenses and health permits, still require processing of those licenses and permits in accordance with local or State law.

- » All permitted uses allowed within the CC-3-9 and RM-4-10 zones
- » Active recreation
- » Artisan food and beverage producer – *L* (§141.1001)
- » Assembly and entertainment uses – *L* (§141.0602)



- » Boarding kennels/pet day care facilities – L (§141.0604)
- » Business and professional offices
- » Business support
- » Child care centers – L (§141.0606)
- » Consumer goods, furniture, appliances, equipment
- » Eating and drinking establishments
- » Financial institutions
- » Food, beverage, and groceries
- » Instructional studios
- » Medical, dental, and health practitioner offices
- » Mobile food trucks – L (§141.0612)
- » Multiple dwelling units
- » Passive Recreation
- » Permanent parking facilities as a primary use
- » Personal services
- » Pets and pet supplies
- » Regional and corporate headquarters
- » Research and Development
- » Retail tasting stores – L (§141.0508)
- » Sidewalk cafés – L (§141.0621)
- » Sundries, pharmaceutical, and convenience sales
- » Veterinary clinics and animal hospitals – L (§141.0625)
- » Visitor accommodations
- » Wearing apparel and accessories
- » Weekly farmers' markets – L (§141.0503)

### **6.1.2 Regulated Land Uses**

In addition to permitted and limited land uses, Riverwalk allows for certain land uses that incorporate regulations from the San Diego Municipal Code to allow for development by right (SCR Process One) in accordance with those regulations, as included in this Specific Plan.

### ***Continuing Care Retirement Communities***

Continuing care retirement communities are licensed by the State as both a residential care facility for the elderly and a skilled nursing facility, regulated under the California Health and Safety Code, and overseen by the California Department of Social Services. They provide residents with multiple living environments based on the changing level of care required by the resident. The communities typically provide independent dwelling units, assisted living dwelling units, and convalescent and memory care rooms.

Continuing care retirement communities may be permitted within Riverwalk, subject to the following regulations.

- » **Reg-1.** Convalescent and memory care rooms shall, at a minimum, comply with California Code of Regulations Title 22, Division 6, Chapter 8 (Residential Care Facilities for the Elderly).
- » **Reg-2.** Parking areas shall be lighted for the safety of tenants. Lighting shall be of a design that deters vandalism. The location, type, and size of the proposed lighting fixtures shall be specified on the development permit application.
- » **Reg-3.** The number of vehicle trips shall be determined as follows:
  - ♦ Four daily trips per independent living dwelling unit; and
  - ♦ Three daily trips per room for convalescent and memory care rooms.
- » **Reg-4.** Continuing care retirement communities shall be subject to the landscape regulations for commercial development in San Diego Municipal Code Table 142-04A.

### » **Reg-5.** Permitted Density

- ♦ The density shall comply with the base zone.
- ♦ Only independent and assisted living dwelling units shall be used to calculate density.
- ♦ The density shall be calculated using the area of the entire development.

### ***Golf courses, driving ranges, and pitch and putt courses***

The golf course and associated uses that are allowed under existing CUP No. 94-0563 (as amended) are permitted to remain within Riverwalk until such a time that redevelopment in whole or in part of the facilities occurs. In addition to the Development Regulations provided below, ministerial permit applications shall comply with the applicable project conditions specified in the Vesting Tentative Map, Site Development Permit, and Conditional Use Permit (Golf Course).

### ***Moving and Storage Facilities***

As residential trends and demand align more toward denser, multi-family living, the demand for out-of-residence storage will increase. Off-site self-storage is increasingly necessary as constraints of providing storage within residential developments contributes to the rising cost of housing and takes away from land area that may be otherwise allocated to increased residential density, mixed-use intensity, or resident or community amenity space.

Self-storage means an establishment containing individual compartmentalized spaces or warehousing space for rent or lease to the general public for personal storage, including businesses and individuals. It is counter to the sustainable principle of lowering VMT to require self-storage facilities be located away from potential users (residents and business owners) out in

industrially-zoned areas. Self-storage facilities are allowed in Riverwalk, subject to the following regulations:

- » **Reg-6.** Adequate security shall be provided by managers during hours of operation and/or full-time resident caretakers.
- » **Reg-7.** All storage shall be within completely enclosed structures.
- » **Reg-8.** Goods or products which are hazardous, toxic, or obnoxious shall be prohibited.
- » **Reg-9.** Electrical service to storage units shall be for lighting and climate control only. No electrical outlets are permitted inside individual storage units. Lighting fixtures and switches shall be of a secure design that will not allow tapping the fixtures for other purposes.
- » **Reg-10.** The development shall provide adequate fire and vehicular access and parking to accommodate anticipated vehicle types and quantities including, but not limited to, moving vans, trucks, fire equipment and automobiles.
- » **Reg-11.** Within the Specific Plan area, self-storage facilities shall be limited to 100,000 square feet in total.
- » **Reg-12.** Self-storage facilities shall be surfaced in high-quality materials. Unfaced concrete block, painted masonry, tilt-up and pre-cast concrete panels, and prefabricated metal sheets are prohibited. Prefabricated buildings are not allowed.

- » **Reg-13.** Self-storage shall be incorporated with other compatible uses, such as integrated into a parking garage or wrapped with retail or employment uses.
- » **Reg-14.** Accessory uses such as the rental of trucks, trailers or moving equipment (hand carts, jacks and lifts, etc.), the installation of trailer hitches, or the sale of boxes or packing materials are permitted only if they are housed entirely within the self-storage building. Incidental or accessory manufacturing, fabrication, or processing of goods, service or repair of vehicles, engines, appliances or other electrical equipment, any other industrial activity, and/or retail sales or services related to storage unit garage or estate sales or auctions are prohibited.
- » **Reg-15.** No self-storage facility can be located within ¼ mile of another self-storage facility.

#### **Residential Care Facilities**

Residential care facilities provide in-house treatment or programs for residents on a 24-hour basis. Residential care facilities include residential and community care facilities as defined by the State or County. Although this land use category includes various residential care facility types, this regulated use applies only to residential care facilities for the elderly.

Residential care facilities for the elderly may be permitted within Riverwalk, subject to the following regulations.

- » **Reg-16.** Only one residential care facility may be permitted per lot or premises.

- » **Reg-17.** Residential care facilities are not permitted within one-quarter-mile of another residential care facility, measured from property line to property line in accordance with LDC Section 113.0225.
- » **Reg-18.** The facility shall provide at least 70 square feet of sleeping space for each resident, not including closet or storage space, multipurpose rooms, bathrooms, dining rooms, and halls.
- » **Reg-19.** Sleeping areas shall not be used as a public or general passageway to another room, bath, or toilet.
- » **Reg-20.** The facility shall provide at least five square feet of living area per bed, not including sleeping space, dining, and kitchen areas.
- » **Reg-21.** The facility shall provide at least eight square feet of storage area (closet or drawers) per bed.
- » **Reg-22.** The facility shall provide one full bathroom including sink, toilet, and shower or bathtub for every seven beds.
- » **Reg-23.** The center shall provide at least one off-street parking space for each employee and one off-street parking space for every seven beds. Additional parking may be required by the decision maker. Conversion of an existing garage or reduction in the amount of off-street parking to provide a residential care facility is not permitted.

#### ***Student housing***

Student housing is designed or used as a residence for students enrolled at an institution of higher learning. Student housing may be permitted within Riverwalk, subject to the following regulations. Student housing must follow the regulations outlined in LDC Section 141.0305. Fraternity and sorority houses are not authorized within Riverwalk.

- » **Reg-24.** A resident manager is required to live on the premises.
- » **Reg-25.** The frequency and duration of organized outdoor activities and social events may be limited as needed to minimize adverse impacts on neighboring development.

## 6.2 DESIGN OBJECTIVES

Urban design deals with the broad spectrum of urban life, from the sociology of the streets to the vitality of public spaces, from the creation of built environs to the management of these environments. Built environments also define and articulate open space, as they provide the edges of parks, trails, nature, and other open space elements. For this reason, buildings that delineate quality urban open space, such as envisioned within Riverwalk, must be of a form, mass, texture, color, and orientation that support the desired urban character. Within the Riverwalk Specific Plan, a series of elemental design themes are established. As future development proposals are submitted, these themes will be refined and reflected in architectural design, streetscape design, street planting, and signage for each application.

The Riverwalk Specific Plan is a mixed-use development plan – one based on complementary land uses that embrace the San Diego River as a neighborhood asset. The land uses envisioned in the Riverwalk Specific Plan will create a neighborhood that is sustainable, vibrant, and unique, while remaining compatible with the adjacent land uses in the Mission Valley and Linda Vista communities.

The guidelines provided in this chapter create the framework for the construction of individual developments within the Districts of Riverwalk, which fully implement the following design objectives, as they relate to the overall goals of Riverwalk’s vision:

### *Placemaking*

- » Facilitate the creation of an integrated neighborhood based on an open space network and amenities that are influenced by the San Diego River.

- » Serve as a manual for all the design and construction professionals to maintain the desired characteristics established in the Riverwalk Specific Plan.
- » Assure that each development area and the neighborhood as a whole are developed in a manner consistent with the intent and vision of this Specific Plan.
- » Honor the past of the San Diego River valley by providing interpretive signage and identification of culturally-significant plant species for the Kumeyaay.

### *Mobility*

- » Establish a viable and attractive circulation network that connects the development Districts with each other and the surrounding community and emphasizes non-vehicular movement.
- » Create a fully-focused active transportation network with dedicated bicycle and pedestrian facilities; supportive elements, such as bike rental and repair stations; and street elements that support active use, such as a grid pattern and complete streets elements of dedicated facilities, ample landscaping, and integration of users.
- » Fully integrate bicycle and pedestrian travel networks into the overall circulation system so that active transportation is a desired primary mode of transportation.
- » Integrate a new Green Line Trolley stop for MTS that encourages residents, employees, and visitors to leave their cars at home and utilize other modes of transportation for all aspects of daily travel.

***Housing***

- » Provide a significant supply of housing located near transit in a way that is high-quality and respectful to the design process.
- » Provide housing for people of all income levels.

***Recreational Amenities***

- » Provide multi-faceted recreational opportunities to serve Riverwalk residents and employees, as well as visitors and community members.
- » Celebrate and respect the San Diego River and surrounding habitat.

***Employment***

- » Create a high-quality neighborhood that will maintain and enhance its economic value and provide the City with tax revenue.
- » Provide employment opportunities within walking distance of transit and housing, reducing vehicle miles traveled by supporting employees to use public transit and active transportation.

***Sustainability***

- » Encourage sustainability in design and site planning to embrace efficient development that reduces energy and water consumption and vehicle miles traveled by supporting residents, visitors, and employees to use public transit and active transportation.

***Safety***

- » Ensure safety of residents, employees, and visitors from both crime and natural hazards.

***Conservation***

- » Instill an ethos of ecological awareness that celebrates the San Diego River as a vibrant and vital community resource.

***Long-term Flexibility***

- » Allow flexibility for innovative and creative development and design solutions that respond to market trends during the construction phase of the project.
- » Provide City staff with a template from which future development projects within the Riverwalk Specific Plan can be assessed.



## 6.3 GENERAL DESIGN THEMES

General design themes of Riverwalk focus on health and ecology at the core of all design and planning guidelines. Celebrating the San Diego River through a number of avenues, including the creation of the river corridor, ample parks and open space elements, an abundance of trails and trail connections, and restoration of the health of the river are central to Riverwalk. Similarly, the health and vitality of residents is supported through core values focused on the support of active transportation and an atmosphere of gathering and enjoyment by residents, employees, and visitors of Riverwalk.

### 6.3.1 River Corridor

The San Diego River acts as the central focus of the entire Riverwalk neighborhood. Views through Riverwalk toward the river provide visual connections not only for Riverwalk but also the surrounding areas. The ability to view the habitat and wetland vegetation of the San Diego River is important, especially considering that the water within the river is not visible from most of the immediately surrounding area. The enhanced wildlife and waterfowl river habitat is an important design consideration, further showcasing the river and providing for both interest in and education about the river ecology.

An important environmental concern that directly affects the design of Riverwalk is development adjacent to the floodway. The river corridor of the San Diego River deserves special design consideration to protect wildlife value and to minimize effects of development on the river corridor. For specific Development Standards and Design Guidelines, see discussion of the River Corridor Area. Additional discussion relative to the floodway and the San Diego River is provided in Chapter 3, *Parks, Open Space, and the Pedestrian Realm*.

### 6.3.2 View Corridors

The San Diego River corridor, as it runs through the Riverwalk site, presents one of the most expansive views of and along the San Diego River of anywhere in San Diego. As such, preservation of the river corridor as a major and central visual element of Riverwalk is a principle design theme. Other north-south view corridors toward the river serve to provide a visual openness to Riverwalk's Districts, allow for views into the Riverwalk River Park from roadways such as Hotel Circle North and Friars Road, and unify the river-focused urban character of Riverwalk. The provision of the Riverwalk River Park preserves and emphasizes the importance of the view corridors along the spine of the river, and Riverwalk's network of linear and connector parks further reinforces this theme in parallel areas.

### 6.3.3 Open Space Network

Open space areas are interspersed throughout Riverwalk and are linked to one another physically and visually. Open space areas are defined and accentuated with pedestrian paths and bridges, native and drought-tolerant plant materials, and appropriately-placed building elements that unify the project and make the expansive Riverwalk neighborhood cohesive. Where connections between open space elements are more organic or potentially segmented by public plazas and other components of the urban environment, these connections should be reinforced with wayfinding signage and landscaping that guides the user to the next natural feature.

### 6.3.4 Pedestrian and Bicycle Connectivity

Riverwalk includes two pedestrian/bicycle bridges (former golf cart bridges that are approximately 11 feet wide), which span the San Diego River and

physically link the Districts of Riverwalk across the river. In respect to the river's ecology and keeping with a sustainable focus, these bridges are repurposed within the circulation network of Riverwalk as pedestrian and bicycle linkages across the river, void of motor vehicle activities, and are the only current physical crossings of the river within Riverwalk. The bridges provide easy connection between the Central District (north of the river) and the passive Riverwalk River Park (predominantly south of the river) and the expected employment node that comprises the South District. These bridges encourage residents, employees, and visitors to walk and/or bike within Riverwalk, for recreation, accessibility or commuting, and thereby improve connectivity and reduce vehicle miles traveled (by promoting and supporting alternative transportation modes such as transit and active transportation).

In addition to the existing bridges, there are two existing golf cart tunnels located on the existing golf course that are also repurposed for active connectivity. These tunnels, which are lighted and approximately eight feet wide, provide linkages under the trolley tracks. The western tunnel is within the control of MTS and may provide future connection from the North District to the Riverwalk River Park through the MTS land that sits south and west of Riverwalk. The eastern tunnel is located wholly within the development area of Riverwalk and, as such, is integrated into Riverwalk's pedestrian and bicycle circulation network. This tunnel links the residential, retail, and mixed-use core of the North District on the north to the Central District and the Riverwalk River Park on the south and provides a continuous pedestrian connection, under the trolley tracks, between Friars Road and the San Diego River. Like the pedestrian/bicycle bridges, the pedestrian/bicycle tunnels encourage residents, employees, and visitors to walk and/or bike within Riverwalk, which improves connectivity, reduces vehicle miles traveled (by promoting and supporting alternative transportation modes such as transit and active transportation), and results overall in a healthier and more engaged neighborhood. Pedestrian/bicycle tunnels will be internally lit and will include other enhancements, as necessary, such as mirrors, to increase safety for users.

In addition to Riverwalk's internal connectivity, pedestrian and bicycle connectivity to the surrounding neighborhoods is a fundamental feature of the design. Direct pedestrian connectivity will be provided to residential development to the northeast (Mission Greens), as well as off-site to the west, east and southeast. Additional signals will be provided to cross Friars Road, connecting to residential, employment, and commercial developments on the north side of the road, and Fashion Valley Road, connecting to transit, commercial, and mixed-use developments to the east. With these external connective elements, Riverwalk is woven into the fabric of Mission Valley and becomes an open and encouraging neighborhood in the heart of the community.



*Existing pedestrian bridge to be retained within Riverwalk*

### 6.3.5 Open Space

The defining characteristic of Riverwalk is the significant parkland and open space that serves its residents, employees, visitors, and the surrounding Mission Valley and Linda Vista communities (and beyond). This Specific Plan focuses on the San Diego River, which anchors a network of parks and open space and serves as the physical and metaphorical heart of Riverwalk, as a unifying theme. Similarly, the Riverwalk River Park provided by Riverwalk creates a gathering node for citizens beyond the Mission Valley area.

The North District is oriented around public parks that bookend the spine road promenade and run along the center of the North District as linear park elements linking to the transit/trolley stop plaza (around which the mixed-use neighborhood core is located) and the pedestrian/bicycle pathways connecting Friars Road to Riverwalk and the San Diego River. These spaces serve as public gathering areas for future residents, visitors, and employees of Riverwalk, as well as the communities surrounding Riverwalk. Additionally, these spaces provide new amenities and resources for Mission Valley and Linda Vista. The Central District and South District are characterized by their interaction with the San Diego River and the Riverwalk River Park.

All the open space areas within Riverwalk are connected through a series of trails and paths for pedestrian and bicycle movement. Additionally, the San Diego River Pathway that will run along the north side of the San Diego River will be aligned with the San Diego River Pathway located east of Riverwalk, allowing for a continuous pedestrian and bicycle experience along the San Diego River within Mission Valley.

### 6.3.6 Building to Street Relationship

One of the critical objectives of the Riverwalk Specific Plan is to create a friendly and appealing pedestrian environment, which is, in part, the result of site planning and architecture that emphasizes the relationship between Riverwalk's streets and the buildings that front onto these streets. To that end, the buildings should be oriented to the internal streets to reinforce the urban character of Riverwalk.

Buildings should engage the public realm through various activating conditions and uses. Within these areas, buildings shall have, as appropriate to the building design and topography constraints:

- » Enhanced public lobbies and/or entrances addressing the street;
- » Ground floor individual unit entries;
- » Patios;
- » Ground floor resident amenities; and/or
- » Outdoor seating or display for retail use.

### 6.3.7 Mixed-Use Core/Retail/Transit/Trolley Stop

The retail/trolley area that makes up the mixed-use center of the North District is intended to be one of Riverwalk's primary entryways and, as such, represents a front door of the neighborhood and window to the public's arrival at Riverwalk via mass transit or passing through on the way to a destination beyond. Riverwalk's Green Line transit/trolley stop and mobility

hub serves Riverwalk’s residents, as well as the adjacent retail spaces and the Riverwalk River Park and will provide connections to the surrounding communities. The transit/trolley stop and mobility hub are integrated with the retail area and provide activated uses fronting on to the north side of the platform. The south side of the platform opens out to the San Diego River and the Riverwalk River Park, offering expansive and stunning views of the Riverwalk River Park, Mission Hills, and the entire south mesa in the distance. The proximity of the retail and park space to the transit/trolley stop offers an experience truly unlike any other in San Diego.

The character of this area is envisioned to be a mix of office and retail uses on the ground level, fronting the streets and public spaces such as plazas. While residential use is not precluded from the ground level in this area, in order to promote enlivenment throughout the day, residential uses should include active elements such as ground floor private open space and/or direct access to the public realm as described in Section 6.3.7, *Building to Street Relationship*. Above the first floor, a mix of office and residential, depending upon market conditions, is encouraged to contribute to the 24-hour life of the mixed-use core, which supports place-making and adds passive security. The combination of uses and emphasis on ground level activation will create a vibrant and inviting neighborhood. Should residential be included on the ground floor, emphasis should be added to energize the pedestrian-level through patios and plazas, ground floor entries to individual units, and patio spaces interspersed into the public interface.

The community-serving retail, boutique office, and public space, such as plazas, are central to providing a neighborhood heart in this location and offers an exciting new destination for visitors and residents. This mixed-use core is also accessible via the north-south entry procession from Friars Road, which takes visitors through a well-landscaped retail street defined by storefronts, wide, tree-lined sidewalks, and public seating and gathering spaces. This street continues to the public plaza that serves as the neighborhood’s central

gathering area. Beyond the plaza is the transit/trolley stop and mobility hub, with its surrounding mix of retail, office, and residential uses.

### **6.3.8 Connectivity**

The Riverwalk vision relies on the concept of enhanced connectivity. Understanding where people want to go, how they get there, and the experience along the way all shape how people connect with one another and the environment.

One of the main facilitators of connectivity is the mobility hub that is located at primary nodes of confluence throughout Riverwalk: the transit/trolley stop. The mobility hub is a place of connectivity where different modes of travel – walking, bicycling, transit, and shared mobility – seamlessly converge. It provides an integrated suite of mobility services, amenities, and technologies to bridge the distance between high-frequency transit and an individual’s origin of destination. Sample mobility hub services, amenities, and technologies include: bikeshare, carshare, neighborhood electric vehicles, bicycle parking, dynamic parking management strategies (such as, but not limited to, digital signs), real-time traveler information, real-time ridesharing, microtransit services, bicycle and pedestrian improvements, wayfinding, and urban design enhancements.

In addition to the transit/trolley stop and mobility hub that connect the site on a regional level, each District in Riverwalk is focused on providing residents transportation choices. This encourages mass transit and active transportation, as well as ridesharing with designated drop off/pick up locations, over the personal automobile. A central pedestrian promenade connects the west end of Riverwalk with the east and links numerous public spaces in between. The Riverwalk River Park features riverfront trails that allow for broader regional connections to adjacent areas in Mission Valley.

Fronting streets within Riverwalk feature landscaped parkways, street trees, and sidewalks to enhance the pedestrian experience. Whether walking, biking, taking the trolley or bus, or driving, Riverwalk offers the best in urban living by offering unparalleled access to local and regional destinations in a comfortable and inviting environment.

In addition to connectivity within Riverwalk's Districts and the surrounding community, Riverwalk would provide regional connectivity to its residents, employees, and visitors, as illustrated in Figure 6-1, *Regional Connectivity*. Riverwalk is located along the Green Line Trolley. This trolley line directly connects to multiple commercial centers, SDCCU Stadium, San Diego State University, and El Cajon and Santee to the east; to the west, the Green Line Trolley connects to Old Town San Diego [with its transit center that provides

connections to bus service, the Blue Line Trolley (expected in 2021), the Coaster, and Amtrak] and downtown San Diego. At a number of locations, the Green Line Trolley offers transfer to other trolley lines, which provide access to destinations such as the U.S./Mexico border and UTC (Blue Line Trolley), East County destinations (Orange Line Trolley), and future connectivity up the I-15 corridor (Purple Line Trolley) (expected by 2050).

As shown in Figure 6-1, *Regional Connectivity*, Riverwalk is located within a major destination and employment center area of Mission Valley. Trolley and bus transit allows access from Riverwalk to additional major destinations and employment areas, including Liberty Station/San Diego International Airport and downtown San Diego to the south, UTC to the north, and San Diego State University to the east.



Figure 6-I. Regional Connectivity





### 6.3.9 Architectural Style and Development Aesthetics

A variety of architectural styles and building materials are envisioned for Riverwalk. Different architectural styles are encouraged and are intended to co-exist in the overall Specific Plan to provide for independent and distinct neighborhood character and identifying elements. The use of a variety of building materials provides additional opportunity to create distinctive elements within each District and to lend an air of authenticity and timelessness to neighborhood development.

The building aesthetics within each of the Districts should complement each other, without resulting in homogeneity. This may include having similarly sized massing elements, materials, or overall building character. The buildings should feature enhanced and high-quality materials to encourage pedestrian activity and visual interest. The ground plane and the first floor of each building should be enhanced through architectural details, street furniture, and other amenities.

The type of architecture ultimately selected for each parcel will depend on market trends and design styles at the time of development. However, all buildings will adhere to cohesive design elements, such as quality building materials and similar landscape palette, to create cohesion and aesthetic harmony throughout. This Specific Plan encourages distinct architectural styles that address project- and District-specific identities as an integral component of placemaking.



*Building features enhanced and high-quality materials to encourage pedestrian activity*



## 6.4 ARCHITECTURAL FOUNDATION

The design criteria and objectives included in this Specific Plan are intended to define and guide development to create a visually and functionally integrated urban environment. While detailed architecture will be defined at the time each individual development project is brought forward, a signature characteristic of Riverwalk will be building forms that are contemporary, authentic, genuine, and constructed of quality materials.

Consistent architectural themes will be emphasized throughout the elements of design, color, materials, and finish, as well as signage and landscaping. The consistency of themes serves to unify Riverwalk's diverse land uses and product types, giving the neighborhood a distinctive and easily recognizable identity. Buildings within Districts and between Districts should regularly vary in mass, bulk, scale, design style, and materials. A specific goal of this Specific Plan is to introduce architectural variability, which avoids monotonous and overly uniform urban form and creates a sense of place that looks and feels timeless, real, and permanent. With consistency in themes identified, coupled with the variability in building-to-building design, a harmonious and visually interesting neighborhood will result. Architecture should be additionally complementary to the future vision of Mission Valley, as land use policies evolve and redevelopment projects emerge.

The San Diego River is a key architectural consideration at the heart of Riverwalk. Buildings enhance view corridors and provide ground-level landscape areas that reflect the nearby river. Building heights along the San Diego River corridor should be massed in respect to the river and Riverwalk's view corridors. Building heights should be allowed to increase as they move away from the river channel. The intent is to echo the valley form by having heights increase from the center of the project to the periphery, just as the valley's natural landform includes a depression at the river, with

gradually building slopes to the north and south mesas. Undulations in building height are encouraged to reflect an organic development pattern. At the perimeter of Riverwalk, away from the San Diego River, along Hotel Circle North, Friars Road, and Fashion Valley Road, special consideration should be given at edge treatments identified in Section 6.6, *District Specific Guidelines*.

### 6.4.1 Site Planning

Site planning should take into account orientation of buildings and the creation of view corridors.

- » **Policy-1.** Taller buildings should be located north of outdoor plaza areas, wherever feasible, to maximize sun in the plazas.
- » **Policy-2.** Buildings should be oriented to make the most efficient use of a site, provide landscaped areas that encourage pedestrian activity and gathering, and preserve view corridors toward the San Diego River.
- » **Policy-3.** Design and development of buildings should complement the landscape through features such as terraces and roofscapes.
- » **Policy-4.** Siting of buildings should consider internal views, views to the San Diego River where possible, as well as views looking outward from the Specific Plan area.
- » **Policy-5.** Views to and from the Specific Plan area and the San Diego River should be a noteworthy site plan consideration.
- » **Policy-6.** Ground-level tree-framed view corridors should be provided from major public streets. Certain spaces between buildings will be

developed into landscaped, pedestrian-friendly links to the major open space areas.

## 6.4.2 Materials and Treatments

High-quality materials and thoughtful application of architectural treatments are key components to ensuring neighborhood cohesion across varying architectural styles and timelines within which development will occur in Riverwalk. Policies that guide materials and treatments include:

- » **Policy-7.** Construction materials should convey the character of an urban project and reflect the Mission Valley setting.
- » **Policy-8.** Design features should be incorporated into all structures to increase visual interest at street level. A series of openings and/or façade details that approximate the scale of any entryway into the building and open to the exterior on at least one side create a feeling of invitation to pedestrians.
- » **Policy-9.** Buildings at the perimeter of the neighborhood may reflect the architectural elements of the adjacent buildings.
- » **Policy-10.** Plant materials and/or berms should be used wherever structures interface with the ground plane to create interest and to integrate the site with architectural forms within the site.
- » **Policy-11.** Special attention should be paid to roof area treatment and materials in all buildings.

- » **Policy-12.** Paths, walkways, and buildings should include a variety of materials and colors to create visual interest and encourage a higher level of use.

## 6.4.3 Form and Scale

The form and scale of development conveys a story about the use within and acts as a transitional element where adjacent to existing development. Building massing can creatively mask the intensity of development to allow for maximum site efficiency within a less obtrusive form.

- » **Policy-13.** Structures should create transitions in form and scale between large buildings and adjacent smaller buildings.
- » **Policy-14.** Massing of buildings should present a cluster of forms with landscaped open areas as an integral part of the site plan, to create courtyards and plaza areas between buildings and to avoid the appearance of a uniform building mass along roadways and pedestrian pathways. Varying building heights, setbacks, and planes can create a visually satisfying structure and help define view corridors. Intermittently step back upper levels to reduce perceived scale of buildings. Step backs should be varied and interspersed, as appropriate, to avoid a homogeneously stepped massing.
- » **Policy-15.** Transitions between the street and buildings at the pedestrian level should create visual interest and promote human activity.
- » **Policy-16.** Buildings and landscaped slopes should transition down to the river to provide major view corridors and open up areas to maintain comfortable scale relationships and avoid walling off amenity areas.

#### **6.4.4 Architectural Use**

Architecture can be utilized to integrate uses and allow for building articulation. Incorporation of architectural elements into typically ignored elements of the built environment, such as parking areas and lighting, adds unique character to Riverwalk.

- » **Policy-17.** When parking garages are provided, they should be integrated into each new development and should occur under or adjacent to each structure or related group of structures, providing for the most efficient use of space and direct access for the user. Ground-level parking spaces should be utilized for retail activity whenever feasible, but should be minimized to avoid expansive open parking areas.
- » **Policy-18.** Residential buildings should make use of balconies, decks, roof terraces, or other features that provide texture and depth of building façades and allow views of open spaces. Flat roofs may be designed for human use as terraces, gathering decks, and gardens.

#### **6.4.5 Building Style and Massing Guidelines**

The emphasis of Riverwalk is the creation of a neighborhood that is pedestrian focused. Therefore, architecture, landscape, and street design should emphasize creating spaces and interfaces that encourage pedestrian and bicycle activity – and inactivity, in the instance where gathering and social interactions are intended.

- » **Policy-19.** Structures should provide opportunities for people to come together and create a pleasing ground plane that blurs the traditional line between pedestrian space and the building.

- » **Policy-20.** Buildings should be designed to visually minimize the impact of large continuous massing elements, both within Riverwalk and from the surrounding community. To achieve this, each building shall incorporate variations in heights and setbacks to reduce the architectural scale and massing element. Care should be taken to ensure not all buildings are a wrap design.
- » **Policy-21.** Building placement should consider indoor and outdoor privacy, solar access, public and private open space, and overall aesthetics.
- » **Policy-22.** Visual corridors through Riverwalk should be respected and encouraged by building setbacks, step backs, and articulation.
- » **Policy-23.** Uninterrupted walls of structures should be avoided.
- » **Policy-24.** Buildings should be sited to encourage pedestrian/bicycle activity; therefore, the placement of buildings should allow for organic evolution of various neighborhoods within Districts and pique interest.
- » **Policy-25.** Lighting should be used to illuminate architectural treatments, focal areas, paths, entry points, and security purposes. As lighting is an integral feature in the sense of place, care should be taken to integrate the lighting into the overall design of the site and the neighborhood. Lighting integration also ensures that accidental spillover into natural areas not intended to be lit is avoided.



### 6.4.6 Activated Interfaces

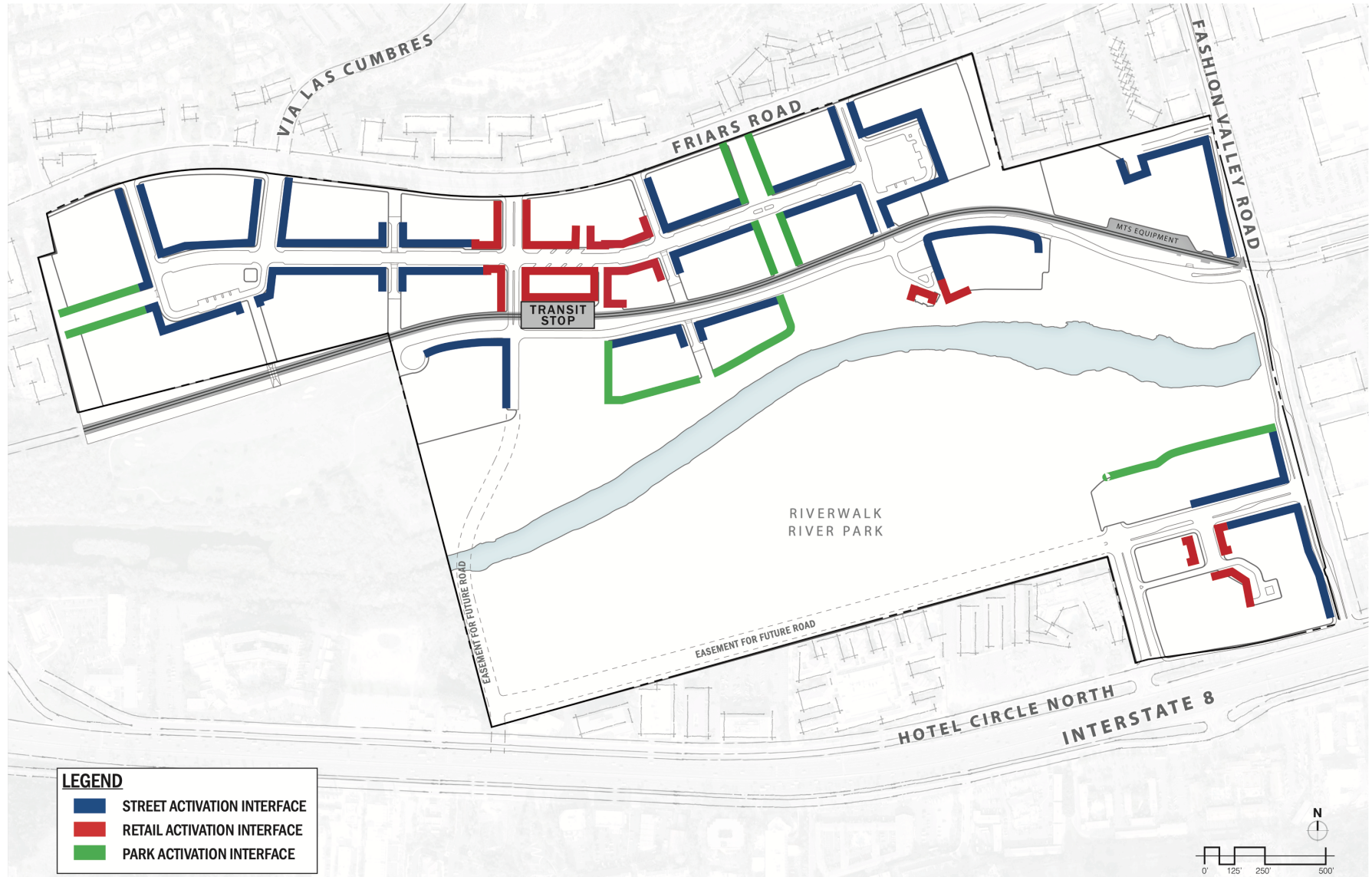
A core design principle of the Riverwalk Specific Plan is to provide activation at the ground level. This activation can occur along internal streets, at retail nodes, and along park frontage. Activation areas are shown in Figure 6-2, *Ground Level Activation Areas*, and are further discussed below. Included within this section are recommended activation areas and examples of types of activation. Emphasized activation areas shown in Figure 6-2 may be modified through implementation of this Specific Plan over time.

#### *Street Activation Interface*

Street activation is so paramount because it occurs frequently throughout Riverwalk and is the most prevalent feature that residents, employees, and visitors will experience. Street activation shall occur regardless of the specific land use fronting the street. Examples of the street activation interface features are illustrated in Figure 6-3, *Street Activation Interface Illustrative*, and include special treatments for building lobbies, patios, and resident amenities/retail, as described below:

- » **Policy-26.** Where possible, first floor patios should provide direct access to the sidewalk, and outdoor seating for adjacent uses shall be provided near entrances and amenities.
- » **Reg-26.** Building lobbies shall orient the primary entrance and exit toward the activated street interface.
- » **Reg-27.** Articulated features, such as canopies and/or architectural building signage, shall enhance the lobbies and entrances.
- » **Reg-28.** Residential units on the ground floor shall provide patios that connect to the sidewalk or direct entrances, where feasible.
- » **Reg-29.** Residential amenities on the ground floor such as a fitness or business center shall utilize storefront glass windows, large roll-up windows, or other transparent elements to give the appearance of retail and invite views of the interior space.
- » **Reg-30.** Enhanced paving shall be utilized in high-traffic pedestrian areas, as well as street furniture, such as benches, trash cans, and/or bicycle racks.
- » **Reg-31.** Where a parcel is identified with having a street activation interface on more than one frontage, the developer may elect to activate only the primary frontage with street activation elements, such as building lobbies.

**Figure 6-2. Ground Level Activation Areas**



### *Park Activation Interface*

Riverwalk is characterized by a series of linear parks that provide connectivity to land uses and development areas of Riverwalk. The primary linear park interface (Figure 6-4, *Linear Park Activation Interface Illustrative*) occurs along the north-south linear park that connect Friars Road to the Riverwalk River Park, as well as along the Riverwalk River Park. Along the linear park, activation will be accomplished by:

- » **Reg-32.** Ground floor patios shall feature connection to the sidewalk, where possible.
- » **Reg-33.** Pathways shall lead from the sidewalk through the park to arrive at building lobbies and patios.
- » **Reg-34.** Primary or secondary building entrances, regardless of use, shall face the linear park.

- » **Reg-35.** Entrances shall include such features as canopies and/or architecturally integrated building names and addresses to provide visual interest along the park.

### *Retail Activation Interface*

Retail activation occurs within areas of higher concentrations of retail use. Special treatment should be undertaken to activate these interfaces and draw pedestrians/bicyclists and motorists into Riverwalk from Friars Road (Figure 6-5, *Retail Activation Interface Illustrative*). Signage is a key component of the activation along the retail interface. Sidewalk signage activates the storefront at the pedestrian level and allows for individual expression of retail tenants. Along the retail uses, activation will be accomplished by:

- » **Policy-27.** Wider sidewalks onto private property are encouraged to accommodate sidewalk cafés.



*Various elements define the pedestrian realm*



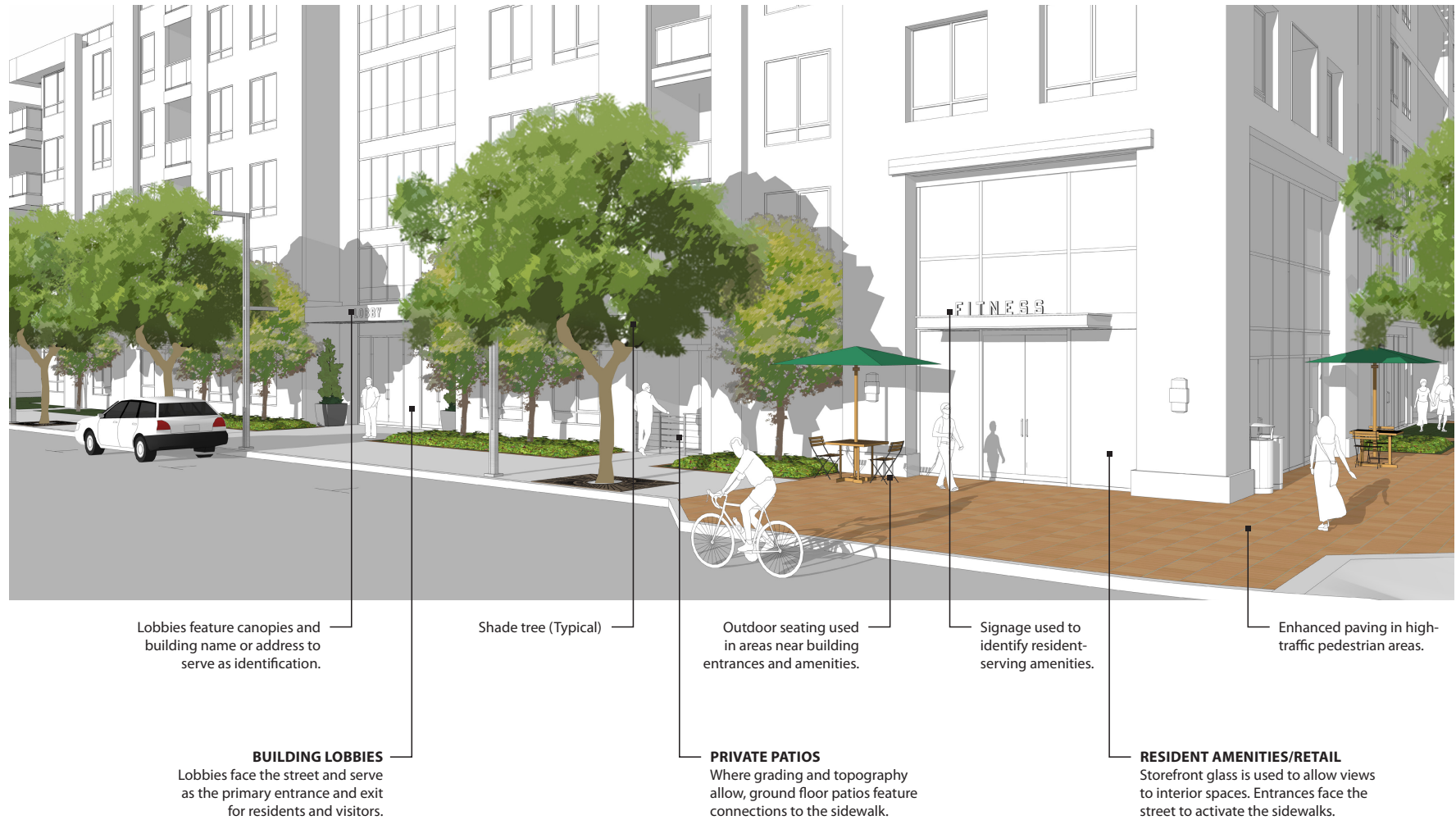
*Expanded masonry, metal siding, and enhanced building entryways and door treatments*





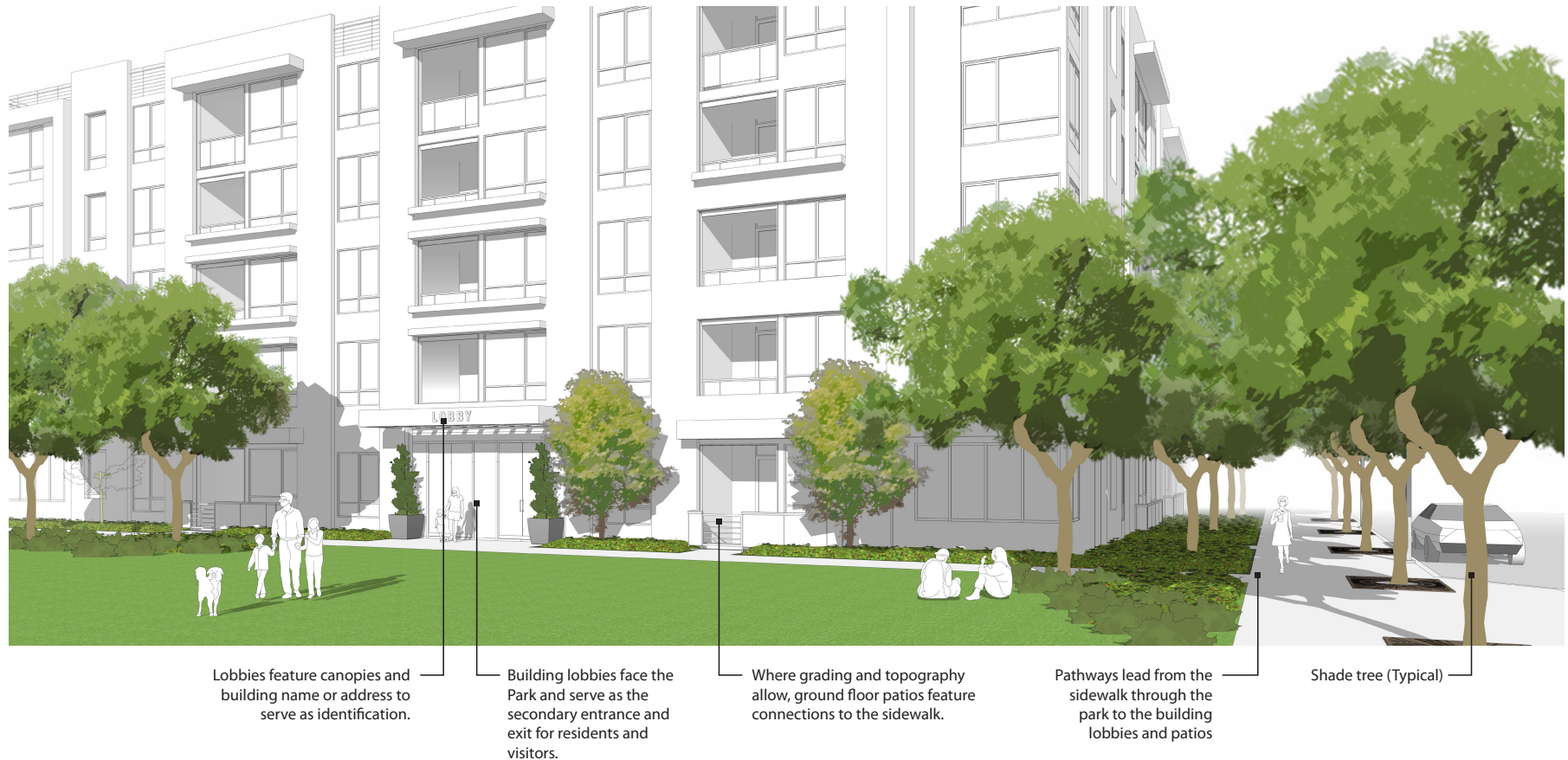
- » **Policy-28.** Non-residential building entrances should be conceived as a series of small-scale commercial unit modules. It is encouraged that each module have its own transparent storefront display and an individual entrance to the public realm in order to increase inside-out permeability and flexibility of use. Nonetheless, large retailers, such as a grocery store, may consolidate the entrance point to one location, provided that some level of façade modulation and/or vertical articulation is maintained.
- » **Reg-36.** Overhead building signage shall be allowed for further identification of the retail tenants.
- » **Reg-37.** Pedestrian access to retail parking garages and stairs shall be provided along this interface in an architecturally cohesive manner, where applicable.
- » **Reg-38.** Along the interface, enhanced pedestrian experience shall be accomplished through enhanced paving, storefront canopies, or outdoor seating in areas near building entrances, cafés, and restaurants.

Figure 6-3. Street Activation Interface Illustrative



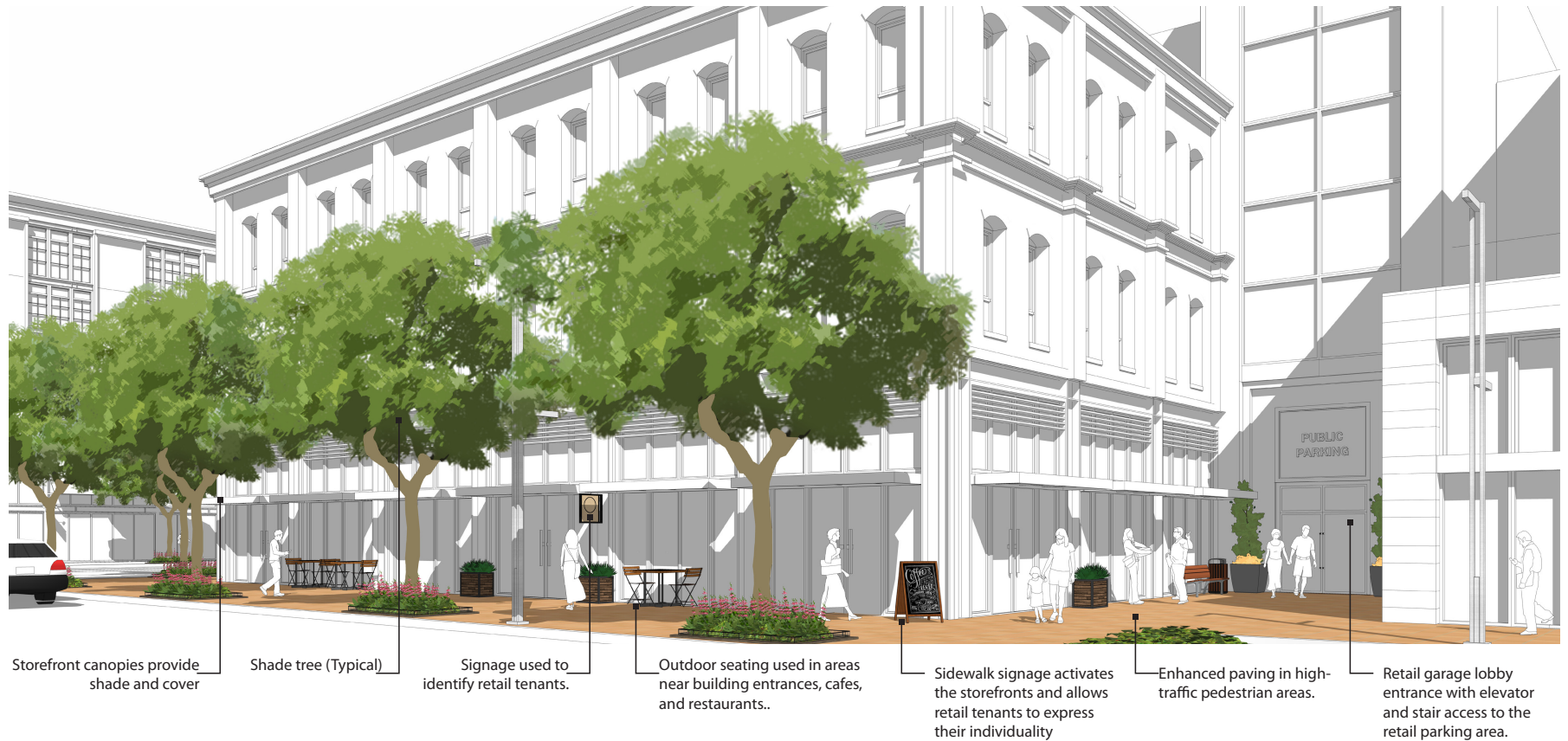
FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY

**Figure 6-4. Linear Park Activation Interface Illustrative**



FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY

Figure 6-5. Retail Activation Interface Illustrative



FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY



## 6.5 DEVELOPMENT STANDARDS, POLICIES, AND PROPERTY DEVELOPMENT REGULATIONS

The base zones identified for each District within Riverwalk are presented in Chapter 2, *Land Use*. Riverwalk Specific Plan sets the development regulations for the various Districts in the zoning and development regulations tables provided in Section 6.6, *District Specific Guidelines*. Some of the site development parameters not covered in these tables, such as parking, fencing, and open space requirements, are addressed in sections of the LDC. The Riverwalk Specific Plan includes several project-specific zoning and tailored development standards to allow for development to occur as envisioned. Table E-5, *Riverwalk Tailored Development Standards*, included in Appendix E, contains the project-specific Tailored Development Standards of the Riverwalk Specific Plan.

### 6.5.1 Floor/Area Ratio

- » **Reg-39.** The floor area ratio shall be established by the zone for each development area, except as modified by Table E-5, *Riverwalk Tailored Development Standards*.

### 6.5.2 Setbacks

Building setbacks shall meet the requirements of the zone for each development area, except where modified in Table E-5, *Riverwalk Tailored Development Standards*, and in the District-specific zoning and development regulations tables (Tables E-2 through E-4). Setbacks may be changed via SCR Process One in areas where physical site constraints restrict opportunities for creative site design or where desired experience requires differentiation in setbacks. Street setbacks along all public streets shall be measured from the edge of the right-of-way. Lettered lots (established solely for maintenance by

the Homeowners/Property Owners Association) are included as part of the setback calculation to the property line of the numbered lots.

### 6.5.3 Parking

Automobile, motorcycle, and bicycle parking shall comply with the Land Development Code based on the zoning and land uses applied to each development area. However, the sharing of parking to reflect the collocation of uses and proximity to transit is expected to be utilized when calculating parking to encourage the use of transit and active transportation and to address uses that complement each other relative to required parking.



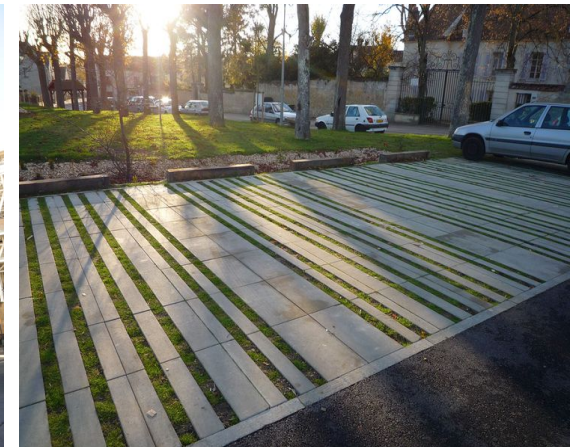
Public parking integrated into mixed-use building design

### Automobile Parking

- » **Reg-40.** Automobile parking shall comply with Land Development Code based on the zoning and land uses applied to each development area.
- » **Reg-41.** Tandem parking shall be permitted in accordance with LDC Section 132.0900.

During the course of Riverwalk's build out, parking regulations within the LDC may change, resulting in reduced parking regulations, which would not require a change to this Specific Plan. Instead, these changes would be reviewed as a Substantial Conformance Review (SCR).

- » **Policy-29.** Where off-street parking is located adjacent to the river, landscaping reflective of the river corridor should be utilized to provide screening of parked vehicles from the river pathway.
- » **Reg-42.** Where parking is provided on the rooftop of parking structures and is exposed to open sky, the vehicular use area shall be subject to the landscape requirements under LDC Section 142.0407(c) to include one tree within 30 feet of each parking space. In lieu of the required trees on rooftop parking, shade structures may be incorporated and shall cover a minimum of 50 percent of each parking stall with a minimum opacity of 50 percent, or shall be outfitted with photovoltaic systems.
- » **Reg. 43.** The sharing of parking to reflect the collocation of uses shall be allowed when calculating the parking to address uses that complement each other relative to required parking.



*Parking structures integrate vertically and horizontally, as well as enhanced surface parking, provide several vehicle parking options*



### *Bicycle Parking and Micro-Mobility Facilities*

- » **Reg-44.** Short- and long-term bicycle parking and facilities shall be provided as required in LDC Section 142.0530(e). Bicycle parking will be accommodated with a combination of racks, bicycle lockers, and/or other bicycle parking innovations not currently envisioned in the LDC. Signs shall be posted indicating the availability of bicycle parking facilities.

Designated bicycle parking is encouraged for bike-share or other micro-mobility programs (e.g., Lime, Bird, or future micro-mobility innovations), with related signage and bike racks located within the public realm. Designation of parking areas for micro-mobility programs will avoid shared bikes being abandoned on sidewalks and within the public right-of-way, where they may block pedestrian access or damage trees and/or parkway landscaping.



*Bicycle parking facilities integrated into site design*

### *Motorcycle Parking*

- » **Reg-45.** Motorcycle parking shall be provided in accordance with LDC Section 142.0530(g).

### *Parking Design*

- » **Policy-30.** Structured parking is encouraged to make efficient use of the land area and to avoid expansive areas of open parking lots.
- » **Policy-31.** Parking structures should be architecturally integrated with development to reduce the visual prominence devoted to parking.
- » **Policy-32.** Provision for future vehicular innovations, such as autonomous vehicles, should be accommodated as those technologies become more prevalent in the future. Should structured parking become unnecessarily abundant, parking structures may be re-purposed to alternative uses within the land use constraints of this Specific Plan.
- » **Policy-33.** Development of Riverwalk provides off-street parking facilities that are attractively designed and integrated into development. The parking pattern will be created through the joint use and physical interconnection of parking areas and garages, when feasible.
- » **Policy-34.** Shared parking based on land use demands at different times of day should be used where applicable.

### *Parking Requirements and Ratios*

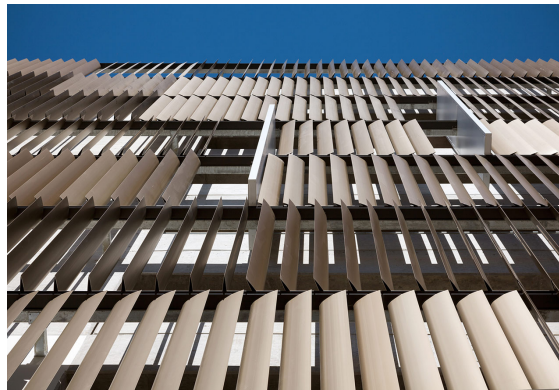
- » **Policy-35.** On-street parking will be located to slow traffic and emphasize pedestrian/non-motor vehicle safety.
- » **Policy-36.** When possible, expansive parking areas and large structured parking should not be located adjacent to the river. Where

parking is located adjacent to the river, landscaping reflective of the river corridor should be utilized to provide screening of parked vehicles from the river pathway.

- » **Policy-37.** Surface parking facilities should be designed in consideration of future land use development. Initial parking facilities could be interim use. (See Section 6.5.7, *Temporary/Interim Uses*, for additional discussion of parking facilities as an interim use.)

- » **Policy-38.** Surface lots should be capable of eventually accommodating parking structures or other structures. Landscape and buffering requirements for interim-use lots will be the same as for permanent lots.

- » **Policy-39.** Large parking areas should be located off internal project streets rather than the abutting major streets. This simplifies ingress and egress and provides drive up and drop off access.



Natural and architectural forms of parking structure screening

### 6.5.4 Mechanical and Utility Equipment Screening

Rooftop equipment screening applies to all development within Riverwalk that includes mechanical or utility equipment, except that solar energy systems are exempt where developed in accordance with LDC Section 141.0418. The screening structure may include grillwork, louvers, and latticework.

- » **Policy-40.** Landscape screening may be used to screen utilities.
- » **Reg-46.** Rooftop-mounted mechanical and utility equipment, appurtenances, and other equipment shall be appropriately screened from pedestrian view in accordance with Section 142.09 of the LDC.
- » **Reg-47.** The following equipment and appurtenances shall be screened in a manner that is architecturally integrated with the primary building on the premises:
  - ♦ Mechanical equipment
  - ♦ Tanks
  - ♦ Ducts
  - ♦ Elevator enclosures
  - ♦ Cooling towers
  - ♦ Mechanical ventilators
  - ♦ HVAC units
  - ♦ Other similar appurtenances
- » **Reg-48.** Exterior facilities associated with a structure such as plumbing, heating, cooling, electrical, chemical processing, compressor, motor, and incinerator facilities shall be appropriately screened on all sides from pedestrian view.

- » **Reg-49.** All utilities, such as gas meters, electrical meters and panels, fire control panels, telephone, cable television panels, and similar devices shall be screened from public view unless other Municipal Code regulations require that visibility be maintained.

### 6.5.5 Outdoor Storage, Refuse/Recyclable, and Loading Areas

#### *Outdoor Storage Areas*

Outdoor storage is regulated by LDC Chapter 14, Article 2, Division 11, *Outdoor Storage, Display, and Activity Regulations*, which provides for adequate and convenient areas for outdoor storage and display of materials, merchandise, and equipment and for outdoor activities in residential, commercial, and industrial zones. The intent of these regulations is to minimize visual impacts to adjacent properties and public rights-of-way. Outdoor storage areas for residential development shall comply with the following, in accordance with LDC Section 142.1110. Outdoor storage areas for commercial development shall comply with LDC Section 142.1120.

- » **Reg-50.** Outdoor storage of material and equipment is permitted only when the type and quantity of stored items are incidental to the residential use on the premises.
- » **Reg-51.** Outdoor storage is subject to all applicable fire, health, safety, and building regulations.
- » **Reg-52.** Outdoor storage is not permitted in required yard areas except that home maintenance or lawn maintenance equipment and non-motorized recreational and leisure equipment are permitted in required side and rear yards.

- » **Reg-53.** Outdoor storage shall not impede the growth or maintenance of required landscaping.
- » **Reg-54.** All stored items shall be completely screened by solid fences, walls, buildings, lattices, or landscape features, or by a combination of screening elements. Stored items shall not exceed the height of the screening element.
- » **Reg-55.** Not more than one fully screened outdoor area may be used to store motor vehicles, whether operable or inoperable. The storage area shall not exceed 400 square feet in area or 12 feet in height. The storage area shall not encroach into any landscaped area or into any required yard unless it is in compliance with LDC Section 142.0510(e).
- » **Reg-56.** The following items may be placed outdoors without screening when intended for near-term use: home maintenance or lawn maintenance equipment and supplies and game, sport, and leisure equipment.
- » **Reg-57.** Outdoor storage of merchandise, material, and equipment is permitted in commercial and industrial zones only when incidental to an allowed use located on the same premises, provided the following criteria are met:
  - ♦ The storage area is screened by solid fences, walls, or buildings, or a combination thereof, not less than six feet in height. No merchandise, material, or equipment shall exceed the height of the screening fence, wall, or building. If screening of the merchandise, material, or equipment requires a screening height greater than six feet, the storage area and the screening fences, walls, or buildings shall be located on the rear half of the lot, away from any public right-of-way; and
  - ♦ Storage is permitted in required side and rear yards. Storage is not permitted in required front or street side yards.
- » **Reg-58.** No merchandise, material, or equipment shall be stored on the roof of any building unless it is completely screened from pedestrian view. This limitation does not apply to operable vehicles parked on the top level of a parking structure.



### ***Refuse and Recyclable Storage Areas***

Refuse and recyclable storage areas are regulated by LDC Chapter 14, Article 3, Division 8, *Refuse and Recyclable Materials Storage Regulations*, which provides permanent, adequate, and convenient space for the storage and collection of refuse and recyclable material. The intent of these regulations is to encourage recycling of solid waste to reduce the amount of waste material entering landfills and to meet the recycling goals established by the City Council and mandated by the state of California. Refuse and recyclable materials storage for residential development shall comply with the following, in accordance with LDC Section 142.0820, except as modified by Table E-5, *Riverwalk Tailored Development Standards*, of this Specific Plan:

- » **Reg-59.** Material storage areas may be located in a designated interior area that is not in a dwelling unit.
- » **Reg-60.** Exterior material storage areas shall not be located in any front yard, street side yard, street yard area, parking area, landscaped area, or any other area required by the Municipal Code to be constructed or maintained unencumbered according to fire or other applicable building or public safety laws. Material storage areas may be located outside a structure in required rear yards or in required side yards.
- » **Reg-61.** Refuse and recyclable storage for residential development shall comply with LDC Section 142.0820, except as modified by Table E-5, *Riverwalk Tailored Development Standards* of this Specific Plan.
- » **Reg-62.** Material storage areas shall be accessible to occupants and haulers. Premises served by an alley shall provide material storage areas that are directly accessible from the alley.

- » **Reg-63.** One sign identifying the material storage area is required for each area and shall be posted on the exterior of the material storage area near the point of access. The maximum sign copy area permitted for each sign shall be one square foot.
- » **Reg-64.** Material storage areas located outside any structure shall be screened with a minimum six-foot-high screening enclosure that is designed to be architecturally consistent with the primary structure. Refuse, recyclable material, and material storage containers shall not exceed the height of the solid screening enclosure.
- » **Reg-65.** Refuse and recyclable materials storage for non-residential development shall provide at least one exterior refuse and recyclable material storage area for each building.

The total storage area requirement is based on the gross floor area of the non-residential buildings on the premises, as shown in LDC Table 142-08C, except as modified by Table E-5, *Riverwalk Tailored Development Standards*, of this Specific Plan.

The refuse and recyclable materials storage definition provided in Table E-5, *Riverwalk Tailored Development Standards*, allows for diminished storage space and alternative compliance with the storage area requirements of LDC Table 142-08B for residential development and 142-08C for non-residential development. Alternative compliance that allows for greater efficiency of storage space may include compactors, more frequent hauling service, future innovations in refuse and recyclable storage, or a combination of these items. Where individual developments meet the threshold requiring the preparation of a Waste Management Plan, such a plan shall be prepared.



### Loading Areas

Loading areas are regulated by LDC Chapter 14, Article 2, Division 10, *Loading Area Regulations*, which provides the number, size, location, and screening requirements for loading areas in multiple unit residential, commercial, and industrial uses. Loading areas are required for all multi-unit residential and commercial developments. The intent of these regulations is to minimize disruption of traffic flow by freight-carrying vehicles blocking the public right-of-way and to minimize impacts to vehicular and pedestrian/bicycle circulation and required off-street parking spaces. Loading area requirements are provided in LDC Table 142-10B. The number of required loading area spaces is based on the use of the building and the building size. Where two or more uses are located on the same premises, the number of loading area spaces required is the sum of the spaces required for each use (based on square footage of each use) computed separately. Additionally, as contained in Table E-5, *Riverwalk Tailored Development Standards*, one on-street loading space per building in lieu of or in addition to off-street loading.

- » **Policy-41.** When a building contains a loading dock, the building should be designed to minimize residential exposure to the nuisances associated with the loading dock to the maximum extent possible.
- » **Reg-66.** Parking of passenger vehicles is not permitted in off-street loading areas.
- » **Reg-67.** Loading areas shall be designed and located so that loading vehicles are not parked in required front or street side yards, driveways, or required parking spaces during loading activities.
- » **Reg-68.** Where loading docks and overhead doors are proposed, the loading docks and overhead doors shall be screened from the public right-of-way with fences or walls designed to reduce visual impacts.

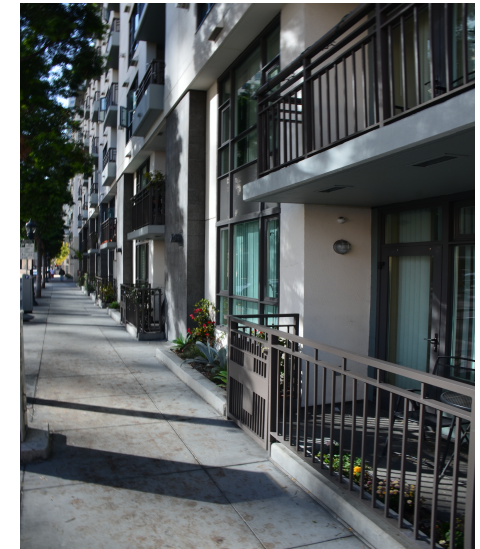
### 6.5.6 Private Open Space

Private open space will be as required in the selected zone for the development area in accordance with the City's Land Development Code, as augmented by the private open space definition included in Table E-5, *Riverwalk Tailored Development Standards*.

#### Patios

- » **Reg-69.** When a private outdoor space is accommodated through an at-grade patio, a minimum dimension of four feet shall be provided between the building wall and the patio barrier.

The space should be defined to provide boundary and definition to the user. For development in Riverwalk, private open space areas located within the front setback shall be counted toward meeting private open space requirements. At-grade patios are encouraged to have direct access to the street or abutting ground-level to support the pedestrian orientation of Riverwalk and create an integrated ground plane.



At-grade patios with direct access to the street

### *Balconies*

- » **Policy-42.** Private balconies may be:
  - ♦ Fully inset from the main building wall;
  - ♦ Semi-recessed with a cantilevered (unsupported) projection of from the main building wall or corner; or
  - ♦ Attached as a building projection within a recess.
- » **Reg-70.** When private outdoor space is accommodated as an above-grade balcony, such balconies shall have a minimum dimension of four feet in depth.
- » **Reg-71.** When attached as a building projection without a recess, the balcony element needs to have a substantial presence and be treated as an integral element in the whole composition. Juliet balconies, or false balconies, are allowed but shall not be considered private outdoor space.
- » **Reg-72.** Building materials for balconies and/or patios are to be consistent with overall building materials of a development. These building materials may include the following, but other materials that are consistent with the quality and design of individual developments and the overall Riverwalk project are allowed:
  - ♦ Stucco
  - ♦ Stone
  - ♦ Glass
  - ♦ Metal
  - ♦ Wood or composite material
  - ♦ Concrete

### *Private Open Space*

- » **Reg-73.** Private open space area located within the front setback shall be counted toward meeting private open space requirements.
- » **Reg-74.** Usable open spaces such as mini-plazas and dog walk areas shall be created between buildings to avoid a visual tunnel effect and should be linked to major open space areas and the existing pedestrian tunnels, where adjacent.
- » **Reg-75.** Private recreational and urban plaza areas shall be visually (through unobstructed views) and/or physically (through pathways) linked to open spaces as part of the area-wide open space system.
- » **Reg-76.** Recreational uses shall be provided within private residential developments and may include, but are not limited to, swimming pools, tennis, basketball, volleyball, handball, shuffleboard, badminton courts, children's play areas, or picnic facilities.

### 6.5.7 Temporary/Interim Uses

As described in Chapter 1, *Introduction*, the existing land use is a golf course that has been active on-site for at least six decades. It is anticipated the golf course will continue to operate as Riverwalk is developed. Depending upon the implementation of the elements of the Riverwalk Specific Plan, specific land uses will replace portions of the golf course facilities as they develop. Between the time portions of the golf course facilities cease and redevelopment occurs, building pads will be graded and prepared for development.

Graded, undeveloped lots provide the opportunity for both temporary uses (less than 60 days), such as seasonal retail sales, special events, and event staging areas, as well as interim uses, such as vehicle parking and storage.

- » **Reg-77.** Separately regulated uses identified in the Land Development Code CC-3-9 zone, the RM-4-10 zone, and Assembly and Entertainment Uses shall be allowed on an interim basis subject to compliance with all City-wide development regulations and permit requirements, in accordance with LDC Chapter 12, Article 3, Division 4.
- » **Reg-78.** Permit applications for temporary/interim uses shall be provided to the Mission Valley Planning Group as an informational item.



Examples of interim use





### 6.5.8 Monumentation and Community Signage

Riverwalk's neighborhood identity and distinctive sense of place can be enhanced by a hierarchy of well-placed entry markers. Signage and monumentation should be used to help direct and inform residents, employees, and visitors of Riverwalk. Entry areas, by definition, need to be in locations where the edge of different uses or facilities occur on the project site or where important decision points may be presented to the pedestrian, cyclist, transit user, or driver that may be passing by. The entry areas also serve to set the stage of the overall character of the site, further reinforcing the design elements of an integrated mixed-use neighborhood.

Riverwalk's entry monumentation should feature a palette that is consistent with the materials used throughout Riverwalk's public spaces. Monumentation may feature natural materials, which may be enhanced by metal fencing, railings, or light fixtures. When low walls are used, these should be very visible and be integrated into the topography of the site. In general, walls should either be stepped back to create a series of terraces or should provide a consistent horizontal top height that end by leading into adjacent berms and knolls.

Entry areas that include signage and other special design treatments fall into three general categories: community gateway, primary, and secondary. Entry monumentation may incorporate natural elements to reflect Riverwalk's proximity to the San Diego River. Site walls, if used in entry monumentation, should either terrace or integrate into slopes, knolls, and berms, as appropriate.

#### *Community Gateway Sign(s)*

- » **Reg-79.** At a maximum, two prominent, statement gateway signs may be provided within Riverwalk: one north of the San Diego River and one south of the San Diego River.

These gateway signs may span an internal roadway, similar to the Hillcrest sign in the Hillcrest neighborhood of the Uptown community, or be located within a central median, such as the Civita sign in the Civita neighborhood of Mission Valley. Materials and landscaping utilized in concert with these signs should be of the highest quality, as these gateway signs set the tone for the entire Riverwalk community.



*Examples of community gateway signs*



### Primary Entries

- » **Reg-80.** Developer may, but is not required to provide, Primary Entry Signs. If provided, Primary Entry Signs will be limited to project entry areas along Friars Road, Fashion Valley Road, and Hotel Circle North. These monuments may also function as retaining walls with design elements such as landscaped terracing or water features.

Primary entry monuments will vary in height and width depending on location and topography. Plant materials should include those species which have striking features such as seasonal color, flowers, unique branching and leaf patterns, and/or cascading elements.

### Secondary Entries

- » **Reg-81.** Developer may, but is not required to provide, Secondary Entry Signs to identify major residential buildings, businesses, and park space. The use of monuments with use identities, logos, and names would be allowed at this level.

These areas should include increased levels of landscape treatments and breaks in the streetscape pattern found in the immediate area. Thoughtfully-designed walls will be encouraged to be integrated with the signage, as necessary. A similar level of entry monumentation could occur for all of the other outdoor spaces such as parks, open space, and public gathering places. The signage should be subtle but placed in a highly visible portion of the project site.

### 6.5.9 Fencing and Walls

Walls and fences can be the dominant feature of any neighborhood; therefore, it is essential for these elements to be aesthetically pleasing and provide thematic continuity in design.

- » **Policy-43.** Care must be exercised in the design and implementation to avoid long, monotonous, or awkward sections of fencing. Using a combination of materials, consistent with the adjacent architecture, and transparencies are encouraged.
- » **Reg-82.** Fencing shall not obstruct pedestrian access to major site amenities.

The design and placement of walls and fencing should both reflect the architectural style of nearby buildings and enhance the overall neighborhood identity and character, as well as provide a visual unifying element consistent throughout Riverwalk. To this end, walls and fences shall feature a palette that is consistent with the type and quality of materials used throughout Riverwalk's Districts. Walls should be made of a textured surface material. Fencing may be constructed of a variety of materials, including, but not limited to, wood, metal, wrought iron, steel, stone, masonry, concrete, or Plexiglas. Decorative capping is encouraged, but not required.

Long, monotonous, or awkward runs of a single fence should be avoided. A compatible variety of fencing types, such as open and solid wall fence styles, may be combined to attract interest and provide variety. Longer expanses of walls should provide visual relief with design techniques such as a periodically recessed wall plane, vertical pilasters, or jogs in a fence line. In addition, landscaping, such as trees, shrubs, or vines, should be used to soften the



appearance of the wall or fence, where appropriate, especially along long expanses of walls and/or fencing.

Design and selection of a wall's materials, height, and placement should reflect its location along either a pedestrian-orientated pathway or an automobile-dominated thoroughfare. Along Riverwalk's pedestrian-oriented residential streets, heights of fences and walls should differentiate between the public and private realms without creating a total visual barrier between the sidewalk and building. Low fences and walls or substantial planter boxes can provide an attractive distinction between public walkways and private residential spaces, while also enhancing the character of Riverwalk's active pedestrian street-scene.

Where pedestrian pathways are adjacent to Riverwalk's ground floor commercial spaces, the use of planters, bollards, and very low walls may be appropriate where distinction between public pathways and private areas is desired.

- » **Reg-83.** All walls and fencing at Riverwalk shall comply with LDC Chapter 14, Article 2, Division 3, *Fence Regulations*, and LDC Chapter 14, Article 3, Division 4, *Planned Development Permit Regulations*.
- » **Reg-84.** Gates and/or fencing that restrict access along public rights-of-way are prohibited. (Access to public parks may be limited during evening hours for security purposes.)

### **Residential Conditions**

Walls and fences used in residential yards should not exceed six feet in height as measured from the point of highest elevation.

- » **Reg-85.** Residential front yard fence heights shall not exceed three feet, unless otherwise required by code.

### **Gates and Openings**

Gates in walls and fences should be constructed of a material compatible with the fence or wall (LDC Chapter 14, Article 3, Division 2). In addition, gates and/or fencing that restrict access along public rights-of-way are prohibited. (Access to public parks may be limited during evening hours for security purposes.)

### **Noise Walls**

Some residential development areas may be exposed to significant noise levels on arterial streets. Measures to reduce this exposure may need to be incorporated into development projects in affected areas. In areas determined to have a greater noise level than that compatible with the proposed land use(s) based on City standards, noise attenuation measures should be incorporated into the development to reduce noise exposure to acceptable levels, in accordance with the City's noise standards.

Where required to reduce noise levels, sound attenuation walls and fences should be constructed of a textured solid surface material that is compatible with the architecture of the project. A wide variety of materials, including stone, wood, and concrete block, as well as other materials with an attractive, traditional appearance, may be utilized. Acrylic glass or acrylic sheeting may be used where views are to be maintained, provided the acrylic glass or sheeting is of ample thickness to attenuate noise levels.

### 6.5.10 Outdoor Lighting

The design issue of lighting includes street lighting and lighting for open space and park areas, as well as building and landscape accent light and sign illumination. The following should be considered in the provision of lighting:

- » **Policy-44.** Street lights should provide a safe and desirable level of illumination for motorists, pedestrians, and bicyclists.
- » **Policy-45.** Lighting should not intrude into residential areas. Where feasible, all lighting should be comprised of full cut-off fixtures to minimize light pollution and glare.
- » **Policy-46.** Lighting fixtures should relate to the human scale, especially security lighting and lighting in pedestrian areas.
- » **Policy-47.** Lighting and lighting fixtures should complement the design and character of the environment in which they are placed.
- » **Policy-48.** Enhanced lighting should be utilized in areas designed as primary connections between residential and commercial area, as well as to public transit facilities. Shielding, appropriately scaled lighting fixtures, and light wattage are all measures to ensure against escape of light into unintended areas, such as residential units or natural areas.
- » **Policy-49.** Safety lighting adjacent to the San Diego River corridor must be directed lighting, as opposed to general lighting, to prevent spill-over and illumination of habitat areas in compliance with the City's MHPA adjacency guidelines.

Site lighting is an important design issue that affects public streets, bicycle travel ways, open space, parks, and private areas. The lighting of these areas can encourage use after sunset and before sunrise, which increases the opportunities for social interaction, active transportation, and the creation of neighborhood, as well as promotes safety through longer hours of neighborhood use. One of the main objectives of the Riverwalk Specific Plan is to encourage active transportation movements such as walking and bicycles. The American National Standard Practice for Roadway Lighting (RP-8-00) may serve as a guide to supplement the minimum City standards for street lighting.

Lighting along trails, paths, walkways, and sidewalks should combine pedestrian-scale lighting with the adjacent building lighting, so as not to overwhelm the pedestrian/bicyclist.

- » **Reg-86.** Lighting adjacent to the San Diego River shall comply with the City's MHPA guidelines for lighting.
- » **Reg-87.** Pedestrian/bicycle tunnels will be internally lit and include mirrors.

Security lighting fixtures should not project above the face of the buildings and are to be shielded and match the surface to which they are attached.

- » **Reg-88.** Security lighting fixtures shall not substitute for the parking lot and/or walkway/path lighting fixtures.

Illuminated entries should direct lighting low to the ground and be limited to only the immediate vicinity of the entry. Lighted entries should complement the building and should not be distracting or create visual clutter or glare.

### 6.5.11 Landscape Features

Landscaping occurs throughout Riverwalk to accent street scenes, provide character to park and open space elements, and enhance parking areas. In addition to the policies provided below, Table 6-1, *Landscape Supplemental Requirements Table*, provides all pertinent landscape development requirements for Riverwalk.

#### *Parks Landscape Design*

Landscape design within parks will vary and be specially selected for each park's location and unique place within the fabric of Riverwalk's park system.

- » **Policy-50.** Depending upon the conceptual use of each park, the landscape plan will include a variety of trees, shrubs, ground covers, and furniture. The plant materials, native where practical, will be selected to complement the planned activities, views, and habitat. Proximity to the San Diego River will strongly influence the selection of plant materials.
- » **Policy-51.** Paths, trails, and sidewalks will connect the various parks and landscaped areas and the developed areas; however, the materials used for each will depend upon the slope, adjacency to the river, accessibility standards, and maintenance requirements.
- » **Policy-52.** Activities along the connecting paths, trails, and sidewalks may include, but are not limited to, seating, fitness courses, play equipment, pet walk areas, and interpretive and informational signage.

#### *Streetscape Design*

Streetscape landscaping includes view corridor planting, parkway landscaping, and other planting along Riverwalk's streets.

- » **Policy-53.** Use of tree grates should be minimized, and utilized only where they act as to expand the pedestrian realm by creating a continuous pedestrian surface. Where possible, planted parkways and planted tree wells are preferable to tree grates.
- » **Policy-54.** Trees and other plants should be the dominant elements of the major entry statements.
- » **Reg-89.** Street trees shall be standard trunk, canopy-form species that are known to be strong, insect- and disease-resistant, and deep-rooted. To avoid a monoculture of trees and to promote a street hierarchy, street trees should have a variety rooted in a prescribed street tree theme organization.
- » **Reg-90.** Plantings designed for major entries shall relate directly to adjacent plantings, as well as provide a strong focal element. If any entry monument or sign is used, evergreen shrubs and vines shall be used as a backdrop to soften edges. Low plantings of ground cover or annual color can be used in the foreground.
- » **Reg-91.** Tree grates cannot be included in the calculation for ADA path of travel.
- » **Reg-92.** Street trees shall be located adjacent to the curb to separate the vehicular activity from the pedestrian realm.

» **Reg-93.** Trees shall be placed, and utilities shall be designed, so as to observe the minimum tree separation distances per LDC Table 142-

04E. Trees, or shrubs over three feet tall, may not be placed within any Water or Sewer Easement.

**Table 6-1. Landscape Supplemental Requirements Table\***

| Area Type                              | Planting Area Required | Planting Points Required | Additional   |
|--|------------------------|--------------------------|--|
| PUBLIC OPEN SPACE                      |                        |                          |  |
| Trolley Plaza                          | 5%                     | .05 pts/sq.ft.           | Points to be achieved with 36-inch box trees with 40-square-foot planting area.  |
| All Other Public Plazas                | 20%                    | .05 pts/sq.ft.           | Planting areas to be at-grade per SDMC §142.0403(d)(2) and/or in permanently affixed planters per SDMC §142.0403(d)(3).  |
| VEHICULAR USE AREA (VUA)               |                        |                          |  |
| Private Drives & Interior Drive Aisles | SDMC §142.0407         | SDMC §142.0407           | Where vehicular use areas are equal to or greater than 6,000 square feet, and are of a linear configuration made up primarily of drive aisles, the required planting area and plant points may be provided within five feet of the edge of the vehicular use area. |

\* All development subject to the Landscape Regulations Chapter 14, Article 2, Division 4, in the Land Development Code (effective February 9, 2020) in addition to these supplemental requirements, unless modified by the table above.



### ***Streetyard Landscaping***

The streetyard includes landscaping provided along the streetscape. These landscaped areas provide opportunities for layers of landscaping, such as ground cover, shrubs, and trees.

- » **Policy-55.** To the greatest extent feasible, the existing trees lining the south side of Friars Road will be retained to reinforce the visual character of Friars Road.
- » **Reg-94.** Berms will be used, whenever feasible, to screen undesirable views and provide a gentle undulation to the site. A 2:1 maximum side slope shall be utilized.
- » **Reg-95.** All planting within setbacks shall be from the *Recommended Plant Materials* (Section 3.6.9).

### ***Remaining Yard Landscaping***

Remaining yard means the portion of the yards on a premises that is not within the street yard.

- » **Reg-96.** Remaining yard landscaping may be achieved through any of the following options:
  - (A) Residential development with four dwelling units or less shall be subject to a minimum of 60 points per residential structure. Planting shall be distributed within a 10-foot offset from the structural envelope or within the remaining yard setbacks of the premises.

- (B) A minimum of 30 percent of the area within a 10-foot offset from the structural envelope of each residential structure shall be provided in landscape area and shall be planted at a rate of 0.05 points per square foot of total area within the offset.
- (C) A minimum of 20 percent of the provided common open space area shall be provided in landscape area and shall be planted at a rate of 0.05 points per square foot of the total open space area. Common open space area may include plazas, courtyards, or paseos developed at grade or on structural podiums.

### ***Parking Lot Landscaping***

Parking lot landscaping allows for softening of the aesthetic of these areas and improved ecology by filtering runoff, reducing urban heat island effect, and passive air quality improvements.

- » **Policy-56.** Evergreen trees and shrubs may be combined with earthen berms to screen surface parking and parking structures from adjacent view corridors, development, streets, and river views.
- » **Policy-57.** Cascading-type plant materials may be used in edge planters along each level of parking.
- » **Reg-97.** Surface parking areas shall be broken into sections. Each parking area is to be separated by landscape buffers. Exclusive of setbacks from public streets a minimum of ten percent of the parking area shall be landscaped. Trees shall provide a canopy when at mature height and spread. They should be known as strong, insect- and disease-resistant, deep-rooted, tolerant of street environments, low-maintenance, drought-tolerant, and long-living, if possible

- » **Reg-98.** Evergreen canopy-form shade trees are to be used within surface parking area to reduce solar glare and provide variation in character. Trees shall be provided at a rate of one canopy form tree within 30 feet of each parking stall. Species shall be selected from the Recommended Plant Materials (Section 3.6.9, *Recommended Plant Materials*).
- » **Reg-99.** Within Vehicular Use Areas, tree wells shall have a minimum root zone of 40 square feet with no dimension less than five feet, per the City's Landscape Regulations. Where trees are placed within the Vehicular Use Area, diamond shaped planters shall not be allowed. Instead, trees shall be placed in either finger islands or placed in planters spanning the width of two parking stalls (approximately 16 feet) for a depth of three feet at the head of each abutting parking stall (approximately six feet) and centered with parking stall striping.
- » **Reg-100.** Trees shall provide a canopy when at mature height and spread. They should be known as strong, insect- and disease-resistant, deep-rooted, tolerant of street environments, low-maintenance, drought-tolerant, and long-living, if possible.

### Open Areas

Open areas include park and open space elements, as well as plazas and linear parks.

- » **Policy-58.** Cool season grasses should be limited to highly visible project entrances and areas intended for active recreation.
- » **Reg-101.** Until the technology improves, the use of synthetic turf is discouraged, as synthetic turf is a non-renewable resource and can contribute to heat island effect. For the purposes of the Landscape

Regulations section of the Land Development Code, any use of synthetic turf does not count towards required planting area.

- » **Reg-102.** Development within Riverwalk must comply with the Storm Water requirements. All areas not paved or built upon must be landscaped with drought-tolerant trees, shrubs, and/or living groundcover. Other than those areas in close proximity to the river or major streets, graded pads need not be fully landscaped. As a requirement, these pads shall be seeded with a low-water-use ground cover mixture, which may be used in combination with existing trees.
- » **Reg-103.** The use of turf is regulated by the Water Conservation section of the Landscape Regulations (LDC Section 142.0413), which limits use to 10 percent of the landscape areas on a premises, excluding required common areas, active recreation areas, and areas located in the public right of way between the curb and the sidewalk. At thematic entries, use of turf is limited to 50 percent of the entry area, and may not exceed the 10 percent allowed on the premises.
- » **Reg-104.** Large walls or fences shall be visually softened with large shrubs or small trees.

### 6.5.12 Transportation Features

Transportation facilities include the active transportation network (pedestrian and bicycle facilities), transit, and roadway elements.

#### Pedestrian Sidewalks/Pathways

- » **Reg-105.** Pedestrian/bicycle tunnels will be internally lit and include mirrors.

- » **Reg-106.** Widths of pedestrian sidewalks located within a public street right-of-way shall be determined by the classification of the adjacent street and shall be separated from the street by a landscaped strip.
- » **Reg-107.** Widths of pedestrian paths that lie outside a public street right-of-way and are not an accessible path of travel shall be no less than five feet wide and may be stabilized decomposed granite or concrete.
- » **Reg-108.** The San Diego River Pathway shall be located in the River Corridor Area, generally adjacent to the floodway on the north side of the San Diego River. The San Diego River Pathway will be at least 10 feet wide, concrete surface, with two-foot shoulders on both sides. (See Section 3.4.1, *River Corridor Area*, and Section 6.5.15, *River Corridor Area*) for a detailed discussion of the San Diego River Pathway.)
- » **Reg-109.** The primary pedestrian paths shall have adequate security lighting and signage to provide for the safety of the users.
- » **Reg-110.** All primary pedestrian paths shall have adequate gradients for accessibility, per requirements of Title 24.

#### **Pedestrian Access**

- » **Policy-59.** Development oriented toward the river should have pedestrian access from public streets.
- » **Policy-60.** Active transportation internal circulation paths should be provided to minimize conflicts between pedestrians and automobile

traffic. Additionally, sidewalks will be provided within Riverwalk along all public streets.

#### **Pedestrian Linkages**

- » **Policy-61.** Safe and convenient pedestrian movement should be provided within, to, and from parking areas, as well as to surrounding existing commercial, residential, and office developments and the valley-wide pedestrian and public transit systems.
- » **Policy-62.** The pedestrian path system should connect recreational uses to one-another and link recreational areas to development areas.
- » **Policy-63.** Where residential, retail, recreational, and employment developments occur adjacent to open space parcels, pedestrian linkages should be provided from the development area to the designated pedestrian pathways or open space entries.
- » **Reg-111.** Pedestrian paths shall link the river bridges to the neighborhood-wide trail system.
- » **Reg-112.** Connections within the open space network will be reinforced with wayfinding signage and landscaping.

#### **Pedestrian Crossings and Intersections**

- » **Policy-64.** Where not in conflict with bicycle circulation, intersection bulb-outs should be utilized at intersections to reduce the length of pavement at pedestrian crossings and to slow vehicle speeds.

- » **Policy-65.** Internal pedestrian paths may cross streets at-grade at intersections and should have safety markings to alert the pedestrian to the at-grade crossing, such as patterned walkways, barriers, etc.
- » **Reg-113.** Crosswalks will comply with the City's design standards; however, alternative design treatments may be considered during the preparation of improvement plans to elevate their importance, encourage their use, and to integrate them into the streetscape.

#### ***Bikeway Design***

- » **Reg-114.** A minimum two-foot horizontal and a minimum eight-foot vertical clearance to obstructions shall be provided at the outside edges of all bicycle paths.
- » **Reg-115.** Drainage inlet grates, manhole covers, etc., on all bikeways shall be designed and installed in a manner that provides an adequate surface for bicyclists.
- » **Reg-116.** Uniform signs, markings, traffic control devices, etc., shall conform to the requirements of the "Manual on Uniform Traffic Control Devices – California Revision 5" (2014), to the satisfaction of the City Engineer.
- » **Reg-117.** All bikeways shall have adequate lighting and signage to provide for the safety of the users as determined by the City Engineer. Lighting and signage within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.

#### ***Bikeway Facilities/Bike Racks/Parking***

- » **Policy-66.** Bicycle lockers/racks, personal lockers, showers, and changing facilities shall be encouraged at retail and employment developments in order to promote the use of bicycles and bikeways by employees.
- » **Policy-67.** Designated bicycle parking is encouraged for bike share programs, with related signage and bike racks located within the public realm. Designated parking areas for bike share programs will avoid shared bikes being abandoned within the public right-of-way, where they may damage trees and/or parkway landscaping and/or block pedestrian access.
- » **Policy-68.** Bikeway facilities and bicycle racks/parking areas should be adaptable to allow for response to the rapidly changing mobility landscape.
- » **Reg-118.** Commercial and residential buildings shall provide bike racks to encourage bicycle use.

#### ***Transit***

- » **Policy-69.** The transit/trolley stop will be part of a mobility hub and will provide access to and from buses, the trolley, and paths, trails, and sidewalks that serve the neighborhood and the region. The facility will include multiple mobility options, such as bicycle lockers/racks, scooter and bicycle rental, automobile drop-off/pick-up, rideshare, and other forms of transportation options. The transit/trolley stop will be architecturally and functionally integrated into the design of the community.



- » **Policy-70.** Providing pedestrian walkways from the transit/trolley stop to high activity areas such as Friars Road, commercial uses, and the Riverwalk River Park will increase use of the facilities. Considerations include reasonable walking distances, tree-shaded walks, etc.
- » **Policy-71.** Where and if feasible, bus stops should be integrated with buildings, pedestrian areas, urban plazas, mobility centers, and privately-provided shuttle bus service to provide easy pedestrian access from the bus stop to destination.
- » **Policy-72.** Proper bus stop signage should be readily identifiable to pedestrian and bus passengers.
- » **Policy-73.** A proposed bus and/or privately-operated shuttle to serve the project area should be integrated into a future Mission Valley intra-valley bus/private-provided shuttle service, connecting to popular destinations, such as transit centers, shopping malls, and employment centers.
- » **Reg-119.** Outdoor bus stops shall be designed to provide shelter from harsh weather.
- » **Reg-120.** Bus stops shall be designed to maximize security features and be located close to traffic signals and pedestrian crosswalks.

#### ***Vehicular Access Design Considerations***

- » **Policy-74.** When feasible, vehicular access should be provided through shared driveways at property lines.

- » **Policy-75.** Driveway entrances to parking areas should minimize disturbances to the pedestrian continuity of the sidewalk areas.
- » **Reg-121.** Rideshare drop-off/pick-up areas shall be designated to avoid conflicts with the circulation system.
- » **Reg-122.** Emergency services vehicles (i.e., police, fire, and ambulance) shall have complete access to all structures within Riverwalk, as required by the City of San Diego safety codes.

#### ***6.5.13 Sustainable Features***

The Specific Plan has been carefully planned and designed to include a mix of land uses and project features that will help to achieve the goals of the City's General Plan relative to smart growth and sustainable development, which in turn help to achieve the City's Climate Action Plan goals and objectives. The Riverwalk Specific Plan is a smart growth and sustainable development. To address the creation and maintenance of a quality environment, sustainability has been considered in the overall land use, transportation, building design, site design, and will be integral to the management of water, energy, and solid waste on-site and sustainable mobility.

In accord with the City's Conservation Element, Riverwalk seeks to reduce its "environmental footprint" and contribution of greenhouse gas emissions through an appropriate land use plan that contains a variety of land uses in proximity with one another (for example, local serving retail will provide food and beverage options for residents and guests) and connects those land uses in an efficient manner, promoting alternative modes of transportation and a variety of mobility options. These efforts are also in accordance with the City's Climate Action Plan, supporting not only the advancement of the "City of

Villages” concept, but also promoting active transportation options and improving accessibility.

In addition to Riverwalk’s land uses, the circulation network for Riverwalk prioritizes active transportation, such as walking and bicycling, as well as transit (trolley and bus) and on-demand transportation options, such as rideshare and bike share programs. Developing the appropriate land use mix and a circulation system that does not solely rely on automobiles for Riverwalk’s future are keys to a sustainable development. Future development of individual lots and buildings within Riverwalk will include sustainable design features. Additionally, Riverwalk shall comply with the CAP in accordance with the CAP Consistency Checklist.

Low Impact Development (LID) principles, guidelines, and best management practices (BMPs) will be incorporated during the planning, design, implementation, and maintenance of the public spaces throughout the project. In particular, planting areas within parks, on slopes, and along trails will be designed to incorporate stormwater management BMPs to slow, infiltrate, and cleanse stormwater. Trails and hardscape features within the public realm will be designed with permeable paving materials, where appropriate, such as porous concrete, porous asphalt, interlocking pavers, decomposed granite, or similar treatments to promote stormwater infiltration and reduce stormwater discharge.

Plant material selection will be selected to minimize the excessive use of water, pesticides, and fertilizers. The following provides measures to be considered as part of future development projects to encourage sustainable design. Other implementable measures may present themselves in the future, as the concept of sustainability matures and becomes a routine component of development in San Diego.

### *Sustainable Building and Site Design*

- » **Policy-76.** Strive for innovative site design and building orientation to reduce energy use by taking advantage of sun-shade patterns, prevailing winds, landscaping, and sun-screens.
- » **Policy-77.** Consider re-use of building materials, materials that have post-consumer recycled content, and materials that are derived from sustainable or rapidly renewable sources.
- » **Policy-78.** Low-wattage and/or LED light features, lighting controls, zoned lighting banks, and time-controlled lighting for public areas should be used.
- » **Reg-123.** Design buildings that meet CALGreen, California Green Building Standards Code.
- » **Reg-124.** Design for convenient waste segregation and management, including recycling and composting, in order to meet State and local zero waste management requirements.
- » **Reg-125.** Construct and operate buildings using materials, methods, and mechanical and electrical systems that promote a healthful indoor air quality.
- » **Reg-126.** The use of low-flow shower heads and faucets, low-flow toilets, cycle adjustment dishwashers, pressure regulators, hot water pipe insulation or instantaneous water heaters, and standard water meters connection pipe sizes (no oversizing).
- » **Reg-128.** Ground-mounted solar arrays are prohibited.

### *Landscaping*

- » **Policy-79.** Incorporate sustainable landscape design and maintenance.
- » **Policy-80.** Increase the city-wide urban tree canopy by providing a broad range of trees in a hierarchy of locations throughout Riverwalk, when feasible. Consider trees that have greater carbon sequestration.
- » **Policy-81.** Consider high efficiency irrigation technology and recycled water, when available, to reduce the use of potable water for irrigation.
- » **Policy-82.** Low-water-use plant material, automatic sprinkler systems with timers, and drip-irrigation systems are encouraged.
- » **Reg-128.** Utilize trees to maximize energy efficiency. Place evergreen trees in surface parking lots to diminish heat island effect.
- » **Reg-129.** Incorporate water conservation measures in site/building design and landscaping.

### *Efficient Mechanical Systems, Fixtures, and Natural Ventilation/Passive Heating and Cooling*

- » **Policy-83.** Energy efficient HVAC systems.
- » **Policy-84.** Maximize the use of natural ventilation in buildings.
- » **Policy-85.** Windows, skylights, light wells, and similar features should be used to maximize natural lighting in work areas during daylight hours.

- » **Policy-86.** Deciduous trees should be used in south-facing and west-facing outdoor areas around buildings to provide solar access during winter months and shade in hot summer months.
- » **Policy-87.** Vestibule use at entryways should be considered in order to reduce heat and cold infiltration into buildings.
- » **Policy-88.** Overhangs or canopies should be used, where possible, to shade areas from direct sunlight and reduce heat gain.
- » **Reg-130.** Design mechanical and electrical systems that achieve Title 24 energy efficiency.

### *Environmentally-Superior Vehicle Options*

- » **Policy-89.** Promote the use of fuel efficient vehicles through such provisions as electric vehicle charging areas and designated parking for low-fuel/energy efficient vehicles, as well as carpool/vanpool parking.
- » **Policy-90.** Consider larger surface parking areas to be located to the east and north of adjacent buildings to reduce solar reflection on buildings.
- » **Reg-131.** Provide electric vehicle-ready parking as required by code.

*Active Transportation*

- » **Policy-91.** Increase commuter walking opportunities by providing easily accessed and safe walking paths between residential, commercial, employment, and transit facilities.
- » **Policy-92.** Incorporate shower facilities in employment areas.
- » **Policy-93.** Promote the inclusion of short- and long-term bicycle parking throughout Riverwalk, including within residential, retail, and employment areas.

*Transit*

- » **Policy-94.** Promote the use of transit through the provision of safe and inviting transit stops within walking distance of employment, retail, residential, and recreational use.

**6.5.14 Universal Design**

The Riverwalk Specific Plan embraces the principles of universal design, which strives to be a broad-based architectural solution to provide all individuals with access to all elements of the neighborhood. The design approach is intended to create products, services, and environments that are usable by as many people as possible regardless of age, ability, or circumstance. The Riverwalk Specific Plan land plan and design guidelines create a complete neighborhood with a diverse choice of public amenities and housing types. Each development within the Riverwalk Specific Plan will be related to the surrounding developments within the project area through physical design of the public and private improvements to address issues of accessibility and wayfinding to comply with all Federal Housing Administration, Americans with Disabilities Act, and State of California accessibility requirements.



### **6.5.15 Grading**

All grading within the Specific Plan area is controlled by and will be in substantial conformance with the Vesting Tentative Map (No. 2213361) for the Riverwalk project, on file with the City of San Diego, Development Services Department. Grading of the Riverwalk site will occur in a phased manner restricted by City rules, regulations, and ordinances; agency limitation; and testing for archaeological/cultural resources; as well as the Regional Water Quality Control Board. Grading will result in changes to the existing golf course and the slopes abutting the trolley tracks and Friars Road and in raising building pad elevations to at least two feet above the 100-year flood elevation. The Vesting Tentative Map grading plan provides pad elevations and shape. Substantially conforming grading plans shall accommodate buildings (including subterranean parking garages) and site planning that reflect the goals and objectives of the Riverwalk Specific Plan, without amendment to this Specific Plan.

Relative to grading and construction, the following regulation applies:

- » **Reg-132.** Construction contractors shall use equipment that meets, at a minimum, the ARB's and/or EPA's Tier 3 emissions standards with Tier 3 diesel particulate filters (DPF) for off-road diesel-powered construction equipment with more than 50 horsepower for all construction activities, unless it can be demonstrated to the City of San Diego that such equipment is not available. Documentation shall consist of signed written statements from at least two construction equipment rental firms. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by Tier 3 with Tier 3 DPF emissions standard for a similarly sized engine, as defined by ARB or EPA regulations. For any substitute emissions control device employed, the contractor shall provide documentation that the associated emissions reductions are no less than what could be achieved by Tier 3 engine with Tier 3 DPF emissions standards for a similarly sized engine.

### 6.5.16 River Corridor Area

The San Diego River Park Master Plan includes design guidelines for the River Corridor Area and River Influence Area. These guidelines are incorporated, with regulations and Tailored Development Standards necessary to facilitate the Riverwalk project, in Sections 6.5.15 and 6.5.16, respectively.

The River Corridor Area is the area immediately adjacent to the San Diego River, and is comprised of the floodway and a 35-foot Path Corridor along the northern and southern boundaries of the floodway. Any development within the floodway shall be in accordance with LDC Section 143.0145, *Development Regulations for Special Flood Hazard Areas*.

- » **Reg-133.** Establish a 10-foot buffer area between the river corridor and development along the entire length of both sides of the San Diego River within Riverwalk.

Portions of the Path Corridor (see Figure 6-6, *San Diego River Park Master Plan Area Within Riverwalk*) may occur in areas mapped as MHPA (see Figure 3-9, *MHPA Within Riverwalk*), as identified in the City of San Diego MSCP Subarea Plan, or areas determined to be wetland buffers in accordance with San Diego Municipal Code Section 143.0141. These portions of Path Corridor shall be developed in accordance with the MSCP Subarea Plan's *Land Use Considerations* and the *Environmentally Sensitive Lands Regulations* in LDC Chapter 14, Article 3, Division 1. Within locations that are not mapped MHPA or determined to be wetlands buffers in accordance with San Diego Municipal Code Section 143.0141, the following development shall be allowed:

- » Children's play areas,
- » Multi-purpose courts,

- » Turf fields,
- » Ball fields,
- » Dog parks,
- » Water features,
- » Restrooms,
- » Recreation facilities,
- » Trails,
- » Information stations,
- » Seating and benches,
- » Shade structure,
- » Park-serving retail uses,
- » Storage and maintenance facilities, and
- » Development determined by the City Manager to be for active recreational use.

### **Grading**

Grading within the floodway shall be conducted in accordance with the MSCP Subarea Plan's *Land Use Considerations* and the *Environmentally Sensitive Lands Regulations* in LDC Chapter 14, Article 3, Division 1.

- » **Reg-134.** Grading within the Path Corridor shall, to the satisfaction of the City Manager:
  - ◆ Avoid long, continuous engineered slopes with hard edges;
  - ◆ Provide gradual transitions at the top and bottom of slopes; and
  - ◆ Stabilize and revegetate slopes with native plants consistent with the surrounding habitat type.

### **San Diego River Pathway**

Development of lots located wholly or partially within the northern River Corridor Area shall include the San Diego River Pathway. The San Diego River Pathway shall meander, to the satisfaction of the City Manager, as indicated on the Riverwalk VTM. Where portions of the Path Corridor are mapped as MHPA, as identified in the City of San Diego MSCP Subarea Plan, or areas determined to be wetland buffers in accordance with LDC Section 143.0141, the San Diego River Pathway shall be located (immediately adjacent to the Path Corridor) outside the portions of the MHPA and/or the wetland buffer.

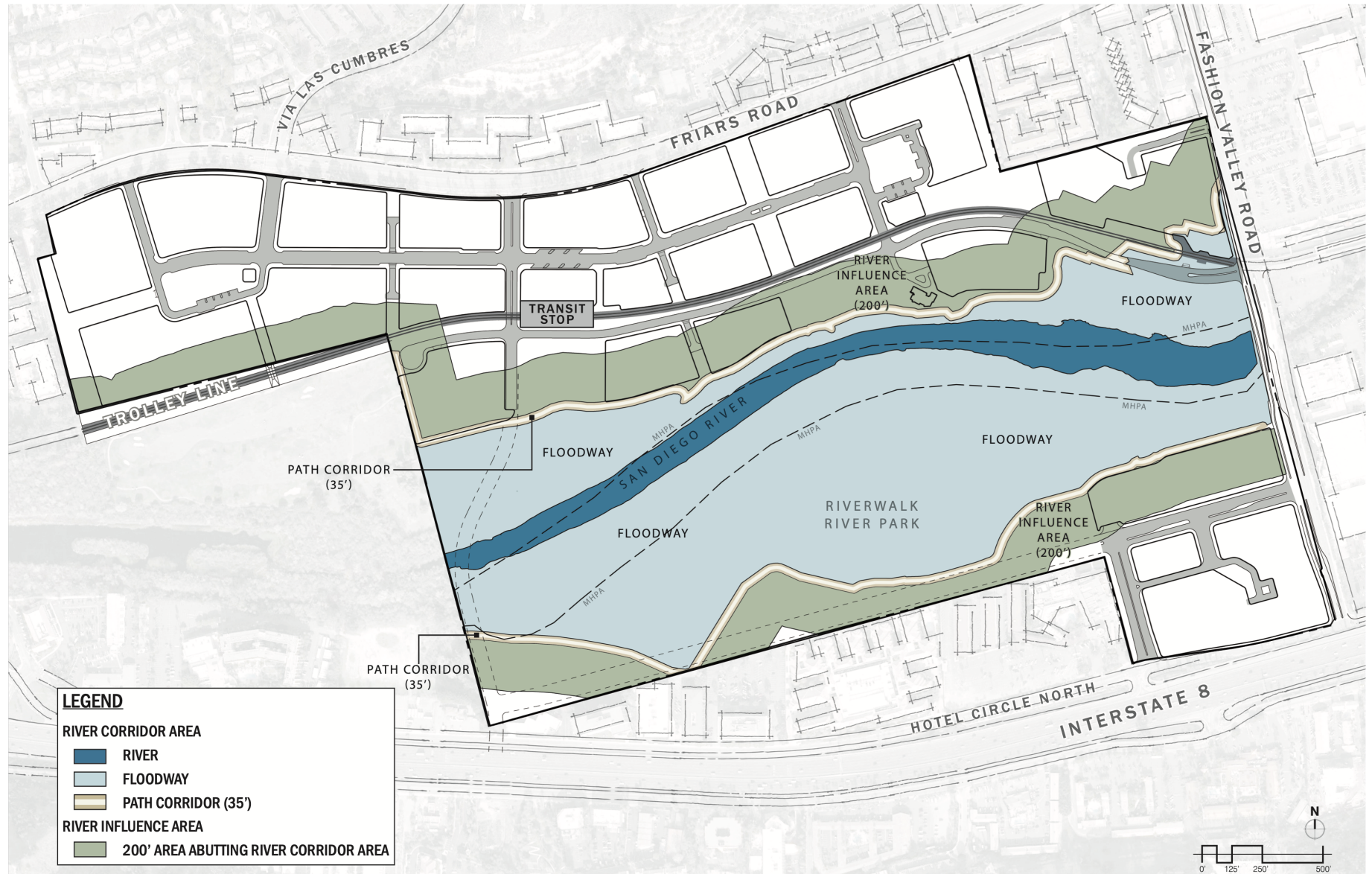
- » **Reg-135.** The entire San Diego River Pathway shall be constructed on the north side of the river and dedicated with an easement to allow public access. (Note: Where the Path Corridor crosses Riverwalk Drive in the eastern portion of the site, the San Diego River Path will remain on the south side of Riverwalk Drive until it exits the project site at Fashion Valley Road.)

- » **Reg-136.** The San Diego River Pathway shall be constructed with the first phase of the development within the Central District.

The San Diego River Pathway will be to be located within the 35-foot Path Corridor (see Figure 6-7, *San Diego River Park Master Plan Components*, for an illustration of the how the Path Corridor fits within the San Diego River Park Master Plan).

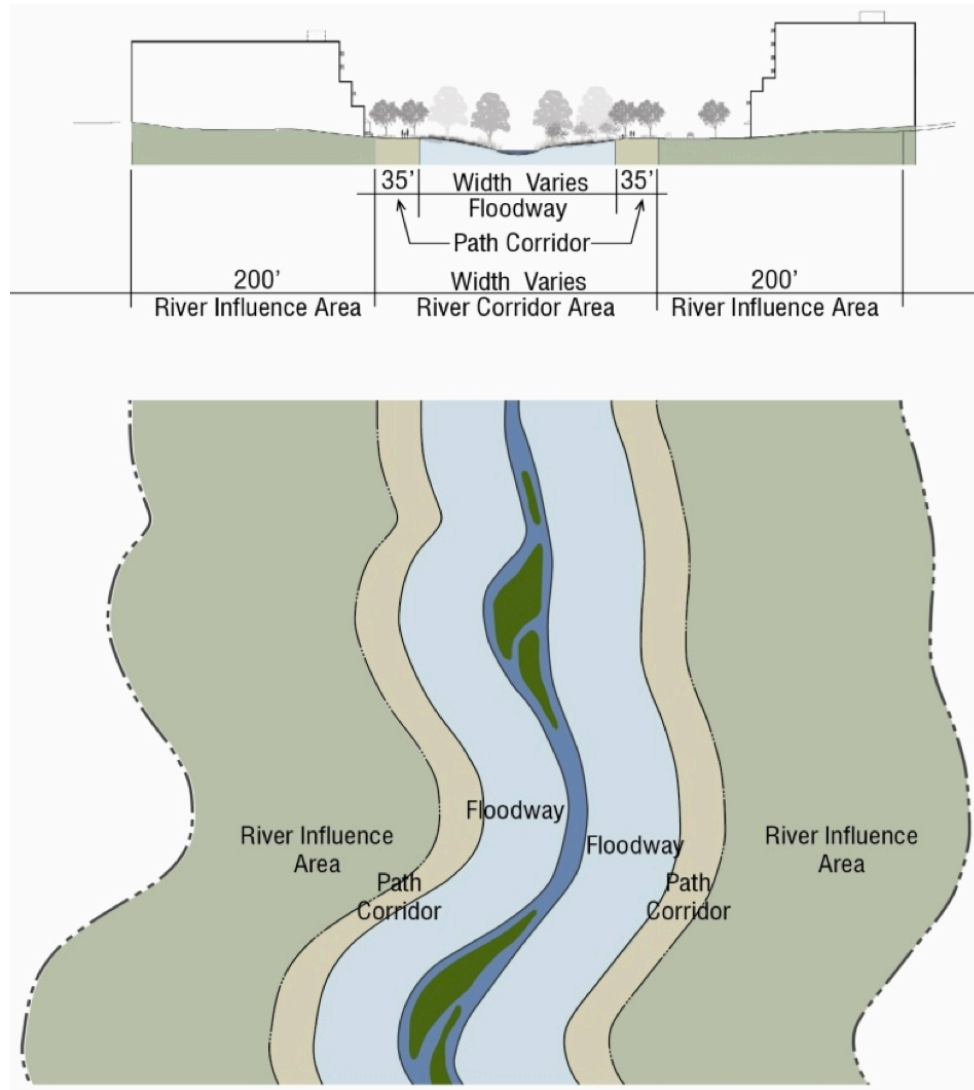
- » **Reg-137.** Where the San Diego River Pathway is adjacent to Riverwalk Drive, it shall include:
  - ◆ A minimum 10-foot-wide pathway of concrete or similar material in a color that blends with the surrounding native soil;
  - ◆ A minimum two-foot-wide area of decomposed granite or similar material along each side of the San Diego River Pathway in a color similar to the San Diego River Pathway, unless the paved portion of the pathway exceeds the 10-foot-wide minimum (collectively, the pathway shall be a minimum of 14 feet wide consisting of either paved or decomposed granite surfaces);
  - ◆ A minimum 10-foot-wide landscaped area between the floodway and the San Diego River Pathway; and
  - ◆ A minimum 12-foot vertical clearance above finished grade of the San Diego River Pathway.
- » **Reg-138.** Where the San Diego River Pathway is not adjacent to Riverwalk Drive, it shall include:
  - ◆ A minimum 14-foot-wide concrete pathway.

Figure 6-6. San Diego River Park Master Plan Area Within Riverwalk (River Corridor Area and River Influence Area)





**Figure 6-7. San Diego River Park Master Plan Area Components**



## Trails

Pedestrian/bicycle-only trails may be located within the River Corridor Area in accordance with the following:

- » **Reg-139.** Trail alignments shall mimic natural conditions and minimize grading and disturbance to vegetation.
- » **Reg-140.** Trails shall be designed to provide continuous loops to the San Diego River Pathway, with no trail alignments resulting in a dead end.
- » **Reg-141.** Trails located in areas mapped as MHPA, as identified in the City of San Diego MSCP Subarea Plan, or areas determined to be wetland buffers in accordance with LDC Section 143.0141, are subject to the MSCP Subarea Plan's *Land Use Considerations* and the *Environmentally Sensitive Lands Regulations* in LDC Chapter 14, Article 3, Division 1. These regulations do not apply to trails that connect to the existing golf cart bridges. Trails shall include the following features:
  - ♦ A maximum eight-foot width,
  - ♦ An eight-foot vertical clearance above finished grade of the trail, and
  - ♦ Surface material of decomposed granite or similar material in a color that blends with the surrounding native soil.

## Picnic Areas and Overlooks

- » **Reg-142.** Development on lots located wholly or partially in the River Corridor Area shall include at least one picnic area or overlook along the San Diego River Pathway, unless either exists less than one-half-mile away. Picnic areas and overlooks shall include a combination of

site furniture as determined by-case basis, designed to the satisfaction of the City Manager.

## Lighting

- » **Reg-143.** Light posts shall not exceed 12 feet in height (lighting for public streets excepted). All lighting within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.

## Site Furniture

- » **Reg-144.** Site furniture, such as picnic tables, trash and recycling receptacles, bicycle racks, shade structures, benches, interpretive signs, and drinking fountains, shall be designed and constructed in accordance with the San Diego River Park Master Plan Design Guidelines. Site furniture shall incorporate the San Diego River Park logo as illustrated in the San Diego River Park Master Plan Design Guidelines. Lots that do not have picnic areas or overlooks shall include along the San Diego River Pathway a minimum of one piece of site furniture for every 200 linear feet of the San Diego River Pathway.

## Signs

- » **Reg-145.** Signs shall be designed in accordance with the San Diego River Park Master Plan Design Guidelines and include the San Diego River Park Logo. Overlooks shall maintain, at a minimum, one interpretive sign. Riverwalk shall include an information kiosk, as described in the San Diego River Park Master Plan Design Guidelines, where the San Diego River Pathway intersects with Fashion Valley Road, or another public street. Interpretive signage and signage that

provides identification of culturally-significant plant species for the Kumeyaay shall be installed within the River Corridor Area, as appropriate.

#### Fences

- » **Reg-146.** Fences located between the San Diego River Pathway and the San Diego River shall be provided only as required to protect sensitive habitat or historic resources or for safety, and shall allow for wildlife movement. Such fences shall be located a minimum of five feet from the San Diego River Pathway or trails and shall follow the natural grade. Fences shall consist of horizontal rail of either wood peeler logs, which provide a uniform organic demarcation, or steel posts and cables (chain link is not permitted) and shall not exceed 42 inches in height. Fence shall be at least 75 percent open.

#### Plant Materials

- » **Reg-147.** Development within the River Corridor Area shall include a mixture of native plants and trees consistent with the surrounding habitat type (see Section 3.6.9, *Recommended Plant Materials*, for a list of permitted barrier planting). Non-native grasses and lawn areas shall not be permitted in any areas mapped MHPA or determined to be wetland buffers in accordance with LDC Section 143.0141.
- » **Reg-148.** Plant materials shall provide views to the San Diego River along at least 50 percent of the river side of the San Diego River Pathway of each lot. On the river side of the San Diego River Pathway and within 10 feet of the non-river side of the San Diego River Pathway, trees shall have a canopy clearance of eight feet above the finished grade of the San Diego River Pathway and all other plant

materials shall not exceed 30 inches above the finished grade of the San Diego River Pathway.

### 6.5.17 River Influence Area

#### Lot Coverage

- » **Reg-149.** Maximum lot coverage for any development on a lot located wholly or partially within 115 feet of the River Corridor Area shall be 75 percent. Lot coverage shall be calculated based on entire ownership within 115 feet of the River Corridor Area.

#### Building Height and Massing

- » **Reg-150.** Maximum building height and massing on lots adjacent to the River Corridor Area shall be determined by the distance the building is set back from the River Corridor Area, and shall be in compliance with the following table:

| <i>Minimum Distance the Building is Set Back from the River Corridor Area</i> | <i>Maximum Building Height Allowed</i>              | <i>Massing</i>  |
|---|---|---|
| 10 feet   | 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   | No regulation.  |
| 30 feet   | 85 feet   | At or above 100 feet in height above finished grade, a  |
| 85 feet   | The maximum building height allowed is equal to the |   |

|          |   |  |
|----------|---|--|
|          | number of feet the building is set back from the River Corridor Area. | building's wall shall be at least 30 percent narrower than the width of the building wall on the ground floor. |
| 115 feet | The maximum building height allowed is established by the base zone.  |  |

#### ***Building Façade and Entrance***

- » **Reg-151.** Development that abuts the River Corridor Area shall provide a river-fronting facade and entrance that are of substantially equivalent design and quality of materials as the primary building facade and entrance to the satisfaction of the City Manager.

#### ***Building Transparency***

- » **Reg-152.** For building facades facing the San Diego River on buildings within the River Influence Area, oversized windows or balconies shall be provided for each residential unit. Ground floor activation, through resident amenities, retail, café's, restaurants, resident entrances, building lobbies, or similar uses shall be provided along at least one building façade.

#### ***Building Façades***

- » **Reg-153.** Building façades that front the River Corridor Area shall not include materials with a visible light reflectivity (VLR) factor greater than 30 percent and shall consult architectural design guidance of the American Bird Conservancy Bird-Friendly Design.

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

- » **Reg-154.** Any exterior equipment enclosure, outdoor storage, loading area, or refuse collection area:
  - ♦ Shall be located a minimum of 100 feet from the River Corridor Area;
  - ♦ Shall be screened with landscape and an opaque wall at least six feet in height or, if the item to be screened exceeds six feet in height, a wall one foot taller than the item, to a maximum wall height of 10 feet; and
  - ♦ Screening shall be of the same design and materials as the primary building façade.

#### ***Access to the River Corridor Area from the River Influence Area***

- » **Reg-155.** Building access shall be provided to the River Corridor Area from the River Influence Area. Development on lots that abut the River Corridor Area shall provide building access paths connecting the primary structure with the San Diego River Pathway in accordance with the following:
  - ♦ One building access path for every 300 linear feet of river frontage; and
  - ♦ The building access path shall be to the primary building entrance or to a secondary entrance that, to the satisfaction of the City Manager, is of substantially equivalent design and quality of materials as the primary entrance.
- » **Reg-156.** Public access pathway(s) shall be provided across a development site. Development on lots that abut the River Corridor Area shall provide public access pathways connecting the public



street and the San Diego River Pathway in accordance with the following:

- ♦ At least one public access pathway shall be provided for every 1,000 linear feet of frontage along the River Corridor Area;
- ♦ The public access pathway shall be designed to the same quality as the primary on-site pathways, to the satisfaction of the City Manager;
- ♦ Development including a public access pathway shall include signs in accordance with this section (see below); and
- ♦ An easement for public use shall be required for public access pathways.

- » **Reg-157.** Public access pathways shall be provided from streets that abut and run parallel to the River Corridor Area. These public access pathways shall connect the street to the River Path at every street intersection and, at a minimum, provide a connection at every 1,000 linear feet of street frontage along the River Corridor Area.

#### ***Off-Street Surface Parking***

- » **Reg-158.** Off-street surface parking areas shall be set back a minimum of 20 feet from the River Corridor Area. Parking areas adjacent to the River Corridor Area shall not exceed 30 percent of the length of the lot frontage along the River Corridor Area or a maximum of 120 feet of the lot frontage along the River Corridor, whichever is less.
- » **Reg-159.** Off-street surface parking areas that are not buffered from the River Corridor Area with buildings and are located adjacent to the River Corridor Area shall be set back and screened at least 30 inches in height and for at least 80 percent of the length of the parking area, with landscape materials, which meet the following provisions:

- ♦ Within the 20-foot setback, the eight feet directly adjacent to the parking area shall be screened with densely foliated, evergreen species that achieve a minimum height of 30 inches within two years of installation over at least 80 percent of the length of the parking area along the River Corridor Area frontage; and
- ♦ Screening for parking areas shall include one 24-inch box evergreen tree for every 30 feet of frontage along the River Corridor Area. The trees shall be spaced apart or in naturalized groupings. Placement of trees should ensure that large portions of the frontage is not unscreened.

#### ***Parking Structures***

- » **Reg-160.** Parking structures located adjacent to the River Corridor Area shall be set back and screened for the full height and length of the parking area. Additionally, the following apply:
- ♦ Parking structures shall be set back a minimum of 30 feet from the River Corridor Area.
  - ♦ Parking structures adjacent to the River Corridor Area shall not exceed 50 percent of the length of the lot frontage along the River Corridor Area.

#### ***Lighting***

- » **Reg-161.** All lighting within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.

### Fences

- » **Reg-162.** Within ten feet of the River Corridor Area, only the following fences are permitted:
  - ♦ A solid fence that does not exceed three feet in height;
  - ♦ A fence that is at least 75 percent open (chain link fencing is not permitted) and does not exceed six feet in height; or
  - ♦ A combination of a three-foot-wall solid fence topped with a three-foot-tall fence that is at least 75 percent open.

### Signs

- » **Reg-163.** Within 100 feet of the River Corridor Area, wall signs fronting the San Diego River shall not exceed a height of 15 feet above finished grade. No ground sign shall be installed between a building

and the River Corridor Area except for monument signs, which may not exceed five feet in height and shall be located within a landscaped area at least equivalent to the area of the sign face. Signs fronting the River Corridor Area shall be face lighted or internally illuminated.

- » **Reg-164.** Public access pathway signage shall be provided. Developments shall include a directional sign, design in accordance with the San Diego River Park Master Plan, placed in a clearly visible location at the intersection of a public access pathway and the streets, and the intersection of a public access pathways and the San Diego San Diego River Pathway.

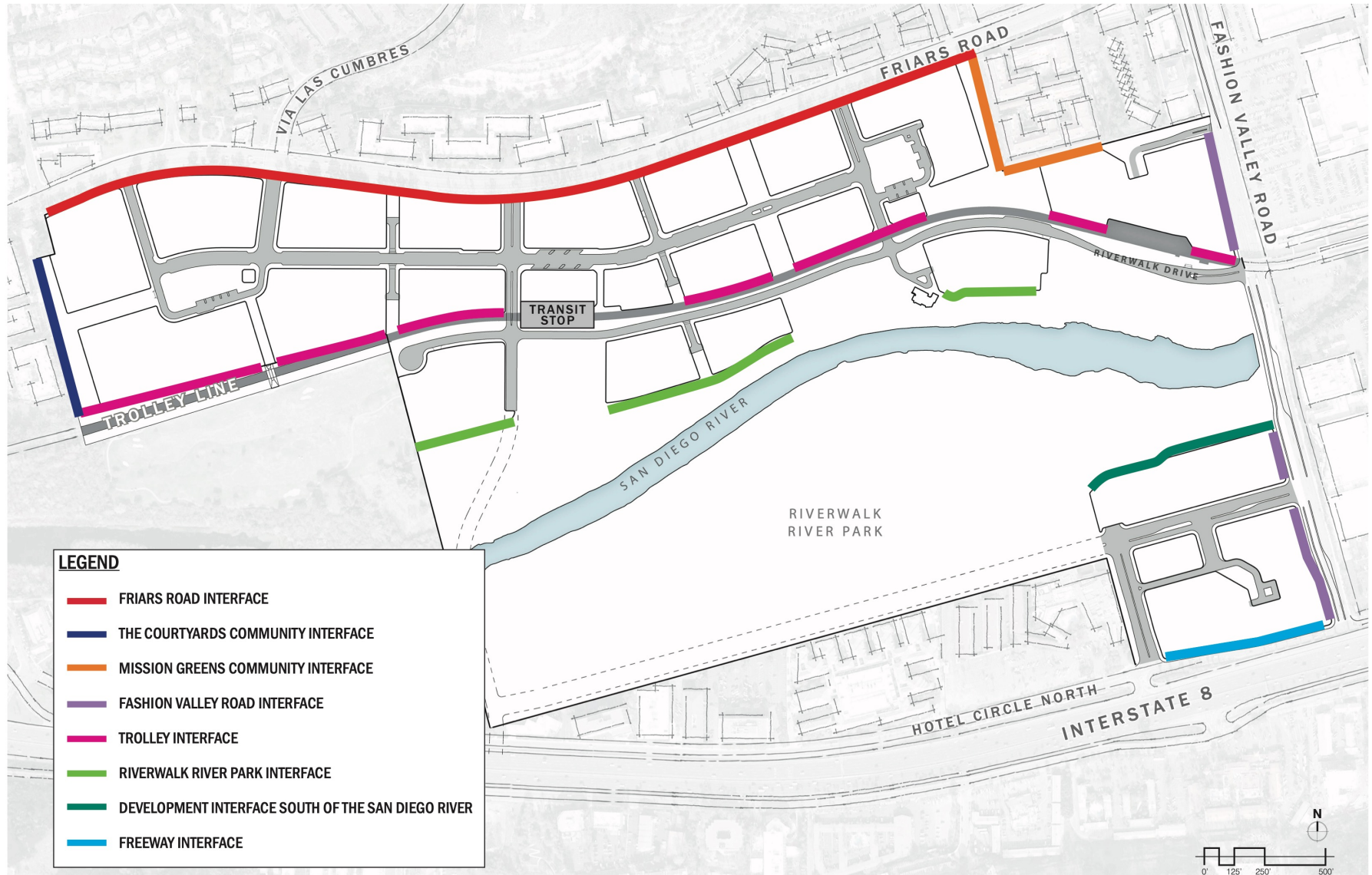
## **6.6 DISTRICT SPECIFIC GUIDELINES**

This section provides District-specific design guidance to supplement the criteria located throughout the Riverwalk Specific Plan. These guidelines should be considered in conjunction with the zoning regulations and development standards of the zone designated for each District. Unless otherwise noted as a project-specific definition, all developments shall comply with the base zone and supplemental development regulations as specified in the City's LDC Sections 143.0410, 143.0420, and 143.0460 (effective February 28, 2018), as modified by Tables E-2 through E-5.

While this section of the Specific Plan discusses the individual design aspects of the three development Districts (North, Central, and South), the connectivity of the Districts to each other is a key element of the Riverwalk Specific Plan. The ability for residents, employees, visitors, and members of the community at-large to move seamlessly throughout the neighborhood and into the broader Mission Valley community establishes Riverwalk as a unified and pleasing neighborhood rather than a series of disconnected buildings and insular developments. To that end, the architectural styles across the Districts and Riverwalk shall complement each other and foster the unified nature of the neighborhood. However, a single color scheme, massing approach, materials, and/or architectural style shall be avoided, as these differentiations provide identity to buildings and neighborhoods and help to create a timeless sense of place.

In addition to the District specific guidelines included in Sections 6.6.1, *North District*, 6.6.2, *Central District*, and 6.6.3, *South District*, there are special interfaces within the Districts that require special edge treatments. Figure 6-8, *Special Edge Treatments*, demonstrates the location of these interfaces further described in their respective District specific guidelines.

Figure 6-8. Special Edge Treatments





### 6.6.1 North District

The North District is located north of the trolley tracks and south of Friars Road, east of The Courtyards residential development, and west of the Mission Greens residential development. These communities and features strongly influenced land uses within the North District. One of the primary goals in this District is to enhance the Friars Road experience; therefore, the Specific Plan calls for strengthening the pedestrian/ground-level interface, where appropriate, with the street and the properties on the north side of Friars Road. Respecting the adjacent communities is an important aspect of the architectural elements and siting criteria. The existing trolley tracks have a strong influence on the design of Riverwalk and represent a special architectural challenge. Table E-2, *North District Zoning and Development Regulations*, contains District-specific regulations necessary to ensure development unfolds as envisioned in this Specific Plan.

#### Design Considerations

Special consideration of Friars Road and the abutting residential communities is required.

The following apply to the North District's design considerations:

- » **Reg-165.** Residential units facing linear parks and green space shall be activated to directly engage with the ground plane. Residences shall have direct access from ground floor patios to park areas, public spaces, and activities, where patios are provided.

- » **Reg-166.** The transit/trolley stop and mobility hub shall be activated by plazas and/or paseos, and enhanced landscaping, or other features that encourage pedestrian activity and visual interest.
- » **Reg-167.** Building designs shall be articulated to encourage pedestrian activity through clearly identified doors and entryways, as well as the use of glass to allow for interaction at the street level.
- » **Reg-168.** The spine road that runs down the center of the North District and creates a pedestrian promenade shall include street trees, street furniture, and landscaping that foster pedestrian activity over the use of vehicles.



Wide sidewalks accommodate pedestrian mobility as well as outdoor dining and gathering spaces



## *Building Form, Massing, and Articulation*

The following guidelines ensure that the built environment within the North District includes articulation and variety that creates character and a unique identity. Regardless of construction type of building, these guidelines provide for detail and variation at the pedestrian scale, as well as on higher floors of the buildings.

- » **Reg-169.** Buildings shall incorporate design elements along the ground plane that provide visual interest to pedestrians. This may include articulated entries, exterior staircases, recessed massing, windows, bay windows, or similar elements.

- » **Reg-170.** Developments shall incorporate design elements that project and recess, such as windows and balconies, to provide additional interest across building elevations.



*Ground-floor fronting pedestrian spaces blend into sidewalks and encourage pedestrians to interact with fellow residents and visitors.*

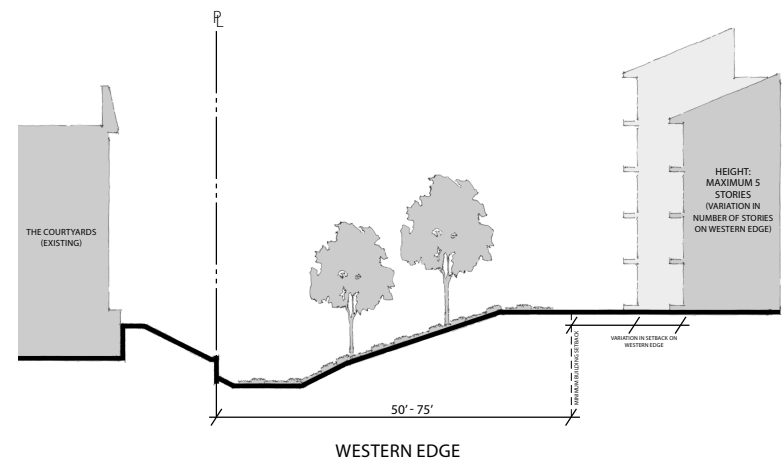
### Special Treatment Area - The Courtyards Community Interface

Within the North District, buildings on the western property line interface with the existing multi-family condominium complex – The Courtyards. Buildings that front this edge should be complementary in size and scale to The Courtyards. This special edge treatment ensures a smooth transition between existing development and Riverwalk, and allows for gradually increased intensity of development internal from this edge. The following apply to the special edge treatment:

- » **Policy-95.** The western elevation of buildings along this edge should provide articulation and roofline interest by varying the number of stories for significant portions of the building frontage.
- » **Reg-171.** The buildings fronting on the western property line shall observe an approximately 50-foot minimum setback for buildings developed on Lots 1 and 2 and an approximately 75-foot minimum setback for buildings developed on Lot 31.



- » **Reg-172.** Building elevations fronting the western property line shall observe a maximum building height of five stories (not to exceed 65 feet in height from the highest adjacent finished grade). Structure height may step up to seven stories (not to exceed 85 feet in height from the highest adjacent finished grade) as development moves interior to the Riverwalk site. Step backs should occur at an angle no greater than 60 degrees.

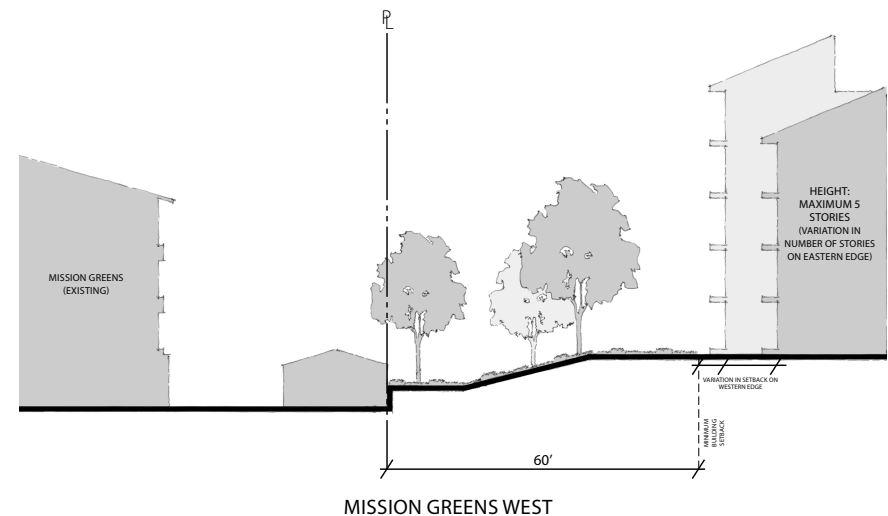


**Special Treatment Area - Mission Greens Community Interface**

Like the western property line, the eastern property line of the Riverwalk Specific Plan area interfaces with existing multi-family residential development – Mission Greens. The buildings fronting to the eastern property line, shared with the Mission Greens development, should be complementary in size and scale to the existing Mission Greens residential development, or provide massing that originates at a size and scale that is complementary and provides increased intensity in a stepped manner. The following address this special edge treatment:

- » **Policy-96.** Subject to agreement from the adjacent property owner or owners association, a pedestrian pathway connection could be provided as part of future development(s) in this area.
- » **Policy-97.** The eastern elevation of buildings within the Riverwalk Specific Plan area should provide architectural articulation and roofline interest by varying the number of stories for significant portions of the building frontage.
- » **Reg-173.** A landscape buffer shall be provided along the common property line between Riverwalk and the Mission Greens development.
- » **Reg-174.** The buildings fronting to the north-south oriented interface shall observe a minimum setback of 60 feet.
- » **Reg-175.** Buildings fronting the east-west oriented interface shall observe a minimum setback of 40 feet.

- » **Reg-176.** Buildings fronting the north-south interface shall observed a maximum building height of five stories (not to exceed 65 feet in height from the highest adjacent finished grade). Structure height may step up to seven stories (not to exceed 85 feet in height from the highest adjacent finished grade) as development moves interior to the Riverwalk site. Step backs shall occur at an angle no greater than 60 degrees.



***Special Treatment Area - Fashion Valley Road Interface***

Fashion Valley Road is currently fronted by the Fashion Valley Transit Center, surface parking, and vacant outlying buildings of Fashion Valley Mall on the east; and Riverwalk Golf Course, Bank of America, and a gas station on the west. The Riverwalk land use plan envisions a residential enclave with active uses located along Fashion Valley Road, north of the San Diego River. Given its proximity to the existing transit center, this area should consist of higher density development with articulated wayfinding to the transit center. Pedestrian-oriented amenities, such as enhanced streetscape, plazas or park elements, large-canopy street trees, seating and shade structures, and/or water features should be incorporated, as appropriate, to shorten the perceived walking distance to and from transit amenities. The following apply to the special edge treatment:

- » **Reg-177.** The ground floor of residential buildings shall include active uses. Active uses may include commercial retail uses, such as retail and cafés/restaurants, or residential uses, such as lobby space(s), fitness and/or business center(s), common space, and individual unit entrances or other similar uses.
- » **Reg-178.** Building entrances and pedestrian paths shall be designed for access to the sidewalk network, enhancing connectivity to both the Riverwalk transit/trolley stop and the Fashion Valley Transit Center.



*Special Treatment Area - Friars Road Interface*

Friars Road forms the northern boundary of Riverwalk. Existing uses on the north side of Friars Road are predominantly multi-family residential of varying scales (from townhomes to condominiums) and small-scale, neighborhood-serving strip malls. The buildings adjacent to Friars Road should have a natural and organic character that complements the streetscape on the north side of Friars Road. The following apply to this special edge treatment:

- » **Policy-98.** Buildings should observe a variation in setbacks along Friars Road.
- » **Reg-179.** A uniform streetwall massing shall be avoided.

- » **Reg-180.** At the intersection of Street I and Friars Road, activated residential uses and/or retail uses shall be included on the ground floor. Active uses may include commercial uses, such as retail and cafés/restaurants, or residential uses, such as lobby space(s), fitness and/or business center(s), common space, and individual unit entrances or other similar uses.
- » **Reg-181.** Building massing along Friars Road shall be split into multiple planes to allow for visual breaks. This may be accomplished via offsetting planes, courtyards, varied setbacks, and/or other design features.



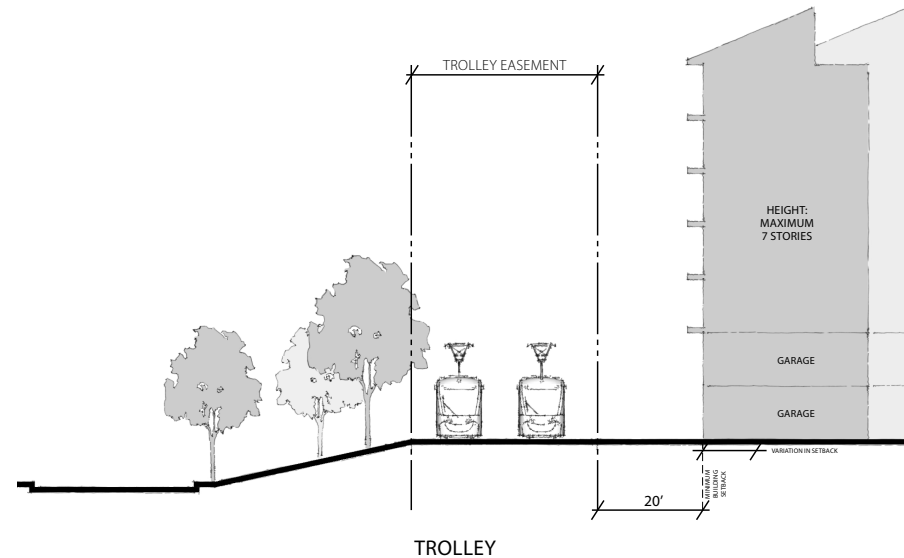


### *Special Treatment Area - Trolley Interface*

The Riverwalk neighborhood is unique, not only in that the Green Line Trolley runs through the middle of it, but also because the trolley tracks are at times elevated and at times at-grade. The curvature of the trolley tracks should be accentuated with landscape pockets and tree groupings to visually break up the building masses. Additionally, building architecture may take cues from this unusual articulation, such as ground floor gathering elements (such as patios or retail gathering spaces) with a curved element. The following apply to this special edge treatment:

- » **Reg-182.** Individual unit entries and/or secondary building entries for individual units or buildings shall be incorporated on the south elevation of all buildings adjacent to the trolley.
- » **Reg-183.** Activation along this edge shall include residential patios or balconies overlooking the Riverwalk River Park along the trolley line, windows along the southern elevation, and well-lit seating and gathering space where appropriate along this interface.
- » **Reg-184.** Within the 20-foot buffer between the trolley tracks and North District development, a pathway to accommodate pedestrian travel shall be constructed.

- » **Reg-185.** The minimum setback of buildings from the trolley easement shall be 20 feet.



### 6.6.2 Central District

The Central District is located between the trolley tracks and the San Diego River and is strongly influenced by these features. Since the San Diego River and the adjacent Riverwalk River Park are central features that identify the Riverwalk Specific Plan, this District provides a variety of opportunities to engage with the river through public parks, pedestrian and bicycle paths and trails, private views from the residential units, and the repurposed golf course clubhouse. The Riverwalk Specific Plan envisions repurposing the existing golf course clubhouse into a retail or restaurant space that affords views of the San Diego River and the Riverwalk River Park and possibly includes private gathering and/or event space. The public parks, residential developments, and retail spaces should visually engage with the San Diego River and create spaces that allow an increased appreciation of the river. Further, the pedestrian/bicycle bridges over the river and the connecting trails/paths allow human connections to the Riverwalk River Park and the southeast corner of the Riverwalk Specific Plan.

The northern edge of the Central District is Riverwalk Drive and the trolley tracks; therefore, the ground level and active transportation experience must be embraced through architecture and creating public spaces – formal and informal. The transit/trolley stop will allow visitors direct access to and from the Riverwalk River Park. The view from the transit/trolley stop toward/into the Riverwalk River Park and the south side of this portion of Mission Valley will be panoramic and create a significant draw for visitors. For many people, Riverwalk Drive will serve as a gateway to the trails and paths along the river, not only within Riverwalk, but beyond to Ocean Beach in the west and toward the headwaters to the east in Santee. Points of connection between the buildings should provide opportunities to enhance the public and resident experience. Table E-3, *Central District Zoning and Development Regulations*,

contains District-specific regulations necessary to ensure development unfolds as envisioned in this Specific Plan.

#### ***Design Considerations***

There are two major features of Riverwalk that are located adjacent to the Central District: the San Diego River (and the associated Riverwalk River Park) and the trolley. The San Diego River is a significant community and regional asset that is embraced by Riverwalk, and the architecture should reflect the river's importance. Buildings and open space within the Central District should take advantage of the proximity of the river by creating view corridors, overlooks, and pedestrian/bicycle connections to the river. While the transit/trolley stop is in the adjacent North District, the transit/trolley stop is a critical component of the Riverwalk Specific Plan and the Central District, as this is the access point to the neighborhood for anyone traveling via transit.

The following applies to the Central District:

- » ***Reg-186.*** The design of the transit/trolley stop shall be activated through the use of plazas and/or paseos and landscaping.

### *Building Form, Massing, and Articulation*

The following policies ensure that the built environment within the Central District includes articulation and variety that creates character and a unique identity. Regardless of construction type of building, these guidelines provide for detail and variation at the pedestrian scale, as well as on higher floors of the buildings.

- » **Policy-99.** Development should allow for a variety of building forms that aim to reduce bulk and scale.
- » **Reg-187.** Use of smaller forms, such as narrow planes within broader planes, or selective mezzanine elements, shall be incorporated to refine building massing and reduce bulk of buildings while adding to building identity and wayfinding.
- » **Reg-188.** Development shall incorporate design elements along the ground plane that provide visual interest to pedestrians. This may include articulated entries, exterior staircases, recessed massing, windows, bay windows, or similar elements.

### *Special Treatment Area - Riverwalk River Park Interface within the Central District*

Due to the location the Central District as a prominent development area adjacent to the Riverwalk River Park, buildings along these edges shall provide a natural and organic interface with the San Diego River. Development should step away from the river, and buildings may increase in height as the distance from the San Diego River increases. The following apply to this special edge treatment:

- » **Reg-189.** The buildings fronting the San Diego River within the Central District shall comply with the following setbacks and step-backs from the River Corridor Area:
  - ♦ A minimum 10-foot setback is required for buildings up to 35 feet in height.
  - ♦ A minimum 20-foot setback is required for buildings between 35 feet and 45 feet in height.
  - ♦ A minimum 30-foot setback is required for buildings between 45 feet and 85 feet in height.
  - ♦ At 85-foot setback, the maximum building height allowed shall not exceed one-foot of setback per each one-foot of building height (45 degrees).
  - ♦ At a minimum 115-foot setback, building heights shall be determined by the underlying zone.
- » **Reg-190.** Buildings shall vary to provide horizontal building movement, with such features as varied setbacks, articulated building façades (such as recessed portions or pop outs), and stepped massing.

### 6.6.3 South District

The South District has as its focus the Riverwalk River Park, which is a combination of open space areas such as the San Diego River, a wetland buffer, natural open space, active open space, passive open space, and public trails/paths. The South District is located on the south side of the San Diego River and is expected to include the majority of the employment land uses of the Riverwalk Specific Plan; however, other uses envisioned for Riverwalk are allowed within this District.

Mission Valley is a mixed-use community; the Riverwalk Specific Plan continues this development pattern through the inclusion of residential, office, retail, and the Riverwalk River Park. Providing a mixed-use development with uses convenient to the various modes of transportation is an important element of the overall plan. In this instance, the office area is located adjacent to I-8, on- and off-ramps to the freeway system, and close to the Fashion Valley Transit Center and the Riverwalk Specific Plan transit/trolley stop. Further, the commercial area is located close to the Riverwalk River Park and existing shopping, residential, and hotels. Table E-4, *South District Zoning and Development Regulations*, contains District-specific regulations necessary to ensure development unfolds as envisioned in this Specific Plan.

#### *Design Considerations*

The South District anticipates to develop as the employment hub of Riverwalk. This District also interfaces with the Riverwalk River Park, which is a mix of active park areas and passive open space areas, as well as the San Diego River Park Master Plan area. The active use areas and park-fronting buildings should be oriented toward and encourage engagement with the San Diego River and are intended to serve as a draw for the broader community. Retail uses and spaces should be provided to serve employees of the office buildings, as well as visitors to the Riverwalk River Park. Retail uses oriented toward plazas, paths, and view corridors are strongly encouraged.

The following apply to the South District:

- » **Reg-191.** Pedestrian access from the streets into the area and the non-fronting elevations shall be provided.
- » **Reg-192.** Building elevations shall include pedestrian plazas or other ground-plane elements that encourage pedestrian activity.
- » **Reg-193.** All of the uses within the South District shall emphasize active transportation and pedestrian engagement.

*Special Treatment Areas - Development Interface South of the San Diego River*

A portion of the South District has potential to interface with the San Diego River Park Master Plan area. The following policies apply to this special edge treatment:

- » **Policy-100.** Buildings fronting the river should provide a natural and organic interface with the San Diego River with plazas and ground-plane activation.
- » **Policy-101.** As development moves away from the river and increases in intensity, buildings fronting Hotel Circle North and Fashion Valley Road should provide a more urban feel through use of larger massing and simple materials.
- » **Reg-194.** The buildings fronting the San Diego River within the South District shall comply with the following setbacks and step-backs from the River Corridor Area:
  - ◆ A minimum 10-foot setback is required for buildings up to 35 feet in height.
  - ◆ A minimum 20-foot setback is required for buildings between 35 feet and 45 feet in height.
  - ◆ A minimum 30-foot setback is required for buildings between 45 feet and 85 feet in height.
  - ◆ At 85-foot setback, the maximum building height allowed shall not exceed one-foot of setback per each one-foot of building height (45 degrees).
  - ◆ At a minimum 115-foot setback, building heights shall be determined by the underlying zone.

*Special Treatment Areas – Freeway Interface*

Residential development may occur within the South District. Where residential development front Hotel Circle North and, therefore, the I-8 freeway, the following apply:

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



## **7 IMPLEMENTATION**

### **7.1 LAND USE TYPES, DEVELOPMENT DENSITY / INTENSITY, AND ZONING**

Approval of the Riverwalk Specific Plan, concurrent with the approval of the Vesting Tentative Map, results in applying land uses and development densities/intensities to the 195-acre Specific Plan area and rezoning property within Riverwalk to the City-wide zones. The resulting land uses, development density/intensity, and zones are shown in Table 7-1, *Riverwalk Land Uses, Zones, and Development Density/Intensity*. The zones for Riverwalk are depicted in Figure 7-1, *Zoning Map*. The City-wide base zones are established in LDC Chapter 13, with regulations and Tailored Development Standards of this Specific Plan.

The Land Development Code (effective February 28, 2018) shall be the governing regulatory document for development in Riverwalk, with regulations and Tailored Development Standards as specified in this Specific Plan and the Riverwalk Development Agreement, unless the applicant volunteers to comply with local regulations adopted thereafter. Permitted uses and development regulations of the designated zone will govern the development of the lot or group of lots unless modified by this Specific Plan. Private open space lots may be included in the calculation of overall project density.

**Table 7-1. Riverwalk Land Uses, Zones, and Development Density / Intensity**

| Land Use  | Allowable Zone(s) <sup>1</sup>                  | Acreage (acres) <sup>2</sup> | District Development Density / Intensity   |
|---|---|------------------------------|--|
| <b>North District</b>                               |   |                              |  |
| Mixed-Use   | RM-4-10<br>CC-3-9                               | 44.3                         | 3,415 units Residential<br>110,300 square feet Commercial Retail<br>65,000 square feet Office and Non-retail Commercial  |
| Private Parks                                       | RM-4-10<br>CC-3-9                               | 10.2                         | 10.2 acres Parks <sup>4</sup> and Open Space   |
| <b>Central District</b>                             |   |                              |  |
| Mixed-Use   | CC-3-9  | 10.4                         | 885 units Residential<br>13,100 square feet Commercial Retail  |
| Public Parks  | OP-1-1  | 5.5                          | 5.5 acres Parks <sup>4</sup> and Open Space  |
| Private Parks & Open Space                          | CC-3-9  | 1.5                          | 1.5 acres Parks <sup>4</sup> and Open Space  |
| <b>South District</b>                               |   |                              |  |
| Mixed-Use   | CC-3-9  | 11.0                         | 28,600 square feet Commercial Retail<br>935,000 square feet Office and Non-retail Commercial   |
| <b>Park District</b>                                |   |                              |  |
| Public Parks  | OP-1-1  | 45.6 <sup>3</sup>            | 45.6 acres Parks <sup>4</sup>  |
| MHPA/River Channel/No Use Buffer                    | OC-1-1  | 34.6 <sup>3</sup>            | 34.6 acres Open Space  |
| <b>Roadways</b>                                     |   |                              |  |
| Public Streets                                      | RM-4-10   | 27.8                         | N/A  |
| Private Driveways                                   | CC-3-9  | 3.7                          | N/A  |
| Street J Irrevocable Offer to Dedicate Right-of-Way | CC-3-9  | 1.8                          | N/A  |
| Street U Irrevocable Offer to Dedicate Right-of-Way | OP-1-1<br>OC-1-1                                | 6.1                          | N/A  |
| <b>Maximum Project Density / Intensity</b>          | <b>RM-4-10<br/>CC-3-9<br/>OP-1-1<br/>OC-1-1</b> | <b>195.0</b>                 | <b>4,300 units Residential<br/>152,000 square feet Commercial Retail<br/>1,000,000 square feet Office and Non-retail Commercial<br/>97 acres of Parks and Open Space</b> |

<sup>1</sup> All developments shall comply with the base zone and supplemental development regulations as specified in the City's LDC Sections 143.0410, 143.0420, and 143.0460 (effective February 28, 2018), as modified by Riverwalk Specific Plan Tables 6-1, E-2, E-3, E-4, and E-5, unless otherwise approved as a deviation from the base zone.

<sup>2</sup> Table acreages are approximate and may vary as final mapping for specific development areas occurs. Acreages may not add due to rounding.

<sup>3</sup> Calculations include acreage for IODs for extensions of future public Streets 'J' and 'U'. Should these roads not be constructed, resulting acreage of Public Park and MHPA/River Channel/No Use Buffer are estimated to be 52.7 and 40.0 acres, respectively.

<sup>4</sup> Public and Private Parks may include retail ancillary to the primary park use, such as pushcarts, food trucks, concession stands, consistent with the Park GDP processed with the Riverwalk project.

Figure 7-I. Zoning Map



## 7.2 PHASING

Implementation of the Riverwalk Specific Plan requires the construction of new infrastructure and public facilities, as well as upgrades to existing infrastructure, as part of the project implementation. Improvements are necessary to the circulation network, drainage facilities, water and sewer facilities, and private facilities/infrastructure.

Roadway improvements will be constructed in accordance with phasing improvements as presented in the Riverwalk Transportation Impact Analysis (September 24, 2020) and the Riverwalk Program EIR (Project No. 581894; SCH no. 2018041028), and in accordance with obligations in the Riverwalk Development Agreement. Compliance with these documents will ensure that the circulation system is safe and efficiently provided as the project is built-out. All infrastructure improvements will also be phased in a logical progression to meet the development needs associated with each phase and District.

Development and associated improvements within Riverwalk will occur based on thresholds that cannot be exceeded until the respective infrastructure for each development phase has been constructed and/or assured to the satisfaction of the City Engineer. Build-out of the Specific Plan will occur concurrently with the single- or multi-phased closure of the Riverwalk Golf Course operations.

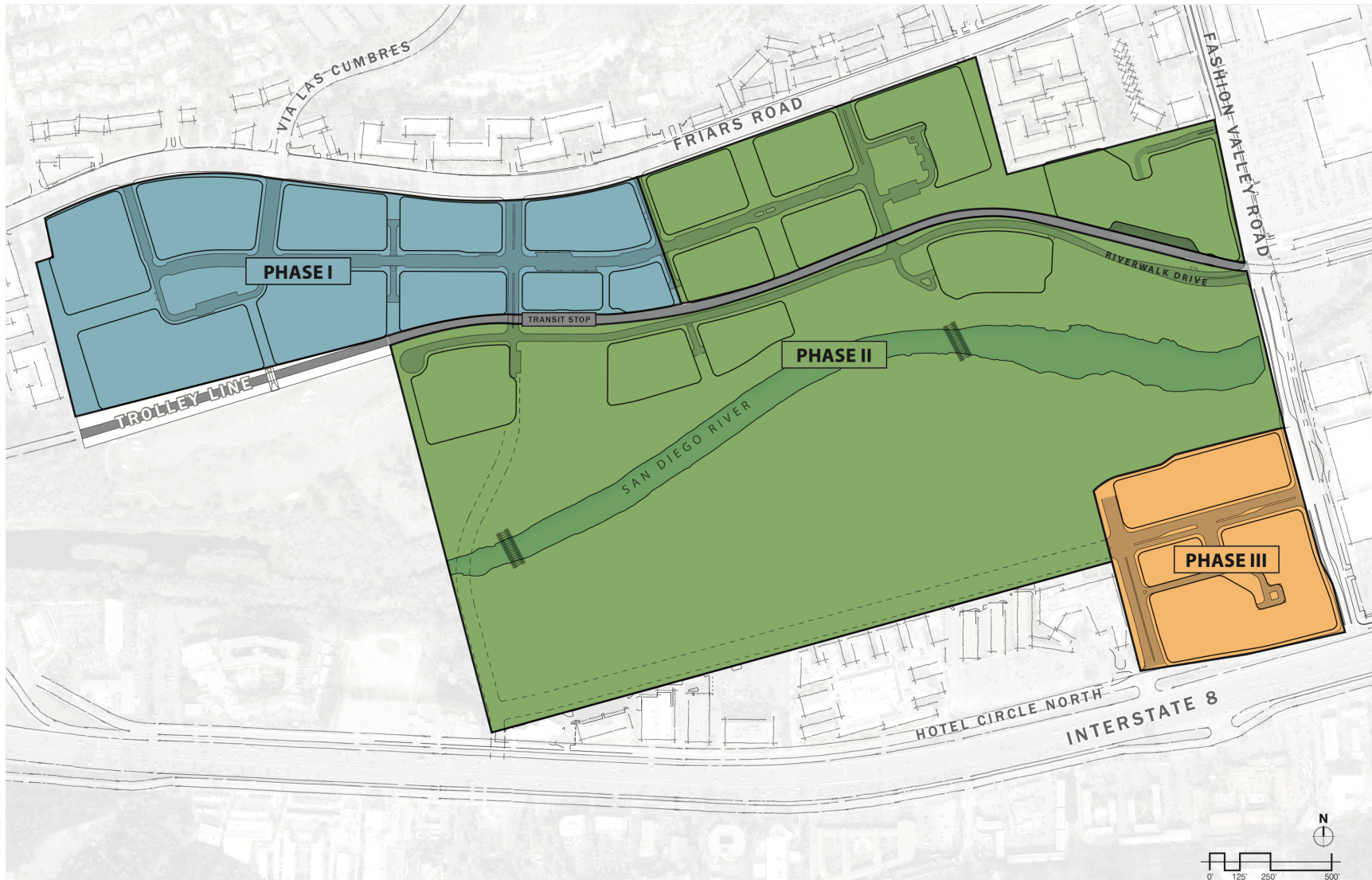
Table 7-2, *Riverwalk Phasing Summary Table*, outlines the general approach to development within Riverwalk, which are illustrated in Figure 7-2, *Riverwalk Phasing Plan*.

**Table 7-2. Riverwalk Phasing Summary Table**

| Phase | Year | Development   |
|-------|------|---|
| I     | 2025 | <ul style="list-style-type: none"> <li>» 1,910 multi-family dwelling units</li> <li>» 110,300 square feet commercial retail</li> <li>» 65,000 square feet non-retail commercial (multi-tenant office)</li> <li>» 1.6 acres developed park</li> <li>» 3.11 acres undeveloped park</li> <li>» Construction of Riverwalk transit stop</li> </ul> |
| II    | 2030 | <ul style="list-style-type: none"> <li>» 2,390 multi-family dwelling units</li> <li>» 13,100 square feet commercial retail</li> <li>» 26.27 acres developed park</li> <li>» 53.48 acres undeveloped park (including the Riverwalk River Park)</li> </ul>  |
| III   | 2035 | <ul style="list-style-type: none"> <li>» 28,600 square feet commercial retail</li> <li>» 935,000 square feet non-retail commercial (multi-tenant office)</li> <li>» 2.2 acres undeveloped park</li> </ul>   |



**Figure 7-2. Riverwalk Phasing Plan**





### 7.3 DEVELOPMENT PROJECT REVIEW

As articulated throughout the Specific Plan, the Riverwalk community is a pedestrian-oriented, mixed-use development that flanks the Green Line trolley. The development of Riverwalk is anticipated to occur over a period of 20 years or more. This Specific Plan is a planning and regulatory document that specifies the intensity of development, allowed land uses, and development regulations for the Maximum Project Density/Intensity within Riverwalk as identified in Table 7-1.

The *Development Project Review Process* for Riverwalk is established in Table 7-4. The permitted land uses that may occur within Riverwalk's various Districts are governed by the zones described in this Specific Plan and shall be in accordance with the development regulations presented in the City's Land Development Code (effective February 28, 2018) for applicable zone(s) in each District, with regulations and Tailored Development Standards as specified in this Specific Plan (see Figure 7-1, *Zoning Map*). Development in Riverwalk is envisioned to occur at Maximum Project Density/Intensity. While changes are not foreseeable at this time, City regulations permit changes to the Maximum Project Density/Intensity, as defined in Categories 2 through 4 of Table 7-4.

Development within Riverwalk has a relationship to vehicle traffic based on land use category and Maximum Project Density/Intensity and has been evaluated in the Transportation Impact Analysis (TIA) and Mobility Assessment (MA) prepared for the Riverwalk Specific Plan by Linscott, Law, & Greenspan and Urban Systems Associates, Inc. (September 24, 2020 and September 2020, respectively). In compliance with Senate Bill 743 (SB 743), Riverwalk's potential CEQA Transportation impacts are evaluated using a Vehicle Miles Traveled (VMT) metric, pursuant to recommendations from the Governor's Office of Planning and Research (OPR) in December 2018

(Technical Advisory on Evaluating Transportation Impacts in CEQA). Public Resources Code section 20199, enacted pursuant to SB 743, identifies VMT as an appropriate metric for measuring CEQA transportation impacts and eliminates the use of Auto Delay/Level of Service (LOS) as a metric for measuring transportation impacts of land use projects for CEQA purposes statewide.

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

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

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

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

**Table 7-3. Riverwalk Traffic Limitations**

| Overall ADT<br>(Driveway Trips) | Overall<br>AM Peak Hour Trips |            | Overall<br>PM Peak Hour Trips |            |
|---------------------------------|-------------------------------|------------|-------------------------------|------------|
| 41,186                          | 3,224                         |            | 4,302                         |            |
|                                 | IN: 1,591                     | OUT: 1,633 | IN: 2,171                     | OUT: 2,131 |

Further, with each Building Permit application, cumulative EDUs as identified in the corresponding *Specific Plan Implementation Table* shall be cross-referenced with the TIP to ensure necessary transportation improvements are implemented as the project reaches those EDU thresholds identified in the TIP (Appendix D, Table D-2).

### 7.3.1 Development Project Review Process

Applications for construction permits or other approvals shall be acted upon in accordance with one of the five decision processes established in LDC Section 112.0500 through LDC Section 112.0510. Based on the City's decision processes, Table 7-4, *Development Project Review Process*, outlines the various categories of review for development projects within Riverwalk. Each project review category is elaborated below.

The permittee intends to construct the Maximum Project Density/Intensity. While no changes to the Maximum Project Density/Intensity are anticipated or foreseeable at this time, City regulations permit changes to permitted development using the City's five decision processes. The review process for such changes is identified in Table 7-4. The City shall comply with CEQA prior to implementing changes exceeding the Maximum Project Density/Intensity. The CEQA compliance method will depend on future facts and circumstances.

**Table 7-4. Development Project Review Process**

| Project Category | Development Project   | City Review Process  |
|------------------|---|--|
| 1                | Development that meets all of the following criteria: <ul style="list-style-type: none"> <li>✓ Consistent with base zone use and Specific Plan Land Use Designations, as amended to include separately regulated uses in the base zone, which are included in Chapter 6 and Appendix E of this Specific Plan.</li> <li>✓ Does not exceed the Maximum Project Density/Intensity for the project described in Table 7-1 and monitored in Appendix D.</li> <li>✓ Consistent with base zone development regulations, including regulations and Tailored Development Standards established by the Specific Plan.</li> <li>✓ Consistent with all applicable Riverwalk conditions of approval.</li> <li>✓ Consistent with all Development Standards and Guidelines established in the Specific Plan (Chapter 6 and Appendix E).</li> </ul> | Process One<br>(Construction Permit)   |
| 2                | Development that meets one of the following criteria: <ul style="list-style-type: none"> <li>✓ a. Development that exceeds the Maximum Project Density/Intensity described in Table 7-1 and the City concludes no additional environmental documentation is required.</li> <li>✓ b. Development that requires an amendment to any development permit approved in concert with this Specific Plan that supports the findings for an infill project Neighborhood Development Permit (NDP).</li> <li>✓ c. Development that differs from or requests modifications to Development Standards and Guidelines established in the Specific Plan (Chapter 6 and Appendix E).</li> </ul>  | Process Two<br>(NDP)   |
| 3                | Development that requires an amendment to the Riverwalk Site Development Permit (SDP) that does not support the findings for an infill project deviation pursuant to Land Development Code Section 143.0920.  | Processed pursuant to Land Development Code for SDP Amendments                   |
| 4                | Development that involves a separately regulated use in the base zones not included in Chapter 6 of this Specific Plan.   | Processed pursuant to Land Development Code Separately Regulated Use Regulations |
| 5                | Development that requires any of the following: <ul style="list-style-type: none"> <li>✓ Rezone</li> <li>✓ Specific Plan Amendment</li> <li>✓ Development Agreement Amendment</li> </ul>  | Process Five   |

» **Project Review Category 1** – Category 1 implements the Maximum Project Density/Intensity described in Table 7-1. Applications for development of lots within the Maximum Project Density/Intensity shall be deemed to conform to objective standards and shall be processed ministerially in accordance with a Process One upon City determination that the application:

- ♦ Is consistent with base zone use and Specific Plan Land Use Designations, as amended to include separately regulated uses in the base zone, which are included in Chapter 6 and Appendix E of this Specific Plan;
- ♦ Does not exceed the Maximum Project Density/Intensity for the project described in Table 7-1, and monitored in Appendix D;
- ♦ Is consistent with base zone development regulations, including regulations and Tailored Development Standards established by the Specific Plan;
- ♦ Is consistent with all applicable Riverwalk conditions of approval, including those outlined in Appendix D, Table D-2;
- ♦ Is consistent with Development Standards and Guidelines established in the Specific Plan (Chapter 6 and Appendix E).

» **Project Review Category 2** – Project Review Category 2 applies to applications in three scenarios as described below.

***Project Review Category 2a: Applications proposing to exceed the Maximum Project Density/Intensity described in Table 7-1.*** Unlike Project Review Category 1, for projects that propose to exceed the Maximum Project Density/Intensity described in Table 7-1, discretionary review of an NDP is needed to evaluate land planning and environmental consequences. Appropriate environmental review would be conducted in accordance with the City's Land Development Code, Section 128.03 and the CEQA Statute and Guidelines, which may include a 15162 analysis or other similar

CEQA process available at that time, depending on facts and circumstances.

***Project Review Category 2b: Applications proposing to amend project development permits with substantial evidence to support the findings for an infill project NDP.*** The Riverwalk project is located within a Transit Priority Area (TPA). Therefore, it qualifies as an infill project pursuant to Land Development Code Section 143.0915(b)(2). Whenever there is substantial evidence for the proposed amendment to any development permit approved in concert with this Specific Plan to support the findings for an infill project deviation pursuant to Land Development Code Section 143.0920 or other LDC section, the amendment shall be processed in accordance with a Process Two NDP. Regardless of the process for the original development permit approved in concert with this Specific Plan, when an amendment is proposed, the Specific Plan permits the applicant to use the same Process Two benefits other infill projects in the City are permitted to use. Appropriate environmental review would be conducted in accordance with the City's Land Development Code, Section 128.03 and the CEQA Statute and Guidelines, which may include a 15162 analysis or other similar CEQA process available at that time, depending on facts and circumstances.

***Project Review Category 2c: Requested modifications to a design standard or standards.*** There may be instances where a design standard or standards in the Specific Plan requires changes to reflect preferred design requirements for build-out of the Specific Plan; for example, a new or modified design standard in response to contemporaneous architecture or design that results in a better overall design than would occur with strict compliance with the Specific Plan's design standards. Such modifications to a design

standard or standards in the Specific Plan shall be processed in accordance with Process Two NDP. Appropriate environmental review would be conducted in accordance with the City's Land Development Code, Section 128.03 and the CEQA Statute and Guidelines, which may include a 15162 analysis or other similar CEQA process available at that time, depending on facts and circumstances.

- » **Project Review Category 3** – Project Review Category 3 applies to development projects that propose a formal amendment to the SDP approved in concert with this Specific Plan and the findings for an infill project NDP cannot be made. In those situations, an SDP amendment shall be processed in accordance with the City's regulations. Appropriate environmental review would be conducted in accordance with the City's Land Development Code, Section 128.03 and the CEQA Statute and Guidelines, which may include a 15162 analysis or other similar CEQA process available at that time, depending on facts and circumstances. This Project Review Category does not include Wetland Deviations, as they are required to be Process 4.

- » **Project Review Category 4** – The Specific Plan approves certain Separately Regulated Uses specified in Chapter 6. Should an applicant propose a Separately Regulated Use in the base zone that is not already included in Chapter 6, the use is only permitted following the applicable process set forth in the Land Development Code (Chapter 14, Article 1.)

A variety of Separately Regulated Uses are addressed in the Land Development Code, generally falling within Separately Regulated Use categories – those determined to be allowed as a Limited Use, those requiring a Neighborhood Use Permit (NUP), and those requiring a CUP. The City review process for those uses varies. The Land Development Code procedures set forth in Chapter 14, Article 1 shall govern which development process is required when the use is not already included in Chapter 6 of the Specific Plan. A Separately Regulated Use that requires discretionary approval will require CEQA review. Appropriate environmental review would be conducted in accordance with the City's Land Development Code, Section 128.03 and the CEQA Statute and Guidelines, which may include a 15162 analysis or other similar CEQA process available at that time, depending on facts and circumstances.

- » **Project Review Category 5** – Applications that require a rezone, Specific Plan Amendment, or Development Agreement Amendment, shall be processed pursuant to LDC Process Five following the appropriate CEQA procedure and documentation.

Amendments to development permits, such as an NDP or SDP approved in concert with or subsequent to approval of the Specific Plan do not require an amendment to the Specific Plan, Development Agreement, Rezone, Community Plan Amendment, and/or General Plan Amendment.



## **7.4 AFFORDABLE HOUSING**

Because using transit is less expensive than vehicle ownership, providing affordable housing near transit can save families time and money. Studies show that occupants of affordable housing utilize transit at higher rates than occupants of market rate homes. Accordingly, Riverwalk proposes to build on-site affordable housing within the project to capitalize on the new trolley stop that will be provided. Affordable housing units may be provided in standalone buildings integrated into the neighborhood or individual units integrated within market rate buildings. Affordable housing units will have access to the same neighborhood amenities as the market rate units.

Approved in concert with this Specific Plan is an agreement with the San Diego Housing Commission to construct affordable housing units on-site. In accordance with that agreement, the project will provide 10 percent of the total market rate units built at Riverwalk as affordable housing reserved for income qualified households.

## **7.5 LOT CONSOLIDATION / RECONFIGURATION**

As with any property in the City, lot consolidations, boundary line adjustments, lot-tie agreements, and further subdivisions are permitted in the Specific Plan area pursuant to the rules and regulations for such approvals in the San Diego Municipal Code and State Subdivision Map Act.

## **7.6 FINANCING STRATEGIES**

Section 65451 of the California Government Code requires that a Specific Plan include financing measures necessary to implement a proposed project. Typically, a variety of financing measures can be used to finance construction of the project and include, but are not limited to, special assessments districts, general obligation bonds, revenue bonds, tax increment financing (e.g., Enhanced Infrastructure Financing District), various types of exactions, and other private financing methods. All project-related improvements within Riverwalk are the financial responsibility of future builders subject to the details of the Riverwalk Development Agreement dated XXXX.

## 7.7 MAINTENANCE REQUIREMENTS

Maintenance areas and responsibilities are shown in Figure 7-3, *Maintenance Requirements*. Maintenance shall be the responsibility of the City and property owners within Riverwalk, as described below.

### 7.7.1 *Parkways and Public Areas*

Riverwalk includes development of public common space, public areas, landscaped parkways that support pedestrian activities, and landscaped medians that provide an aesthetic backdrop to development. The maintenance of these common areas shall be the responsibility of the developer(s), a Property Owners Association, Community Facilities District, Maintenance Assessment District, Property Business Improvement District, or similar assessment district established for Riverwalk.

For public areas with enhanced improvements within the project and along the project frontage, the developer shall enter into a bonded maintenance agreement assuring maintenance of all landscaping and appurtenances within the right-of-way until such time as a Maintenance Assessment District, Homeowners Association, Master Association, Property Business Improvement District, Property Owners Association, Community Facilities District, or other such mechanism is established for maintenance of all landscaping and appurtenances.

### 7.7.2 *Private Development Landscaped Areas*

Landscaping, private recreational amenities and open areas will also be developed in conjunction with private development proposals. The maintenance of these areas will be the responsibility of individual property owners or a Maintenance Assessment District, Homeowners Association, Master Association, Property Business Improvement District, Property Owners Association, Community Facilities District, or other such mechanism.

Figure 7-3. Maintenance Requirements

