



THE CITY OF SAN DIEGO

ENVIRONMENTAL IMPACT REPORT

Project No. 581984
SCH No. 2018041028

SUBJECT: Riverwalk: A request for the RESCISSION OF THE LEVI-CUSHMAN SPECIFIC PLAN, MISSION VALLEY COMMUNITY PLAN AMENDMENT, GENERAL PLAN AMENDMENT, LAND DEVELOPMENT CODE AMENDMENT to remove the Community Plan Implementation Overlay Zone (CPIOZ) from the site, ADOPTION of the RIVERWALK SPECIFIC PLAN, REZONE from OP-1-1 to CC-3-9 and CC-3-9 to OP-1-1, VESTING TENTATIVE MAP, various PUBLIC RIGHT-OF-WAY EASEMENT VACATIONS, PARK GENERAL DEVELOPMENT PLAN, FINANCING DISTRICT FORMATION, PUBLIC IMPROVEMENT AGREEMENTS, DEVELOPMENT AGREEMENT, SITE DEVELOPMENT PERMIT, and a CONDITIONAL USE PERMIT (CUP) to amend CUP No. 94-0563 to adopt the Riverwalk Specific Plan to establish goals, policies, development standards and architectural guidelines for a transit-oriented development (TOD) with a range of land uses, comprised of four districts. Land uses within the Specific Plan would include parks and open space, multi-family residential, commercial retail, and office and non-retail commercial. Buildout of Riverwalk Specific Plan would provide approximately 97 acres of parks, open space, and trails; 4,300 residential units; 152,000 square feet of commercial retail space; and 1,000,000 square feet of office and non-retail commercial use. The Riverwalk Specific Plan area is divided into four planning districts: North District, Central District, South District, and Park District. The approximate 195-acre 27-hole Riverwalk Golf Course is located at 1150 Fashion Valley Road. The General Plan designates the project site as Commercial Employment, Retail, and Services, in the northeastern and central portions of the site; Multiple Use, in the northern and southern portions of the site; Residential, in the western portion of the site; and Park, Open Space, and Recreation, in the central portion of the site. The Mission Valley Community Plan designates the project site as Residential (High Density) in the northeastern and northwestern portions of the site; Office and Visitor Commercial in the northcentral, northeastern, and southeastern portions of the site; and Potential Park/Open Space in the central portion of the site. The Levi-Cushman Specific Plan identifies the project site for a mix of residential, retail, office, hotel, and recreational uses. Zoning on the site are CC-3-9 (Commercial—Community) in the central, northeastern, and southeastern portions of the site; RM-4-10 (Residential—Multiple Unit) in the northwestern and northeastern portions of the site; OP-1-1 (Open Space—Park) in the central portion of the site, and OC-1-1 (Open Space - Conservation) in the central portion of the site. Additionally, the site is located within a Community Plan Implementation Overlay Zone (CPIOZ-A), the Airport Land Use Compatibility Overlay Zone for Montgomery Field, the Airport Influence Area (AIA) for San Diego International Airport (SDIA) and Montgomery Field (Review Area 2), the Federal Aviation Administration Part 77 Notification Area for

the SDIA and Montgomery Field, Transit Area Overlay Zone, and Transit Priority Area. (Parcel 1: APN: 437-240-03, 437-240-26, 437-240-27; Parcel 2: 437-240-28, 437-240-29; Parcel 3: 436-611-06, 436-611-29, 436-611-30, 436-650-14). Applicant: SD Riverwalk LLC.

UPDATE: **October 6, 2020. Clarifications/revisions, additional information, and typographical corrections have been made to the final Environmental Impact Report when compared to the draft environmental document. In accordance with Section 15088.5 of the California Environmental Quality Act, the addition of new information that clarifies, amplifies, or makes insignificant modifications and would not result in new impacts or no new mitigation does not require recirculation.**

Pursuant to Section 15088.5(a) of the CEQA Guidelines: "Significant new information" requiring recirculation includes, for example, a disclosure or additional data or other information showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.**
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.**
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.**
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.**

The modifications made to the final environmental document do not affect the analysis or conclusions of the Environmental Impact Report. All revisions are shown in a ~~strikeout~~ and/or underline format.

ENVIRONMENTAL DETERMINATION:

This document has been prepared by the City of San Diego's Environmental Analysis Section under the direction of the Development Services Department and is based on the City's independent analysis and conclusions made pursuant to 21082.1 of the California Environmental Quality Act (CEQA) Statutes and Sections 128.0103(a), 128.0103(b) of the San Diego Land Development Code.

Based on the analysis conducted for the project described above, the City of San Diego, as the Lead Agency, has prepared the following Environmental Impact Report. The analysis addressed the following issue area(s) in detail: **Land Use, Transportation/Circulation, Visual Effects/Neighborhood Character, Biological Resources, Air Quality, Historical Resources, Energy, Noise, Greenhouse Gas Emissions, Tribal Cultural Resources, Geologic Conditions, Hydrology, Public Utilities, Water Quality, Public Services and Facilities, and Health and**

Safety. The EIR concluded that the project would result in significant but mitigated environmental impacts to **Biological Resources, Historical Resources, Noise, and Tribal Cultural Resources**, and significant and unmitigated impacts to **Air Quality**. All other impacts analyzed in the Draft EIR were determined to be less than significant.

The purpose of this document is to inform decision-makers, agencies, and the public of the significant environmental effects that could result if the project is approved and implemented, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

PUBLIC REVIEW DISTRIBUTION:

The following agencies, organizations, and individuals received a copy or notice of the draft Environmental Impact Report and were invited to comment on its accuracy and sufficiency.

Federal Government

U.S. Environmental Protection Agency (19)
U.S. Fish and Wildlife Service (23)
U.S. Army Corps of Engineers (26)

State of California

Caltrans, District 11 (31)
California Department of Fish and Wildlife (32)
Regional Water Quality Control Board (44)
State Clearinghouse (46A)
California Transportation Commission (51)
California Department of Transportation (51A)
California Department of Transportation (51B)
Native American Heritage Commission (56)
Kevin Schumacher, California Public Utilities Commission

City of San Diego

Mayor's Office (91)
Councilmember Bry, District 1 (MS 10A)
Councilmember Campbell, District 2 (MS 10A)
Councilmember Ward, District 3 (MS 10A)
Councilmember Montgomery, District 4 (MS 10A)
Councilmember Kersey, District 5 (MS 10A)
Councilmember Cate, District 6 (MS 10A)
Councilmember Sherman, District 7 (MS 10A)
Councilmember Moreno, District 8 (MS 10A)
Councilmember Gomez, District 9 (MS 10A)
Development Services Department
 EAS
 Transportation
 LDR Planning
 LDR Landscaping

City of San Diego - continued

LDR Geology
LDR Engineering
LDR Map Check
Plan-Historic
PUD Water and Wastewater Development
Development Project Manager
Planning Department
Long Range Planning
Park Planning
MSCP
Plan Facilities Planning
Environmental Services Department
Fire-Rescue Department
San Diego Police Department
Public Utilities Department
Transportation Development - DSD (78)
Development Coordination (78A)
Fire and Life Safety Services (79)
Parks and Recreation Board (83)
Historical Resources Board (87)
San Diego Housing Commission (88)
Parks and Recreation (89)
Tom Tomlinson, Facilities Financing (93B)
City Attorney (93C)
Wetlands Advisory Board (171)

Other Interested Organizations, Groups, and Individuals

San Diego Association of Governments (108)
San Diego Regional Airport Authority (110)
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Other Interested Organizations, Groups, and Individuals - continued

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Save Our Heritage Organisation (214)
Ron Christman (215)
Clint Linton (215B)
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Friars Village HOA (328A)
Mary Johnson (328B)
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Mission Valley Planning Group (331)
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Gary Akin - San Diego Gas & Electric (381)
The San Diego River Coalition (334)
Linda Vista Planning Group (267)
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RESULTS OF PUBLIC REVIEW:

- () No comments were received during the public input period.
- () Comments were received but did not address the accuracy or completeness of the draft environmental document. No response is necessary and the letters are incorporated herein.
- (X) Comments addressing the accuracy or completeness of the draft environmental document were received during the public input period. The letters and responses are incorporated herein.



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Senior Planner
Development Services Department

May 15, 2020
Date of Draft Report

October 6, 2020
Date of Final Report

Analyst: Shearer-Nguyen

RIVERWALK

Final Environmental Impact Report

SCH No. 2018041028

Project No. 581984

September 2020

VOLUME I

Prepared for:

City of San Diego
Development Services Department
Land Development Review
1222 First Avenue, MS 501
San Diego, CA 92101-4155

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LIST OF ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
AD	Anno Domini
ADD	Assistant Deputy Director
ADMDs	Area Specific Management Directives
ADT	Average Daily Traffic
AEOZ	Airport Environs Overlay Zone
Af	artificial fills
AFG	Accelerated Forecasted Growth
AFY	acre-feet per year
AGR	Agricultural Supply
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUC Plan/ALCUP	Airport Land Use Compatibility Plan
AM/a.m.	morning
AMSL	above mean sea level
APCD	Air Pollution Control District
APE	area of potential effect
AQMP	Air Quality Management Plan
ARDAP	Archaeological Research and Data Recovery Program
ASCE	American Society of Civil Engineers
AST	above ground storage tank
ASTM	American Society for Testing and Materials
ATS	advanced treatment system
BAT	Best Available Technology Economically Achievable
B.C.	Before Christ
BCME	Biological Construction Mitigation/Monitoring Exhibit
BCT	Best Conventional Pollutant Control Technology
BFEs	base flood elevations
Bgs	below ground surface
BI	Building Inspector
BIOL	Preservation of Biological Habitats of Special Significance
BMP(s)	Best Management Practice(s)
BRT	Bus Rapid Transit
BSO	Biologically Superior Option
BTR	Biological Technical Report
CAAA	Federal Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standards
CAC	California Administrative Code
CalARP	California Accidental Release Prevention Program
CalEPA	California EPA
CAL FIRE	California Department of Forestry and Fire Protection
CALNAGPRA	California Native American Graves Protection and Repatriation Act of

LIST OF ACRONYMS AND ABBREVIATIONS

	2001
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAP	collective action plan
CARB	California Air Resources Board
CASQA	California Stormwater Quality Association
CBC	California Building Code
CC	Commercial-Community
CCAA	California Clean Air Act
CCR	California Code of Regulations
CD	Construction Documents
CDE	California Department of Education
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CE	Conservation Element
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CFS/cfs	cubic feet per second
CH ₄	methane
CHHSLS	California Human Health Screening Levels
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CHSC	California Health and Safety Code
CLOMR	Conditional Letter of Map Revision
CM	Construction Manager
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	CO ₂ equivalent
COCs	contaminants of Concern
CPA	Community Plan Amendment
CPIOZ	Community Plan Implementation Overlay Zones
CPTED	Crime Prevention Through Environmental Design
CPU	Community Plan Update
CPUC	California Public Utilities Commission
CRA	Colorado River Aqueduct
CRC	California Residential Code
CRHR	California Register of Historic Resources
CSMP	Construction Site Monitoring Program
CSVR	Consultant Site Visit Record Forms

LIST OF ACRONYMS AND ABBREVIATIONS

CUP	Conditional Use Permit
CUPAs	Certified United Program Agencies
CWA	Clean Water Act
cy	cubic yards
dB	decibel
dB(A)	A-weighted decibel
DDT	dichlorodiphenyltrichloroethane
DEH	County Department of Environmental Health
°	degrees, as in degrees Fahrenheit
DHS	San Diego Department of health Services
DIF	Development Impact Fee
DPM	Diesel Particulate Matter
DSD	City of San Diego Development Services Department
DTSC	Department of Toxic Substances
du/ac	dwelling units/acre
DWR	State Department of Water Resources
ED	Environmental Designee
EDR	Environmental Data Resources
EDU	equivalent dwelling unit
EIR	Environmental Impact Report
EISA	Energy independence Security Act of 2007
EMS	Emergency Medical Service
EMTs	Emergency Medical Technicians
EOC	City Emergency Operations Center
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
EPP	Essential Public Projects Option
ESA	Federal Endangered Species Act
ESA	Environmental Site Assessment
ESD	Environmental Services Department
ESL	Environmentally Sensitive Lands
et seq.	and the following
EVP	Economic Viability Option
°F	Fahrenheit
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
ft.	feet
FTA	Federal Transit Administration
FY	fiscal year
GC	Grading Contractor
GCC	global climate change
GDP	General Development Plan
GHG	greenhouse gas

LIST OF ACRONYMS AND ABBREVIATIONS

GIS	Geographic Information System
g/l	gram per liter
GPD	gallons per day
GWP	global warming potential
HAZNET	Hazardous Waste information System
HCP	Habitat Conservation Plan
HE	Housing Element
HFCs	hydrofluorocarbons
HFE	hydrofluorinated ethers
HMBEPs	Hazardous Materials Business Emergency Plan
HMBP	Hazardous Materials Business Plan
HMD	Hazardous Materials Division
Hr/hr	hour
H.R.	House Resolution
HRC	Historical Resources Council
HRG	Historical Resources Guidelines
HUD	Federal Department of Housing and Urban Development
HVAC	heating, ventilation, and air conditioning
I-	Interstate, as in I-15
IBC	International Building Code
IND	Industrial Service Supply
IOD	Irrevocable Offers of Dedication
IPCC	United National Intergovernmental Panel on Climate Change
ISO	California Independent System Operator
ISTEA	International Surface Transportation Efficiency Acts
ITPs	incidental take permits
ITS	Intelligent Transportation System
IWMA	Integrated Waste Management Act
IWMP	Integrated Waste Management Plan
IWP	Industrial Wastewater Program
<u>JRMP</u>	<u>Jurisdictional Runoff Management Plan</u>
KBTU	British Thermal Units
kg	kilogram
kV	kilovolt
kWh	kilowatt hour
LA	Landscape Architect
LAS	Landscape Architect Section
lb/lbs	pound/pounds
LCD	Landscape Construction Documents
LCFS	Low Carbon Fuel Standard
LDC	City of San Diego Land Development Code
LDM	Land Development Manual

LIST OF ACRONYMS AND ABBREVIATIONS

LDN	24-hour day-night equivalent level
LDR	Land Development Review
LEA	Local Enforcement Agency
Leq	equivalent continuous sound level
LID	Low Impact Development
LLG	Linscott, Law, and Greenspan Engineers
Lmax	maximum noise level
Lmin	minimum noise level
LOMR	Letter of Map Revision
LOS	level of service
LRT	Light Rail Transit
LTRP	long-term energy resource plan
LUAGs	Land Use Adjacency Guidelines
LUST	Leaking Underground Storage Tank
MA	Mobility Assessment
MBTA	Migratory Bird Treaty Act
MEP	maximum extent practicable
mgd	million gallons per day
MHMP	San Diego County Multi-Jurisdictional Hazard Mitigation Plan
MHPA	Multi Habitat Planning Area
Min/min	minute
MLD	most likely descendent
MMC	Mitigation Monitoring Coordination
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
mph	miles per hour
MSCP	Multiple Species Conservation Program
MT	metric tons
MRGA	Master Geographical Reference Area
<u>MS4</u>	<u>Municipal Separate Storm Sewer System</u>
MTS	Metropolitan Transit System
MUN	municipal domestic supply
MW	megawatt
MWD	Metropolitan Water District of Southern California
<u>MWS</u>	<u>Modular Wetland System</u>
MV	Mission Valley
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Conservation Community Plan
NDP	Neighborhood Development Permit
NF ₃	nitrogen trifluoride
NHL	National Historic Landmarks
NHPA	National Historic Preservation Act
NHTSA	Department of Transportation National Highway Safety Administration
NIMS	National Industry Management System

LIST OF ACRONYMS AND ABBREVIATIONS

NO	nitric oxide
NOC	Notice of Completion
NOP	Notice of Preparation
NO _x	oxides of nitrogen
NO ₂	nitrogen dioxide
N ₂ O	nitrous oxide
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
NTP	Notice to Proceed
OA	San Diego County Operational Area
OC	Open Space Conservation
OEHHA	Office of Environmental Health Hazard Assessment
OES	San Diego Office of Emergency Services
OF	Open Space - Floodplain
OP	Open Space-Park
OPR	(The Governor's) Office of Planning and Research
OSHA	(Federal) Occupational Safety and Health Administration
PCBs	polychlorinated biphenyls
PDP	Planned Development Permit
PFC	perfluorocarbon
PF-E	Public Facilities, Services, and Safety Element
PI	principal investigator
PM/p.m.	afternoon
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PM ₁₀	particulate matter of 10 microns in diameter or smaller
POC	points of connection
ppm	parts per million
PPV	peak particle velocity
PQB	Principal Qualifies Biologist
PRC	Public Resources Code
PROC	Industrial Process Supply
PRS	principal restoration specialist
PSR	Project Study Reports
PTS	project tracking system
PUD	Public Utilities Department
Qalo	Older Alluvium
QBM	Qualified Biological Monitor
QTR	River Terrace Deposits
Qya	Alluvium
RAQS	Regional Air Quality Strategy
RARE	Preservation of Rare Endangered Species
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act

LIST OF ACRONYMS AND ABBREVIATIONS

RE	Resident Engineer
REAP	Rain Event Action Plan
REC-1	Contact Water Recreation
REC-2	Non-contact Water Recreation
RECs	recognized environmental conditions/concerns
RES	Regional Energy Strategy
RFS	renewable fuels
RHNA	Regional Housing Needs Assessment
RIC	Revegetation Installation Contractor
RM	Residential-Multiple Unit
RMC	Revegetation Maintenance Contractor
RMP	Risk Management Plan
RMS	root-mean-square
ROG	Reactive Organic Gas
RP	Regional Plan
RRME	revegetation/restoration monitoring exhibit
RWQCB	Regional Water Quality Control Board
SAM	Site Assessment and Mitigation
SANDAG	San Diego Association of Governments
SARA	Superfund Amendments and Revitalization Act
SB	Senate Bill
SB/sb	southbound
SCAQMD	South Coast Air Quality Management District
SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDBD	San Diego Building Department
SDCGHGI	San Diego County Greenhouse Gas inventory
SDCRAA	San Diego County Regional Airport Authority
SDCWA	San Diego County Water Authority
SDFD	San Diego Fire-Rescue Department
SDG&E	San Diego Gas and Electric
SDHC	San Diego Housing Commission
SDIA	San Diego International Airport
SDMC	San Diego Municipal Code
SD-OHS	San Diego Office of Homeland Security
SDP	Site Development Permit
SDPD	San Diego Police Department
SDPL	San Diego Public Library
SDRMP	San Diego River Park Master Plan
SDUSD	San Diego Unified School District
sec.	second(s)
SF ₆	sulfur hexafluoride
SFHA	Special Flood Hazard Area
SFP	school facilities program

LIST OF ACRONYMS AND ABBREVIATIONS

SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SLF	Sacred Lands File
SMAQMD	Sacramento Metropolitan Air Quality Management District
SO ₂	sulfur dioxide
SOI	Secretary of the Interior
SR	State Route, as in SR-163
SRREs	Source Reduction and Recycling Elements
SRQs	small retail quantities
STC	sound transmission class
SWIS	Solid Waste information System
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWQMP	Storm Water Quality Management Plan
SWRCB	State Water Resources Control Board
SYSTEM-1	first sewer system
SYSTEM-2	second sewer system
SYSTEM-3	third sewer system
SYSTEM-4	fourth sewer system
TAC(s)	Toxic Air Contaminant(s)
TCR	Tribal Cultural Resources
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TIP	Transportation Improvement Plan
<u>TMDL</u>	<u>Total Maximum Daily Load</u>
TOD	Transit Oriented Development
TOG	total organic gas
TPA	Transit Priority Area
UBC	Uniform Building Code
UCSD	University of California San Diego
U.S./US	United States
USA	Urban Systems Associates, Inc.
USACOE	U.S. Army Corps of Engineers
USD	University of San Diego
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
UTC	University Town Center
UWMP	Urban Water Management Plan
Vdb	vibration decibels
VHIHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	Volatile Organic Compounds
VTM	Vesting Tentative Map

LIST OF ACRONYMS AND ABBREVIATIONS

WARM	Warm Freshwater Habitat
WILD	Wildlife Habitat
WLAs	waste load allocations
WMP	Waste Management Plan
WQBELS	water quality based effluent limitations
WQIP	<u>Water Quality Improvement Plan</u>
WSA	Water Supply Assessment
ypb	years before present

ES EXECUTIVE SUMMARY

This Environmental Impact Report (EIR) has been prepared for the Riverwalk project (project), a private development project located in the Mission Valley Community Plan area. This document analyzes the potential environmental effects associated with implementation of the project (including direct and indirect impacts, secondary impacts, and cumulative effects). Prepared under the direction of the City of San Diego's Environmental Analysis Section, this EIR reflects the independent judgment of the City of San Diego.

ES.1 Purpose and Scope of the EIR

This EIR has been prepared in accordance with, and complies with, all criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970 as amended (PRC 21000 et seq.), State CEQA Guidelines (CAC 15000 et seq.), and City of San Diego's EIR Preparation Guidelines. Per Section 21067 of CEQA and Sections 15367 and 15050 through 15053 of the State CEQA Guidelines, the City of San Diego is the *Lead Agency* under whose authority this document has been prepared. As an informational document, this EIR is intended for use by the City of San Diego decision-makers and members of the general public in evaluating the potential environmental effects of the Riverwalk project.

This EIR provides decision-makers, public agencies, and the public in general with detailed information about the potential significant adverse environmental impacts of the Riverwalk project. By recognizing the environmental impacts of the project, decision-makers will have a better understanding of the physical and environmental changes that would accompany the project should it be approved. The EIR includes recommended mitigation measures which, when implemented, would provide the Lead Agency with ways to substantially lessen or avoid significant effects of the project on the environment, whenever feasible. Alternatives to the project are presented to evaluate alternative development scenarios that can further reduce or avoid significant impacts associated with the project.

As described in Section 15152 of the State CEQA Guidelines, tiering refers to *"using the analysis of general matters in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project."* This tiered approach allows incorporation by reference the information, analysis, and mitigation measures from the "first tier" document that are relevant to a specific project. The project site is located in the Mission Valley Community Plan area. The Mission Valley Community Plan Update (CPU) Program EIR provided a program-level environmental analysis that covers the project site. This EIR incorporates and relies upon relevant analysis from the Mission Valley CPU EIR related to the evaluation of cumulative impacts and expands upon and refines such information where warranted. The Mission Valley CPU Program EIR is available for review on the City of San Diego website.

It is intended that this EIR, once certified, serve as the primary environmental document for those actions associated with the project. According to Section 15162 of the CEQA Guidelines, *when an EIR has been*

certified for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effect;*
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:*
 - (A) The project will have one or more significant effects not discussed in the previous EIR;*
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
 - (D) Mitigation measures or alternative which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

In accordance with CEQA Guidelines Section 15082(a), a Notice of Preparation (NOP), dated April 6, 2018, was prepared for the project and distributed to all Responsible and Trustee Agencies, as well as other agencies and members of the public who may have an interest in the project. The purpose of the NOP was to solicit comments on the scope and analysis to be included in the EIR for the Riverwalk project. A copy of the NOP and letters received during its review are included in Appendix A to this EIR. In addition, comments were also gathered at a public scoping session held for the project on April 24, 2018, at the Mission Valley Branch Library. A transcript of the public scoping meeting is included in Appendix B.

Based on an initial review of the project and comments received, the City of San Diego determined that the EIR for the project should address the following environmental issues:

- Land Use
- Transportation and Circulation
- Visual Effects and Neighborhood Character
- Biological Resources
- Air Quality
- Historical Resources
- Energy
- Noise
- Greenhouse Gas Emissions
- Tribal Cultural Resources
- Geologic Conditions
- Hydrology
- Public Utilities
- Water Quality
- Public Services and Facilities
- Health and Safety

Based on the analysis contained in Chapter 5.0, *Environmental Analysis*, of this EIR, the project could result in significant impacts to Biological Resources, Air Quality, Historical Resources, Noise, and Tribal Cultural Resources. Mitigation has been provided for all potentially significant impacts to reduce impacts to below a level of significance with the exception of cumulative impacts associated with Air Quality.

ES.2 Project Location and Setting

The regional and local settings of the project are discussed in Chapter 2.0, *Environmental Setting*, of this EIR. As shown in Figure 2-3, *Project Location Map*, the Riverwalk project site is situated north of Hotel Circle North, south of Friars Road, and west of Fashion Valley Road. Interstate 8 (I-8) is located directly south of the project site, beyond Hotel Circle North; State Route 163 (SR 163) is located approximately one mile to east of the project site; I-5 is located approximately two miles west of the project site. The project site is situated between existing residential, commercial retail, and commercial office development to the north; residential development and vacant land to the west; commercial retail and mixed-use hospitality development to the east; and a mix of commercial office and hospitality uses to the south. Riverwalk Golf Course operates three, nine-holes golf courses on the project site under Conditional Use Permit (CUP) 94-0563. The site is designated for Residential (High Density), Office and Visitor Commercial, and Potential Park/Open Space in the Mission Valley Community Plan. The existing zones are RM-4-10, CC-3-9, OC-1-1, and OP-1-1. In addition to the base zones, a Community Plan Implementation Overlay Zone (CPIOZ) is applied within the boundaries of the Levi-Cushman Specific Plan are to provide supplemental development regulations that are tailored to implement the vision and policies of the Mission Valley Community Plan. Two of the subdistricts of the CPIOZ apply to the project site; the Specific Plan Subdistrict and the San Diego River Subdistrict.

ES.3 Project Baseline

CEQA Guidelines Section 15125(a) guides the discussion of the environmental setting for the proposed project and advises in the establishment of the project baseline. According to CEQA, *[a]n EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant.* The Specific Plan area is developed with the Riverwalk Golf Course, comprised of

three nine-hole golf courses, driving range, clubhouse building, maintenance facilities, surface parking, access roadways, and golf cart paths/bridges. The San Diego River runs in an east-west manner through roughly the center of the project site. The baseline condition for the Riverwalk project is the developed site (i.e., the Riverwalk Golf Course).

ES.4 Project Description

The project objectives associated with the Riverwalk Specific Plan and related actions are:

- Create a focused long-range plan intended to promote increased residential density and employment opportunities consistent with the General Plan, Mission Valley Community Plan, San Diego River Park Master Plan, and the Climate Action Plan.
- Assist the City's housing supply needs by providing a range of housing, including both market rate and deed-restricted affordable units, proximate to transit, jobs, amenities, and services.
- Implement the City of Villages goals and smart growth principles by creating a mixed-use neighborhood with housing, commercial, employment, and recreation opportunities along transit while restoring a stretch of the San Diego River.
- Create a transit-accessible mixed-use development in a central, in-fill location.
- Promote multi-modal travel (pedestrian and bicycle friendly corridors) through the project site through on-site trails, paths, and sidewalks that connect to internal and adjacent amenities and services throughout Mission Valley.
- Construct a new Green Line Trolley stop easily accessible from within Riverwalk and to adjacent surrounding residential and employment areas.
- Design a neighborhood that integrates the San Diego River through active and passive park uses, trails, resource-based and a connected open space.
- Allow for the establishment and creation of a habitat Mitigation Bank that provides long-term habitat conservation and maintenance.
- Improve the Fashion Valley Road crossing that:
 - Provides expanded storm water flow volume accommodating a 10- to 15-year storm event;
 - Improves emergency response times by facilitating north-south vehicular access in storm events; and
 - Expands active transportation circulation by providing sidewalks and a buffered two-way cycle track.
 - Modernizes flood control gate operations in the project vicinity.
- Celebrate and interpret important cultural and historic resources within the Specific Plan area.

The Riverwalk Specific Plan purpose is to create a long-range plan that would create a mixed-use, transit-oriented neighborhood. The Riverwalk Specific Plan allows for development of 4,300 multi-family residential dwelling units; 152,000 square feet of commercial retail space; 1,000,000 square feet of office and non-retail commercial; approximately 97 acres of park, open space, and trails; adaptive reuse of the existing golf clubhouse into a community amenity; and a new Green Line Trolley stop. Improvements to surrounding public infrastructure and roadways would be implemented as part of the Riverwalk project, including improvements to the Fashion Valley Road crossing of the San Diego River as a 10- to 15-year storm event crossing. The project would also include a habitat restoration effort on-site to create and/or enhance 25.16 acres of native habitats along the San Diego River, within and adjacent to the MHPA, and setting aside area for establishing a future wetland habitat mitigation bank.

ES.5 Summary of Environmental Impacts and Mitigation

Chapter 5.0 of this EIR presents the *Environmental Analysis* of the project. Based on the analysis contained in Chapter 5.0 of this EIR, the Riverwalk project would result in significant impacts associated with the following issue areas: Biological Resources, Air Quality, Historical Resources, Noise, and Tribal Cultural Resources. Mitigation has been provided for all potentially significant impacts to reduce impacts to below a level of significance with the exception of cumulative impacts associated with Air Quality.

Table ES-1, *Summary of Environmental Impacts and Mitigation Measures*, summarizes the potential environmental impacts of the Riverwalk project by issue area, as analyzed in Chapter 5.0, *Environmental Analysis*, of this EIR. The table also provides a summary of the mitigation measures proposed to avoid or reduce significant adverse impacts. The significance of environmental impacts after implementation of the recommended mitigation measures is provided in the last column of Table ES-1. Responsibilities for monitoring compliance with each mitigation measure are provided in Chapter 11.0, *Mitigation Monitoring and Reporting Program*, of the EIR.

ES.6 Potential Areas of Controversy

Pursuant to CEQA Guidelines Section 15123(b)(2), an EIR shall identify *areas of controversy known to the Lead Agency, including issues raised by the agencies and the public, and issues to be resolved, including the choice among alternatives and whether and how to mitigate for significant effects*. The NOP for the EIR was distributed on April 6, 2018, for a 30-day public review and comment period. Issues of controversy raised in response to the NOP prepared and circulated for the Draft EIR focus on biological resources, tribal cultural resources, hydrology/drainage, land use and transportation/circulation. These concerns have been identified as areas of known controversy and are analyzed in Chapter 5.0, *Environmental Analysis*, of this EIR.

ES.6.1 Issues to be Resolved by the Decision-Making Body

The City Council must review the project and this EIR and determine if the project or one of the alternatives presented in Chapter 10.0, *Alternatives*, should be approved and implemented. If the project is selected for approval, the City Council will be required to certify the Final EIR, determine whether and how to mitigate significant impacts, and adopt associated Findings pursuant to CEQA Guidelines Section 15091 for the following significant impacts identified in the EIR:

- Biological Resources
- Air Quality
- Historical Resources
- Noise
- Tribal Cultural Resources

Furthermore, a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093 would be required for air quality significant and unmitigated impacts.

ES.7 Summary of Project Alternatives

Alternatives are presented in Chapter 10.0 of this EIR. The alternatives identified in this EIR are intended to further reduce or avoid significant environmental impacts associated with the project.

ES.7.1 Alternatives Considered But Rejected

The *Alternatives* section (Chapter 10.0) of this EIR includes a discussion of alternatives which were considered early in the project design process but which have been rejected. This section includes an Alternative Locations alternative, Wetlands Avoidance alternative, and No Project/Development Under Existing Plan (Levi-Cushman Specific Plan) alternative. These *Alternatives Considered but Rejected* are briefly summarized below.

ES.7.1.1 Alternative Locations

The project proposes an integrated mixed-use project on approximately 195 acres within the Mission Valley community. The project requires a large land mass to aggregate the types and intensities of development to create the viable mix of uses that would form a successful neighborhood and community center. Additionally, such a site must be accessible by public transit. There is only one other area within Mission Valley of sufficient size that could develop in a manner similar to that proposed by the Riverwalk project: the SDCCU (formerly Qualcomm) Stadium site, located in the eastern portion of the community. The SDCCU Stadium site is currently being planned for redevelopment by San Diego State University as a new stadium and mixed-use project. The SDCCU Stadium site is not owned by the project applicant and is not available to the applicant for the project.

While there may be areas in other portions of the City that remain undeveloped and of appropriate size to develop the project, these sites could be constrained to a greater degree by environmental resources, do not share the same qualities as the project site with respect to transit and accessibility, or would result in similar or greater environmental effects. The project is proposed for a developed golf course site which is centrally located within the City and the Mission Valley community and is under one ownership. The site has easy access to public streets and freeways and would be served by existing transit, as well as a new trolley stop provided by the project. Large landholdings that could accommodate the project could be further removed from existing infrastructure and lack access to transit. Traffic impacts from alternative sites could result in greater VMT than the project.

The project would result in significant unmitigated operational impacts relative to air quality. Operational impacts are primarily related to traffic and area source (i.e. consumer products, architectural coating and landscape equipment). Relocating the project to another site within the City would result in the same or greater air quality impacts, as the size and scope of the project would remain the same, possibly requiring more and longer trips due to lack of proximity to transit and a mix of existing uses.

The project would result in impacts to sensitive biological resources that would be fully mitigated. Other sites could have greater amount of sensitive biological resources than those at project site (potentially unmitigable), limiting development potential and resulting in greater impacts. Thus, locating the project on an alternative site in the City would not avoid or substantially lessen the project's impacts and could result in greater environmental effects. Furthermore, the project applicant does not own any other properties within the City of a size to accommodate the project. For these reasons, there are no other feasible alternative locations for the project as proposed. Finally, the existing site is being proposed for land uses that are consistent with the Community Plan's identified land use and zoning; there are no land use conflicts that would be avoided by analyzing an alternative site. For these reasons, no alternative site location was analyzed in detail within the EIR.

ES.7.1.2 Wetlands Avoidance Alternative

The Mobility Element of the Mission Valley Community Plan identifies Fashion Valley Road to be widened from its existing functional classification of a 4-Lane Collector without Two-Way Left-Turn Lane to its ultimate classification of a 4-Lane Major Arterial with a raised median and a two-way Class IV Cycle Track along the west side of the roadway. The project includes improvements to widen a portion of Fashion Valley Road along the project frontage to its ultimate classification per the Community Plan.

As evaluated in Section 5.4, *Biological Resources*, implementation of the project would result in a direct impact to 0.64 acre of wetland/riparian vegetation communities (southern cottonwood-willow riparian forest, and coastal and valley freshwater marsh), due to the construction of improvements to Fashion Valley Road. The project would also result in an indirect impact to sensitive bird species during project construction, due to increased noise levels. A Wetlands Avoidance alternative was considered that would develop the project without improvements to Fashion Valley road, thereby avoiding direct impacts to wetland/riparian vegetation. However, indirect impacts to biological resources would still occur, as

construction activities associated with site development would have the potential to increase noise levels proximate to sensitive biological resources.

The Wetlands Avoidance alternative would reduce impacts to historical resources, as less grading would occur in areas where archaeological resources are known to occur, and monitoring would be required in other areas of the project site, as is the case with the project. Other than avoiding significant direct impacts to biological resources, and reducing impacts to historical resources, the Wetlands Avoidance alternative would not avoid or reduce any other projects impact and may result in increasing effects associated with flooding. The expanded storm water flow volume to accommodate a 10- to 15-year storm event, would not be provided under this alternative. Seasonal flooding of the San Diego River would occur as it does periodically today, and there would be increased north-south vehicular access in storm events that is associated with the improvements to Fashion Valley Road.

This alternative would not meet some of the project's fundamental objectives. Specifically, this alternative would not improve the Fashion Valley Road crossing of the San Diego River, expanding storm water flow volume to accommodate a 10- to 15-year storm event; would not increase north-south access during storm events; and would not expand active transportation circulation by providing sidewalks and a buffered two-way cycle track.

The project's proposed improvements would enhance circulation for the community, allow for vehicular crossing during 10- to 15-year flood events thereby providing for improved north-south circulation, and minimize impacts to biological resources to the extent possible. There is no feasible alternative that could avoid impacts to wetlands and still provide roadway improvements as identified in the Mission Valley Community Plan. Therefore, this alternative has been rejected from further consideration.

ES.7.1.3 No Project/Development Under Existing Plan (Levi-Cushman Specific Plan)

When the project is the revision of an existing land use or regulatory plan, policy, or on-going operation, CEQA Guidelines Section 15126.6(e) requires addressing a "no project" alternative that would be the continuation of the existing plan, policy, or operation into the future. In the case of the Riverwalk project, the existing Levi-Cushman Specific Plan is in effect on the project site. In accordance with CEQA Guidelines Section 15126.6(e), the No Project/Development Under Existing Plan alternative evaluates an alternative where development of the site would occur under the existing Levi-Cushman Specific Plan.

Pursuant to the Levi-Cushman Specific Plan, development under this alternative would result in total development intensity of 5.3 million square feet, comprised of 1,329 residential units; 1,000 hotel rooms; 200,000 square feet of commercial retail space; 2,582,000 square feet of office; approximately 40 acres of river open space (the river channel), 11 acres of recreational open space, and 25 acres of landscaped or project open space; and a total of 66,955 ADT. In order for the Levi-Cushman Specific Plan to proceed, it would require subsequent entitlement permits and rescinding or amending CUP No. 94-0563, which is in effect for the existing Riverwalk Golf Course.

Under this alternative, the San Diego River would be channelized through the project site. The channelization would be 400 to 500 feet in width and approximately 26 feet in depth, constructed to carry the 100-year flood projected by the USACOE. The channelization would reduce the floodway from approximately 106 acres to 40 acres, allowing for a larger development area within the area reclaimed by channelization. A 25-foot-wide buffer would be provided on either side of the river that would contain a planted barrier to prevent direct access to the river and habitat areas and may contain pedestrian and bike paths, landscaped areas, and passive recreation areas. The edges and banks of the river channel would be riparian woodland, wetland marsh, and other habitat areas. Three habitat islands would be included to increase the total area of wetland vegetation.

A key element of the Levi-Cushman Specific Plan is the creation of a 12-acre island located along the southern edge of the San Diego River to accommodate small-scale specialty retail, office, and residential uses and a dramatic tower theme feature (with reference to a tower element such as the Seattle Space Needle). The island would have a 40-foot canal on the south side to create a waterside environment of retail, office, and pedestrian uses. The canal would provide for a manufactured lake, separate from the San Diego River, that would accommodate paddleboats or similar water-oriented rides. A bridge of up to 50 feet in width would span from the north shore of the island for pedestrian use, commercial kiosks, and transit shuttles that would provide 100-year crossing, as well as emergency access.

Relative to roadways and transit, Fashion Valley Road would be upgraded to a 10-year flood level crossing under this alternative, as planned in the Levi-Cushman Specific Plan. Where Fashion Valley Road crosses the river, it would be inundated at the time of a 100-year storm and cause a slight backwater upstream. This alternative would include a connection between Friars Road and Hotel Circle North (Levi-Cushman Specific Plan Street 'A', roughly in the location of the IOD for future public Street 'J'). Designed as a 100-year flood level crossing, this road would incorporate a weir structure to assure a perennial body of water within the project area. A trolley stop and transportation center would be provided within the center median of Levi-Cushman Specific Plan's road "Camino de la Reina" (roughly the location of Riverwalk Drive).

ES.7.2 Alternatives Considered

Alternatives considered for the Riverwalk project, including a discussion of the "No Project" alternative, are addressed in detail in Chapter 10.0, *Alternatives*. Relative to the requirement to address a "No Project" alternative, CEQA Guidelines Section 15126.6(e) states that:

- (A) *When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future.*
- (B) *If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed.*

Alternatives to the Riverwalk project discussed in this EIR include the “No Project” alternative that is mandated by CEQA with regards to CEQA Guidelines Section 15126.6(e)(A), and other alternatives that were developed during project planning and environmental review for the project. Specifically, the following project alternatives are addressed in this EIR:

- Alternative 1 – No Project/No Build
- Alternative 2 – No Project/Development Under Existing Plan
- Alternative 3 - Reduced Development Intensity/Operational Air Quality Impact Avoidance
- Alternative 4 - Reduced Development Intensity/Operational Air Quality Impact Avoidance and Minimized Historical/Tribal Cultural Resources Impacts

ES.7.2.2 Alternative 1 - No Project/No Build

Under the No Project/No Build alternative, the project would not be implemented on the site. None of the improvements resulting from the project would occur: a mixed-use development would not be established; no additional housing or employment uses would be created; Fashion Valley Road would not be improved; a new transit stop would not be provided; and a new expansive Riverwalk River Park would not be created to serve the community. Instead, the site would be left as it exists today and the golf course would remain in operation.

ES.7.2.4 Alternative 2 – Reduced Development Intensity/Operational Air Quality Impact Avoidance

As presented in Section 5.5, *Air Quality*, the project would result in a cumulatively significant impact associated with operational (vehicular) air emissions. Based on the size and scope of the project, there are no feasible measures for reducing air quality impacts; and impacts would remain significant and unmitigated.

A Reduced Development Intensity/Operational Air Quality Impact Avoidance alternative was evaluated that would reduce proposed development intensity to a level such that significant operational air quality impacts would be avoided. Development under this alternative would develop the project site in the same locations and overall footprint as the project but would reduce development to 2,275 residential units, 106,000 square feet commercial retail space, and 700,000 square feet of commercial and office and non-commercial retail space. Thus, this alternative would result in 47 percent less residential units and 30 percent less commercial and office and non-commercial retail uses. Areas for park, open space, and trails would remain the same as the project. Grading, on-site public street infrastructure, and improvements to Fashion Valley Road, would also remain the same as the project. Some off-site roadway improvements required for the project may not be required under this alternative, as less development intensity would generate less traffic. Future development under this alternative would have similar characteristics as the project, albeit at a reduced level, and would follow the Riverwalk Specific Plan design guidelines and development regulations proposed by the Riverwalk Specific Plan. This alternative would require application of zones that reflect the reduced development intensity and modifications to the proposed

Riverwalk Specific Plan to reflect the land use intensity associated with this alternative.

ES.7.2.4 Alternative 3 – Reduced Development Intensity/Operational Air Quality Impact Avoidance and Minimized Historical/Tribal Cultural Resources Impacts

As presented in Section 5.5, *Air Quality*, the project would result in a cumulatively significant impact associated with operational (vehicular) air emissions. Based on the size and scope of the project, there are no feasible measures for reducing air quality impacts; and impacts would remain significant and unmitigated. Additionally, as presented in Section 5.6, *Historical Resources*, the project has the potential to result in direct impacts to known cultural sites as a result of grading needed to remove soils and render the site suitable for development. By eliminating areas of development where some subsurface resources occur, impacts would be reduced. Therefore, a Reduced Development Intensity/Operational Air Quality Impact Avoidance and Minimized Historical/Tribal Cultural Resources Impacts alternative was evaluated that reduces development intensity to a level such that significant operational air quality impacts would be avoided. Additionally, under this alternative, mixed-use development would be eliminated in areas where grading has the potential to affect significant historical resources and tribal cultural resources.

This alternative would develop the project site with a reduced development intensity that would result in 2,200 residential units; 40,000 square feet commercial retail space; 900,000 square feet of commercial and office and non-commercial retail space and 114 acres of park, open space, and trails. Thus, this alternative would result in 51 percent less residential units, 18 percent less commercial and office and non-commercial retail uses, and 17 percent more parks when compared to the project. This alternative would require application of zones that reflect the reduced development intensity and modifications to the proposed Riverwalk Specific Plan to reflect the land use intensity associated with this alternative.

Future development under this alternative would have similar characteristics as the project, albeit at a reduced level, and would follow the same design guidelines and development regulations proposed by the Riverwalk Specific Plan as would the project. Grading and public street infrastructure, including improvements to Fashion Valley Road, would also remain the same as shown for the project with the following exceptions:

- Development would not occur on Lots 16 through 25 and Lots 39 and 40, to avoid potential disturbance of Sites SDI-11767 and SDI-12220.
- Development would not occur on Lot 31 to avoid potential disturbance of Site SDI-12126.
- Extension of Riverwalk Drive beyond its current western terminus, as well as development of Street 'J1' and Street 'J2' would not occur to avoid potential disturbance of Site SDI 11767.
- Construction of the Street 'J2' vehicular tunnel under the MTS trolley tracks would not occur, to avoid potential disturbance of Site SDI 11767.
- Development on Lots 32 through 37 would not occur, as these lots would not be afforded at least two methods of ingress and egress without Riverwalk Drive and Streets 'J1' and 'J2'.

As such, no development would occur south of the trolley tracks and north of the San Diego River (i.e., all of the Central District of the Riverwalk Specific Plan). Approximately one-third of the developable area in the North District would be removed. Development density and intensity shown would be accommodated in the remaining portion of the North District and the South District.

ES.7.3 Environmentally Superior Alternative

Based on the comparison of the overall environmental impacts for the described alternatives, the No Project/No Build alternative is identified as the environmentally superior alternative. The No Project/No Build alternative would not result in any of the environmental effects associated with the project and would avoid all significant impacts. The No Project/No Build alternative would not meet any objectives of the project.

Of the remaining alternatives, the Environmentally Superior Alternative is the Reduced Development Intensity – Operational Air Quality Impact Avoidance and Minimized Historical/Tribal Cultural Resources Impacts alternative as it could reduce or avoid the significant environmental effects associated with the project. More specifically, cumulatively significant operational air quality impacts and reduced impacts to historical resources and tribal cultural resources when compared to the project while meeting the project objectives, but to a lesser extent as compared to the project.

Table ES-1. Summary of Environmental Impacts and Mitigation Measures

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Biological Resources The project would result in direct significant impacts to approximately 0.64 acre of wetland/riparian vegetation communities (southern cottonwood-willow riparian forest, coastal and valley freshwater marsh).</p> <p>The project would result in indirect impacts if the least Bell's vireo, southwestern willow flycatcher are present, construction occurs during the period March 15 through September 15 (May 1 and September 1 for the flycatcher), and construction noise levels exceed 60 decibels dB(A) hourly average at the edge of occupied habitat.</p>	<p>Mitigation measure 5.4-1 – 5.4-5 presented in Section 5.4, <i>Biological Resources</i>, would mitigate potential direct and indirect impacts to biological resources to below a level of significance.</p>	<p>Mitigated to below a level of significance.</p>
<p>Air Quality The project would result in cumulatively significant air quality impacts associated with project operations at buildout due to vehicular emissions.</p>	<p>Based on the size and scope of development, there are no feasible methods for reducing all cumulative emissions to meet daily SDAPCD standards for ROG, CO, and PM₁₀ and the annual standard for PM₁₀ due to the projected increase in traffic associated with project buildout. Operational impacts remain significant and unmitigable.</p>	<p>Significant and unmitigable.</p>
<p>Historical Resources The project would result in direct impacts to unknown subsurface archaeological resources including potential impacts to unknown human remains as a result of grading.</p>	<p>Mitigation measures 5.6-1 and 5.6-2 presented in Section 5.6, <i>Historical Resources</i>, would mitigate potential impacts to unknown subsurface archaeological resources and unknown human remains to below a level of significance.</p>	
<p>Noise The project would result in significant noise impacts from ground-level HVAC units that may increase ambient conditions by three dBA or more. The project could result in noise impacts to wildlife species in the MHPA from individual events at the amphitheater.</p>	<p>Mitigation measure 5.8-1, presented in Section 5.8, <i>Noise</i>, would mitigate potential noise impacts associated with ground level HVAC units to below a level of significance. Mitigation measure 5.8-2, presented in Section 5.8, <i>Noise</i>, would mitigate potential noise impacts to wildlife species associated with noise from amphitheater uses to below a level of significance.</p>	<p>Mitigated to below a level of significance.</p> <p>Mitigated to below a level of significance.</p>
<p>Tribal Cultural Resources The area is considered sensitive for</p>		<p>Mitigated to below a level of</p>

Environmental Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Tribal Cultural Resources (TCRs) as identified by Lipay Nation of Santa Isabel and Jamul Indian Village, affiliated traditionally and culturally with the project area. Therefore, there is the potential for TCRs to be significantly impacted by project implementation.</p>	<p>Mitigation Measures 5.10-1 through 5.10-4 presented in Section 5.10 <i>Tribal Cultural Resources</i>, would mitigate impacts to TCRs to below a level of significance.</p>	<p>significance.</p>

1.0 INTRODUCTION

This chapter provides a brief scope of the project, the purpose and legal authority for this Environmental Impact Report (EIR), the EIR scope and process, and an explanation of how the EIR is organized.

1.1 Project Scope

The Riverwalk project proposes to redevelop the 195-acre Riverwalk Golf Course property with a master-planned neighborhood development in accordance with the proposed Riverwalk Specific Plan. The Riverwalk Specific Plan is a comprehensive planning document that provides a policy framework and development regulations to guide future transit-oriented, mixed-use development consistent with the City's General Plan City of Villages strategy. The Specific Plan is intended to further express General Plan and Mission Valley Community Plan policies through the provision of site-specific recommendations that implement Citywide goals and policies, address community needs, and guide zoning in the Specific Plan.

Overall, the Riverwalk Specific Plan would allow for the development of 4,300 multi-family residential dwelling units; 152,000 square feet of neighborhood retail space; 1,000,000 square feet of office space; approximately 97 acres of park, open space, and trails; adaptive reuse of the existing golf clubhouse into a community amenity; and a new Metropolitan Transit System (MTS) Green Line Trolley transit stop within the development. (For a full description of the proposed project, please see Chapter 3.0, *Project Description*.)

The Riverwalk project requires the following discretionary actions:

- Levi-Cushman Specific Plan rescission,
- Mission Valley Community Plan Amendment,
- General Plan Amendment,
- Riverwalk Specific Plan,
- Rezones,
- Vesting Tentative Map (VTM),
- Site Development Permit (SDP),
- Conditional Use Permit (CUP No. 94-0563) Amendment,
- Public Right-of-Way and Easement Vacations,
- Park General Development Plan (GDP) for a future park,
- Financing District Formation,
- Public Improvement Agreements, and
- Development Agreement.

1.2 Purpose and Legal Authority

An EIR is an informational document and provides decision-makers, public agencies, and the public in general with detailed information about the potential significant adverse environmental impacts of the project, Riverwalk Specific Plan (referred to as "Specific Plan," when referring to the Riverwalk Specific Plan and/or Specific Plan area; or "project", when referring to the entirety of the project, which would include off-site improvements), and associated actions. This document has been prepared in accordance with, and complies with, all criteria, standards, and procedures of the California Environmental Quality Act (CEQA) of 1970, as amended [Public Resources Code (PRC) 21000 et seq.]; the State CEQA Guidelines [California Administrative Code (CAC) 15000 et seq.]; and the City of San Diego's (City) Environmental Impact Report Preparation Guidelines (2005).

Per Section 21067 of the CEQA Statutes and Section 15367 of the State CEQA Guidelines, the City of San Diego is the Lead Agency under whose authority this document has been prepared. The analysis and findings in this document reflect the independent analysis and conclusions of the City of San Diego.

1.3 Environmental Impact Report Scope

The EIR discusses the potential significant adverse effects of the project. As a project-level EIR, this document focuses *primarily on the changes in the environment that would result from the development project*. According to Section 15161 of the State CEQA Guidelines, a project EIR should *examine all phases of the project including planning, construction, and operation*. Where this EIR has determined that certain environmental impacts would be potentially significant, mitigation measures directed at reducing or avoiding significant adverse environmental effects have been identified. In addition, feasible alternatives to the proposed project have been developed. An analysis of the impacts of project alternatives compared to those of the project provides a basis for consideration by decision-makers.

As described in Section 15152 of the State CEQA Guidelines, tiering refers to *"using the analysis of general matters in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project."* This tiered approach allows incorporation by reference the information, analysis, and mitigation measures from the "first tier" document that are relevant to a specific project. The project site is located in the Mission Valley Community Plan area. The Mission Valley Community Plan Update (CPU) Program EIR provided a program-level environmental analysis that covers the project site. This EIR incorporates and relies upon relevant analysis from the Mission Valley CPU EIR related to the evaluation of cumulative impacts and expands upon and refines such information where warranted. The Mission Valley CPU Program EIR is available for review on the City of San Diego's website.

1.4 Notice of Preparation/ Scoping Meeting

The City concluded that the project could result in potentially significant environmental effects. As Lead Agency, the City prepared a Notice of Preparation (NOP) which was distributed to responsible and trustee agencies, as well as various other governmental agencies, and interested organizations and individuals on April 6, 2018. The purpose of the NOP was to solicit comments on the scope and analysis to be included in the EIR for the Riverwalk project. A copy of the NOP and letters received during its review are included in Appendix A. In addition, comments were also gathered at a public scoping meeting held for the project on April 24, 2018. A transcript of this public scoping meeting is included in Appendix B.

Comment letters received during the NOP public scoping period expressed concern regarding biological resources, tribal cultural resources, hydrology, transportation/circulation, and health and safety. These concerns have been identified as areas of known controversy and are analyzed in Chapter 5.0, *Environmental Analysis*, of this EIR.

Based on initial review of the project by the City and comments received during review of the NOP and at the public scoping meeting, the City of San Diego determined that the EIR for the project should address the following environmental issues.

- Land Use
- Transportation and Circulation
- Visual Effects and Neighborhood Character
- Biological Resources
- Air Quality
- Historical Resources
- Energy
- Noise
- Greenhouse Gas Emissions
- Tribal Cultural Resources
- Geologic Conditions
- Hydrology
- Public Utilities
- Water Quality
- Public Services and Facilities
- Health and Safety
- Cumulative Effects

1.5 Responsible and Trustee Agencies

State law requires that all EIRs be reviewed by trustee and responsible agencies. A Trustee Agency is defined in Section 15386 of the State CEQA Guidelines as *a state agency having jurisdiction by law over natural resources affected by a project that is held in trust for the people of the State of California*. Per Section 15381 of the CEQA Guidelines, *the term 'Responsible Agency' includes all public agencies other than the Lead Agency which have discretionary approval power over the project*. For the Riverwalk project, the following have been identified as Responsible and/or Trustee agencies.

1.5.1 California Department of Fish and Wildlife

Pursuant to Section 1602 of the State of California Fish and Game Code, the California Department of Fish and Wildlife (CDFW) has the authority to reach an agreement with a private party proposing to affect an intermittent or permanent streambed (including wetlands habitat). The CDFW generally relies upon the technical data gathered as part of the CEQA documentation (EIR) and attempts to satisfy their permit concerns in these documents. In accordance with the policy of “no net loss of wetland habitat,” the CDFW requires mitigation for all impacts to wetlands, regardless of acreage. Because the project would affect a State jurisdictional area, an application for a Streambed Alteration Agreement would be submitted following certification of the EIR. (Biological impacts, including impacts to wetland habitats, are addressed in Section 5.4, *Biological Resources*, of this EIR.)

1.5.2 Regional Water Quality Control Board

Pursuant to Section 401 of the Clean Water Act (CWA), the local Regional Water Quality Control Board (RWQCB), ~~(Region 9 – San Diego)~~ would be responsible for issuing a waiver or certification for any project actions resulting in the discharge of runoff from the site. Conformance with the CWA is established through compliance with the requirements of the National Pollution Discharge Elimination System (NPDES) for discharge of storm water runoff associated with construction activity, project operation, and maintenance activities. Compliance also requires conformance with applicable Best Management Practices (BMPs) and development of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring program plan. (Water Quality is addressed in Section 5.14, *Water Quality*, of this EIR.)

1.5.3 California Department of Transportation

The project would result in transportation improvements to State freeways under the control of California Department of Transportation (Caltrans), consistent with the project’s Transportation Improvement Plan. These improvements include fair-share contribution through the Development Impact Fee (DIF) program for interchange improvements, funding of Project Study Reports (PSRs), transit priority signals, and intelligent transportation system (ITS) improvements. The project applicant would be coordinating with Caltrans for these improvements. (See Section 5.2, *Transportation and Circulation*, for additional discussion.)

1.5.4 California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates privately-owned railroad and rail transit, including the MTS Light Rail Transit (LRT) trolley that traverses the project site. CPUC staff ensures that highway-rail and pathway-rail crossings are safely designed, constructed, and maintained. The Rail Crossings and Engineering Branch engineers investigate and evaluate requests to construct new rail crossings or modify existing crossings. The project applicant would be required to coordinate with the CPUC for project grading and/or improvements that could affect the trolley line.

1.5.5 U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (USACOE) has jurisdiction over the discharge of dredged materials into waters of the United States, including wetlands, under Section 404 of the CWA. The San Diego River is identified as jurisdictional waters of USACOE, and the project would require a 404 permit from USACOE. (Section 5.4, *Biological Resources*, of this EIR addresses the San Diego River, its associated habitat, and impacts associated with the project.)

1.5.6 U.S. Fish and Wildlife Service

Acting under the Federal Endangered Species Act (ESA), the U.S. Fish and Wildlife Service (USFWS) is responsible for ensuring that any action authorized, funded, or carried out by a Federal agency (such as USACOE) is not likely to jeopardize the continued existence of listed species or modify their crucial habitat. Accordingly, the USFWS would provide input to the USACOE as part of the Section 404 process.

1.5.7 Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) manages the National Flood Insurance Program, which aims to reduce the impact of flooding on private and public structures. It does so by providing affordable insurance to property owners, renters and businesses and by encouraging communities to adopt and enforce floodplain management regulations. These efforts help mitigate the effects of flooding on new and improved structures. Overall, the program reduces the socio-economic impact of disasters by promoting the purchase and retention of general risk insurance, but also of flood insurance, specifically. The project has processed a Conditional Letter of Map Revision (CLOMR) from FEMA to modify the Flood Insurance Rate Map (FIRM) for the San Diego River would be required for the project, subsequent to certification of the EIR and project approval by the City, which FEMA has approved.

1.6 Availability and Review of the Draft EIR

This EIR has been made available for review to members of the public and public agencies for 45 calendar days (from May 15, 2020 to June 29, 2020) to provide comments *"on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated"* (14 California Code of Regulations [CCR] 15204). The draft EIR and associated technical appendices were placed on the City's CEQA of San Diego website webpage:

<https://www.sandiego.gov/ceqa/draft>

The City, as Lead Agency, will consider the written comments received on the Draft EIR following the end of the public review period. Responses to the public review comments relevant to the adequacy and completeness of the Draft EIR are prepared and compiled into the Final EIR. In addition, any changes to the Draft EIR that result from comments will be incorporated into the Final EIR. All persons who comment

on the EIR will be notified of the availability of the Final EIR and the date of the public hearing before the decision-maker.

1.7 Content of EIR

In accordance with Sections 15120 through 15132 of the State CEQA Guidelines, the EIR is formatted to address the required contents of an EIR. Technical studies have been summarized within individual environmental issue sections. The EIR has been organized in the following manner:

- **Executive Summary** is provided at the beginning of this document, which includes the conclusions of the environmental analysis and a comparative summary of the project with the alternatives analyzed in the EIR, as well as areas of controversy and any issues to be resolved.
- **Chapter 1.0 Introduction** introduces the purpose of the EIR, provides a discussion of the public review process, and includes the scope and format of the EIR.
- **Chapter 2.0 Environmental Setting** provides a description of the project location and the environment of the project site, as well as the vicinity of the project site, as it exists before implementation of the proposed project.
- **Chapter 3.0 Project Description** details the physical and operational characteristics of the project, provides the purpose and objectives of the project, and presents the required discretionary actions.
- **Chapter 4.0 History of Project Changes** chronicles any changes that have been made to the project in response to environmental concerns raised during the City's review of the project.
- **Chapter 5.0 Environmental Analysis** includes a description of the existing conditions relevant to each environmental topic; presents the threshold(s) of significance, based on the City of San Diego's *California Environmental Quality Act Significance Determination Thresholds* (July 2016), for the particular issue area under evaluation; identifies an issue statement or issue statements; assesses any impacts associated with implementation of the project; provides a summary of the significance of any project impacts; and presents recommended mitigation measures and mitigation monitoring and reporting, as appropriate, for each significant issue area.
- **Chapter 6.0 Cumulative Effects** addresses the cumulative impacts caused by the project in combination with other past, present, and reasonably foreseeable future development in the area.
- **Chapter 7.0 Effects Found Not to be Significant** presents a brief discussion of the environmental effects of the project that were evaluated and were found not to be potentially significant.
- **Chapter 8.0 Significant Irreversible Environmental Changes** discusses any significant irreversible environmental changes that would be caused by the project, should it be implemented.
- **Chapter 9.0 Growth Inducement** discusses the ways in which the project could foster economic or population growth.
- **Chapter 10.0 Alternatives** provides a description and evaluation of alternatives to the project which could avoid or reduce potentially significant environmental impacts associated with implementation of the project.

- **Chapter 11.0 Mitigation Monitoring and Reporting Program** documents the various mitigation measures required as part of the project.
- **Chapter 12.0 References** includes a list of the reference materials consulted in the course of the EIR's preparation.
- **Chapter 13.0 Individuals and Agencies Consulted** includes a list of agencies and individuals contacted during preparation of the EIR and lists those persons and agencies responsible for the preparation of the EIR.

Tables and figures are provided as necessary to illustrate and support text within this EIR. Tables that are less than one-page in length are located within the body of the text of the chapter or section in which they are introduced; tables greater than one-page in length are located at the end of the chapter or section. All figures are located at the end of the chapter or section in which they are introduced, following any tables, as applicable.

2.0 ENVIRONMENTAL SETTING

The Environmental Setting chapter provides a description of the existing physical conditions for the Riverwalk Specific Plan and off-site improvement areas. Additionally, this chapter provides an overview of the existing local and regional environmental setting per Section 15125 of the CEQA Guidelines, as well as the regulatory planning context. Also provided in this chapter is a general discussion of the planning context within which the project is evaluated. Greater details relative to the setting of each environmental issue area addressed in this EIR are provided at the beginning of each issue section impact area discussion presented in Chapter 5.0, *Environmental Analysis*, of this EIR.

CEQA Guidelines Section 15125(a) guides the discussion of the environmental setting for the proposed project and advises in the establishment of the project baseline. According to CEQA, *[a]n EIR must include a description of the physical environmental conditions in the vicinity of the project...The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts.*

2.1 Regional Setting

The project site is located in the Mission Valley community of the City of San Diego, within San Diego County (see Figure 2-1, *Regional Map*). The City covers approximately 206,989 acres in the southwestern section of San Diego County, in Southern California. The Mission Valley community is located in the central portion of the City of San Diego and the San Diego Metropolitan area. The community is located approximately four miles north of downtown San Diego and four to five miles east of the Pacific Ocean. The communities of Linda Vista, Serra Mesa, and Tierrasanta are located north of Mission Valley. Kensington-Talmadge, Normal Heights, Greater North Park, Uptown, and Old Town San Diego are located to the south of Mission Valley. Mission Bay Park is located northwest of Mission Valley. The communities of Navajo and College Area are located east of Mission Valley. As shown in Figure 2-2, *Vicinity Map*, the Specific Plan area is located in the west-central portion of the Mission Valley community.

2.2 Project Location and Surrounding Land Uses

As shown in Figure 2-3, *Project Location Map*, the approximately 195-acre site is located south of Friars Road, north of Hotel Circle North, and west of Fashion Valley Road in the Mission Valley community. The site is immediately north of Interstate 8 (I-8), approximately one mile west of State Route 163 (SR 163), and approximately two miles east of Interstate 5 (I-5). The site is surrounded by urban development. Multi-family residential developments exist to the west and northeast. To the north are multi-family residential and commercial office developments. Commercial retail development (Fashion Valley Mall) and hospitality use (Town and Country Resort Hotel, currently being redeveloped as a mixed-use project, which will ultimately include residential uses) are located east of the site. A mix of office, residential, and hotel uses, as well as I-8, are located south of the site. The San Diego River runs in an east-west manner through roughly the center of the project site; the Green Line Trolley traverses the Specific Plan area in an

east-west manner in the upper portion of the site, roughly parallel to Friars Road. An approximately 15-acre vacant property owned by the MTS is located immediately west of the site.

Regional access to the site is provided by I-8, SR 163, and I-5. Primary vehicle access to the site would occur at Fashion Valley Road from the east, Hotel Circle North from the south, and Friars Road from the north.

2.3 Existing Site Conditions

Figure 2-4, *Existing Site Conditions*, depicts the current development on the site. The site slopes gently towards the San Diego River, which curves through the central portion of the site. Elevations vary between 67 feet above mean sea level (AMSL) along the northern side of the Specific Plan area to 16 feet AMSL near the western river edge. The average (non-flood) river water level varies from 12 feet AMSL in the west to 15 feet AMSL in the east. Site drainage runs within pipes and over the land surface towards the San Diego River, which flows into the west and ultimately empties into the Pacific Ocean.

Under existing conditions, a large portion of the site is within the San Diego River floodplain and floodway, which is mapped on FEMA's May 16, 2012, Flood Insurance Rate Map No. 06073C1618G. (See Figure 2-5, *FEMA 100-Year Floodway and Floodplain Map*.) The floodplain and floodway flow in a westerly direction and are primarily south of the trolley. An off-site natural hillside area to north conveys flows to the site via storm drain facilities along Friars Road. The on- and off-site runoff are ultimately conveyed to the San Diego River.

The site has been previously graded and is developed with the Riverwalk Golf Course, comprised of three nine-hole golf courses, driving range, clubhouse building, maintenance facilities, surface parking, access roadways, and golf cart paths/bridges. The three nine-hole courses include the Friars Course in the north, the Presidio Course in the middle-western area, and the Mission Course in the south. Two holes of the Presidio Course occur on MTS-owned land, outside of the premises. There are numerous sand traps, water features, irrigation pipes, and sprinklers throughout the course. Parking is accommodated within surface parking lots. Landscaping consists of turf, non-native ornamental vegetation, and trees. The San Diego MTS Green Line Trolley crosses the site parallel to the river, approximately 300 to 800 feet north of the river. The trolley line was constructed on a raised berm across the site. Two under-crossing tunnels occur under the tracks that are large enough for two golf carts (side-by-side). Additionally, two bridges cross the San Diego River that support golf carts and lightweight vehicles.

2.4 Planning Context

This section provides a brief overview of the planning context relevant to the project.

2.4.1 City of San Diego General Plan

The General Plan designates the site as Commercial Employment, Retail, and Services, in the northeastern and central portions of the site; Multiple Use, in the northern and southern portions of the site; Residential, in the western portion of the site; and Park, Open Space, and Recreation, in the central portion of the site (Figure 2-6, *City of San Diego General Plan Land Use and Street System Map*).

2.4.2 Mission Valley Community Plan

The Mission Valley Community Plan designates the project site as Residential (High Density) in the northeastern and northwestern portions of the site; Office and Visitor Commercial in the northcentral, northeastern, and southeastern portions of the site; and Potential Park/Open Space in the central portion of the site. In addition, the land use map identifies a future Riverwalk Specific Plan is anticipated for the site (Figure 2-7, *Mission Valley Community Plan Planned Land Use Map*).

2.4.3 Levi-Cushman Specific Plan

The Levi-Cushman Specific Plan was approved by Resolution 269106 for an area that includes the project site by the San Diego City Council in 1987. The 200-acre Levi-Cushman Specific Plan houses the majority of the Riverwalk Golf Course [which operates under Conditional Use Permit (CUP) No. 94-0563] and is comprised of the 195 acres proposed for redevelopment with the Riverwalk Specific Plan and a five-acre parcel owned by MTS. (This five-acre parcel is part of a larger 15-acre holding of MTS. The entire 15 acres owned by MTS is utilized by the Riverwalk Golf Course, but only five acres of this holding are within the Levi-Cushman Specific Plan; the remaining 10 acres is not a part of the Levi-Cushman Specific Plan.)

The Levi-Cushman Specific Plan identifies the project site for a mix of residential, retail, office, hotel, and recreational uses. (See Figure 2-8, *Levi-Cushman Specific Plan Land Use Map*.) Much of the housing and neighborhood commercial uses approved with the Levi-Cushman Specific Plan were planned to be located on the north side of the San Diego River, with office and hotel development sited on the south side of the river. Central to the Levi-Cushman Specific Plan was the creation of a 12-acre island along the southern edge of the San Diego River to accommodate small-scale specialty retail, office, and residential uses. In total, the Levi-Cushman Specific Plan allows for 1,329 residential dwelling units; 1,000 hotel rooms; 200,000 square feet of retail; 2,582,000 square feet of office; and a minimum of 75 acres of open areas, including the San Diego River, the river buffer, parks, setbacks, hiking/biking/walking trails, theme entries, plazas, and privately maintained open areas within each parcel.

Development allowed under the Levi-Cushman Specific Plan has not occurred. Accordingly, the site continues to operate as Riverwalk Golf Course under CUP No. 94-0563 until such time as redevelopment occurs.

2.4.4 Zoning

Zoning for the site is governed by the City's Land Development Code. The base zones on the site are CC-3-9 (Commercial—Community) in the central, northeastern, and southeastern portions of the site; RM-4-10 (Residential—Multiple Unit) in the northwestern and northeastern portions of the site; OP-1-1 (Open Space—Park) in the central portion of the site, and OC-1-1 (Open Space – Conservation) in the central portion of the site surrounding the San Diego River (see Figure 2-9, *Existing Zoning*).

In addition to the base zones, a Community Plan Implementation Overlay Zone (CPIOZ) is applied within the boundaries of the Levi-Cushman Specific Plan area (per Chapter 13, Article 2, Division 14 of the Municipal Code) to provide supplemental development regulations that are tailored to implement the vision and policies of the Mission Valley Community Plan. The CPIOZ has three subdistricts, two of which apply to the project site. They are the Specific Plan Subdistrict and the San Diego River Subdistrict. The CPIOZ is Type A, meaning *any development permit application within the boundaries of CPIOZ-Type A that complies with the supplemental development regulations can be processed ministerially. Any development permit application within the boundaries of CPIOZ-Type A that does not comply with the supplemental development regulations [...] requires a Process Three Site Development Permit.*

The purpose of the Specific Plan Subdistrict CPIOZ-Type A regulations is to identify properties where a valid specific plan has been adopted by ordinance or a specific plan adopted by ordinance is required for future development. Applications for a CPIOZ-Type A development shall meet the regulations outlined within the corresponding specific plan. The overlay zone supersedes the base zones; therefore, any development proposed for the site would need to be consistent with the land use plan, densities, and intensities described in the Levi-Cushman Specific Plan to be processed ministerially. Any other development program, even one consistent with the base zones, would require discretionary approval.

The purpose of the San Diego River Subdistrict CPIOZ-Type A regulations is to ensure that development along the San Diego River implements the San Diego River Park Master Plan. The River Subdistrict regulations have also been designed to preserve and enhance the character of the San Diego River Valley, to provide for sensitive rehabilitation and redevelopment, and to create the San Diego River Pathway. The San Diego River Subdistrict CPIOZ includes the River Corridor Area and the River Influence Area. The regulations of this zone apply to any development fully or partially within these boundaries. Any deviation from the development standards outlined in the San Diego River Subdistrict would require discretionary approval.

2.4.5 Montgomery Field Airport Land Use Compatibility Plan

The northeast corner of the site is located within Airport Influence Area (AIA) Review Area 2 of Montgomery-Gibbs Executive Airport, compatibility with which is governed by the Montgomery Field Airport Land Use Compatibility Plan (ALUCP) (Figure 2-10, *Montgomery Field ALUCP Airport Influence Area*). The City of San Diego implements the ALUCP policies and criteria with the Supplemental Development Regulations contained in the Airport Land Use Compatibility Overlay Zone (Chapter 13, Article 2, Division 15 of the City's Municipal Code). There are two Review Areas for Montgomery Field. The site area is located within Review Area 2. Review Area 2 involves airspace protection or overflight

compatibility. See Section 5.16, *Health and Safety*, for a detailed discussion of project compatibility with the Montgomery Field ALUCP, and Section 5.1, *Land Use*, for a discussion of the project's relationship with the Montgomery Field ALUCP.

2.4.6 San Diego International Airport Airport Land Use Compatibility Plan

The site is located within AIA Review Area 2 of the San Diego International Airport (SDIA) ALUCP (Figure 2-11, *San Diego International Airport ALUCP Airport Influence Area*). Additionally, the site is located within the Airspace Protection Boundary and the Overflight Notification Boundary. The basic function of the SDIA ALUCP (2014) is to *promote compatibility between the airport and the land uses that surround it to the extent that these areas are not already devoted to incompatible land uses*. The ALUCP safeguards the general welfare of the inhabitants within the vicinity of SDIA and the public in general. The ALUCP provides policies and criteria for the City of San Diego to implement and for the Airport Land Use Commission (ALUC) to use when reviewing development proposals. See Section 5.16, *Health and Safety*, for a detailed discussion of project compatibility with the SDIA ALUCP, and Section 5.1, *Land Use*, for a discussion of the project's relationship with the San Diego International Airport ALUCP.

2.4.7 San Diego River Park Master Plan

The San Diego River Park Master Plan (2013) (SDRPMP) provides the vision and guidance to restore the relationship between the San Diego River and the surrounding communities by creating a river-long park, stretching from the Pacific Ocean at Ocean Beach Park to the City's jurisdictional eastern boundary at the City of Santee. The SDRPMP divides the San Diego River into six segments, known as "reaches," and provides specific recommendations for each reach. The site is located within the Lower Valley Reach, which encompasses the entirety of the Mission Valley community from I-15 in the east to I-5 in the west.

The SDRPMP covers the 17.5-mile stretch of the San Diego River and includes two distinct planning areas: the River Corridor Area and the River Influence Area. The River Corridor Area consists of the 100-year floodway along both sides of the San Diego River, plus 35-foot path corridor on each side. The River Influence Area consists of the first 200 feet adjacent to the River Corridor Area, also on both sides of the San Diego River. The River Corridor Area is located on the site adjacent to the San Diego River. The River Influence Area also covers a portion of the site. (See Figure 2-12, *San Diego River Park Master Plan within Riverwalk Specific Plan Area*.)

2.4.8 San Diego Regional Air Quality Strategy

The San Diego Regional Air Quality Strategy (RAQS) was developed to identify feasible emission control measures and provide expeditious progress toward attaining the State ozone standards. The two pollutants addressed in the RAQS are volatile organic compounds (VOC) and oxides of nitrogen (NO_x), which are precursors to the formation of ozone. The San Diego County Air Pollution Control District (APCD) is responsible for RAQS development and implementation. See Section 5.5, *Air Quality*, for a complete analysis of project compliance with the RAQS.

2.4.9 San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan (RP) was adopted by San Diego Associated of Governments (SANDAG) on October 9, 2015. The RP serves as a blueprint for how the San Diego region will grow and how SANDAG will invest in transportation infrastructure that will provide more choices, strengthen the economy, promote a healthy environment, and support thriving communities. The Regional Plan ensures that tax dollars will be spent for the greatest public good by providing a roadmap to grow and evolve and by prioritizing 35 years of regional transportation projects to create a framework for much of the region's transportation infrastructure. The transportation decisions detailed in the Regional Plan serve an overarching goal: create more transportation choices, which ultimately will lead to healthier communities, healthier people, and a healthier environment. In addition, the Regional Plan has been organized to include the following elements: Policy Element, Sustainable Communities Strategy, Financial Element, and Action Element.

2.4.10 Water Quality Control Plan for the San Diego Basin

The San Diego Regional Water Quality Control Board's Water Quality Control Plan for the San Diego Basin (Basin Plan) is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan: (1) designates beneficial uses for surface and ground waters; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the State's anti-degradation policy; (3) describes implementation programs to protect the beneficial uses of all waters in the region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan. Additionally, the Basin Plan incorporates by reference all applicable State and Regional Board plans and policies.

2.4.11 City of San Diego Environmentally Sensitive Lands Regulations

Chapter 14, Article 3, Division 1 of the SDMC contains Environmentally Sensitive Lands (ESL) regulations. The purpose of the regulations is to *protect, preserve and, where damaged, restore the environmentally sensitive lands of San Diego and the viability of the species supported by those lands*. ESLs are defined to include Sensitive Biological Resources, Steep Hillides, Coastal Beaches, Sensitive Coastal Bluffs, and 100-year Floodplains. Special Flood Hazard Areas within the City are established in accordance with FEMA Flood Insurance Rate Map (FIRM). Any development that requires encroachment into environmentally sensitive land types identified in the ESL Regulations is required to obtain either a Neighborhood Development Permit (NDP) or an SDP. Portions of the site contain sensitive biological resources, 100-year and special flood areas, and floodplains.

Biological Resources

Impacts to biological resources within the Multi Habitat Planning Area (MHPA), must comply with the City's Municipal Code ESL Regulations (Chapter 14, Article 3, Division 1). Outside the Coastal Overlay Zone where the project lies, impacts to wetlands should be avoided. Unavoidable impacts should be minimized to the maximum extent practicable. Whether or not an impact is unavoidable will be determined on a

case-by-case basis. If impacts to wetlands cannot be avoided, a deviation from the ESL Regulations is required. Examples of unavoidable impacts include those necessary to allow reasonable use of a parcel entirely constrained by wetlands, roads where the only access to the developable portion of the site results in impacts to wetlands, and essential public facilities (essential roads, sewer, water lines, etc.) where no feasible alternative exists.

Special Flood Hazards Areas

With regard to flood hazard areas, the ESL Regulations contain restrictions relative to the floodway and flood fringe, intended to provide reasonable flood protection for regulatory purposes. Within the floodway, no structures may be attached to a foundation, development must be offset by other improvements to enable the passage of the base flood, and channelization is subject to a number of requirements. Within the flood fringe, permanent structures, roads, and other development may be allowed, provided that they meet applicable conditions.

2.4.12 Multiple Species Conservation Program Subarea Plan/Multi-Habitat Planning Area

The MSCP Subarea Plan is a comprehensive habitat conservation planning program developed to preserve a network of habitat and open space and protect and preserve biodiversity. The MSCP covers a wide range of species found in San Diego and is designed to provide permit-issuance authority to the appropriate local regulatory agencies. The City of San Diego's MSCP provides a process for the issuance of incidental take permits (ITPs) under the federal and state Endangered Species Act and the California Natural Communities Conservation Planning Act. The goal of the City's MSCP Subarea Plan is to conserve sensitive species and biodiversity while continuing to allow for the economic growth of the City. The Subarea Plan establishes a preserve area to delineate core biological resource areas and corridors targeted for conservation, known as the City's MHPA.

The site is located within the City's MSCP area, which covers 206,124 acres within the City's jurisdiction. The nearest MHPA area to the site is the San Diego River, which runs roughly along the middle of the site (Figure 2-13, *MHPA Exhibit*), where approximately ~~212,698~~ 212,698 acres are mapped MHPA.

2.0 ENVIRONMENTAL SETTING



Figure 2-1. Regional Map

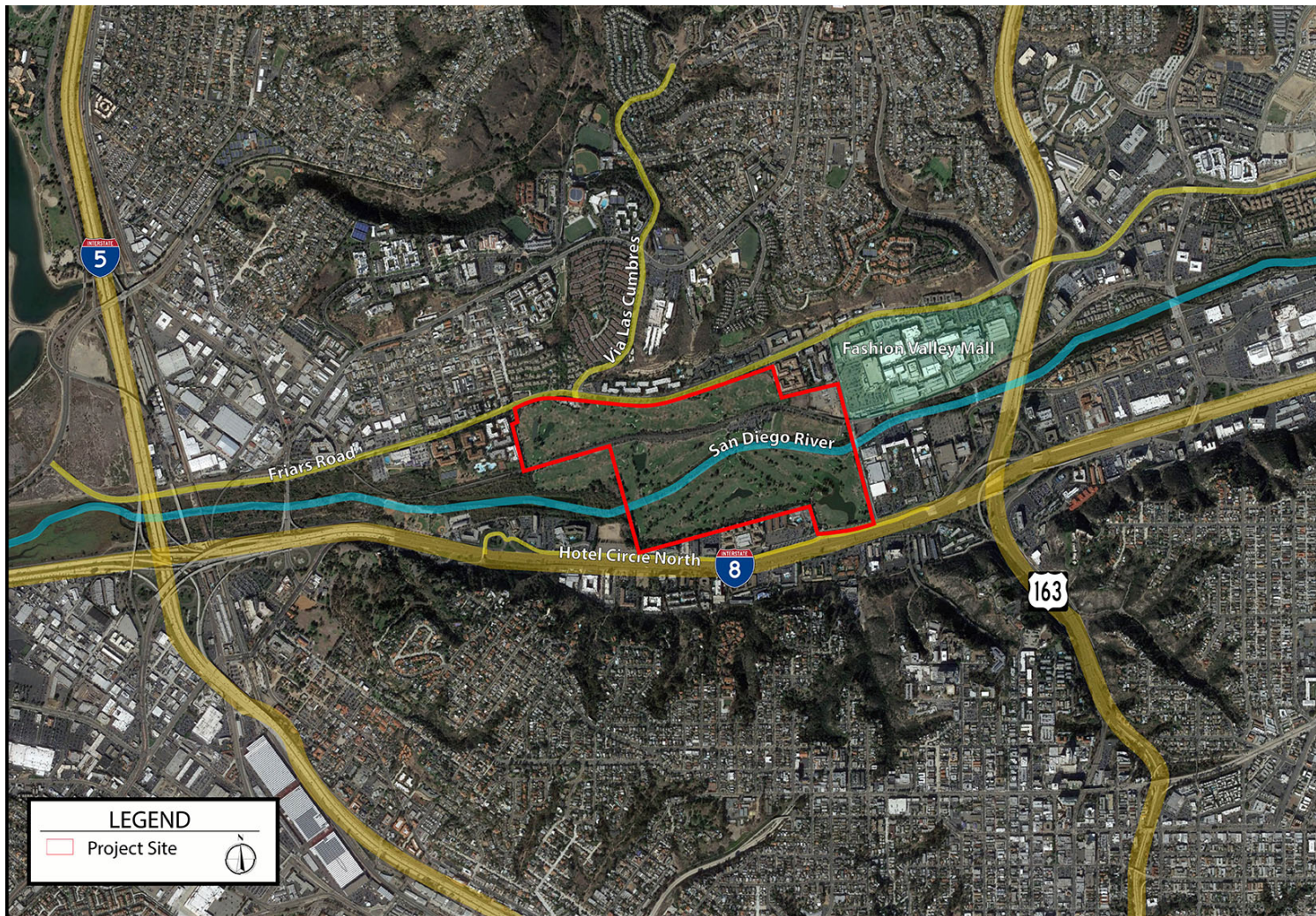


Figure 2-2. Vicinity Map



Figure 2-3. Project Location Map



Figure 2-4. Existing Site Conditions

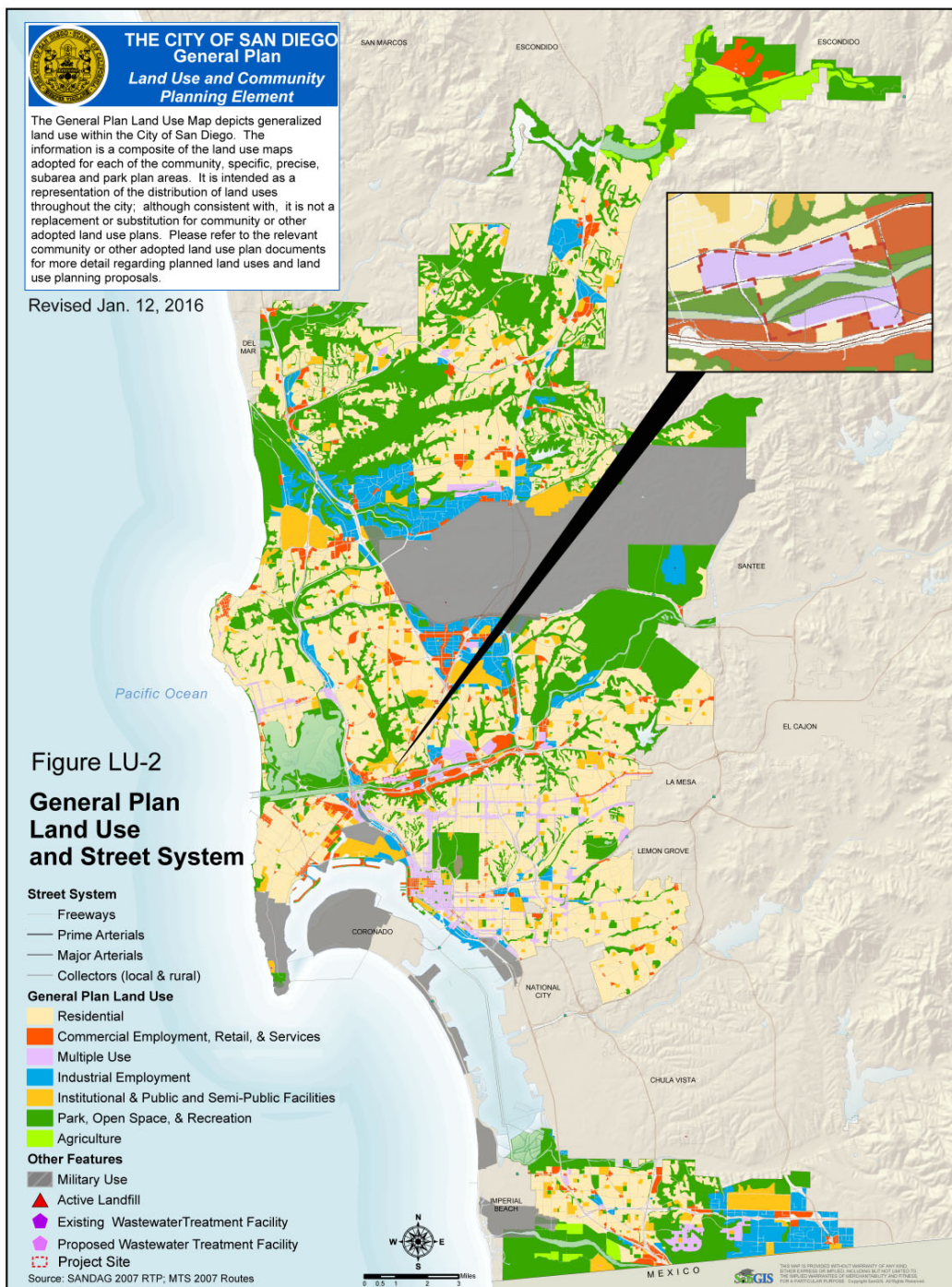


Figure 2-6. City of San Diego General Plan Land Use and Street System Map

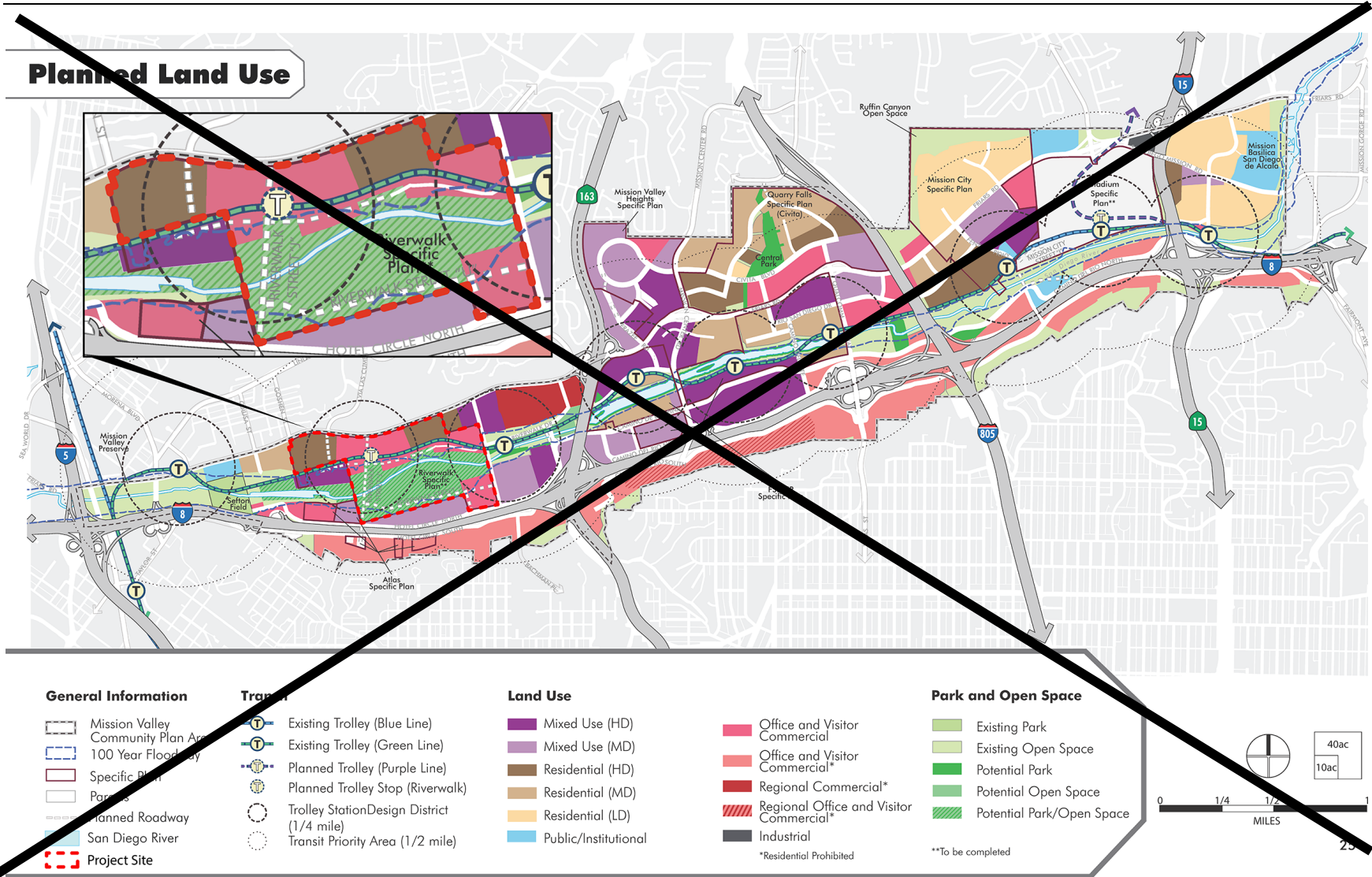


Figure 2-7. Mission Valley Community Plan Planned Land Use Map

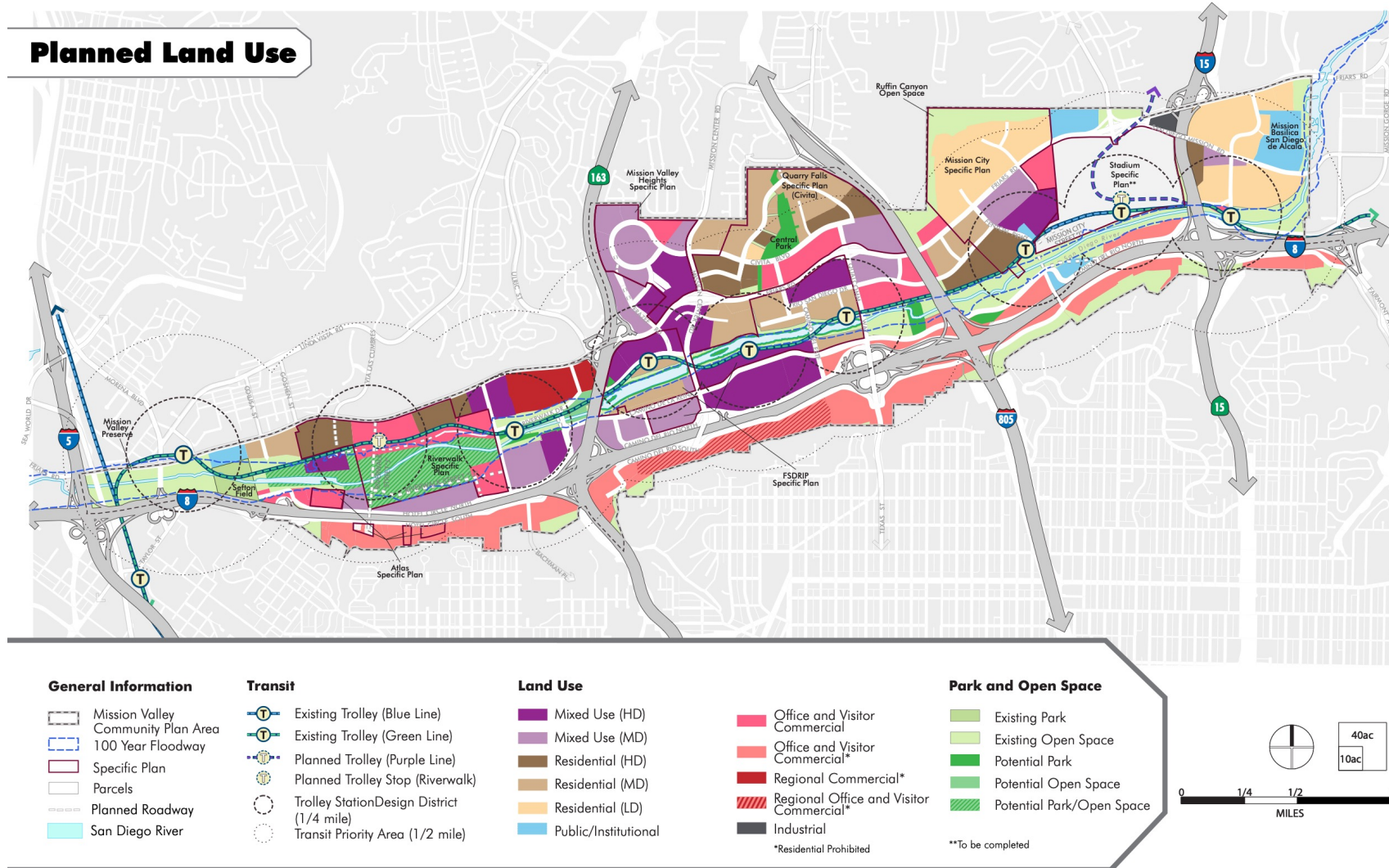


Figure 2-7. Mission Valley Community Plan Planned Land Use Map

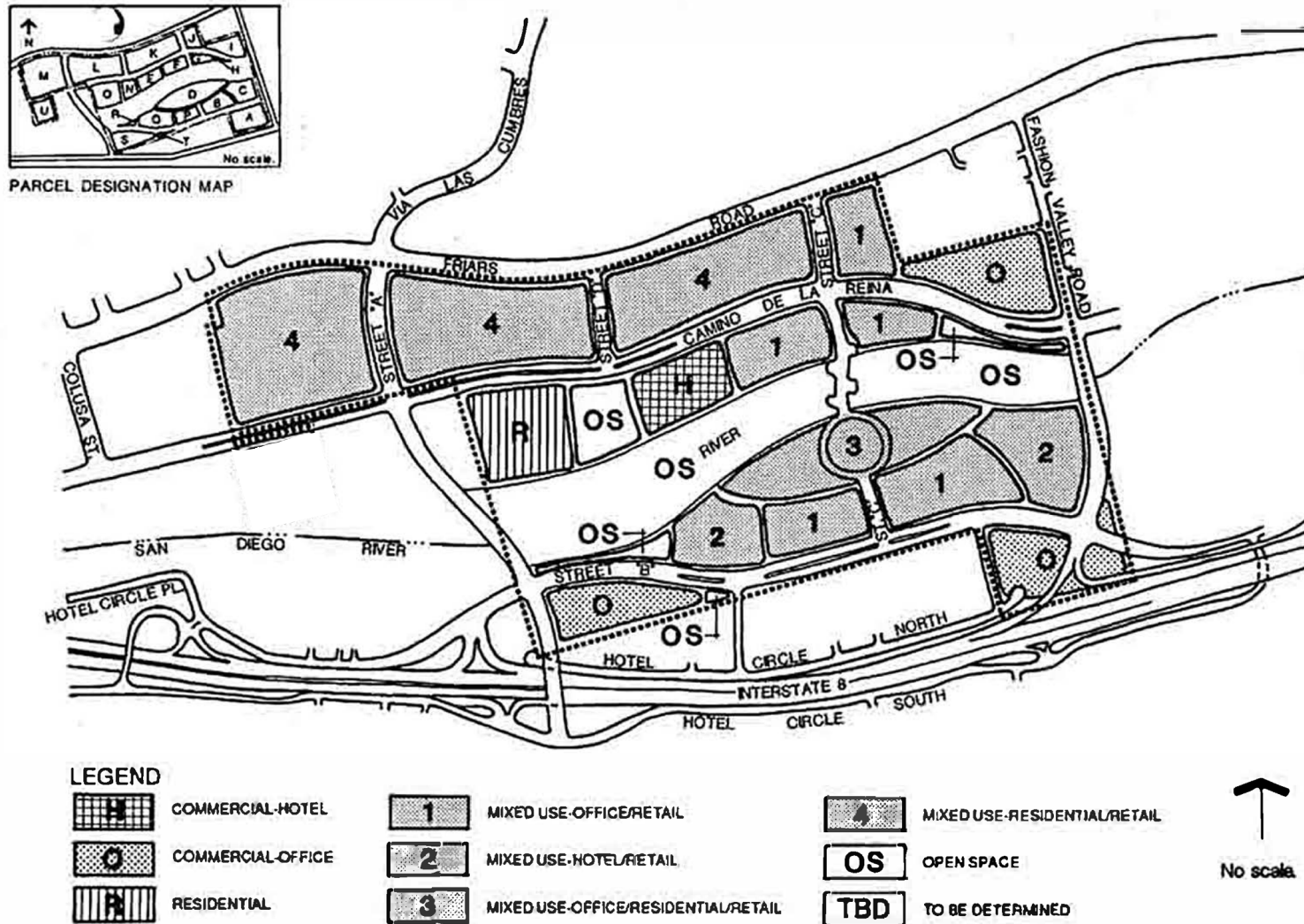


Figure 2-8. Levi-Cushman Specific Plan Land Use Map

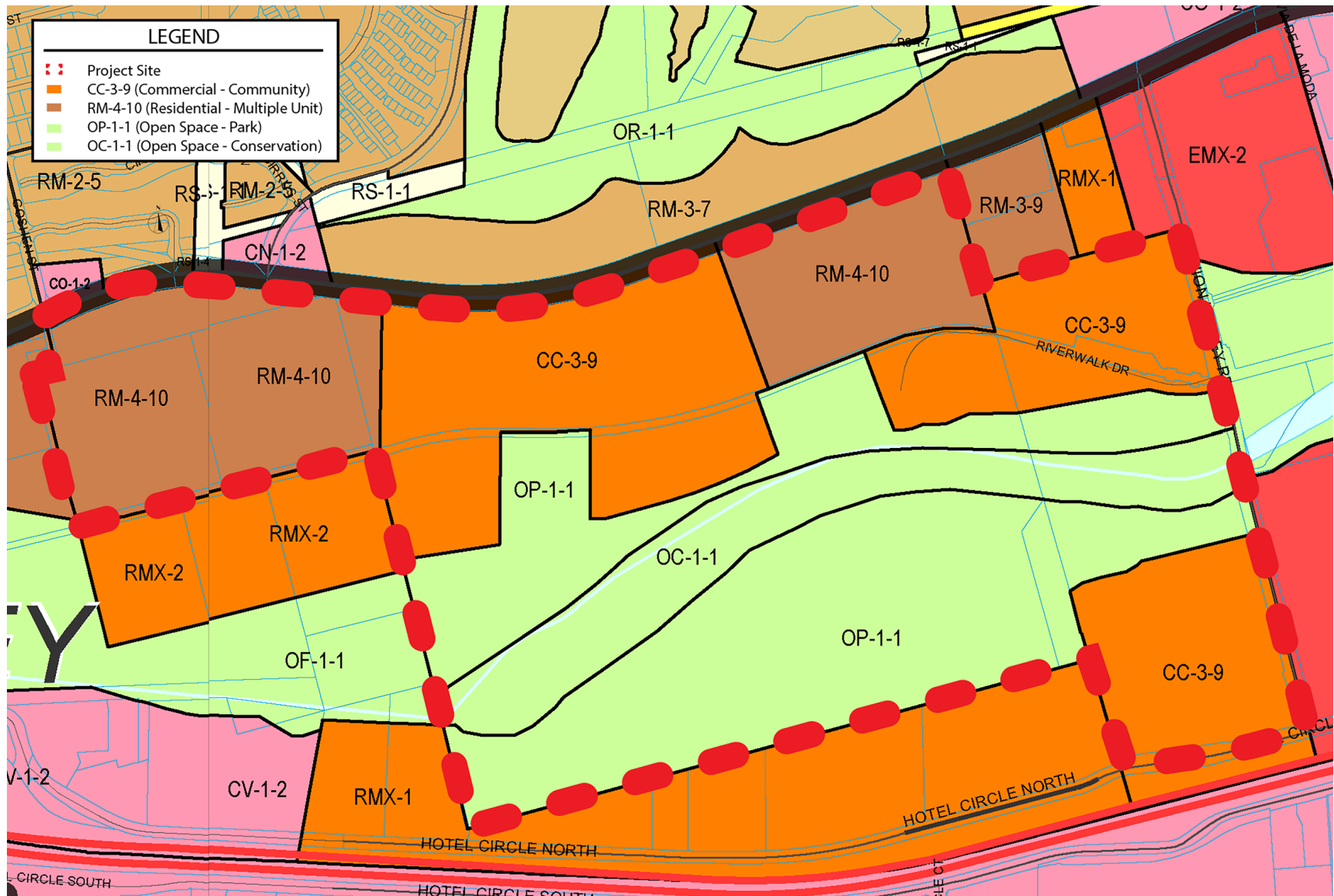


Figure 2-9. Existing Zoning

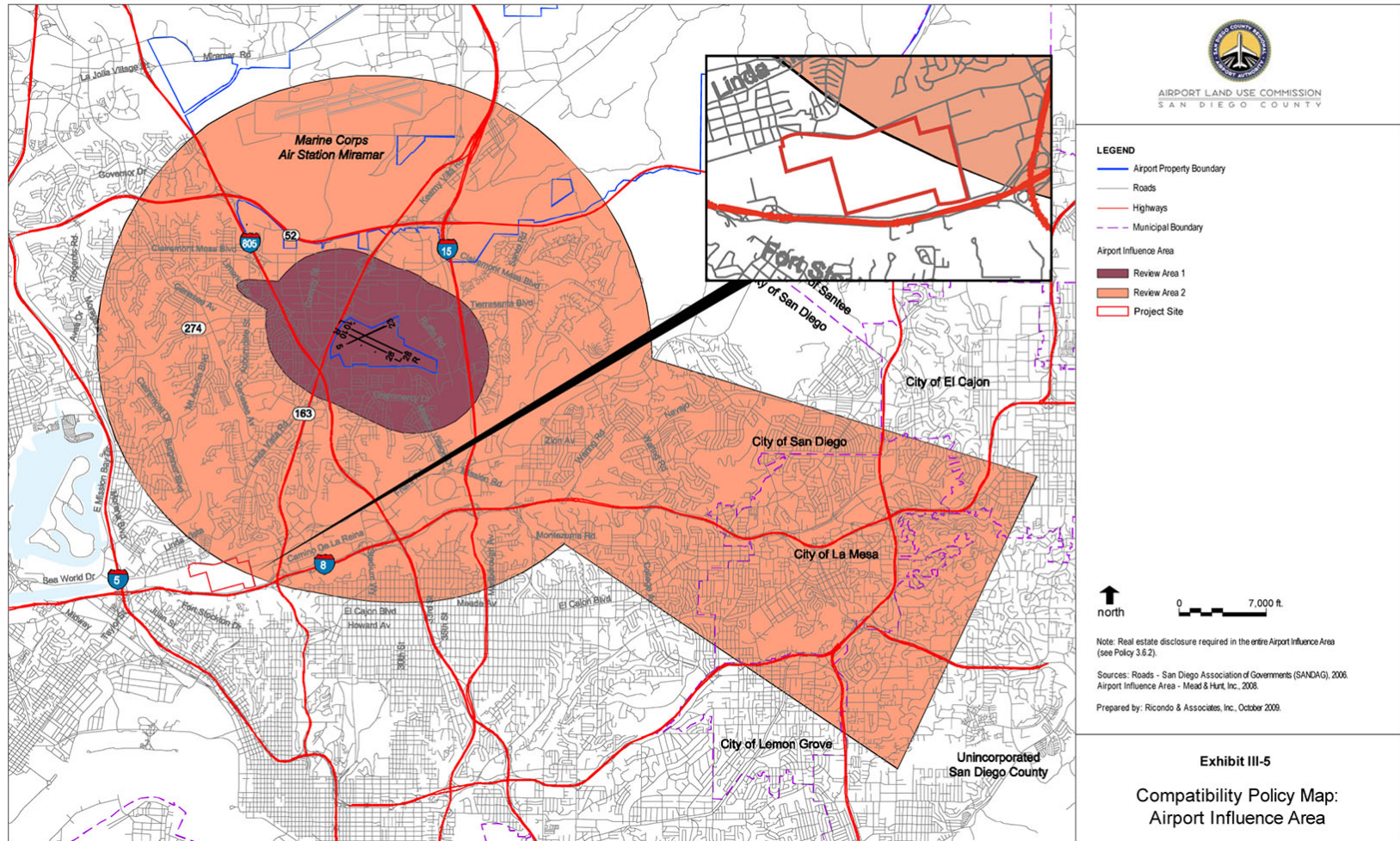


Figure 2-10. Montgomery Field ALUCP Airport Influence Area

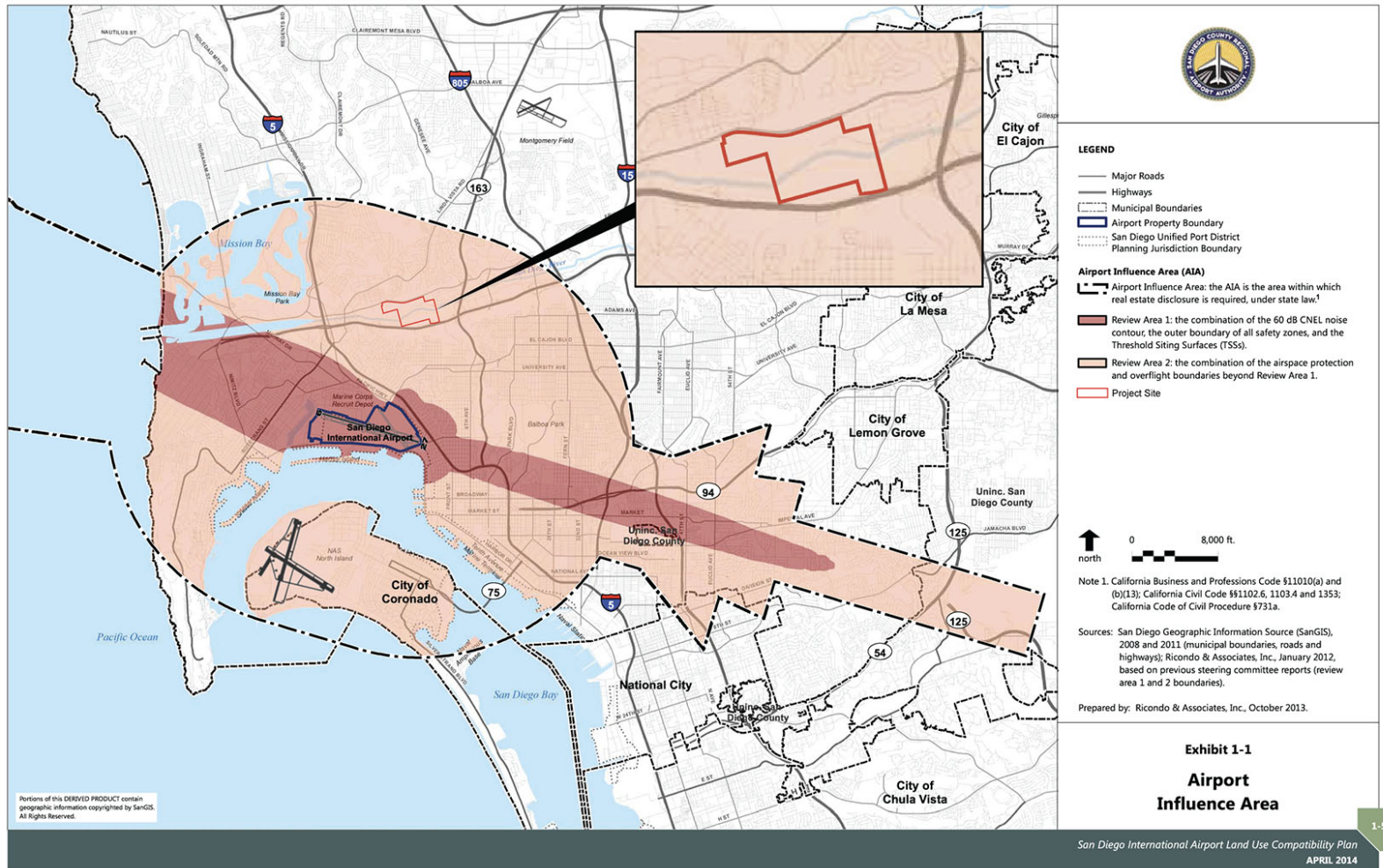


Figure 2-11. San Diego International Airport ALUCP Airport Influence Area

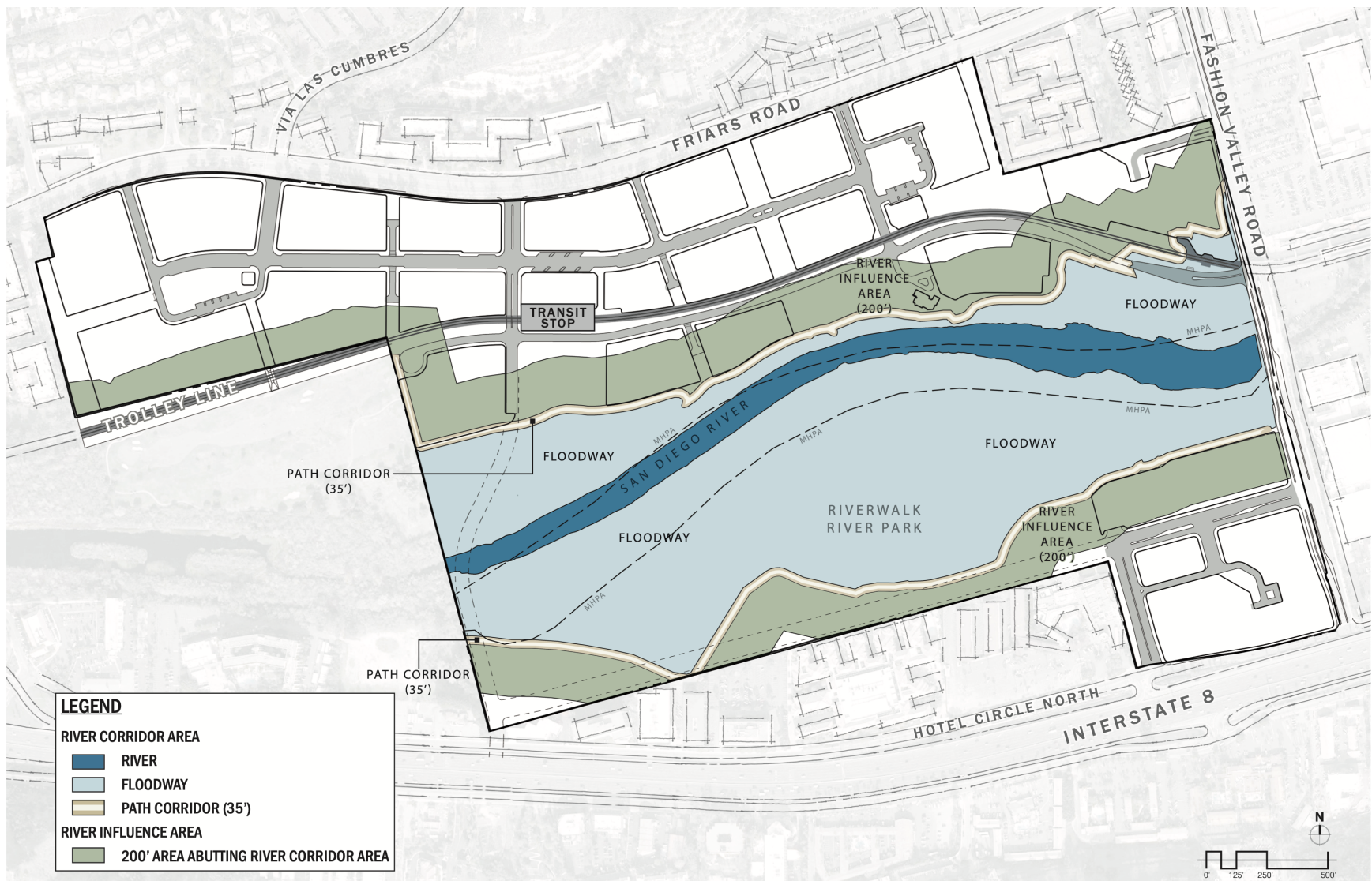


Figure 2-12. San Diego River Park Master Plan within the Riverwalk Specific Plan Area



Figure 2-13. MHPA Exhibit

3.0 PROJECT DESCRIPTION

3.1 Purpose and Objectives of the Project

3.1.1 Project Purpose

The purpose of the Riverwalk Specific Plan is to create a mixed-use, transit-oriented neighborhood on the approximately 195-acre site comprised of four districts. Land uses within the Specific Plan would include parks and open space, multi-family residential, commercial retail, and office and non-retail commercial situated within an urban setting.

3.1.2 Project Objectives

The project objectives associated with the Riverwalk Specific Plan and related actions are:

- Create a focused long-range plan intended to promote increased residential density and employment opportunities consistent with the General Plan, Mission Valley Community Plan, San Diego River Park Master Plan, and the Climate Action Plan.
- Assist the City's housing supply needs by providing a range of housing, including both market rate and deed-restricted affordable units, proximate to transit, jobs, amenities, and services.
- Implement the City of Villages goals and smart growth principles by creating a mixed-use neighborhood with housing, commercial, employment, and recreation opportunities along transit while restoring a stretch of the San Diego River.
- Create a transit-accessible mixed-use development in a central, in-fill location.
- Promote multi-modal travel (pedestrian and bicycle friendly corridors) through the project site through on-site trails, paths, and sidewalks that connect to internal and adjacent amenities and services throughout Mission Valley.
- Construct a new Green Line Trolley stop easily accessible from within Riverwalk and to adjacent surrounding residential and employment areas.
- Design a neighborhood that integrates the San Diego River through active and passive park uses, trails, resource-based and a connected open space.
- Allow for the establishment and creation of a habitat Mitigation Bank that provides long-term habitat conservation and maintenance.
- Improve the Fashion Valley Road crossing that:
 - Provides expanded storm water flow volume accommodating a 10- to 15-year storm event;
 - Improves emergency response times by facilitating north-south vehicular access in storm events;
 - Expands active transportation circulation by providing sidewalks and a buffered two-way cycle track; and
 - Modernizes flood control gate operations in the project vicinity.

- Celebrate and interpret important cultural and historic resources within the Specific Plan area.

3.2 Riverwalk Specific Plan

The Riverwalk Specific Plan, included in Appendix CC, establishes goals and policies for a transit-oriented development (TOD) with a range of land uses in a mixed-use setting. The Riverwalk Specific Plan also establishes development standards and architectural guidelines for build-out of the plan area. The intent of the design guidelines and development standards identified for Riverwalk as presented in the Riverwalk Specific Plan is to provide a methodology to achieve the development of a cohesive neighborhood of districts. Additionally, the Riverwalk Specific Plan includes individual district guidelines to identify specific design considerations and special treatment areas unique to each district.

Figure 3-1, *Riverwalk Land Use Map*, shows the types and locations of land uses proposed for the Riverwalk Specific Plan area. The following are the various Specific Plan components.

3.2.1 Land Use Plan

Riverwalk is planned as an integrated, mixed-use neighborhood. As shown in Table 3-1, *Riverwalk Land Uses, Zones, and Development Intensity/Density*, Riverwalk would provide approximately 97 acres of parks, open space, and trails; 4,300 residential units offered as a variety of “for sale” and/or “for rent”, including 10 percent deed-restricted affordable housing built on-site; 152,000 square feet of commercial retail space; and 1,000,000 square feet of office and non-retail commercial use.

3.2.2 Planning Districts

The Riverwalk Specific Plan area is divided into four districts: the North District, the Central District, the South District, and the Park District, as shown in Figure 3-2, *Riverwalk Districts*. The North District would be located between Friars Road and the MTS Green Line trolley tracks. The Central District would be located south of the North District and the MTS Green Line trolley tracks. The South District would be located in the southeast corner of the project site, fronting Hotel Circle North and Fashion Valley Road. The Park District would encompass Riverwalk’s expansive river park (known as the Riverwalk River Park) that flanks the San Diego River and would be located generally between the Central District and the South District. The following provides a description of Riverwalk’s districts.

Table 3-1. Riverwalk Land Uses, Zones, and Development Intensity/Density

Land Use	Allowable Zone(s) ¹	Acreage (acres) ²	Targeted-District Development Density / Intensity
North District			
Mixed-Use	RM-4-10 CC-3-9	44.3	3,415 units Residential 110,300 square feet Commercial Retail 65,000 square feet Office and Non-retail Commercial
Private Parks	RM-4-10 CC-3-9	10.2	10.2 acres Parks ⁴ and Open Space
Central District			
Mixed-Use	CC-3-9	10.4	885 units Residential 13,100 square feet Commercial Retail
Public Parks	CC-3-9 OP-1-1	5.5	5.5 acres Parks ⁴ and Open Space
Private Parks & Open Space	CC-3-9	1.5	1.5 acres Parks ⁴ and Open Space
South District			
Mixed-Use	CC-3-9	11.0	28,600 square feet Commercial Retail 935,000 square feet Office and Non-retail Commercial
Park District			
Public Parks	OP-1-1	45.6 ³	45.6 acres Parks ⁴
MHPA/River Channel/No Use Buffer	OC-1-1	34.6 ³	34.6 acres Open Space
Roadways			
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 OC-1-1	6.1	N/A
Overall Targeted-Maximum Project Density / Intensity	RM-4-10 CC-3-9 OP-1-1 OC-1-1	195.0	4,300 units Residential 152,000 square feet Commercial Retail 1,000,000 square feet Office and Non-retail Commercial 97 acres of Parks and Open Space

¹ Unless otherwise approved as a deviation from the base zone, 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.

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

³ 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.

⁴ 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.

3.2.2.1 North District

The North District encompasses approximately 68.2 acres between Friars Road and the Green Line Trolley tracks. This district would provide the primary mixed-use core for Riverwalk and is the location of much of Specific Plan's residential development. To achieve the residential and mixed-use focus of the North District, land uses include residential, commercial retail, office and non-retail commercial, and parks and open space. Zoning in the North District would be RM-4-10 for the residentially-focused areas and CC-3-9 for the mixed-use core of the district and the area adjacent to the Fashion Valley Mall.

Supportive retail services and employment amenities would establish this district's mixed-use core. The North District would also provide a focal node of the trolley stop and mobility hub, located in the approximate center of the district. Included at this location would be a central plaza within the mixed-use core that would provide retail, employment, and residential use within proximity to the trolley, Riverwalk River Park, and associated pedestrian walkway amenities. Development in the North District would be centered along an east-west internal spine street (Streets 'D1', 'D2, ' and 'E') (which would be anchored by parks on the east and west ends) that acts as a promenade for pedestrians, bicyclists, and vehicles with connections to Friars Road.

3.2.2.2 Central District

The Central District encompasses approximately 22.3 acres south of the North District, between the trolley tracks and the San Diego River, and would include a mixture of open space and urban land uses. Land uses in this district would be residential, commercial retail, and parks and open space. Zoning in the Central District would be CC-3-9 and OP-1-1. Interspersed with public parks in the west and east portions of this District, a mix of residential and commercial uses would occur within the central portion of the Central District. The former golf course clubhouse would be re-purposed as a restaurant and amenity space, perhaps with a banquet hall and other private dining options or even a small brewing facility.

The Central District interfaces with the North District at the two trolley crossings (one at-grade, one grade-separated), as well as at the pedestrian/bicycle tunnel that runs under the existing trolley tracks. The Central District also interfaces with the Park District at the southern boundary. Additional connectivity is provided between the Central District and the South District, to the south, via two existing pedestrian/bicycle bridges within the Park District.

3.2.2.3 South District

The southernmost district of Riverwalk is the South District, which comprises the approximately 15.9-acre area south of the Riverwalk River Park. Land uses within the South District would be commercial retail and office and non-retail commercial; applicable zoning would be CC-3-9. Residential use may also occur here. The South District is envisioned to develop with an employment focus, which may occur as individual buildings or as a more integrated campus-like development. The location of the employment component of the project in this district provides convenient access to transit both on-site and at Fashion Valley

Transit Center, the regional transportation network via the I-8 freeway, and a variety of uses provided on-site and in surrounding developments, which include commercial retail, residential, and hospitality uses that have a synergistic relationship to Riverwalk and its employment uses.

3.2.2.4 Park District

The Park District would develop parks and open space land uses within the OP-1-1 and OC-1-1 zones. The approximately 88.0-acre Park District is comprised of the Riverwalk River Park (45.0 acres), river habitat restoration area (34.6 acres), irrevocable offers of dedication (IODs) for future streets 'J' and 'U' (7.7 acres), and the easement for Fashion Valley Road (0.6 acre). Provision and implementation of the Riverwalk River Park is a major element of the Riverwalk Specific Plan that would serve the Specific Plan area and the surrounding communities as a passive and active recreational area. Passive areas are located closer to the river, while active use would be located away from the river to limit impacts such as noise, litter, and unauthorized access. The passive areas include a no-use wetland buffer and riparian restoration area with habitat, natural open space (with some portions located within the MHPA), and nature viewing areas.

3.2.3 Parks, Open Space, Trails, and the Pedestrian Realm

Riverwalk would provide approximately 97 acres of parks, open space (including the San Diego River channel, portions of MHPA areas, no-use buffer, and mitigation bank, described below), and trails as part of the parks and open space network for the project (see Figure 3-3, *Conceptual Park Systems Plan*). These project elements are described below.

3.2.3.1 Parks

Riverwalk's parks would include active and passive uses. The types of parks contemplated in the Riverwalk Specific Plan include Pocket Parks, Mini Parks, Neighborhood Parks, and the Riverwalk River Park.

Riverwalk River Park

The Riverwalk River Park would include passive and active park components. The park would be a daytime use (dawn to dusk) facility and would not include significant nighttime lighting. Additionally, landscaping would include native species that are appropriate within/adjacent to wetland/riverine habitats.

The Riverwalk River Park would be delivered in phases. The first phase would include opening up the existing golf course as a passive park in a form substantially similar to current conditions. When development of the Central District or South District occurs, the site would be graded and active amenities would be constructed in the Central District park areas, with passive park space remaining south of the San Diego River (phase two). Phase three of the Riverwalk River Park would include full build-out of amenities and active recreation areas in the River Park District. The designs of each phase will be decided through a GDP process consistent with Council Policy 600-33.

At full build-out, the active park portion of the Riverwalk River Park would encompass 45.6 acres and is located between 50 and 550 feet from the San Diego River channel and the MHPA. Anticipated uses within the active park may include sports fields, picnic areas, fenced dog parks, playgrounds, water features, a ranger station, a recreation center, restroom facilities, amphitheater, walking/jogging/biking paths and trails, and other amenities. The passive park component of the Riverwalk River Park is located adjacent to the MHPA and the San Diego River channel. Uses in this area would include walking/hiking trails and nature observation nodes with educational kiosks. The Riverwalk River Park also proposes a 50-foot wide no-use buffer flanking the San Diego River channel and MHPA. The no-use buffer, the MHPA, and the San Diego River channel together encompass approximately 34.6 acres within the Riverwalk River Park.

Urban Parks

The urban park network of Riverwalk would serve as a link to boost alternative transportation, as a means for pedestrians, bicyclists, scooter riders, and others to circulate in a non-motorized manner. Urban parks planned by the Riverwalk Specific Plan include linear parks, pocket parks, mini parks, plazas, paseos, and special activity parks (such as a community garden or off-leash dog area).

3.2.3.2 San Diego River Corridor

Within the Riverwalk Specific Plan, the San Diego River provides an urban open space corridor where the river's biology and hydrology can be managed in a natural environment. Immediately north and south of the San Diego River corridor, the project provides passive recreational opportunities for Riverwalk and the San Diego region. The project includes a habitat restoration effort along the existing river channel and within the MHPA on-site to comply with Guideline B15 in the City's MSCP Subarea Plan, which requires the restoration of native vegetation along this portion of the San Diego River Corridor as a condition of development proposals.

The restoration would include the removal of invasive, non-native plant species and the planting of native seed and container stock. The restoration is intended to increase and enhance the native habitats along the San Diego River, within and adjacent to the MHPA. A Wetland Restoration Plan has been prepared to guide the restoration effort and is further discussed in Section 5.4, *Biological Resources*.

3.2.3.3 Mitigation Bank

Riverwalk includes restoration that is intended to create and enhance the native habitats along the San Diego River, within and adjacent to the MHPA consistent with Guideline B15 in the City's MSCP Subarea Plan, which requires the restoration of native vegetation along this portion of the San Diego River channel as a condition of development proposals. The restoration area includes 11.54 acres of wetland habitat enhancement and 13.32 acres of wetland habitat creation. While the mitigation bank use is disclosed in this EIR, the permitting and approvals for the mitigation bank are not included as part of the project.

3.2.3.4 50-foot No Use Buffer

The project includes a 50-foot no use buffer adjacent to the MHPA. Boulders or deterrent vegetation, as well as peeler log fencing, would be installed to deter entrance into the 50-foot no use buffer around the MHPA. Two access points for emergency vehicles would be located immediately adjacent to the existing pedestrian/golf cart bridges. These access points would be available only to emergency personnel in the event of an emergency.

3.2.3.5 Riverwalk's Trails Network

Trails would be provided throughout the Riverwalk River Park, located in the central portion of the site, with connections through smaller park elements and tie-ins to the pedestrian network within the street system and other developed portions of the site. Additionally, a portion of the San Diego River Pathway would be developed through the project site on the north side of the river (see Figure 3-4, *Pedestrian Circulation*).

3.2.3.6 Landscape Treatments

Landscape design for Riverwalk would provide for a well-maintained and organized appearance in areas not covered by buildings or parking, enhance and preserve existing site character, minimize adverse visual and environmental affects, and promote water conservation. Additionally, the provision of tree-lined streets, parks, and other public areas allows the Riverwalk landscape plan to contribute to the City's Climate Action Plan implementation and urban forestry goals, reduce urban heat island effect, and aid in carbon sequestration. The *Conceptual Landscape Plan* (Figure 3-5) illustrates the recommendations for the most visible areas of Riverwalk. The Riverwalk Specific Plan contains landscape discussion relative to streetscape, street yard landscaping, remaining yard landscaping, vehicular use area, open areas, bioswales, erosion control, and culturally significant species and interpretive signage.

3.2.4 Transportation and Circulation

3.2.4.1 Pedestrian Circulation

As shown in Figure 3-4, *Pedestrian Circulation*, the project proposes a variety of pedestrian trails, walkways, and linkages, with pedestrian crossings strategically located throughout Riverwalk. Riverwalk's streets incorporate elements that prioritize pedestrian travel and encourage non-vehicular movement. Riverwalk's public roads and private driveways include sidewalks that would connect to the community-wide pedestrian network. The project would construct a portion of the multi-modal San Diego River Pathway located on the north side of the San Diego River that would connect with pedestrian elements (sidewalks and/or paths) within the districts to the north and south, as well as to off-site sidewalks, where possible, providing connectivity to surrounding developments. The two existing golf cart tunnels are envisioned to be utilized for pedestrian/bicycle access from the north to the south side of the trolley tracks. The easterly tunnel is located entirely within the Riverwalk Specific Plan area and would be

integrated into the pedestrian circulation network; MTS controls the land located south of the westerly tunnel. Although there is a potential integration of this tunnel into the future circulation in the Specific Plan area, the Riverwalk Specific cannot dictate activities on MTS land.

Two existing golf cart bridges that span the river would be converted to pedestrian bridges for pedestrian and bicycle use. The travel way of the pedestrian bridges is approximately 11 feet in width. Paths would connect the pedestrian bridges to the pedestrian trails, the various elements of the park system, and pedestrian/bicycle linkages to the development areas on both sides of the San Diego River. The project proposes to construct an additional pedestrian bridge over the 'J' Street undercrossing to serve the proposed trolley station/transit stop. The pedestrian path that runs along the north side of the MTS trolley tracks would allow uninterrupted pedestrian circulation using this pedestrian bridge over the vehicular undercrossing at 'J' Street as part of the trolley stop/transit stop. This bridge would be physically separated from the bridge structure that supports the trolley tracks.

3.2.4.2 Bicycle Circulation

The project proposes bicycle facilities along roadways and trails within Riverwalk (see Figure 3-6, *Bicycle Circulation Plan*). Bicycle travel would be promoted with interconnected on-street and off-street facilities, such as bike lanes, cycle tracks, and multi-modal pathways. Riverwalk's streets contain elements that prioritize bicycle travel and encourage non-vehicular movement. The project would construct a continuous 14-foot-wide Class I multi-modal San Diego River Pathway located on the north side of the San Diego River to accommodate bicyclists and connect with other bicycle facilities within Riverwalk, as well as to the community-wide bicycle network. Where the San Diego River Pathway would be adjacent to Riverwalk Drive, it would be constructed with a minimum 10-foot-wide concrete (or similar material) pathway within a minimum two-foot-wide decomposed granite (or similar material) shoulder on either side of the pathway. Where the San Diego River Pathway would be constructed not adjacent to Riverwalk Drive, the pathway would be constructed with a minimum 14-foot-wide concrete pathway. As mentioned previously, the bicycle network would also utilize the existing golf cart bridges (once converted to multi-modal bridges) to cross the San Diego River. The bicycle network consists of the following facilities:

- Class I bicycle paths are facilities separate from roadways used for two-way bicycle travel, which will be provided on the east and west side of the site and throughout the Riverwalk River Park.
- Bicycle paths are proposed on either side of the San Diego River to connect the development areas of Riverwalk to the Riverwalk River Park open space areas via existing bridges.
- Class II bicycle lanes would be provided on all public streets throughout Riverwalk, with the exception of Streets A and K, where dedicated Class I bicycle facilities are provided nearby.
- Class IV two-way cycle track facilities are proposed for fronting portions of Friars Road, Fashion Valley Road, and Hotel Circle North, as well as Street 'U'.
- The existing Friars Road Class IV two-way cycle-track will provide access to the Riverwalk site at multiple locations, including all signalized intersections.
- All other Private Driveways within Riverwalk would be Class III Bike Routes that are signed "bikeways" and shared with motor vehicles with no specially marked lane.

3.2.4.3 Light Rail Transit

As part of the Riverwalk project, a new Green Line Trolley stop would be constructed in the central portion of the North and Central Districts, providing expanded transit access to Riverwalk residents, employees, and visitors, as well as members of the surrounding communities. (See Figure 3-7, *Existing Green Line Trolley Network and Proposed Trolley Stop*.) A mobility hub with multi-modal transportation amenities, such as bicycle lockers/racks and rentals, and alternatives, such as drop-off/pick-up and rideshare, would be located at the transit stop.

3.2.4.4 Vehicular Circulation

The Riverwalk Specific Plan proposes a roadway network comprised of public streets and private drives to facilitate vehicular traffic within and through the project. Riverwalk Drive would be constructed through the project site, tying together the various planned land uses in the North and Central Districts. Riverwalk Drive would connect Fashion Valley Road on the east to project features in the west-central portion of the project. In addition to Riverwalk Drive, the Riverwalk project would construct an interconnected grid of public streets and private drives to provide for pedestrian, bicycle, and vehicular access within the various districts of Riverwalk. The proposed streets have been designed in accordance with City regulations and would accommodate fire and emergency vehicles. The project's design and street layout would not preclude future access to any other private property, including the 15-acre MTS parcel.

The project has been generally designed with a grid street pattern. Figure 3-8, *Vehicular Circulation Plan*, depicts the vehicular circulation plan proposed for Riverwalk and designate the classification of roads designed to serve development within the Specific Plan. A description of all proposed streets within Riverwalk is included in Section 4.6, *Specific Plan Street System*, of the Specific Plan. Implementation of the Riverwalk Specific Plan would result in modifications to surrounding roadways, as described below.

Friars Road

With implementation of the Riverwalk project, Friars Road would be modified in the eastbound direction to include two 11-foot drive lanes, a four-foot-wide bike lane with two-foot buffers on either side, an eight-foot-wide two-way cycle track, and a 17-foot-wide landscaped parkway that buffers a six-foot-wide non-contiguous sidewalk. A 14-foot-wide planted median with turn lane would separate the travel lanes and ultimate right-of-way would be 122 feet. The existing cycle track would transition to a Class II bike lane approximately 900 feet west of Fashion Valley Road.

Fashion Valley Road

With implementation of the Riverwalk project, Fashion Valley Road would be modified to include two 11-foot travel lanes in either direction, separated by a 24-foot-wide planted median with turn lanes. A two-way, 12-foot Class IV two-way cycle track would be constructed on the west side of the roadway, with a four-foot buffer between the cycle track and the travel way. (Riverwalk would develop the Class IV two-way cycle track along Fashion Valley Road from Hotel Circle North to Riverwalk Drive. The existing shared bike situation along Fashion Valley Road from Riverwalk Drive to Friars Road would be converted to a

Class IV two-way cycle track when redevelopment north of the Riverwalk property allows for a continuous Class IV cycle track.) To the west of the cycle track, a nine-foot landscaped parkway buffers a six-foot non-contiguous sidewalk. On the east side of the roadway, the existing five-foot contiguous sidewalk would remain. Riverwalk would raise Fashion Valley Road to accommodate 10- to 15-year storm event and provide a soft-bottom condition for the San Diego River. Right-of-way width would be increased to 110 feet.

The Riverwalk project would not be responsible for off-site improvements of Fashion Valley Road north of the property line between Private Drive 'T' and Friars Road. The Riverwalk project has been designed to accommodate a future extension of the two-way cycle track north of Riverwalk Drive; this improvement would occur concurrently with future action to extend the widening of Fashion Valley Road north of the Riverwalk property line.

In conjunction with the improvements to Fashion Valley Road, the project would install automated gates adjacent to the road to restrict traffic when the river reaches the level at which it crosses over the roadway. The gates would be connected to sensors in the river, which would measure the water level and would trigger the gates to close Fashion Valley Road to traffic, across the culvert, in a north and south direction.

Hotel Circle North

Hotel Circle North's classification was changed with the Mission Valley Community Plan to become a one-way street with two westbound travel lanes, a two-way cycle track, and a non-contiguous sidewalk. To implement these improvements, Riverwalk would widen the north side of the road by approximately 10 feet along the project frontage.

3.2.5 Public Services, Utilities, and Safety

3.2.5.1 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 7,955, based on the target residential development of 4,300 dwelling units and a population generation rate of 1.85 people per residence provided by City of San Diego Park planning staff.

3.2.5.2 Public Utilities

The project is located within an urbanized area in the Mission Valley community. As such, water and sewer facilities have been installed to serve existing on-site uses and adjacent areas.

The project would require new waterlines and connections to the City water system as represented in Figure 5.13-2, *Proposed Water System Modifications*, of this EIR. The proposed on-site water system would be provided through multiple connections to the existing water system and would accommodate the Specific Plan's demand. The proposed 16-inch diameter northern loop would have four connections to the existing 16-inch diameter main in Friars Road and one connection to the existing 16-inch diameter main on Fashion Valley Road. The proposed 12-inch diameter southern loop would have one connection to the existing 16-inch main in Fashion Valley Road and one connection to the existing eight-inch water main in Hotel Circle North. Domestic water would be provided for each lot off the proposed public mains with metered connections, back flow prevention, and private service mains.

To allow for four independent sewer systems, the project proposes four points of connections (POC) to the existing sewer system as shown in Figure 5.13-3, *Proposed Sewer System*, of this EIR. The first POC would connect to the northern unused off-site 15-inch line stub out near the western portion of the project site. Upstream of POC 1 are proposed public 12-inch and 10-inch sewer lines that make up the first sewer system. POC 2 would connect to the off-site 24-inch line in Fashion Valley Road. Upstream of POC 2 are proposed 10-inch sewer lines that make up the second sewer system. POC 3 would connect to the southern unused off-site 15-inch line stub out near the western portion of the project site. Upstream of POC 3 are proposed 10-inch sewer lines that make up the third sewer system. POC 4 would connect to the 78-inch North Mission Valley Trunk Sewer in an off-site existing manhole in Fashion Valley Road. Ten-inch sewer lines upstream of POC 4 make up the fourth sewer system. The project's sewer system has been designed in conformance with the City's Sewer Design Guide.

A dual storm drain system would be constructed on-site to provide for storm water drainage and control. One system would primarily convey storm runoff from the development pads, while the other would primarily convey street and runoff from adjacent areas to the San Diego River. The off-site runoff would not commingle with the on-site runoff until the on-site runoff is treated. The project runoff would be treated by biofiltration basins or compact biofiltration BMPs (e.g., Modular Wetland System Linear or equivalent) before discharging towards the San Diego River.

Construction of water, sewer, and storm water facilities to serve the project would be subject to standard industry measures and the SDMC and would be a part of the project's proposed grading and construction plans.

3.2.5.3 Public Safety

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. The Riverwalk Specific Plan provides a general discussion of public safety relative to airport land use compatibility, emergency evacuation, flood control measures, and wildfire hazards.

The Landscape Regulations require brush management review on properties mapped within the Very High Fire Hazard Severity Zone (VHFHSZ) where habitable structures are located within 100 feet of areas

with native and naturalized vegetation. Although this zone is mapped along the San Diego River which traverses the site, most structures within the project would be sited over 79 feet from the native/naturalized condition. In Lots 36 through 40 where development may be less than 79 feet from this wildland-urban interface, a modified Zone One would be implemented. The Zone One would consist of areas within the development footprint such as setbacks and developed fire breaks, in addition to alternative compliance measures to provide the equivalency of a full brush management defensible space program.

3.2.6 Land Uses, Development Standards, and Design Guidelines

Chapter 6, *Land Uses, Development Standards, and Design Guidelines*, of the Riverwalk Specific Plan provides guidance on the permitted and regulated land uses within the Specific Plan area, as well as policies to guide development. Design objectives are presented in this chapter, as well as general design themes and general site planning and architectural guidelines. Policies relative to architectural foundation are presented, which pertain to site planning, materials and treatments, form and scale, building style and massing guidelines, and activated interfaces. Specific Plan area-wide policies and development regulations, including Tailored Development Standards, are provided for such areas as floor/area ratio; setbacks; parking; mechanical and utility equipment screening; outdoor storage, refuse/recyclable, and loading areas; private open space; temporary/interim uses; monumentation and signage; fencing and walls; outdoor lighting; landscape features; transportation features; sustainable features; universal design; River Corridor Area; and River Influence Area.

District-specific guidelines are also included in this chapter, as well as district-specific development regulations. District-specific design guidance is intended to supplement the criteria located throughout the Riverwalk Specific Plan. These guidelines would be considered in conjunction with the zoning regulations and development standards of the zone designated for each district. District-specific guidelines also address special edge treatments at sensitive interfaces, such as the Friars Road interface, The Courtyard community interface, Mission Greens community interface, Fashion Valley Road interface, Trolley interface, Riverwalk River Park interface, Development interface south of the San Diego River, and Freeway interface.

3.2.7 Implementation

Implementation of the Riverwalk Specific Plan would be aided by the tables provided in Appendix E, *Development Standards*, of the Specific Plan. Table E-1, *Riverwalk Specific Plan Development Standards – Regulations*, includes Specific Plan area-wide regulations to be implemented with development. Tables E-2 through E-4 provide the zoning and development regulations for each district, as modified by the Specific Plan. Table E-5, *Riverwalk Tailored Development Standards*, provide Riverwalk-specific development standards, which are applied to specific lots, districts, zones, or the project as a whole. (Riverwalk's Tailored Development Standards are analyzed in Section 5.1, *Land Use*.)

The Implementation chapter of the Riverwalk Specific Plan (Chapter 7) addresses development intensity, zones, phasing, implementation procedures (development project review process), affordable housing, lot reconfiguration/consolidation, financing strategies, and maintenance responsibilities. Together, phasing and implementation are intended to ensure that roadways and infrastructure are in place commensurate with the Transportation Improvement Plan and that build out of Riverwalk is in accordance with the objectives, guidelines, and regulations of the Specific Plan. Maintenance responsibilities are proposed so that common and public areas are appropriately maintained.

The Specific Plan provides for development of Riverwalk in three phases that are anticipated to occur over a period of approximately 10 to 15 years. The proposed Phasing Plan for Riverwalk is shown in Figure 3-10, *Riverwalk Phasing Plan*. Table 3-2, *Riverwalk Phasing Summary Table*, summarizes development in each of the phases. The three anticipated phases represent the best estimate for the order and duration of project buildout based on expert advice considering site constraints and the scale of development. It is not anticipated that phasing could occur substantially faster than planned; however, the anticipated phasing is not required under the City regulations or the project entitlements. The necessary on-site and off-site infrastructure must be in place to service development as it is constructed, which is assured through conditions of the project and the Riverwalk Development Agreement. The Specific Plan does not require that phases occur in any special order. Phasing may occur in any order and more than one phase may occur at one time, provided that the necessary on-site and off-site infrastructure is in place or occurs concurrently as specified in each phase(s) of development. The maximum development intensity allowed in Riverwalk is shown in Table 3-1, *Riverwalk Land Uses, Zones, and Development Intensity/Density*.

Table 3-2. Riverwalk Phasing Summary Table

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

Future construction and development permits for projects within the Riverwalk Specific Plan would be acted upon in accordance with decision processes established in Section 7.3, *Development Project Review*,

of the Specific Plan. Projects that propose to change the Overall Project Density/Intensity would require additional CEQA review as described in Chapter 7 of the Specific Plan.

3.3 Frontage and Off-site Improvements

3.3.1 Frontage Pedestrian Improvements

The project proposes to construct the following pedestrian improvements on the fronting streets:

- The project would construct a six-foot-wide non-contiguous sidewalk along the entire project frontage on the south side of Friars Road. The sidewalk would be separated by a 17-foot-wide landscaped buffer to provide refuge for pedestrians.
- Currently, a five-foot-wide contiguous sidewalk exists only on the east side of Fashion Valley Road between Friars Road and Hotel Circle North. An existing five-foot-wide contiguous sidewalk on the west side on Fashion Valley Road is provided for approximately 620 feet between Friars Road and proposed Private Drive 'T'. The project would widen Fashion Valley Road and construct a six-foot-wide non-contiguous sidewalk on the west side of Fashion Valley Road along the entire project frontage between proposed Private Drive 'T' and Hotel Circle North.
- Currently there are no sidewalks on Riverwalk Drive, west of Fashion Valley Road. The project would construct a seven-foot-wide non-contiguous sidewalk along the south side of Riverwalk Drive between Fashion Valley Road to its on-site terminus. No sidewalk is proposed on the north side, as it is fronting the trolley tracks.
- The project would construct a seven-foot-wide non-contiguous sidewalk along the 840-foot project frontage on the north side of Hotel Circle North. The sidewalk would be separated by a seven-foot-wide landscape buffer to provide refuge for pedestrians.

3.3.2 Frontage Bicycle Improvements

To promote bicycle mobility, the project proposes several bicycle improvements along the major project fronting corridors of Friars Road, Fashion Valley Road, and Hotel Circle North. The following is a brief description of the project bicycle improvements:

- Friars Road – The project would construct a Class IV cycle track on Friars Road between Colusa Street and public Street 'M'. The existing Class II buffered bike lanes on both sides of Friars Road between Colusa Street and 920 feet west of Fashion Valley Road would remain.
- Fashion Valley Road – Consistent with Mission Valley Community Plan Bicycle Plan, the project would construct a two-way Class IV Cycle Track on the west side of Fashion Valley Road between Riverwalk Drive and Hotel Circle North along the project frontage. A southbound Class II bike lane between Private Drive 'T' and Riverwalk Drive would also be provided by the project. A Class III bike route would be designated along southbound Fashion Valley Road for portions that are not along Riverwalk project frontage (which is approximately 660 feet). (Riverwalk would develop the Class IV two-way cycle track along Fashion Valley Road from Hotel Circle North to Riverwalk

Drive. An interim Class III bike lane along Fashion Valley Road from Riverwalk Drive to Friars Road will be converted to a Class IV two-way cycle track when redevelopment north of the Riverwalk property allows for a continuous Class IV cycle track.)

- Hotel Circle North – Currently, Hotel Circle North along the project frontage includes no bike lanes. Consistent with the Mission Valley Community Plan Bicycle Plan, the project would provide 10 feet of space for the construction of a two-way Class IV Cycle track on the north side of Hotel Circle between Fashion Valley Road and I-8 WESTBOUND Ramps. This assumes a one-way couplet is implemented on Hotel Circle North and Hotel Circle South per the Mission Valley Community Plan.

3.3.3 Frontage and Off-site Vehicular Improvements

Vehicular frontage and off-site improvements that are necessary to address the project's effects on area roadways would also be constructed with the Riverwalk project. These generally include:

- Friars Road frontage improvements: Public Street 'A' to Fashion Valley Road – Project would install a raised median, curb, gutter, sidewalk, parkway, and two-way cycle track on the Friars Road project frontage. The project would install a raised median between the easterly property line and Fashion Valley Road.
- Friars Road/Goshen Street intersection – Project would install a new traffic signal and implement ITS improvements.
- Friars Road: Goshen Street to Public Street 'A' – Project would construct a 14-foot-wide raised landscaped median.
- Friars Road/Via las Cumbres intersection – Project would widen eastbound approach to provide an additional left-turn lane, restripe the southbound approach to provide dual left-turn lanes and shared through right lane, and modify the existing traffic signal to accommodate these changes.
- Fashion Valley Road: Private Drive 'T' to Hotel Circle North – Project would widen to a 4-lane Major with a 24-foot-wide raised landscaped median and a two-way cycle track on the west side.
- Riverwalk Drive/Fashion Valley Road intersection – Project would widen the westbound approach to include an exclusive westbound left-turn lane. Installation of overlap phases on westbound and eastbound right-turn movements. Signal modification is also proposed.
- Hotel Circle North: I-8 Westbound Ramps to Fashion Valley Road – Prior to the implementation of the one-way couplet, the project would widen to 4-lane Major standards with a raised median and Class II bike lanes on Hotel Circle North between I-8 WB Ramps and Fashion Valley Road. ~~Implementation of the one-way couplet pending the findings of Hotel Circle and I-8 Corridor Circulation Study for one-way couplet and I-8 corridor between SR 163 and Taylor Street.~~
- Friars Road: Project would install ITS improvements at the following intersections:
 - Seaworld Drive/Friars Road
 - Napa Street/Friars Road
 - Colusa Street/Friars Road
 - Via las Cumbres/Friars Road
 - Fashion Valley Road/Friars Road
- Hotel Circle North/I-8 Westbound Hook Ramps intersection – Project would install a traffic signal

pending Caltrans approval and Hotel Circle and I-8 Corridor Circulation Study findings. Should Caltrans not approve a traffic signal at this intersection, the applicant would contribute up to \$500,000 towards an alternative improvement.

- Hotel Circle North and Hotel Circle South Couplet: Project would fully fund Circulation Study for Hotel Circle one-way couplet and I-8 corridor between SR 163 and Taylor Street (Not to exceed \$1.5M).
- Fashion Valley Road: Friars Road to Hotel Circle North – Project would install ITS Improvements with Transit Signal Priority ~~as appropriate~~ at the following intersections:
 - Friars Road/Fashion Valley Road
 - Riverwalk Drive/Fashion Valley Road
 - Hotel Circle North/Fashion Valley Road
- Riverwalk Transit Station – Project would construct the transit station.
- I-8: SR 163 to East of Mission Center Road and Mission Center Road: Camino Del Rio North to I-8 EB Ramps – Project would pay a fair-share contribution (23.2 percent) towards a Project Study Report (total estimated cost not to exceed: \$500,000; 23.2% * \$500K = \$116K) at I-8/Mission Center Road interchange.
- Riverwalk Drive/Avenida del Rio intersection – Project would install a new traffic signal ~~subject to available right-of-way.~~
- Friars Road: Colusa Street to Goshen Street – Project would construct a 14-foot-wide raised landscaped median.
- Hotel Circle Place/Hotel Circle North intersection – Project would install a traffic signal subject to the findings of the Hotel Circle and I-8 Corridor Circulation Study.
- Hotel Circle North/I-8 Westbound Ramps/Taylor Street intersection – Project would restripe the southbound approach to include dual right-turn lanes subject to the findings of the Hotel Circle ~~and I-8 Corridor Circulation Study.~~
- Friars Road and Ulric Street/SR 163 SB Ramps intersection – Project would install ITS Improvements with Transit Signal Priority.
- Ulric Street/SR 163 SB On-ramp intersection – Project would install a new traffic signal and ITS Improvements.
- SR 163: North of Friars Road to I-8 – Project would contribute towards future interchange phases as part of Mission Valley Development Impact Fees.

3.4 Grading

Grading for the Riverwalk project would result in 176.5 acres of on-site area to be graded (or 90.4 percent of the total project site) (Figure 3-9, *Riverwalk Grading Plan*). Additionally, the project would require a total of 0.65 acre of off-site grading. The amount of remedial grading (alluvium removal and recompaction) would be 1,506,700 cubic yards (cy). The total amount of geometric cut would be 426,400 cy, with a maximum cut depth of 24 feet. The total amount of geometric fill would be 1,454,000 cy, with a maximum fill depth of 32 feet. Grading for the project would require 1,028,000 cy of import.

Construction grading would occur in accordance with the *Riverwalk Phasing Plan* (Figure 3-10). Grading would occur throughout the project site and within the limits of the proposed park to accommodate park uses as well as native vegetation along the river. The three anticipated phases represent the best estimate for the order and duration of project buildout based on expert advice considering site constraints and the scale of development. It is not anticipated that phasing could occur substantially faster than planned; however, the anticipated phasing is not required under the City regulations or the project entitlements. The necessary on-site and off-site infrastructure must be in place to service development as it is constructed, which is assured through conditions of the project and the Riverwalk Development Agreement. As described above in Section 3.2.7, *Implementation*, the Specific Plan does not require that development occur in a specific order. The project would be graded in a phased manner restricted by City rules, regulations and ordinances; agency limitations; and the Regional Water Quality Control Board. Phasing may occur in any order, and more than one phase may occur at any time, provided the necessary infrastructure is in place, or occurs concurrently as specified in each phase(s) of development.

3.5 Irrevocable Offers of Dedication

The Mission Valley Community Plan includes two Community Plan Circulation Element Roads within the Riverwalk project site: future public Streets 'J' and 'U' (Figure 3-11, *Irrevocable Offers of Dedication Location Map*). Future public Street 'J' would cross the San Diego River in a north-south direction and is planned to span I-8 to the south, ultimately connecting to Hotel Circle North and South. Future public Street 'U' would run in an east-west fashion between Streets 'J' and 'V' along the southern project site boundary.

The IOD areas would accommodate construction of public Streets 'J' and 'U' through the project site. Funding and timing for these roadways is unknown at this time. Additionally, the applicant for the Riverwalk project is not responsible for construction of the roadways, nor are the roadways part of the project. Design-specific evaluation, including CEQA review, would need to be undertaken when public improvement plans are processed for these roadways. Permits from the City, as well as any permits from other agencies, as applicable, would also need to be obtained at that time.

3.6 Discretionary Actions

For the Riverwalk project, the following discretionary actions are being requested:

3.6.1 Levi-Cushman Specific Plan Rescission

The Levi-Cushman Specific Plan would be rescinded. The Levi-Cushman Specific Plan is made up of two ownerships: a smaller five-acre parcel owned by MTS and a larger 195-acre area owned by Riverwalk. MTS issued a letter in support of this action and consenting to the rescission on March 11, 2020 (see Appendix AA). With rescission, the MTS parcel would be regulated by the Mission Valley Community Plan land use designation and zoning. The Riverwalk Specific Plan would wholly replace the Levi-Cushman Specific Plan for the remaining 195 acres.

3.6.2 Mission Valley Community Plan Amendment

The project includes a Community Plan Amendment to align the Mission Valley Community Plan with the Riverwalk Specific Plan (Appendix DD). This includes revisions to the Planned Land Use map (Figure 4 of the Mission Valley Community Plan) to adjust the overall site boundary and the boundaries of the existing land use designations to be consistent with the Riverwalk Specific Plan and to remove the "To be completed" reference on the Riverwalk Specific Plan area label. Furthermore, the project site will be removed from the CPIOZ map (Figure 39 of the Mission Valley Community Plan), consistent with the proposed Land Development Code amendment, and slight text changes will be made indicating that the specific plans identified in the Specific Plan Subdistrict were adopted prior to the adoption of the current Mission Valley Community Plan.

3.6.3 General Plan Amendment

An amendment to the City's General Plan would also be required due to the amendment to the Mission Valley Community Plan. However, the General Plan text and graphics would not need to be altered.

3.6.4 Land Development Code Amendment

The project would also include an amendment to the LDC related to the Community Plan Implementation Overlay Zone (CPIOZ) to remove the area covered by the Levi-Cushman Specific Plan, which includes the proposed Riverwalk Specific Plan, as well as five acres owned by MTS. Specifically, SDMC, Chapter 13, Article 2, Division 14, Diagram 132-14R would be modified to remove the property as described above. Diagram 132-14R Mission Valley CPIOZ is a reproduction of Map No. C-998, for illustration purposes only.

3.6.5 Riverwalk Specific Plan

Adoption of the Riverwalk Specific Plan.

3.6.6 Rezone

The Riverwalk Specific Plan would require some areas to be rezoned (see Figure 3-12, *Proposed Zoning*). The areas to be rezoned include the park areas located between the San Diego River and Riverwalk Drive, the proposed San Diego River Pathway (CC-3-9 to OP-1-1; OP-1-1 to OC-1-1), ~~(OP-1-1 to CC-3-9)~~ and the area east of Lot 40 and south of Riverwalk Drive (CC-3-9 to OP-1-1), ~~a portion of property on Lots 41 and MM (CC-3-9 to RM-4-10), and a portion of the western boundary of the South District (OP-1-1 to CC-3-9; RMX-1 to CC-3-9).~~

3.6.7 Vesting Tentative Map

The Riverwalk project includes a Vesting Tentative Map (VTM) to allow for grading and development of the Riverwalk Specific Plan. The VTM provides details relative to grading, street design, and utility layout necessary to implement the land use plan of Riverwalk. Further, the VTM provides for the implementation of residential and commercial condominiums. The VTM proposed for the Riverwalk project is shown in Figure 3-13, *Riverwalk Vesting Tentative Map*.

3.6.8 Site Development Permit

The project site contains areas that are regulated by the City's ESL regulations (LDC Section 143.01100), that include sensitive biological resources and areas mapped as Special Flood Zones. Additionally, the project site has historic resources (archaeological sites) that would be impacted by the project. Therefore, a Site Development Permit would be required for the project in accordance with Section 126.0502 of the SDMC. The ESL regulations require a Site Development Permit. In addition, Supplemental Development Findings would also be required for impacts to ESL containing wetlands, as discussed in Section 5.1, *Land Use*, and Section 5.4, *Biological Resources*.

3.6.9 Conditional Use Permit Amendment

The Riverwalk Specific Plan area, as well as a portion of adjacent land, is operated as the Riverwalk Golf Course. A Conditional Use Permit to amend CUP No. 94-0563 would allow for the golf course to remain in operation on the site as the Riverwalk project develops.

3.6.10 ~~Public Right-of-Way and Easement Vacations~~

Certain public easements ~~and rights-of-way~~ would be vacated as part of the project (Figure 3-14, *Public Right-of-Way and Easement Vacations*). The vacated easements ~~and rights-of-way~~ have been either previously abandoned by the City or are proposed to be relocated in conjunction with the VTM. These easements include public sewer, which runs east-west across the project site roughly between the trolley tracks and Friars Road. Additionally, easements for public sewer, public drainage, and access for these easements intrude into the site at various locations in the North District from Friars Road.

3.6.11 Park General Development Plan

City Council Policy 600-33 allows for the concurrent processing of a Park General Development Plan for projects that include public park(s). Consistent with City Council Policy 600-33, public workshops have been held to discuss the public parks and their components, which will result in a public park plan that will be presented to the Mission Valley Community Planning Group and the City's Park and Recreation Board, then included in the Riverwalk Specific Plan documents and plans. The Park General Development Plan would be approved by the Park and Recreation Board.

3.6.12 Financing District Formation

Project implementation would include the future formation of various financing districts to fund the maintenance of certain public improvements (e.g. parkland) required in connection with the development of the Riverwalk Specific Plan. The Financing District Formation would require a vote of property owners within the district and ultimate City Council approval.

3.6.13 Public Improvement Agreements

Project implementation includes future construction of public improvements to City standards that require City Council approval.

3.6.14 Development Agreement

A Development Agreement is being processed as part of the Riverwalk project. It defines the rights and duties of the City and the Developer regarding buildout of the project and identifies extraordinary benefits resulting from the project. ~~The purpose of a Development Agreement is to promote and facilitate orderly and planned growth and development through the provision of certainty in the development approval process by the City and through the provision of extraordinary benefits by the developer.~~

3.7 Other Agency Approvals

As described in Section 1.5, *Responsible and Trustee Agencies*, of this EIR, approval of the following State and Federal permits would be required for the proposed project:

3.7.1 Section 404 Permit from U.S. Army Corps of Engineers

Section 404 of the CWA regulates the discharge of dredged, excavated, or fill material in wetlands, streams, rivers, and other U.S. waters. The USACOE is the Federal agency authorized to issue Section 404 Permits for certain activities conducted in wetlands or other U.S. waters. Because the project involves enhancement of the San Diego River, a 404 Permit would be required.

3.7.2 Federal Emergency Management Agency

A Letter of Map Revision (LOMR) from FEMA to modify the FIRM for the San Diego River would be required. Prior to obtaining the LOMR, a Conditional Letter of Map Revision (CLOMR) is issued. Issuance of the CLOMR requires completion of the USACOE Section 404 permit. The 404 permit requires RWQCB Section 401 waiver/certification, which in turn requires a certified EIR. Therefore, CLOMR issuance is currently anticipated to follow project approval and EIR certification. Construction of the project with elements located within the floodplain is conditioned upon receipt of all agency permits.

3.7.3 1602 Streambed Alteration Agreement from California Department of Fish and Wildlife

Because the project would affect State jurisdictional area, an application for a CDFW Streambed Alteration Agreement would be submitted following certification of the EIR.

3.7.4 Mitigation Bank Approvals

The project includes establishment of a mitigation bank of surplus habitat created as part of the project. Establishment of the mitigation bank would require approvals from USACOE and CDFW.

3.7.5 Section 401 State Water Quality Certificate from Regional Water Quality Control Board

A project that requires a Federal permit or involves dredge or fill activities that may result in a discharge to U.S. surface waters and/or "Waters of the State" is required to obtain a CWA Section 401 Water Quality Certification and/or Waste Discharge Requirements (Dredge/Fill Projects) from the Regional Water Quality Control Board, verifying that the project activities would comply with State water quality standards. The most common Federal permit for dredge and fill activities is a CWA Section 404 Permit issued by the USACOE (described above). Because the proposed project requires a USACOE CWA Section 404 Permit, the Regional Water Quality Control Board would regulate the project and associated activities through a Water Quality Certification determination (Section 401).

3.7.6 California Public Utilities Commission Approval

As part of implementing a transit-oriented neighborhood, the Riverwalk Specific Plan includes the construction of a new trolley stop/transit station along the east side of public Street 'J' on the existing Green Line Trolley. Additionally, the Riverwalk Specific Plan calls for converting the existing golf cart tunnels under the existing trolley tracks to pedestrian and bicycle use. The project also includes an at-grade crossing (vehicles, pedestrians, and bicycles) and a new undercrossing under the tracks (see Figure 3-15, *Trolley Crossings*). These features need to be reviewed and approved by the CPUC through applications by the City of San Diego, Transportation and Storm Water Department, and MTS. The applicant has been working with these agencies and will continue to do so through the approval process.

3.0 PROJECT DESCRIPTION



Figure 3-1. Riverwalk Land Use Map

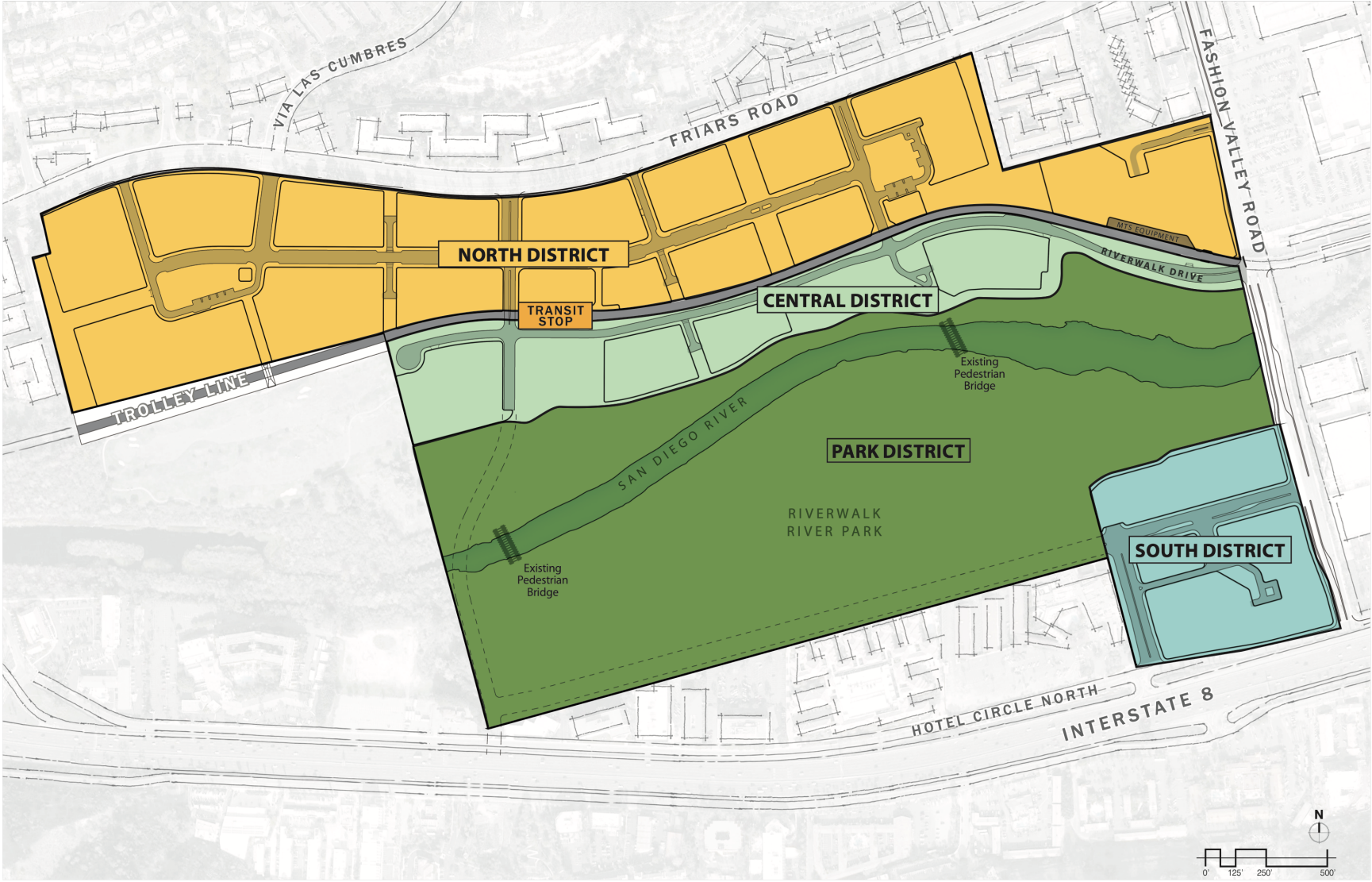
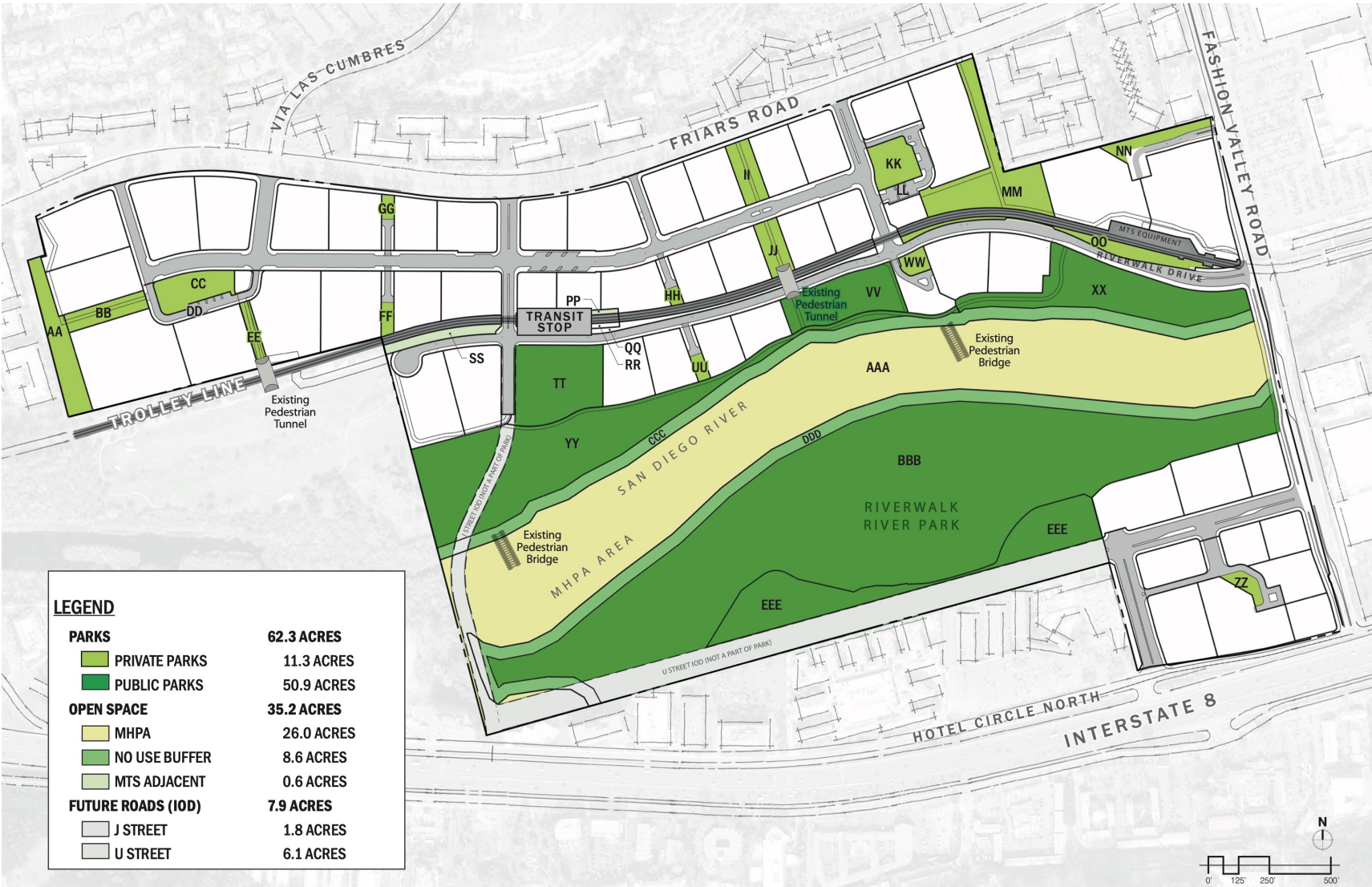


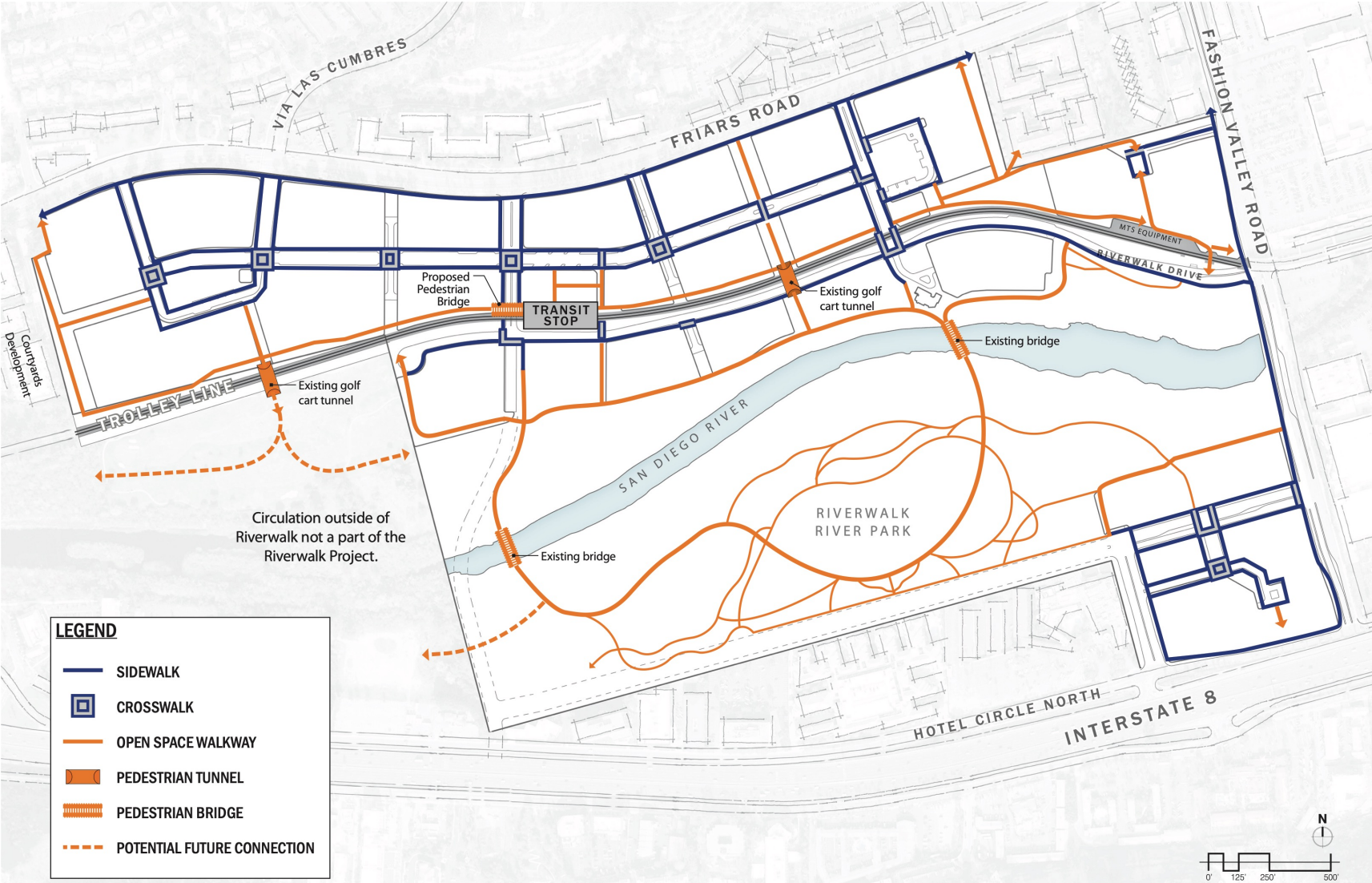
Figure 3-2. Riverwalk Districts

3.0 PROJECT DESCRIPTION



FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY
Figure 3-3. Conceptual Park Systems Plan

3.0 PROJECT DESCRIPTION



FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY

Figure 3-4. Pedestrian Circulation

3.0 PROJECT DESCRIPTION

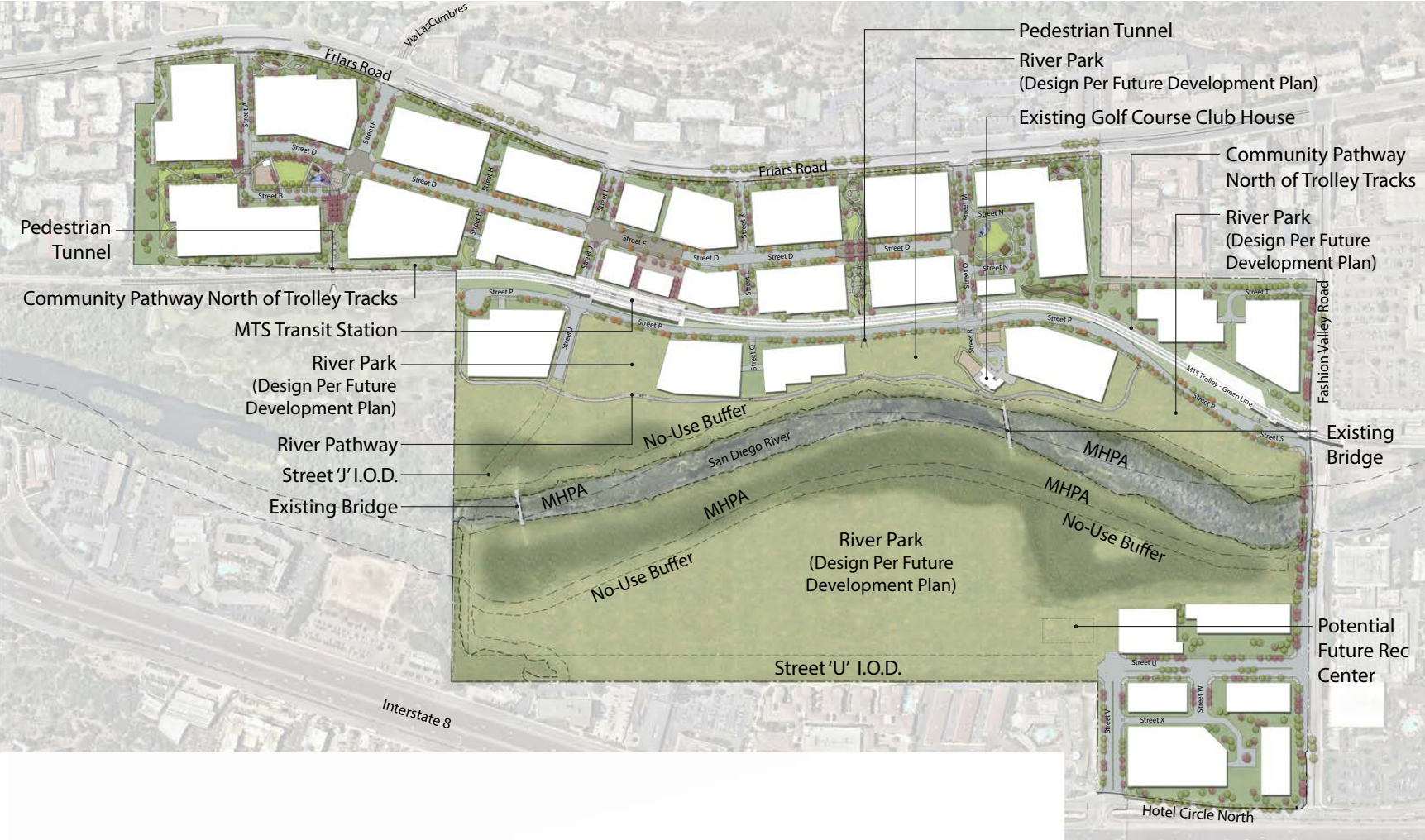
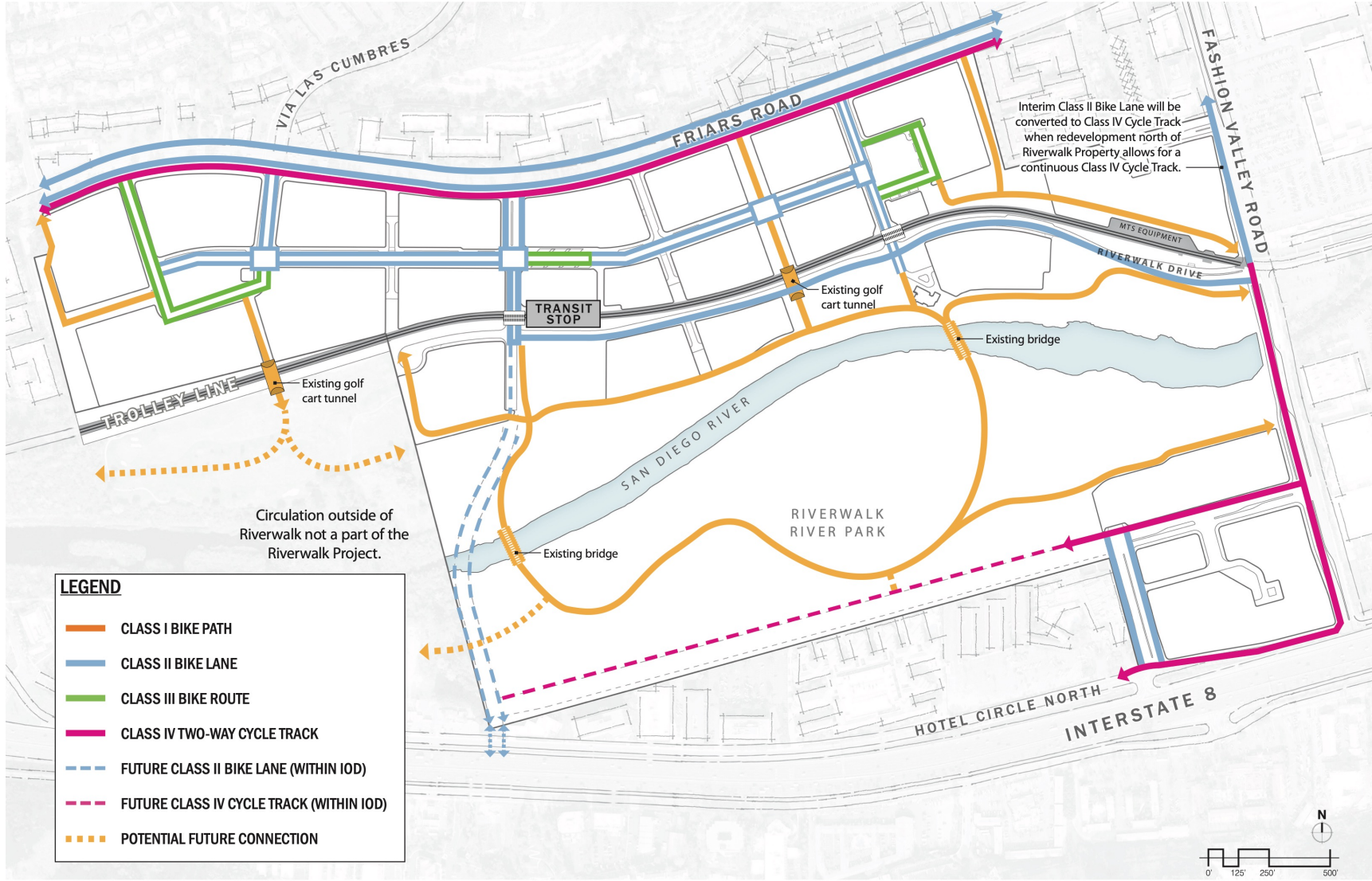


Figure 3-5. Conceptual Landscape Plan

3.0 PROJECT DESCRIPTION



FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY

Figure 3-6. Bicycle Circulation Plan



Figure 3-7. Existing Green Line Trolley Network and Proposed Trolley Stop

3.0 PROJECT DESCRIPTION

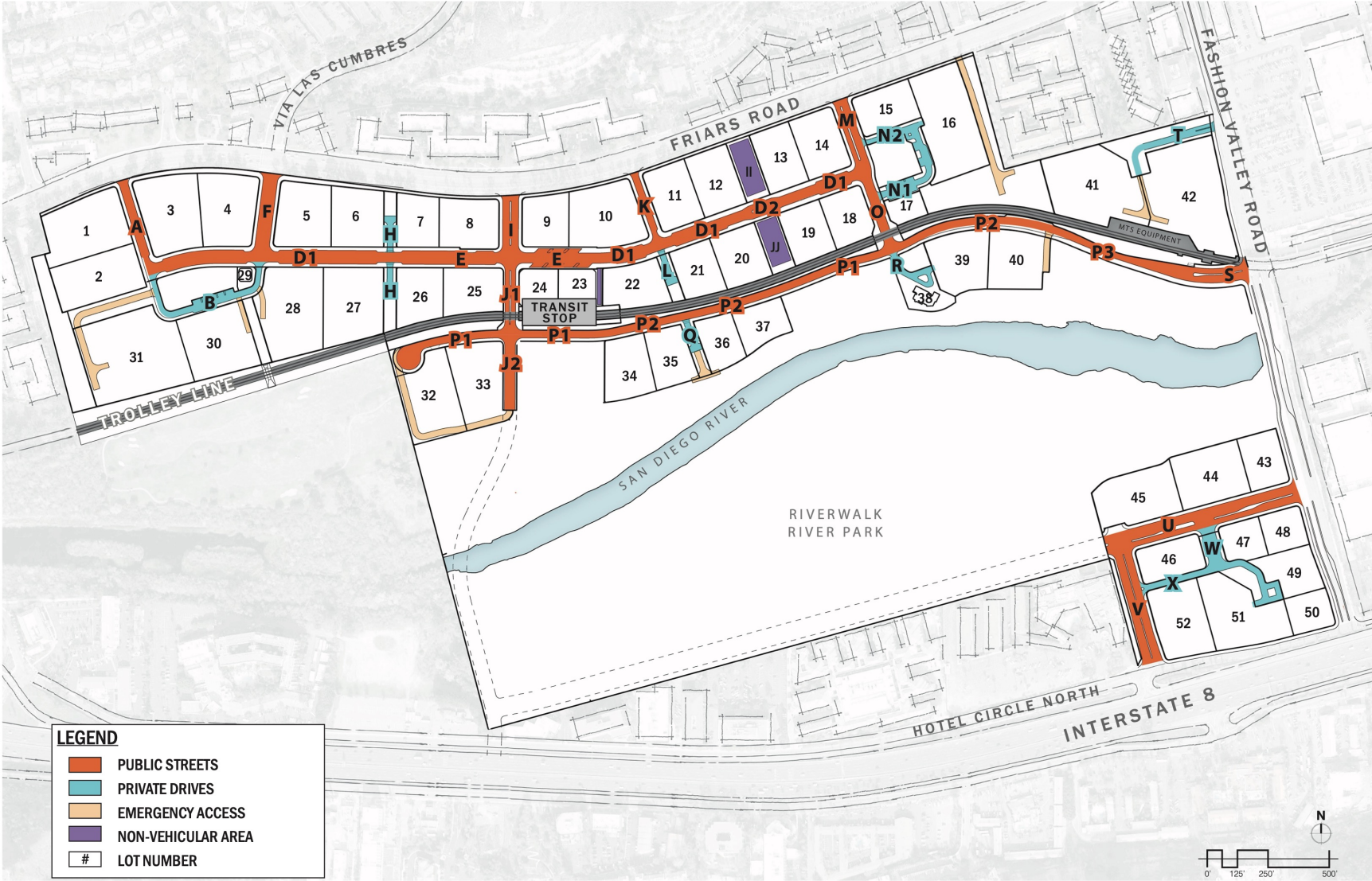


Figure 3-8. Vehicular Circulation Plan

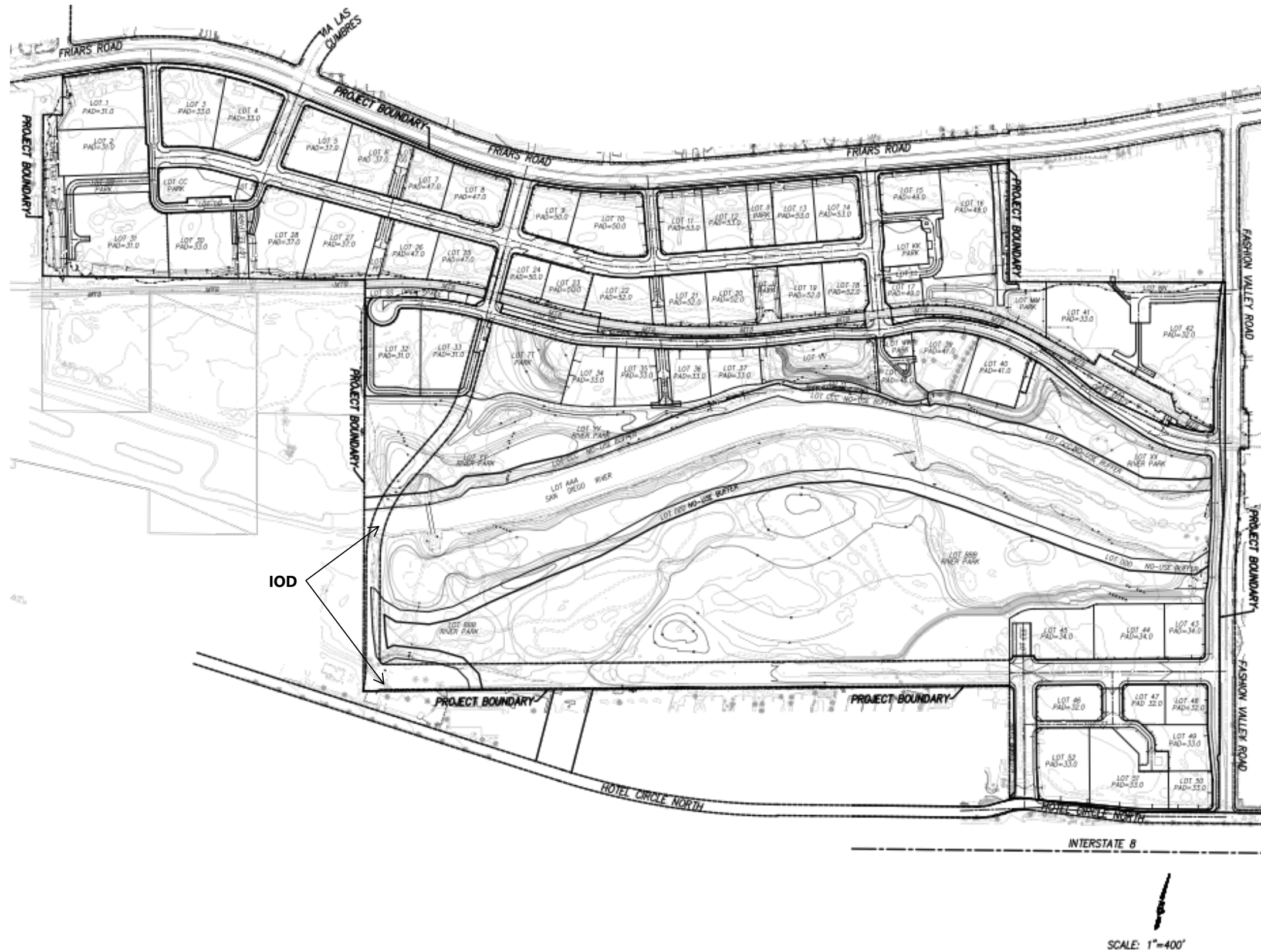


Figure 3-9. Riverwalk Grading Plan

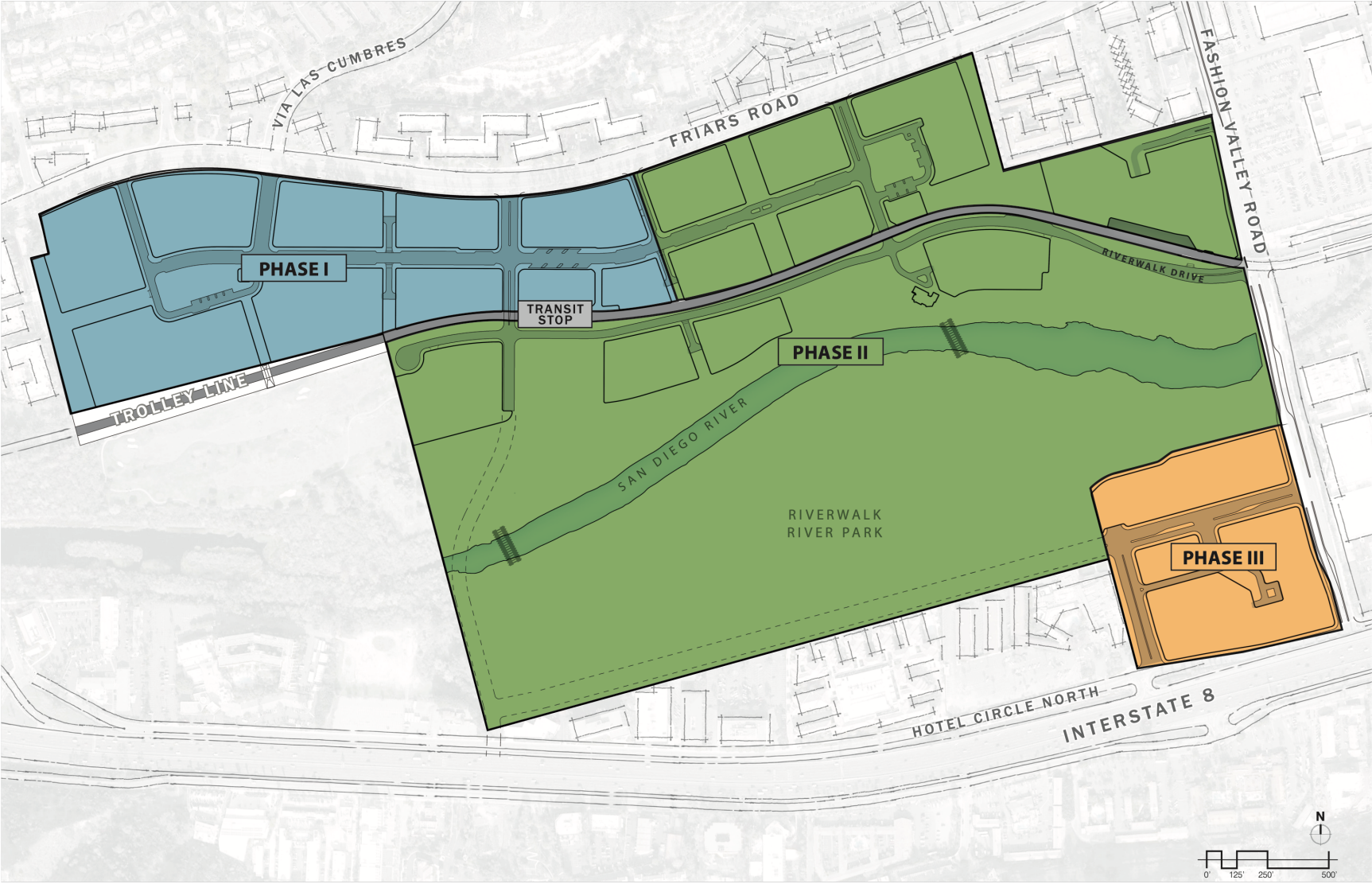


Figure 3-10. Riverwalk Phasing Plan

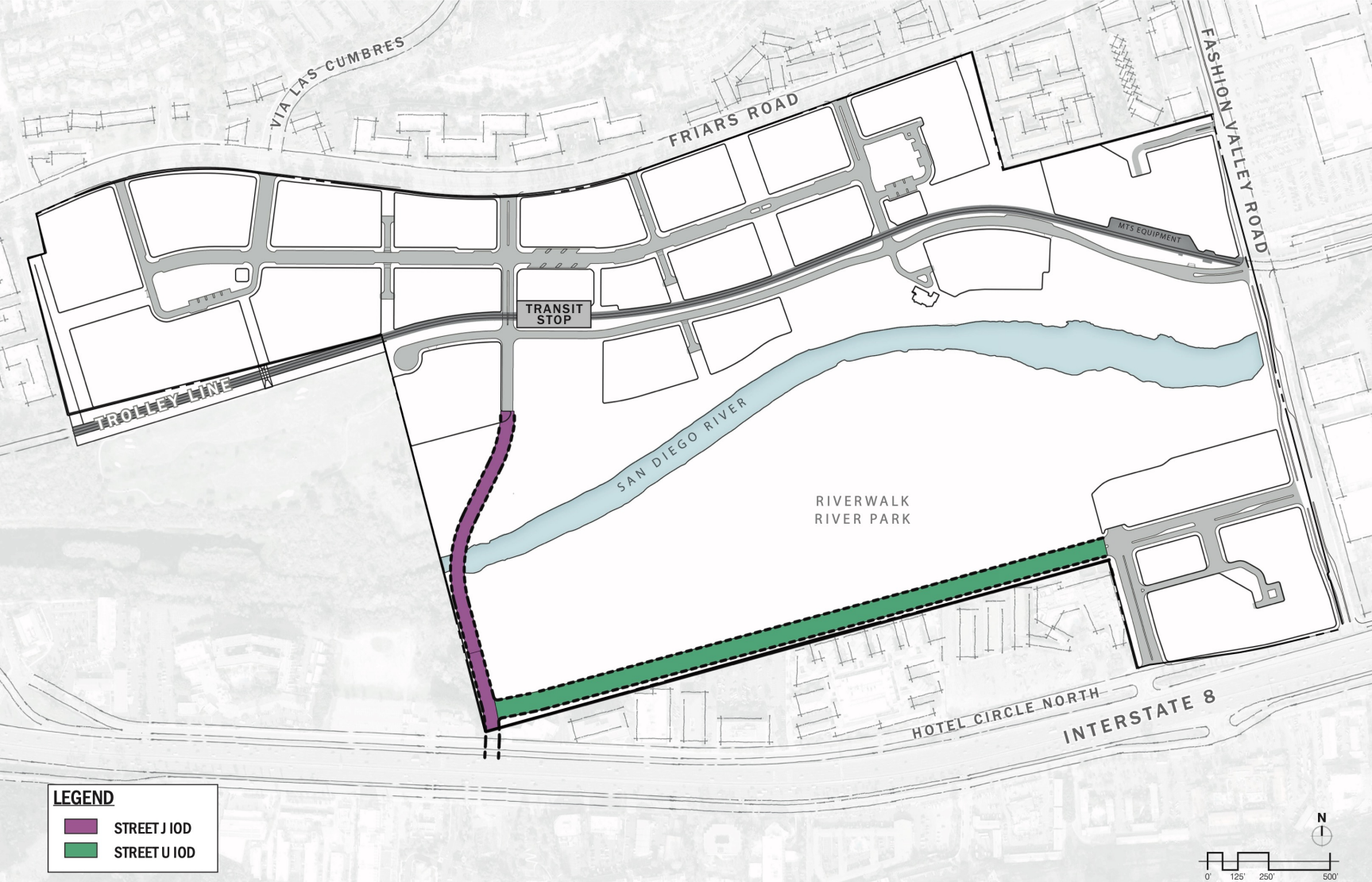


Figure 3-11. Irrevocable Offers of Dedication Location Map

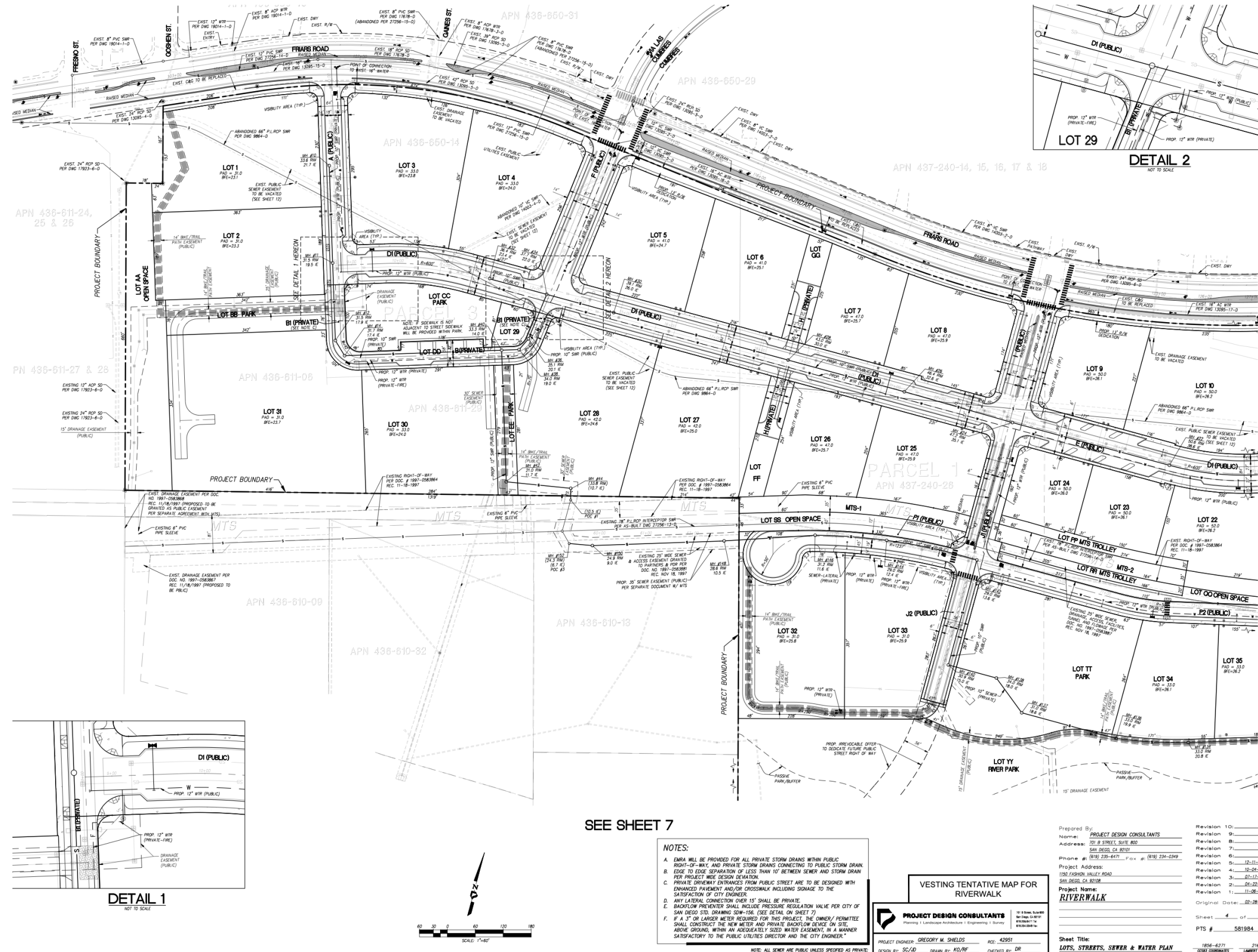
3.0 PROJECT DESCRIPTION



3.0 PROJECT DESCRIPTION



Figure 3-12. Proposed Zoning



SEE SHEET 4

NOTES:

- EMRA WILL BE PROVIDED FOR ALL PRIVATE STORM DRAINS WITHIN PUBLIC RIGHT-OF-WAY AND PRIVATE STORM DRAINS CONNECTING TO PUBLIC STORM DRAIN.
- EDGE TO EDGE SEPARATION OF LESS THAN 10' BETWEEN SEWER AND STORM DRAIN PER PROJECT WIDE DESIGN DETAIL.
- PRIVATE DRIVEWAY ENTRANCES FROM PUBLIC STREET ARE TO BE DESIGNED WITH ENHANCED PAVEMENT AND/OR CROSSWALK INCLUDING SIGNAGE TO THE SATISFACTION OF CITY ENGINEER.
- ANY LATERAL CONNECTION OVER 15' SHALL BE PRIVATE. BACKFLOW PREVENTER SHALL INCLUDE PRESSURE REGULATION VALVE PER CITY OF SAN DIEGO STD. DRAWING SWP-154. (SEE DETAIL ON SHEET 7)
- IF A 3" OR LARGER METER REQUIRED FOR THIS PROJECT, THE OWNER/PERMITTEE SHALL CONSTRUCT THE NEW METER AND PRIVATE BACKFLOW DEVICE ON SITE ABOVE GROUND, WITH AN APPROPRIATELY SIZED WATER EASEMENT, IN A MANNER SATISFACTORY TO THE PUBLIC UTILITIES DIRECTOR AND THE CITY ENGINEER.

NOTE: ALL SEWER ARE PUBLIC UNLESS SPECIFIED AS PRIVATE.

VESTING TENTATIVE MAP FOR RIVERWALK

PROJECT DESIGNER: GREGORY M. SHELDES REG. 42951
 DESIGN BY: SC/AD DRAWN BY: KS/RE CHECKED BY: DR

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 Project Address: 1100 FARRON VALLEY ROAD
 SAN DIEGO, CA 92108
 Project Name: RIVERWALK

Revision 10: _____
 Revision 9: _____
 Revision 8: _____
 Revision 7: _____
 Revision 6: _____
 Revision 5: 12-11-19
 Revision 4: 10-04-19
 Revision 3: 07-12-19
 Revision 2: 05-22-19
 Revision 1: 01-26-19
 Original Date: 02-28-18

Sheet 4 of 20
 PTS # 581984

Sheet Title: LOTS, STREETS, SEWER & WATER PLAN
 1858-6371 216-1711
 0208 0208WATS 0208 0208WATS

Figure 3-13a. Riverwalk Vesting Tentative Map

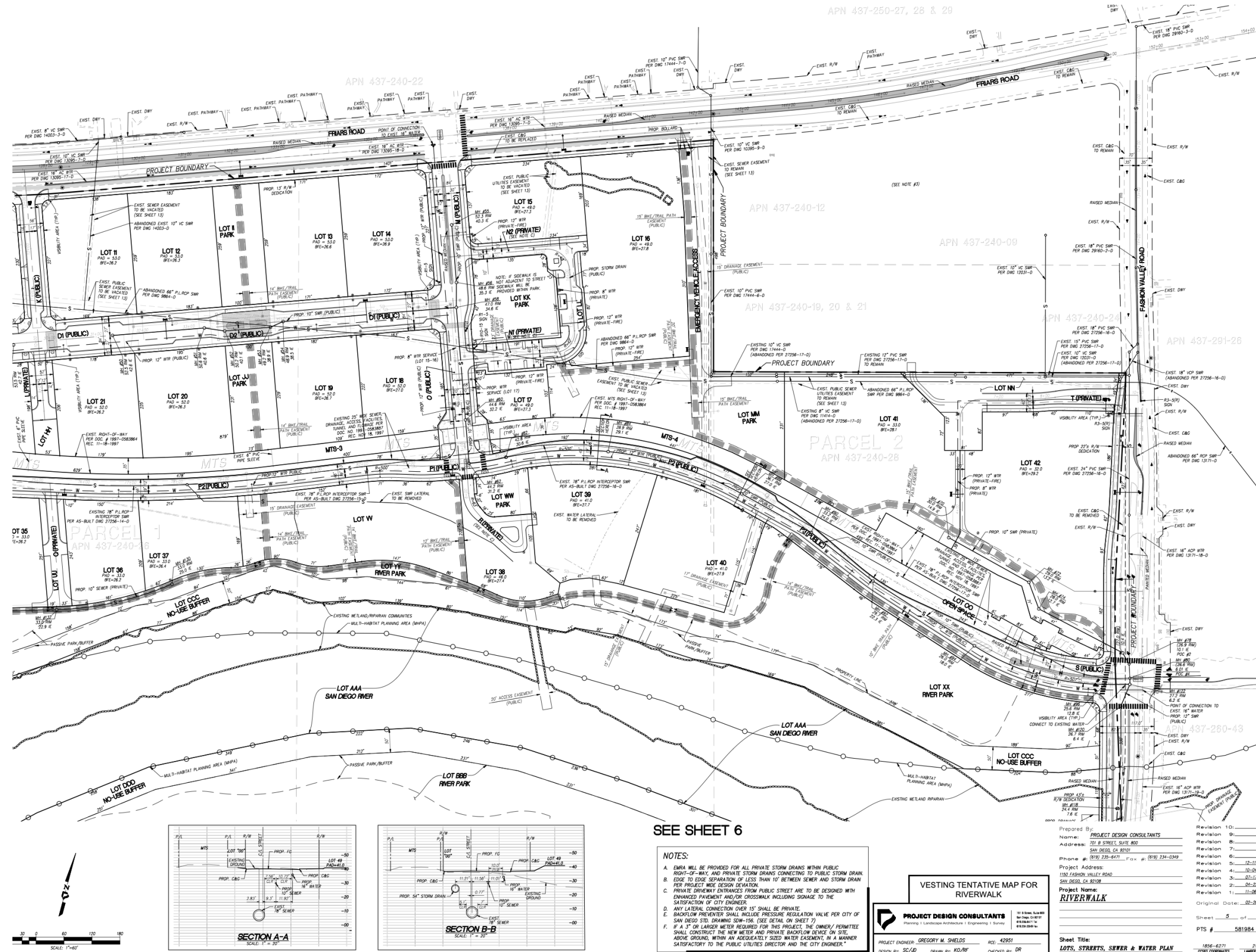
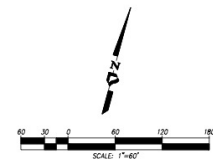
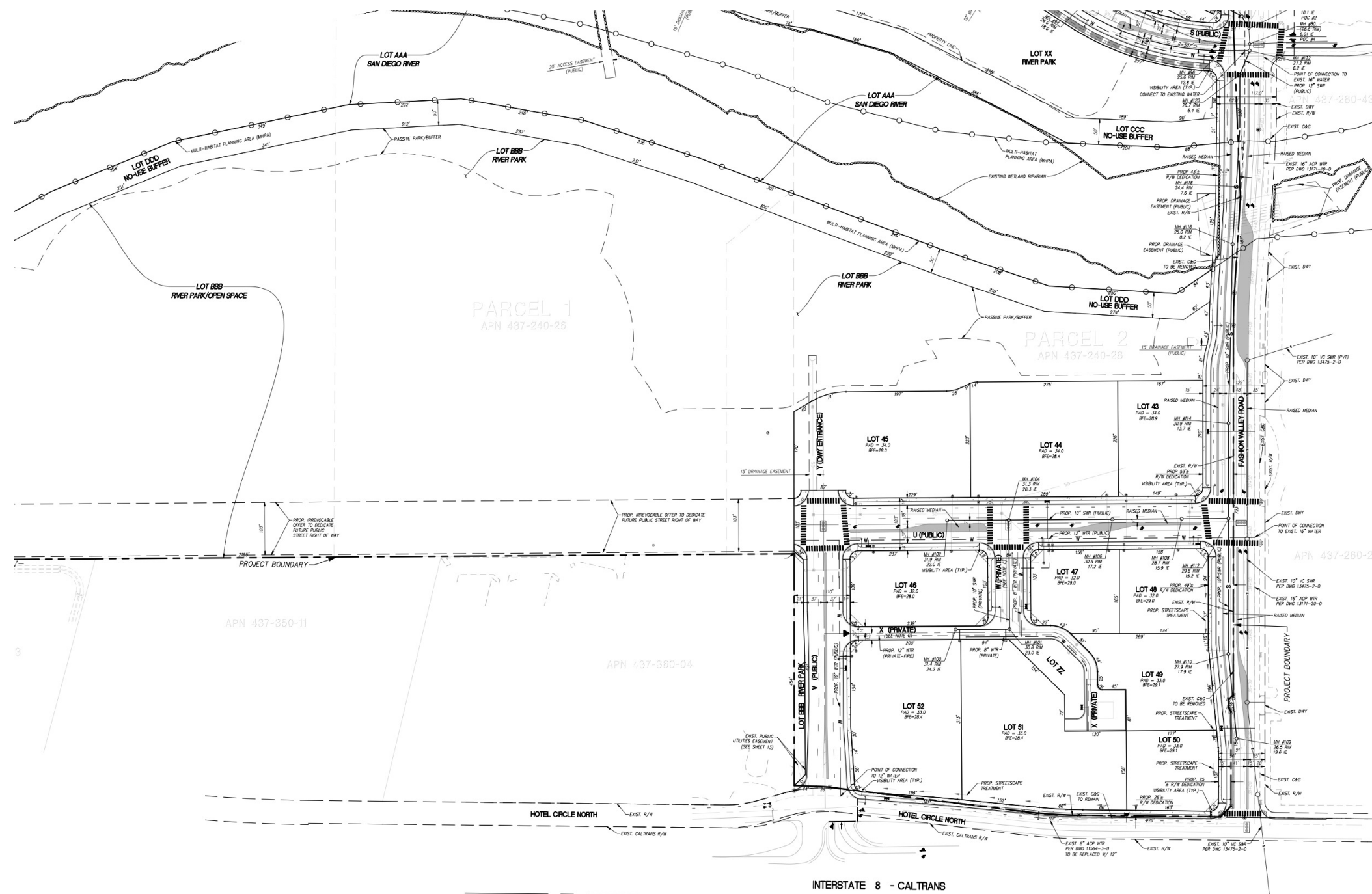


Figure 3-13b. Riverwalk Vesting Tentative Map



NOTES:

- EMRA WILL BE PROVIDED FOR ALL PRIVATE STORM DRAINS WITHIN PUBLIC RIGHT-OF-WAY, AND PRIVATE STORM DRAINS CONNECTING TO PUBLIC STORM DRAIN.
- EDGE TO EDGE SEPARATION OF LESS THAN 10' BETWEEN SEWER AND STORM DRAIN PER PROJECT WIDE DESIGN DETAIL.
- PRIVATE DRIVEWAY ENTRANCES FROM PUBLIC STREET ARE TO BE DESIGNED WITH ENHANCED PAVEMENT AND/OR CROSSWALK INCLUDING SIGNAGE TO THE SATISFACTION OF CITY ENGINEER.
- ANY LATERAL CONNECTION OVER 15' SHALL BE PRIVATE.
- BACKFLOW PREVENTER SHALL INCLUDE PRESSURE REGULATION VALVE PER CITY OF SAN DIEGO STD. DRAWING SDW-156. (SEE DETAIL ON SHEET 7)
- IF A 3" OR LARGER METER REQUIRED FOR THIS PROJECT, THE OWNER/ PERMITTEE SHALL CONSTRUCT THE NEW METER AND PRIVATE BACKFLOW DEVICE ON SITE ABOVE GROUND, WITHIN AN ADEQUATELY SIZED WATER EASEMENT, IN A MANNER SATISFACTORY TO THE PUBLIC UTILITIES DIRECTOR AND THE CITY ENGINEER.

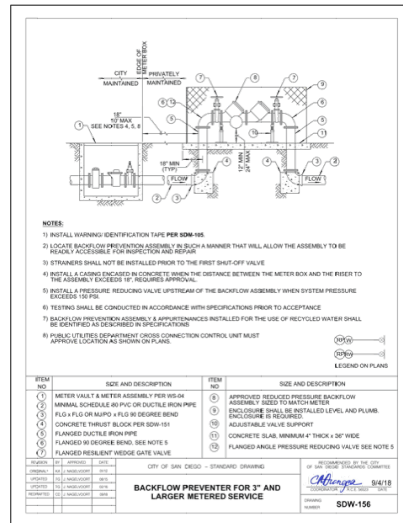
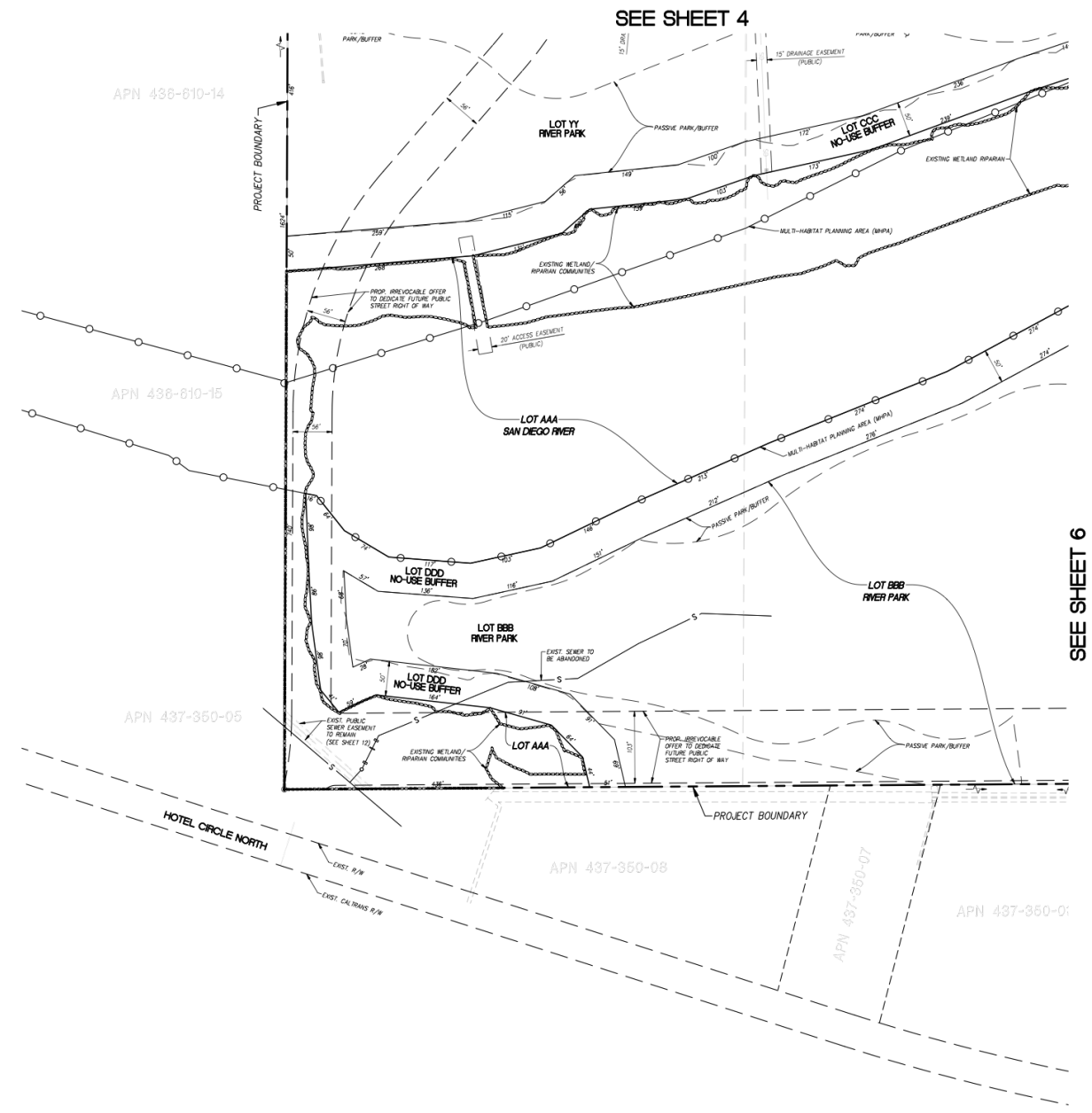
VESTING TENTATIVE MAP FOR RIVERWALK

PROJECT DESIGN CONSULTANTS
Planning | Landmark Development | Engineering | Survey

PROJECT ENGINEER: GREGORY M. SHIELDS REG. # 42951
 DESIGN BY: SC/AD DRAWN BY: KO/RF CHECKED BY: DR

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Project Address: 1556 FASHION VALLEY ROAD	Revision 6: 12-11-19
SAN DIEGO, CA 92108	Revision 4: 10-04-19
Project Name: RIVERWALK	Revision 3: 02-12-19
	Revision 2: 06-20-19
	Revision 1: 11-06-18
Sheet Title: LOTS, STREETS, SRWR & WATER PLAN	Original Date: 02-28-18
	Sheet 6 of 20
	PTS # 581984
	1606-0371 716-1171
	0288 CORNICES LAMBERT CORNICES

Figure 3-13c. Riverwalk Vesting Tentative Map



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 SAN DIEGO, CA 92108
 Project Name: RIVERWALK

Revision 10: _____
 Revision 9: _____
 Revision 8: _____
 Revision 7: _____
 Revision 6: _____
 Revision 5: 02-11-19
 Revision 4: 02-04-19
 Revision 3: 07-17-18
 Revision 2: 04-22-18
 Revision 1: 11-06-18
 Original Date: 02-28-18

Sheet 7 of 20
 PTS # 581984

1856-6271 216-1711
 PROJECT CONSULTANTS LANDSCAPE ARCHITECTS

Figure 3-13d. Riverwalk Vesting Tentative Map

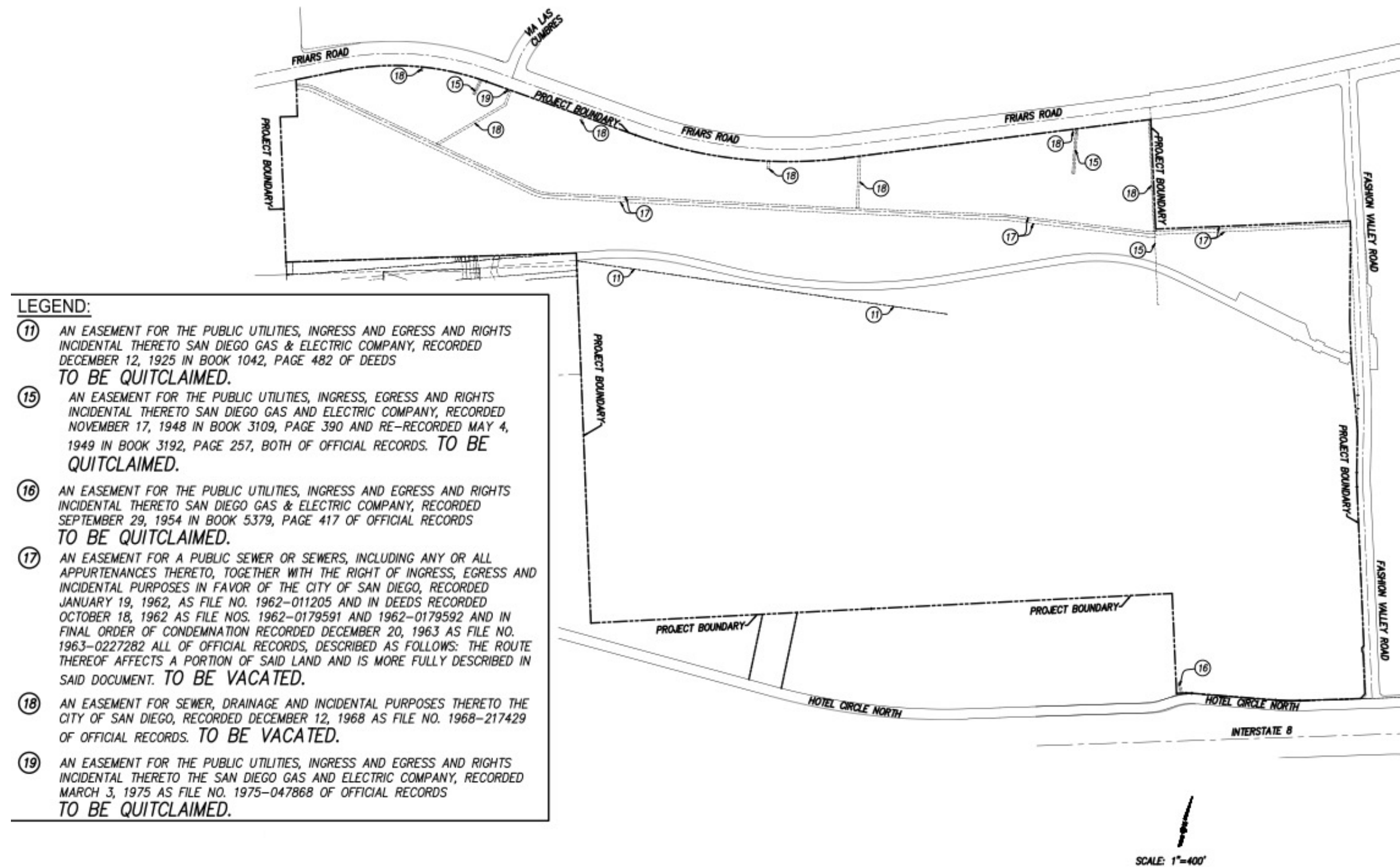


Figure 3-14. ~~Public Right-of-Way and Easement Vacations~~

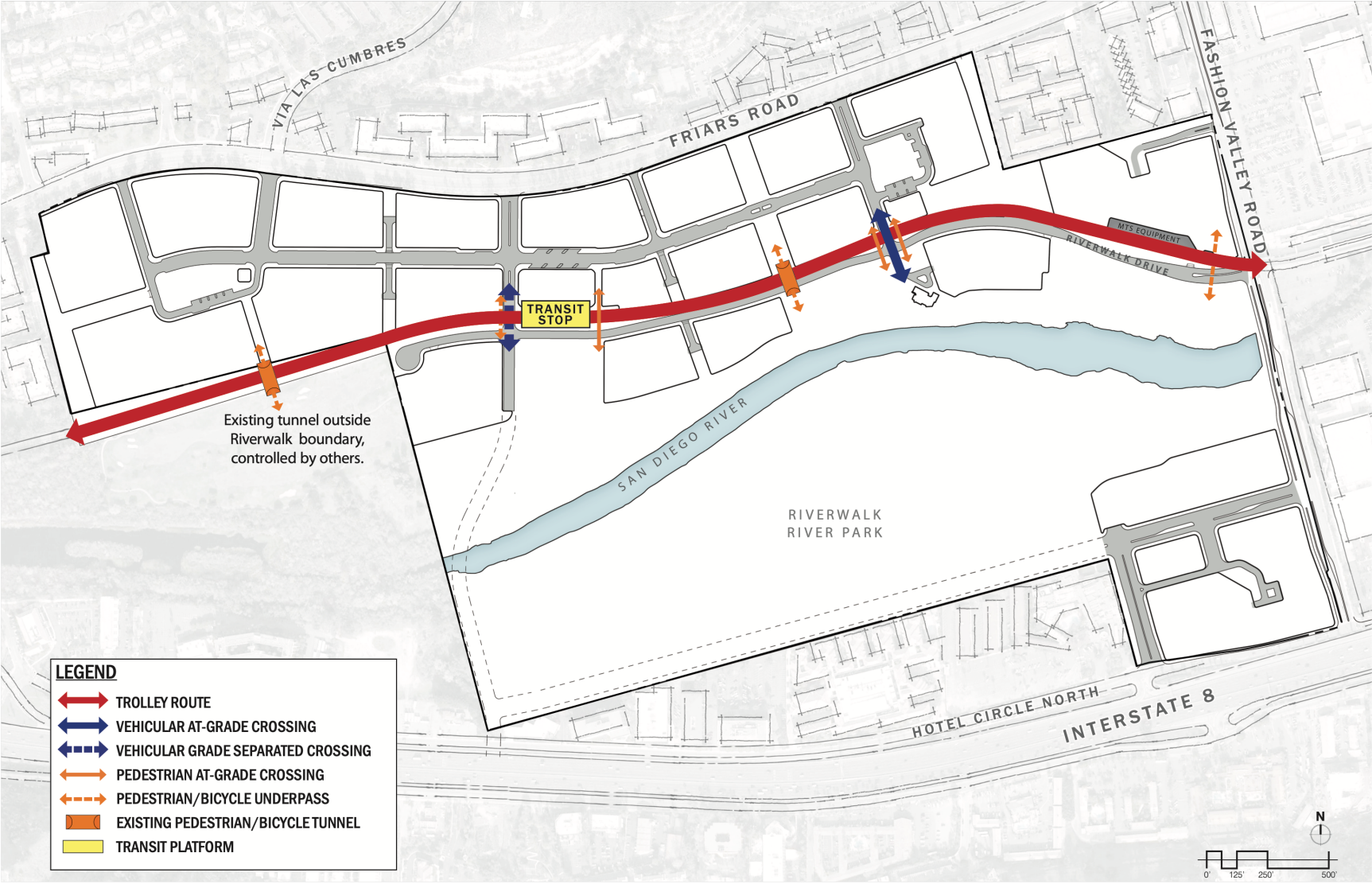


Figure 3-15. Trolley Crossings

4.0 HISTORY OF PROJECT CHANGES

This section chronicles the physical changes that have been made to the project in response to revisions requested by City staff, as well as through the project review and refinement process. These changes are described below.

- Residential density for the project was increased from the original application in response to City concerns regarding transit supportive housing and the request that a greater number of residential units be located in proximity of transit. The commercial retail and office and non-retail commercial intensity was increased at the request of the City and MTS to support transit. The locations of parks and buildings in the Central District were swapped so that additional transit-supportive density would be built immediately adjacent to the trolley stop.
- The Riverwalk Specific Plan circulation element replaces the extension of Via las Cumbres shown in the Levi-Cushman Specific Plan with an IOD for future public Street 'J' roughly 900 feet to the east. As a result, the one-way public streets around the parks at both ends of the spine street in the North District were eliminated and the western park was reconfigured as a result of the removal of the Via las Cumbres bridge to the IOD proposed for the future construction of public Street 'J'. This reconfiguration allows for direct pedestrian access to the existing tunnel providing linkage to the adjacent MTS parcel.
- The vehicle entry from Hotel Circle North was shifted from the mid-point of the frontage to the western edge of the property to facilitate access to and from I-8. This configuration has not yet been approved by Caltrans.
- In coordination with MTS, in response to comments from the CPUC, a proposed at-grade pedestrian/bicycle/automobile crossing of the trolley tracks at the proposed trolley stop was replaced with a tunnel under the tracks. This undercrossing also shortens the bridge across the valley at Street 'J', by allowing Street 'J' to remain at-grade for a longer distance, and provides for enhanced safety to vehicles, pedestrians/bicyclists, and the trolley.
- Adjustments were made to the proposed bicycle and pedestrian network in response to comments from City of San Diego Long-Range Planning and Development Services Transportation staff, thereby providing an expanded bicycle facility network and pedestrian connectivity both internal to the Specific Plan area and external to the community-wide bicycle and pedestrian circulation network.
- All public streets were revised to include a minimum Class II bicycle facility, with the exception of Street A where a parallel Class I bicycle facility was added.
- The location of the proposed trolley stop was shifted based upon the geometry of the trolley tracks and the exacting standards of the CPUC and MTS. The proposed location, 900 feet to the

4.0 HISTORY OF PROJECT CHANGES

east, is more central between the Morena/Linda Vista and the Fashion Valley Transit Center trolley stations, adding balance to the provision of access to light rail transit through the valley core. The shifted location also ensures that the entire project would be located within one-half mile of either an existing or proposed trolley stop. Additional safety features and design elements were added based on CPUC comments to ensure pedestrian safety.

- The pad grading in the South District was reduced, pulling the grading easterly and southerly to consolidate the building pads. This resulted in increasing the acreage of the Riverwalk River Park and widening of the floodway, as well as allowing for additional flood capacity during storm events.
- A building pad was shifted from the west side of the existing clubhouse to the west side Street J2 abutting the eastern limits of the MTS parcel to accommodate Street 'J' and avoid a road bisecting park space.
- The San Diego River Pathway was relocated to the north side of the San Diego River in collaboration with the San Diego River Park Foundation and to connect with the existing path on the north side of the Town and Country Resort Hotel property.
- A 50-foot-wide no-use buffer was incorporated adjacent to the MHPA wetland habitat creation and preservation areas to provide a biological buffer to sensitive biological areas.
- A total of 13 acres of developable area was eliminated south of the San Diego River, due to feedback and concern about impacts to the floodway. Specifically, the San Diego River Park Foundation was concerned about channelization of the San Diego River due to encroachments into the floodway south of the San Diego River. These 13 acres of developable area were removed to allow a wider floodway across the Riverwalk property.
- A future vehicular exit from Mission Greens to an on-site private Drive 'T' within Riverwalk was added. This connection, based on coordination with adjacent property owners at Mission Greens, is anticipated to provide a one-way exit to allow Mission Greens' residents to exit to Riverwalk through a future gate along the shared property line, subject to design approval of the Mission Greens Homeowners Association.
- A Special Treatment Area (Special Treatment Area – The Courtyards Community Interface) and specific policies (Riverwalk Specific Plan N-7, N-8, and N-9) were added to the Riverwalk Specific Plan to address the Specific Plan area interface with the existing The Courtyards multi-family residential community. These policies ensure setbacks, building heights, and building design in response to the desires of the Courtyards Homeowners Association. In response to concerns from The Courtyards Homeowners Association and individual residents about pedestrian/bicycle connectivity to/from the Riverwalk Specific Plan area, the pedestrian bridge linkage from the western end of the North District to The Courtyards was eliminated.

5.1 Land Use

The following section evaluates potential land use impacts associated with the project in relation to land uses, zoning and other regulations, and policies that are applicable to the project.

5.1.1 Existing Conditions

The Specific Plan area is developed with the Riverwalk Golf Course, comprised of three nine-hole golf courses, driving range, clubhouse building, maintenance facilities, surface parking, access roadways, and golf cart paths/bridges. The San Diego River runs in an east-west manner roughly through the center of the project site; and the MTS Green Line Trolley traverses the project site in an east-west manner in the upper portion of the site, generally parallel to Friars Road. An approximately 15-acre vacant property owned by MTS is located immediately west of the project site.

Land uses surrounding the project site include multi-family residential developments to the west and east/northeast. Multi-family residential and commercial office developments are located to the north. Commercial retail and hospitality uses are located east of the project site. The hospitality use located to the east of the site, Town and Country Resort Hotel, is currently being redeveloped to include multi-family residential use at this location. A mix of office, multi-family residential, and hotel uses, as well as I-8, are located south of the project site. The Linda Vista community is adjacent to the Specific Plan area to the north.

5.1.2 Regulatory Framework

The planning context of the *Environmental Setting*, Chapter 2.0 of this EIR, describes the land use plans and development regulations that apply to the development of the project. The following provides a summary of the pertinent goals, objectives, and recommendations of the planning documents that affect development of the project including the General Plan, the Climate Action Plan, the San Diego River Park Master Plan, the Mission Valley Community Plan, the Land Development Code, the Environmentally Sensitive Lands regulations, the MSCP Subarea Plan, San Diego Forward: The Regional Plan (specifically the SANDAG Smart Growth Concept Map), and the San Diego International Airport and Montgomery Field ALUCPs. A discussion of the project's compatibility with these plans is provided in Section 5.1.3, *Impact Analysis*.

5.1.2.1 City of San Diego General Plan

The General Plan sets forth a comprehensive, long-term plan for development within the City of San Diego. The General Plan guides development and addresses State requirements through the following ten elements: Land Use and Community Planning; Mobility; Economic Prosperity; Public

Facilities, Services, and Safety; Urban Design; Recreation; Historic Preservation; Conservation; Noise; and Housing.

Land Use and Community Planning Element

The *Land Use and Community Planning Element (Land Use Element)* of the General Plan guides *future growth and development into a sustainable citywide development pattern, while maintaining or enhancing the quality of life*. This element provides policies to *implement the City of Villages strategy* and establishes a framework to guide and govern the preparation of community plans tailored to each community.

City of Villages Strategy

One major component of the Land Use Element that guides not only land use goals and policies, but also provides the overall vision for the General Plan is the City of Villages strategy. The City of Villages strategy focuses *growth into mixed-use activity centers that are pedestrian-friendly, centers of community, and linked to the regional transit system. The strategy draws upon the strengths of San Diego's natural environment, neighborhoods, commercial centers, institutions, and employment centers and focuses on the long-term economic, environmental, and social health of the City and its many communities. The City of Villages Strategy recognizes the value of San Diego's distinctive neighborhoods and open spaces that together form the City as a whole. Implementation of the City of Villages strategy is an important component of the City's strategy to reduce local contributions to greenhouse gas emissions, because the strategy makes it possible for larger numbers of people to make fewer and shorter auto trips.* The following relevant goal and policies apply to the project:

- *Goal. Mixed-use villages located throughout the City and connected by high-quality transit.*
- *LU-A.2. Identify sites suitable for mixed-use village development that will complement the existing community fabric or help achieve desired community character, with input from recognized community planning groups and the general public.*
- *LU-A.4. Locate village sites where they can be served by existing or planned public facilities and services, including transit services.*
- *LU-A.7. Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan.*
- *LU-A.7.b. Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services[...]. Due to the distinctive nature of each of the community planning areas, population density and building intensity will differ by each community.*

Other relevant goals and policies of the Land Use Element are included below:

Balanced Communities and Equitable Development

- *Goal. Ensure diverse and balanced neighborhoods and communities with housing available for households of all income levels.*

- *LU-H.1.d. Ensure that neighborhood development and redevelopment addresses the needs of older people, particularly those disadvantaged by age, disability, or poverty.*
- *LU-H.2. Provide affordable housing throughout the City so that no single area experiences a disproportionate concentration.*
- *LU-H.3. Provide a variety of housing types and sizes with varying levels of affordability in residential and village developments.*
- *LU-H.6. Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.*
- *LU-H.7. Provide a variety of different types of land uses within a community in order to offer opportunities for a diverse mix of uses and to help create a balance of land uses within a community.*

Environmental Justice

- *Goal. Improve mobility options and accessibility in every community.*

Mobility Element

The Mobility Element of the General Plan provides the framework *to improve mobility through development of a balanced, multi-modal transportation network that is efficient and minimizes environmental and neighborhood impacts.* It is closely linked to the Land Use and Community Planning Element and the City of Villages strategy. Project-relevant policies contained within the Mobility Element address the need to improve walkability and the bicycle network, increase transit use, improve performance and efficiency of the street and freeway system, and provide sufficient parking facilities. Specifically, the following goals and policies apply to the project:

Walkable Communities

- *Goal. A city where walking is a viable travel choice, particularly for trips of less than one-half mile.*
- *Goal. A safe and comfortable pedestrian environment.*
- *Goal. A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.*
- *Goal. Greater walkability achieved through pedestrian-friendly street, site, and building design.*
- *ME-A.2.d. Implement Crime Prevention Through Environmental Design (CPTED) measures to reduce the threat and incidence of crime in the pedestrian environment.*
- *ME-A.2.f. Provide adequate levels of lighting for pedestrian safety and comfort.*
- *ME-A.6.a.3. Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets.*
- *ME-A.7.a. Enhance streets and other public rights-of-way with amenities such as street trees, benches, plazas, public art or other measures including, but not limited to those described in the Pedestrian Improvement Toolbox, Table ME-1 [of the City of San Diego Mobility Element].*
- *ME-A.7.b. Design site plans and structures with pedestrian-oriented features.*

- *ME-A.7.c. Encourage the use of non-contiguous sidewalk design where appropriate to help separate pedestrians from auto traffic. In some areas, contiguous sidewalks with trees planted in grates adjacent to the street may be a preferable design.*
- *ME-A.8. Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking.*

Transit First

- *Goal. An attractive and convenient transit system that is the first choice of travel for many of the trips made in the City.*
- *ME-3.9.b. Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services.*

Street and Freeway System

- *Goal. An interconnected street system that provides multiple linkages within and between communities.*
- *Goal. Safe and efficient street design that minimizes environmental and neighborhood impacts.*
- *ME-C.3. Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while maintaining landform and community character impacts.*

Transportation Demand Management

- *Goal. Expanded travel options and improved personal mobility.*
- *ME-E.3. Emphasize the movement of people rather than vehicles.*

Bicycling

- *Goal. A safe and comprehensive local and regional bikeway network.*

Parking Management

- *Goal. New development with adequate parking through the application of innovative citywide parking regulations.*
- *Goal. Increased land use efficiencies in the provision of parking.*

Urban Design Element

The General Plan's *Urban Design Element* addresses the integration of new development into the natural landscape and/or existing community. The element discusses an Urban Design Strategy, or framework, for development as *envisioned in the City of Villages strategy*. Relevant goals and policies are as follows:

General Urban Design

- *Goal. A built environment that respects San Diego's natural environment and climate.*

- *Goal. An improved quality of life through safe and secure neighborhoods and public places.*
- *Goal. A pattern and scale of development that provides visual diversity, choice of lifestyle, opportunities for social interaction, and that respects desirable community character and context.*
- *Goal. A City with distinctive districts, communities, neighborhoods, and village centers where people gather and interact.*
- *Goal. Utilization of landscape as an important aesthetic and unifying element throughout the City.*
- *UD-A.3. Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.*
- *UD-A.4. Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element.*
- *UD-A.5. Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.*
- *UD-A.5.d. Encourage the use of materials and finishes that reinforce a sense of quality and permanence.*
- *UD-A.6. Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.*
- *UD-A.6.a. Locate buildings on the site so that they reinforce street frontages.*
- *UD-A.6.c. Ensure that building entries are prominent, visible, and well-located.*
- *UD-A.6.d. Maintain existing setback patterns, except where community plans call for a change to the existing pattern.*
- *UD-A.6.e. Minimize the visual impact of garages, parking and parking portals to the pedestrian and street façades*
- *UD-A.8. Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.*
- *UD-A.8.b. Use water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water where available.*
- *UD-A.8.e. Landscape materials and design should complement and build upon the existing character of the neighborhood.*
- *UD-A.9. Incorporate existing and proposed transit stops or stations into project design.*
- *UD-A.11. Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.*
- *UD-A.12. Reduce the amount and visual impact of surface parking lots.*
- *UD-A.13. Provide lighting from a variety of sources at appropriate intensities and qualities for safety.*
- *UD-A.17. Incorporate Crime Prevention Through Environmental Design (CPTED) measures, as necessary, to reduce incidences of fear and crime, and design safer environments.*

Distinctive Neighborhoods and Residential Design

- *Goal. A City of distinctive neighborhoods.*
- *Goal. Architectural design that contributes to the creation and preservation of neighborhood character and vitality.*

- *Goal. Innovative design for a variety of housing types to meet the needs of the population.*
- *Goal. Infill housing, roadways, and new construction that are sensitive to the character and quality of existing neighborhoods.*
- *Goal. Pedestrian connections linking residential areas, commercial areas, parks, and open spaces.*
- *UD-B.1. Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Projects should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility.*
- *UD-B.4. Create street frontages with architectural and landscape interest for both pedestrians and neighboring residents.*
- *UD-B.5. Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity.*
- *UD-B.8. Provide useable open space for play, recreation, and social or cultural activities in multi-family as well as single-family projects.*

Mixed-Use Villages and Commercial Areas

- *Goal. Mixed-use villages that achieve an integration of uses and serve as focal points for public gathering as a result of their outstanding public spaces.*
- *Goal. Vibrant, mixed-use main streets that serve as neighborhood destinations, community resources, and conduits to the regional transit system.*
- *Goal. Neighborhood commercial shopping areas that serve as walkable centers of activity.*
- *UD-C.1. In villages and transit corridors identified in community plans, provide a mix of uses that create vibrant, active places in villages.*
- *UD-C.2. Design village centers to be integrated into existing neighborhoods through pedestrian-friendly site design and building orientation, and the provision of multiple pedestrian access points.*
- *UD-C.3. Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development.*
- *UD-C.4. Create pedestrian-friendly villages.*
- *UD-C.5. Design village centers as civic focal points for public gatherings with public spaces.*
- *UD-C.6. Design project circulation systems for walkability.*
- *UD-C.7. Enhance the public streetscape for greater walkability and neighborhood aesthetics.*

Office and Business Park Development

- *Goal. Promote the enhanced visual quality of office and industrial development.*
- *Goal. Provide increased pedestrian and transit orientation within office and industrial developments.*
- *UD-D.1. Provide expanded opportunities for local access and address the circulation needs of pedestrians within and among office and business park developments.*
- *UD-D.2. Assure high quality design of buildings and structures. The design and orientation of buildings within projects affect the pedestrian- and transit-orientation.*

Public Spaces and Civic Architecture

- *Goal.* Significant public gathering spaces in every community.
- *UD-E.1.* Include public plazas, squares, or other gathering spaces in each neighborhood and village center.

Economic Prosperity Element

The *Economic Prosperity Element* of the General Plan links economic prosperity goals with land use distribution and employment land use policies. Its purpose is *to increase wealth and the standard of living of all San Diegans with policies that support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy.* This element primarily deals with various industrial, commercial and other employment uses within the City. Relevant goals and policies for the project include:

Commercial Land Use

- *Goal.* Commercial development which uses land efficiently, offers flexibility to changing resident and business shopping needs, and improves environmental quality.
- *Goal.* Economically healthy neighborhood and community commercial areas that are easily accessible to residents.
- *Goal.* New commercial development that contributes positively to the economic vitality of the community and provides opportunities for new business development.

Employment Development

- *Goal.* A city with an increase in the number of quality jobs for local residents, including middle-income employment opportunities and jobs with career ladders.

Public Facilities, Services, and Safety Element

The *Public Facilities, Services and Safety Element (Public Facilities Element)* addresses facilities and services that are publicly managed and have a direct influence on the location of land uses. These include *Fire-Rescue, Police, Wastewater, Storm Water, Water Infrastructure, Waste Management, Libraries, Schools, Information Infrastructure, Disaster Preparedness, and Seismic Safety.* The Public Facilities Element includes the following goals and policies relevant to the project:

Evaluation of Growth, Facilities, and Services

- *Goal.* Adequate public facilities that are available at the time of need.
- *PF-C.1.* Require development proposals to fully address impacts to public facilities and services.

Fire-Rescue

- *Goal.* Protection of life, property, and environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education.
- *PF-D.12.a.* Assess site constraints when considering land use designations near wildlands to avoid or minimize wildfire hazards as part of a community plan update or amendment.

- *PF-D.13. Incorporate fire safe design into development within very high fire hazard severity zones to have fire-resistant building and site design, materials, and landscaping as part of the development review process.*

Police

- *Goal. Safe, peaceful, and orderly communities.*

Storm Water Infrastructure

- *Goal. Protection of beneficial water resources through pollution prevention and interception efforts.*
- *Goal. A storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable.*

Waste Management

- *Goal. Maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.*

Seismic Safety

- *Goal. Development that avoids inappropriate land uses in identified seismic risk areas.*
- *PF-Q.1. Protect public health and safety through the application of effective seismic, geologic, and structural considerations.*

Recreation Element

The General Plan's *Recreation Element* addresses the preservation, protection, acquisition, development, operation, maintenance, and enhancement of *public recreation opportunities and facilities throughout the City for all users*. The relevant goals and policies of the Recreation Element to the project is the following:

Recreational Opportunities

- *Goal. A City with a diverse range of active and passive recreational opportunities that meet the needs of each neighborhood/community and reinforce the City's natural beauty and resources.*

Preservation

- *Goal. Preserve, protect, and enrich natural, cultural, and historic resources that serve as recreation facilities.*
- *RE-C.2. Protect, manage, and enhance population- and resource-based parks and open space lands through appropriate means which include sensitive planning, park and open space dedications, and physical protective devices.*
- *RE-C.5. Design parks to preserve, enhance, and incorporate items of natural, cultural, or historic importance.*

Accessibility

- *Goal. Park and recreation facilities that are sited to optimize access by foot, bicycle, public transit, automobile, and alternative modes of travel.*
- *Goal. Provision of an inter-connected park and open space system that is integrated into and accessible to the community.*
- *Goal. Recreational facilities that are available for programmed and non-programmed uses.*
- *RE-D.2. Provide barrier-free trails and outdoor experiences and opportunities for persons with disabilities where feasible.*
- *RE-D.6. Provide safe and convenient linkages to, and within, park and recreation facilities and open space areas.*
- *RE-D.6.a. Provide pedestrian and bicycle paths between recreational facilities and residential development.*
- *RE-D.6.b. Designate pedestrian and bicycle corridors, and equestrian corridors where appropriate, that link residential neighborhoods with park and recreation facilities, trails, and open spaces.*
- *RE-D.6.c. Improve public access through development of, and improvements to, multi-use trails within urban canyons and other open space areas.*
- *RE-D.6.f. Identify key trails and access points as part of community plan updates, discretionary permit reviews, and other applicable land use and park planning documents.*

Open Space Lands and Resource-Based Parks

- *Goal. An open space and resource-based park system that provides for the preservation and management of natural resources, enhancement of outdoor recreation opportunities, and protection of the public health and safety.*

Conservation Element

The *Conservation Element* of the General Plan contains policies to *guide the conservation of resources that are fundamental components of San Diego's environment, that help define the City's identity, and that are relied upon for continued economic prosperity.* Sustainable development and climate change issues are also addressed through the Conservation Element. Conservation Element goals and policies relevant to the project include the following:

Climate Change & Sustainable Development

- *Goal. To reduce the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management.*
- *CE-A.5. Employ sustainable or "green" building techniques for the construction and operation of buildings.*
- *CE-A.11. Implement sustainable landscape design and maintenance.*

Urban Runoff Management

- CE-E.2.g. Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies.

Urban Forestry

- Goal. Protection and expansion of a sustainable urban forest.
- CE-J.1.b. Plant large canopy shade trees, where appropriate and with consideration of habitat and water conservation goals, in order to maximize environmental benefits.
- CE-J.1.c. Seek to retain significant and mature trees.

Noise Element

The *Noise Element* of the General Plan is intended to protect people living and working in the City of San Diego from excessive noise. The most prevalent noise source in the City is motor vehicle traffic. Goals and policies provided in the Noise Element guide compatible land uses and the incorporation of noise attenuation measures for new uses to protect people from an excessive noise environment. Specific goals and policies of the Noise Element applicable to the project include noise and land use compatibility, motor vehicle traffic noise, trolley and train noise, commercial and mixed-use activity noise, construction and public activity noise, and noise attenuating measures are provided to guide development. The Noise Element promotes the following goals and policies pertaining to noise relevant to the project:

Noise and Land Use Compatibility

- NE-A.2. Assure the appropriateness of proposed development relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (Table 5.1-4) to minimize the effects on noise-sensitive land uses.
- NE-A.4. Require an acoustical study consistent with Acoustical Study Guidelines (General Plan Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds as indicated on the Land Use – Noise Compatibility Guidelines (Table 5.1-4), so that noise mitigation measures can be included in the project design to meet the noise guidelines.

Motor Vehicle Traffic Noise

- NE-B.4. Require new development to provide facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling, and, where applicable, transit to reduce peak-hour traffic.

Trolley and Train Noise

- Goal. Minimal excessive fixed rail-related noise on residential and other noise-sensitive land uses.
- NE-C.1. Use site planning to help minimize exposure of noise sensitive uses to rail corridor and trolley line noise.

Commercial and Mixed-Use Activity Noise

- *Goal. Minimal exposure of residential and other noise-sensitive land uses to excessive commercial and mixed-use related noise.*
- *NE-E.1. Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land use.*
- *NE-E.2. Encourage mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from the residential component of the development.*

Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise

- *Goal. Minimal exposure of residential and other noise-sensitive land uses to excessive construction, refuse vehicles, parking lot sweeper-related noise, and public noise.*

Typical Noise Attenuation Methods

- *Goal. Attenuate the effect of noise on future residential and other noise-sensitive land uses by applying feasible noise mitigation measures.*

Historic Preservation Element

The *Historic Preservation Element* guides the preservation, protection, restoration, and rehabilitation of historical and cultural resources. This element seeks to improve the quality of the built environment, encourage appreciation of the City's history and culture, maintain the character and identity of communities, and contribute to the City's economic vitality through historic preservation. The following policy is relevant to the Riverwalk Specific Plan:

Identification and Preservation of Historical Resources

- *HP-A.2. Fully integrate the consideration of historical and cultural resources in the larger land use planning process.*

Housing Element

The *Housing Element* serves as a policy guide to address the comprehensive housing needs of the City of San Diego. The Housing Element contains the following objective and policy relevant to the project:

- *Objective A: Identify and Make Available for Development Adequate Sites to Meet the City's Diverse Housing Needs*
- *HE-A.5. Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums, as well as maximums, of applicable zone and plan designations.*

5.1.2.2 City of San Diego Climate Action Plan

The Climate Action Plan (CAP) includes a municipal operation and community-wide greenhouse gas (GHG) emissions baseline calculation from 2010 and sets a target to achieve a 15 percent reduction from the baseline by 2020, as required by California Assembly Bill (AB) 32. In its 2014 update to the Climate Change Scoping Plan, the California Air Resources Board (CARB) recommended local governments chart a reduction trajectory that is consistent with, or exceeds, the trajectory created by statewide goals, such as the GHG reduction target set in Executive Order S-3-05. To remain consistent in its GHG reduction calculation approach, the City calculated its 2050 GHG emission reductions at 80 percent below the 2010 baseline and set a 2035 target based upon the trajectory for meeting the City's 2050 reductions. Therefore, the 2035 target should be considered an "interim" target towards achieving the City's 2050 emission reductions target. The CAP sets forth common-sense strategies to achieve attainable GHG reduction targets and outlines the actions that City will undertake to achieve its proportional share of State GHG emission reductions.

The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP. The City subsequently adopted the CAP Consistency Checklist to provide a streamlined review process for the analysis of potential GHG impacts from proposed new development.

See Section 5.9, *Greenhouse Gas Emissions*, for a detailed discussion of current legislation and regulations regarding climate change, the CAP, an evaluation of the Specific Plan's conformance evaluation with the CAP, and an evaluation of the project's consistency with the CAP Consistency Checklist.

5.1.2.3 San Diego River Park Master Plan

The SDRPMP provides the vision and guidance to restore a symbiotic relationship between the San Diego River and surrounding communities by creating a river-long park, stretching from the San Diego River headwaters near Julian, to the Pacific Ocean at Ocean Beach. The SDRPMP divides the San Diego River into six segments, known as reaches, and gives specific recommendations for each reach. The project site is located within the Lower Valley reach, which spans from I-5 to I-15. The SDRPMP also establishes two distinct planning areas: the River Corridor Area, which consists of the 100-year floodway along both river banks plus a 35-foot path corridor on each side, and the River Influence Area, which consists of the first 200 feet adjacent to the River Corridor Area on both sides of the river.

The SDRPMP identifies the project site as being located within the River Corridor Area and the River Influence Area. The purpose of the River Corridor Area is to restore the health of the San Diego River

by cleaning the river, improving its hydrologic function, increasing its length and recharge area, separating it from ponds, and creating opportunities for braiding and meandering. The purpose of the River Influence Area is to create a quality back drop to the River Corridor Area through design that treats the San Diego River as an amenity; orients development toward the river; and encourages active uses adjacent to the river channel and public access to the San Diego River Pathway. Design guidelines in the SDRPMP state that structures should be located and shaped in a manner that opens up views to the river from nearby districts, neighborhoods, and hillsides and a structure's location and shape on the site should create a spatial transition to the river. The architectural guidelines are also intended to reinforce the vision of river park as a community amenity by promoting quality architectural design, detailing, and building materials within the River Influence Area. Guidelines include building massing, variety and human scale, building transparency, building reflectivity, building lighting, building signs, and guidelines for landscape architecture.

The SDRPMP is closely aligned with the City's General Plan goals for land use, mobility, urban design, economic prosperity, public facilities, recreation, conservation, and historic preservation. The SDRPMP vision, principles, recommendations, and implementation strategy are included in the Riverwalk Specific Plan for consistency with the intent of the SDRPMP and to provide the City with a strong policy document for the future development along the river.

5.1.2.4 Mission Valley Community Plan

The Mission Valley Community Plan was comprehensively updated in 2019. The Mission Valley Community Plan includes specific design guidelines and general and site-specific policies. Applicable design guidelines are discussed in Section 5.3, *Visual Effects and Neighborhood Character*. The following general and site-specific policies apply to the Riverwalk Specific Plan:

Area-Specific Plan Guidance

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

- *SPG-1. Establish the planning and policy functions in the specific plan for the area governed by the specific plan. Should an amendment be processed to a specific plan that was adopted prior to the adoption of this plan, the amendment should be consistent with the planning and policy functions of this community plan.*
- *SPG-2. Rescind obsolete specific plans where the property owner(s) deem them no longer relevant. Land uses and policies in this community plan would govern those sites after a rescission.*
- *SPG-3. Where appropriate, consider updating the Mission Valley Impact Fee Study for future specific plans, such as where a project-specific traffic analysis identifies community serving infrastructure not previously-anticipated. See: General Plan Policies PF-C.1 through PF-C.7.*
- *SPG-4. Coordinate the design of new transportation infrastructure included in specific plans with SANDAG, Caltrans, and MTS.*

Area-Specific: Freeway Adjacent

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

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

Area-Specific: San Diego River

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

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

Area-Specific: Transit Adjacent

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

- TAD-1. Design building entrances and pedestrian paths to provide convenient access to the trolley, and, where possible, direct views of the trolley station.
- TAD-2. Make active uses, such as retail, café, and restaurants, visible and/or easily accessible to transit users embarking or disembarking the trolley stations.
- TAD-3. Incorporate pedestrian-oriented amenities on development within transit areas, such as enhanced streetscape design; parks; pocket parks; public plazas; large-canopy street trees; seating

and shade structures; and water features, which shorten the perceived walking distances within transit areas.

- *TAD-4. Facilitate connectivity to transit stations through placement and orientation of pedestrian paths on site plans within transit areas.*

Composition: Blocks and Lots

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

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

Composition: Streetscapes

Development should help promote a pedestrian-scaled streetscape environment.

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

Composition: Building Form and Design

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

- *BFD-1. Step back upper levels of buildings in areas where building heights vary to transition to adjacent lower building heights. Incorporate architectural elements into building design that smooth the transition between the new and existing architecture.*
- *BFD-2. Articulate building mass and surfaces with three-dimensional elements that reduce apparent bulk and create visual interest. Building design should include features such as*

balconies, recesses, projections, varied finishes, transparency, signage, reveals, brackets, cornices at the roof and at the top of the ground floor, and piers at corners and structural bays.

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

Composition: Building Placement and Orientation

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

- *BPO-1. Begin site design by locating the point on the site providing the best access to high-quality transit. Radiate the site design from that point, where all buildings have the most direct pedestrian access possible to that point.*

- *BPO-2. Articulate building mass and surfaces with three-dimensional elements that reduce apparent bulk and create visual interest. Building design should include features such as balconies, recesses, projections, varied finishes, transparency, signage, reveals, brackets, cornices at the roof and at the top of the ground floor, and piers at corners and structural bays.*
- *BPO-3. Face entrances to buildings to the street providing primary access, and establish a direct pedestrian connection between the sidewalk and the primary entry.*
- *BPO-4. Proportion doorways, windows, and other openings to reflect pedestrian scale and movement and to encourage interest at the street level.*
- *BPO-5. Activate ground floor uses and, where possible, make transparent to engage pedestrians and create a livelier environment. Ground floor activation, such as storefronts, dining areas, lobbies, and offices should occur on all streets designated as "Potential Main Street" in the Urban Design section of this plan.*
- *BPO-6. Orient buildings, whenever possible, to create a community gathering place such as an outdoor cafe area, community garden, park, plaza, or public art installation.*
- *BPO-7. Design site plans to encourage interaction among occupants and passersby. Buildings and entrances should be located and configured to define the edges of open spaces and provide visibility and accessibility of open spaces from public rights-of-way and pedestrian pathways.*
- *BPO-8. Conceal all mechanical, electrical, and other building equipment from the public right-of-way and from other existing buildings. Minimize noise and visual impacts with screening materials, landscaping and other buffers. Locate mechanical equipment away from ground floor primary frontage.*

Composition: Parking

Parking for development should be suitable for an urban environment.

- *PRK-1. Encourage shared parking agreements and use of technology to optimize the efficiency of existing and future parking supplies and reduce the burden on future development.*
- *PRK-2. Consider unbundled parking to offset development costs and encourage use of alternative transportation modes on development.*
- *PRK-3. Consider applying the Parking Standards for Transit Priority Areas (TPA) on development.*
- *PRK-4. Consider designating priority parking spaces for electric vehicles and zero emissions vehicles on development.*
- *PRK-5. Locate parking areas to the side or rear of buildings, away from the public right-of-way and outside of primary frontages.*
- *PRK-6. Distribute parking areas throughout a development site to avoid large contiguous parking areas and to integrate landscaping. Each parking area should include no more than 30 percent of the development's parking spaces.*
- *PRK-7. Make pedestrian access to parking areas fully accessible, visible, and free of obstructions to ensure safety and minimize conflicts between pedestrians, bicycles, and vehicles.*
 - *Connect parking areas with adjoining streets and with all primary buildings on site.*
 - *Construct walkways at the shortest practical distance between the building entry and the sidewalk.*

- Differentiate where a walkway crosses a parking area, aisle, or driveway with paving materials, a change in elevation, and/or speed humps.
- PRK-8. Encourage a minimum of 10 percent landscaping of the parking lot area.
- PRK-9. Locate loading and service areas off the public right-of-way and screen with masonry walls, landscaping, or architectural elements. Design loading/service areas to avoid creating concealed hiding places.
- PRK-10. Locate bicycle parking near building entrances and exits, and ensure it is secured, weather protected, and illuminated with adequate lighting.
- PRK-11. Design structured parking as an integral part of the development it serves, consistent in style and materials with the rest of the development.
- PRK-12. Design partially below-grade parking structures to be a maximum of four feet above the adjacent sidewalk grade, and screen the exposed portion with landscaping and/or design elements that are architecturally consistent in design with and that complement the rest of the building.
- PRK-13. Provide garage or tuck-under parking access from side streets or rear alleys.

Land Use: Commercial Development

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

- COM-1. Design commercial development with a “Main Street” feel, providing building doors and access to open space areas directly from the street, or primary pedestrian path if adequate street frontage is unavailable.
- COM-2. Distinguish and accentuate the ground floor of buildings through facade articulation and transparency of building function/program.
- COM-3. Design street-facing storefronts to create an active and inviting pedestrian realm.
 - In one retail structure with several stores, define individual storefronts by providing variations in facades, such as shallow recesses at entries, piers, or other architectural elements, to create the appearance of several smaller buildings or shops, rather than a single, large, and monotonous building.
 - Complete storefront facades should include doors, large display windows, bulkheads, signage areas, and awnings.
- COM-4. Design building entries so that they are clearly defined and distinguishable from the street and pedestrian paths. Building entries should include at least one of the following design features: entry plaza, vertical articulation, or architectural elements such as a recessed entry, awnings canopy, or portico.
- COM-5. Locate the primary entrances for both first-floor establishments and upper level units within the primary façade and make them visible and accessible from the street.
- COM-6. Site nearly all parking serving commercial development behind any buildings facing the primary street. Large parking fields in front of buildings are not permitted.
- COM-7. Provide for the privacy and noise attenuation of adjacent homes on any commercial development sited adjacent to residential development.

- *COM-8. Design office development to accommodate changes in workforce styles and needs. Office uses should be developed within high-quality office districts where workers have access to restaurants, services, and outdoor recreation.*
- *COM-9. Prohibit drive-throughs within strictly commercial sites; they can be designed as an integrated part of a mixed use development.*
- *COM-10. Design car dealerships to be contained within buildings in an urban format, with limited parking fields and car storage through the use of structured parking.*
- *COM-11. Provide goods and services needed for local residents and employees at retail establishments unless placed on a site designated for Regional Retail services.*
- *COM-12. Design all commercial development to be accessible by all modes of travel. Connect all primary entrance doors to a primary pedestrian path with limited conflict points with automobiles.*

Land Use: Mixed Use Development

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

- *MXU-1. Demonstrate consistency with the policies identified for residential or commercial development needs on mixed use developments.*
- *MXU-2. Strive to facilitate no net loss of jobs on a mixed use development that is proposed on a previously all commercial site, while increasing opportunities for housing. Encourage units that integrate job opportunities such as live/work, shopkeeper, and home occupation.*
- *MXU-3. Design mixed use development in either a horizontal or vertical format as long as all uses are functionally integrated with unobstructed pedestrian paths with limited automobile conflict points between all uses.*
- *MXU-4. Prioritize employment uses in mixed use sites adjacent to transit stops and stations to promote transit ridership.*
- *MXU-5. Locate commercial uses such that they are not disruptive to residential uses.*
- *MXU-6. Locate the primary entrances for both first-floor establishments and upper level office or residential units in mixed-use buildings within the primary façade and make them visible and accessible from the street.*
- *MXU-7. Use a high degree of transparency on primary, ground floor, non-residential frontages of a building. However, if a residential use is included, it should be activated through stoops to engage pedestrians and create a livelier street environment. On secondary frontages, activation is not required but buildings should be well-articulated to create visual interest for pedestrians.*
- *MXU-9. Design mixed use development to provide for the needs of children through amenities and open areas. Consider the siting of childcare facilities to meet on site commercial requirements.*

Land Use: Residential Development

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

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

Mobility: Bicycling

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

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

Mobility: Streets

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

- *STR-1. Provide a well-connected grid of internal streets and ample provisions for pedestrian and bicycle mobility on development.*
- *STR-2. Support the buildout of the planned roadway network and associated classifications depicted in Table 3 of the Mission Valley Community Plan and Figure 14 of the Mission Valley*

Community Plan on development, which may include the allocation of right-of-way to support a complete multimodal network; this includes critical connections and some strategic widenings.

- STR-4. Include all pedestrian amenities required of public streets, consistent with the City of San Diego Street Design Manual, on any development that includes private drives that provide ingress and egress to a site.
- STR-5. Include new local roads identified in the Mobility section as part of redevelopment.

Mobility: Transportation Demand Management (TDM)

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

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

Mobility: Transit

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

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

- *TRN-3. Provide wayfinding signage to guide pedestrians from within a development to a transit stop.*

Mobility: Walkability

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

- *WLK-1. Designate public access easements on development that are consistent with the planned paseos identified in Figure 5 of the Mission Valley Community Plan.*
- *WLK-2. Include adequate lighting for pedestrian and cyclist safety and comfort on pedestrian and bicycle connections, particularly along freeway and bridge underpasses, and along the San Diego River Trail.*
- *WLK-3. Provide shade-producing street trees and street furnishing near schools and transit stops on development.*
- *WLK-5. Include a publicly accessible through-block connection to provide access to the San Diego River Trail on development adjacent to the San Diego River, consistent with the requirements of the San Diego River Park Master Plan.*

Parks: Park Development, Improvements, and Expansions

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

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

Parks: Public Open Space on Private Development

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

- *POD-1. Calculate park acreage based on "usable acres" as defined in the General Plan Glossary.*
- *POD-2. Locate open spaces so they are physically and visually accessible from the sidewalk and visible from the street.*
- *POD-3. Locate publicly-accessible open space at the ground floor near the center of activity nodes or along pedestrian connections to facilitate pedestrian access and encourage a variety of spillover activities.*
- *POD-4. Orient and design publicly accessible open space to maximize comfort and provide refuge from the heat during summer months.*

- *POD-5. Provide a variety of areas with sun, shade, and pedestrian-scaled lighting.*
- *POD-6. Use landscaping and architectural components to define publicly accessible spaces and express neighborhood identity.*
- *POD-7. Offer a range of seating and activity options, including children's play equipment and pet relief areas.*
- *POD-8. Ensure indoor publicly accessible open spaces are visible from streets; have tall ceilings and glazing to allow natural light; provide opportunities for seating and public art display; and be free of private logos, signs, or markings.*
- *POD-9. Coordinate seating, planting, and building entries to create areas for groups and individuals.*
- *POD-10. Provide wayfinding signage that conveys a welcoming message to the public.*

Parks: Private Open Space Development

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

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

Parks: Development Adjacent to Open Space

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

- *AOS-1. Maintain contiguous public access immediately adjacent to the open space edge or boundaries.*
- *AOS-2. Prohibit parking contiguous to the open space boundary.*
- *AOS-3. Utilize on site open space and/or accessible pathways to buffer buildings from adjacent open space when siting development.*
- *AOS-4. Abut the open space boundary with common spaces.*

- *AOS-5. Provide open space linkages, trail heads, and bike/pedestrian access on development. All access points to the canyon hillsides and open spaces should be visible and clearly marked.*
- *AOS-6. Incorporate landscaping that complements the existing open space plant palette to serve as a visual extension of the open space on development.*
- *AOS-7. Follow the City's MHPA Land Use Adjacency Guidelines, which address indirect effects on the MHPA from adjacent development, on development adjacent to MHPA lands. Follow all Land Use Adjacency Guidelines, especially the guidance on grading and land development including drainage, toxic substances in runoff, lighting, barriers, invasive plant species, brush management, and noise.*

Resource Protection: Open Space

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

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

Resource Protection: Historic Preservation

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

- *HSP-1. Conduct project-specific investigations in accordance with all applicable laws and regulations to identify potentially significant tribal cultural and archaeological resources.*
- *HSP-2. Conduct project-specific Native American Kumeyaay consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites or sites with cultural and religious significance to the Native American Kumeyaay community in accordance with all applicable local, state, and federal regulations and guidelines.*
- *HSP-3. Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American Kumeyaay sites as part of development; including measures to monitor and recover buried deposits from the tribal cultural, archaeological, and historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor.*
- *HSP-4. Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American Kumeyaay cultural sites that may be identified as part of future development within Mission Valley, and refer sites to the Historical Resources Board for designation, as appropriate.*

Sustainability: Green Building Practices

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

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

Sustainability: Smart Cities

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

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

Well-being: Emergency Access and Incident Prevention

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

- *EAI-1. Ensure that building siting and designs provide for adequate emergency access on development and redevelopment.*
- *EAI-2. Design and develop sites to minimize the likelihood of a wildfire spreading to structures by managing flammable vegetation within a development.*

- *EAI-3. Use a point-based system with coordinate locations as opposed to a system that is centerline-based on large-scale developments that include a new addressing system.*
- *EAI-4. Share emergency access lanes between developments as long as the shared lane provides the same level of access as two individual lanes, or gaps can be mitigated through other emergency access points.*
- *EAI-5. Minimize the number of curb cuts and other intrusions of vehicles across sidewalks to reduce conflict points and promote pedestrian and cyclist safety.*

Well-being: Noise

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

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

Well-being: Geologic and Seismic Hazard Prevention

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

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

Well-being: Flooding and Sea Level Rise

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

- *FSR-1. Incorporate best management practices (BMPs), on development that address storm water runoff from the development area using the most current regulations established by the Regional Water Quality Control Board.*

- *FSR-2. Conform development and redevelopment to current federal, state, and local flood proofing standards and siting criteria to prevent San Diego River flow obstruction.*

5.1.2.5 Levi-Cushman Specific Plan

The site is currently included within the approved Levi-Cushman Specific Plan. As described in Section 2.4.3, The Levi-Cushman Specific Plan identifies the project site for a mix of residential, retail, office, hotel, and recreational uses. (See Figure 2-8, *Levi-Cushman Specific Plan Land Use Map*.) Much of the housing and neighborhood commercial uses approved with the Levi-Cushman Specific Plan were planned to be located on the north side of the San Diego River, with office and hotel development sited on the south side of the river. Central to the Levi-Cushman Specific Plan was the creation of a 12-acre island along the southern edge of the San Diego River to accommodate small-scale specialty retail, office, and residential uses. In total, the Levi-Cushman Specific Plan allows for 1,329 residential dwelling units; 1,000 hotel rooms; 200,000 square feet of retail; 2,582,000 square feet of office; and a minimum of 75 acres of open areas, including the San Diego River, the river buffer, parks, setbacks, hiking/biking/walking trails, theme entries, plazas, and privately maintained open areas within each parcel. The Levi-Cushman Specific Plan remains applicable to the site until it is rescinded.

5.1.2.6 Zoning

Zoning for the Specific Plan area is governed by the City's Land Development Code. Per the Mission Valley Community Plan, the Specific Plan area is zoned CC-3-9 (Commercial—Community) in the central, northeastern, and southeastern portions of the site; RM-4-10 (Residential—Multiple Unit) in the northwestern and northeastern portions of the site; OP-1-1 (Open Space—Park) in the central portion of the site, and OC-1-1 (Open Space – Conservation) in the central portion of the site surrounding the San Diego River (see Figure 2-9, *Existing Zoning*).

The purpose of the CC zones is to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. The CC-3-9 zone is intended to accommodate development with a high intensity, pedestrian orientation and permits a maximum density of one dwelling unit for each 400 square feet of lot area.

The purpose of the RM zones is to provide for multiple dwelling unit development at varying densities. Specifically, the RM-4-10 zone permits urbanized, high density multiple dwelling units with limited commercial uses and a maximum density of one dwelling unit for each 400 square feet of lot area.

The purpose of the OP zones is to be applied to public parks and facilities in order to promote recreation and facilitate the implementation of land use plans. The OP-1-1 zone allows developed, active parks.

The purpose of the OC zone is to protect natural and cultural resources and environmentally sensitive lands. It is intended that the uses permitted in this zone be limited to aid in the preservation of the natural character of the land, thereby implementing land use plans.

In addition to the base zones, a CPIOZ is applied within the boundaries of the Levi-Cushman Specific Plan area (per Chapter 13, Article 2, Division 14 of the Municipal Code) to provide supplemental development regulations that are tailored to implement the vision and policies of the Mission Valley Community Plan.

The Mission Valley Community Plan includes a CPIOZ with three subdistricts. The CPIOZ is *applied within the boundaries of the Mission Valley Community Plan [...] to provide supplemental development regulations that are tailored to implement the vision and policies of the Mission Valley Community Plan.* All of the Mission Valley Community Plan CPIOZs are CPIOZ-Type A. *[A]ny development permit application within the boundaries of CPIOZ-Type A that complies with the supplemental development regulations can be processed ministerially. Any development permit application within the boundaries of CPIOZ-Type A that does not comply with the supplemental development regulations requires a Process Three Site Development Permit.*

The Specific Plan area is within the Specific Plan Subdistrict CPIOZ-Type A and the San Diego River Subdistrict CPIOZ-Type A. *The purpose of the Specific Plan Subdistrict CPIOZ-Type A regulations is to identify properties where a valid specific plan has been adopted by ordinance or a specific plan adopted by ordinance is required for future development. Applications for a CPIOZ-Type A development shall meet the regulations outlined within the corresponding specific plan.* The overlay zone supersedes the base zones. Therefore, any development proposed for the site would need to be consistent with the land use plan, densities, and intensities described in the Levi-Cushman Specific Plan to be processed ministerially. Any other development program, even one consistent with the base zones, would require discretionary approval.

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

5.1.2.7 City of San Diego Environmentally Sensitive Lands Regulations

Chapter 14, Article 3, Division 1 of the LDC contains ESL Regulations. The purpose of the regulations is to *protect, preserve and, where damaged, restore the environmentally sensitive lands of San Diego and the viability of the species supported by those lands.* Environmentally sensitive lands are defined as Sensitive Biological Resources, Steep Hillside, Coastal Beaches, Sensitive Coastal Bluffs, and Special

Flood Hazard Areas. The ESL Regulations apply to all proposed development on a premises where environmentally sensitive lands are present.

With regard to flood hazard areas, the ESL Regulations contain restrictions relative to the floodway and flood fringe, intended to provide reasonable flood protection for regulatory purposes. Within the floodway, no structures may be attached to a foundation, development must be offset by other improvements to enable the passage of the base flood, and channelization is subject to a number of requirements. Within the flood fringe, permanent structures, roads, and other development may be allowed, provided that they meet applicable conditions. See Sections 5.12, *Hydrology*, and 5.14, *Water Quality*, for discussion of project compliance with applicable drainage requirements.

Portions of the site contain sensitive biological resources and special flood areas and 100-year floodplains

Impacts to wetlands require deviations from the City's ESL wetland regulations. Deviations from the wetland regulations shall not be granted unless the development qualifies to be processed as one of these three options: Essential Public Projects Option (EPP), Economic Viability Option (EVP), and Biologically Superior Option (BSO).

5.1.2.8 City of San Diego Multiple Species Conservation Program Subarea Plan/Multi Habitat Planning Area

The MSCP is a comprehensive plan that preserves a network of habitat and open space in the region and ensure viability of upland habitat and species, while still permitting some level of continued development. The MSCP identifies a MHPA in which the permanent MSCP preserve will be assembled and managed for its biological resources. In accordance with the MSCP, the City has developed a Subarea Plan to implement the MSCP and habitat preserve within the City of San Diego. The project site is within the City's MSCP Subarea and contains MHPA land (the San Diego River and river channel) (Figure 2-13, *MHPA Exhibit*). Development adjacent to the MHPA must ensure that indirect impacts into the MHPA are minimized. The City's Subarea Plan outlines the requirements to address indirect effects related to drainage and toxics, lighting, noise, public access, invasive plant species, brush management, and grading/land development as part of Section 1.4.3 MHPA Land Use Adjacency Guidelines (LUAGs). The project site includes areas within and adjacent to the MHPA; therefore, conformance with the LUAGs would be required.

According to the City's MSCP Subarea Plan, the project site is an urban habitat area that includes the San Diego River in the MHPA (see Figure 5.4-1, *City of San Diego MHPA and Regional Corridor*). The Subarea Plan lists MHPA Guidelines for the San Diego River that are required to be implemented for take authorization of Covered Species. Guideline B15 is required to be met by the project and states:

Native vegetation shall be restored as a condition of future development proposals along this portion of the San Diego River Corridor.

5.1.2.9 San Diego Forward: The Regional Plan

The RP provides a vision for the region based on smart growth and sustainability. A key implementation action of the RP has been the development of a Smart Growth Concept Map illustrating the location of existing, planned, and potential smart growth areas. The *SANDAG Smart Growth Concept Map* (Figure 5.1-2), which was most recently updated in 2016, identifies an Existing/Planned Town Center potential on the project site. Town Centers are areas identified as suburban downtowns within the region that may include low- and mid-rise residential, office, and commercial buildings with some employment uses. These areas draw in people from the immediate area and are served by corridor/regional transit lines and local services or shuttle services.

5.1.2.10 Airport Land Use Compatibility Plans

The project site is within the AIAs for the Montgomery Field and San Diego International Airport ALUCPs. The basic function of ALUCPs is to promote compatibility between airports and the land uses that surround them to the extent that these areas are not already devoted to incompatible uses. In San Diego County, the ALUCPs are administered by the San Diego County Regional Airport Authority (SDCRAA), as provided in Section 21670.3 of the California Public Utilities Code.

Montgomery Field ALUCP

The northeastern portion of the project site is within the Airport Influence Area Review Area 2 and Part 77 Airspace Protection Height Notification Boundary for the Montgomery Field ALUCP. As such, the project is required to obtain a Federal Aviation Administration (FAA) Part 77 Notice of Determination letter. The project site is outside of all other Montgomery Field policy maps, which include Noise, Safety, Part 77 Airspace Protection, Overflight, and Avigation Easement and Overflight Notification Areas.

San Diego International Airport ALUCP

The project site is within the Airport Influence Area, Review Area 2, Airspace Protection Boundary, and Overflight Area Boundary for the San Diego International Airport ALUCP. The project site is outside of the Noise Contour, Safety Zone, ALUCP Impact Area, and Airport Approach Overlay Boundary policy maps. The project site is within the Airspace Protection Boundary, but outside of the FAA Part 77 Surfaces. As such, the project is not required to obtain an FAA Part 77 Notice of Determination letter for San Diego International Airport.

5.1.3 Impact Analysis

5.1.3.1 Issue 1

Issue 1 Would the project result in a conflict with the environmental goals, objectives, and recommendations of the community plan in which it is located?

Impact Thresholds

According to the City's Significance Determination Thresholds, an *inconsistency with a plan is not by itself a significant environmental impact; the inconsistency would have to relate to an environmental issue (i.e., cause a direct or indirect physical change in the environment) to be considered significant under CEQA*. Land use policy impacts may be significant if a project would be:

- *Inconsistent or conflict with an adopted land use designation or intensity and result in indirect or secondary environmental impacts;*
- *Inconsistency/conflict with the environmental goals, objectives, or guidelines of a Community Plan or General Plan; or*
- *Substantial incompatible with an adopted plan.*

Analysis

City of San Diego General Plan

Section 5.1.2.1, above, presents the relevant goals and policies of the City of San Diego General Plan for the project. Table 5.1-1, *General Plan Analysis*, includes the previously identified goals and policies and a discussion relative to the project's consistency with the respective goals and policies.

As analyzed in Table 5.1-1, the project would be consistent with the City of San Diego General Plan. The project would support the City of Villages strategy in that it would develop a mix of employment, retail, and residential opportunities within a mixed-use village that is walking distance to high-quality transit including a new transit stop on-site and the adjacent Fashion Valley Transit Center. The project would be supportive of active transportation with proximity to local pedestrian circulation facilities and regional bicycle transportation. Architecturally, the project would provide in-fill development that is sensitive to the character and quality of the existing neighborhood, while creating a distinct identity on-site. The project would provide on-site recreational opportunities for residents, employees, and visitors, and would implement sustainable design and operation strategies.

Relative to the Noise Element of the General Plan, a noise study has been prepared that indicated noise levels at all residential receivers on-site modeled exceed the 65-A-weighted decibel (dBA) compatibility criteria identified in the City of San Diego General Plan (Table 5.1-4). As shown in Table

5.1-4, *Land Use-Noise Compatibility Guidelines*, the City's exterior noise level for multi-family residences should not exceed 70 dBA community noise equivalent level (CNEL). However, the Motor Vehicle Traffic Noise section of the Noise Element of the City's General Plan, provides that, *although not generally considered compatible, the City conditionally allows multiple unit and mixed-use residential uses up to 75 dBA CNEL in areas affected primarily by motor vehicle traffic noise with existing residential uses. Any future residential use above the 70 dBA CNEL must include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL and be located in an area where a community plan allows multiple unit and mixed-use residential uses.* As demonstrated by the noise monitoring results, the project site is not exposed to noise levels above 73.0 dBA, below the City's 75 dBA threshold for multiple unit residential and mixed-use developments affected primarily by motor vehicle noise. Therefore, the project would be consistent with the Noise Element of the General Plan.

Additionally, relative to the project's interface with I-8 at the southern boundary, any future residential development that may occur in the South District is constrained by the following Riverwalk Specific Plan regulations, ~~Reg-194, which states *No residential balconies shall front I-8 in areas that exceed an exterior noise level of 70 dBA CNEL.*~~ These regulations further minimizes future residential exposure to excessive noise levels.

- Reg-195. No residential balconies shall front I-8 in areas that exceed an exterior noise level of 70 dBA CNEL.
- 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-199. Residential units shall be set back a minimum of 100 feet from I-8 travel lanes (i.e., not including offramps).

Exterior noise levels at offices and retail establishments of 65 to 75 dBA are conditionally compatible with the General Plan provided interior noise levels can be attenuated to 50 dBA or less. Exterior noise levels at parks or other outdoor recreation areas are compatible up to 70 dBA and conditionally compatible up to 75 dBA. With implementation of construction techniques and materials consistent with California Energy Code Title 24 requirements, interior noise levels at retail and office buildings would be below 50 dBA; and thus, consistent with the General Plan. Park areas are expected to remain at approximately 60 dBA, which is below the 75-dBA compatibility threshold identified in the General Plan. The project would be consistent with the City of San Diego General Plan Noise Element. (See discussion under Issue 6, below.)

City of San Diego Climate Action Plan

The project's GHG emissions analysis is included in Section 5.9, *Greenhouse Gas Emissions*. An assessment of the Specific Plan's conformance with the CAP was conducted through the CAP Conformance Evaluation (Appendix C1). The CAP Conformance Evaluation determined that the Riverwalk Specific Plan would be in conformance with the CAP. The project would implement the General Plan's City of Villages Strategy in a Transit Priority Area (TPA) by increasing the capacity for

transit-supportive residential and employment densities. The project's land use and zoning would provide capacity for transit-supportive residential densities within a TPA and for transit-supportive employment by creating 1,152,000 combined square feet of employment uses (1,000,000 square feet employment use and 152,000 square feet of commercial use), which would increase the number of jobs within the TPA. Development of the Riverwalk project would be consistent with an Urban Village, defined by the General Plan as a land use that *[s]erves the region with many types of uses, including housing, in a high-intensity, mixed-use setting. Integration of commercial and residential use is emphasized; larger, civic uses and facilities are a significant component. Uses include housing, business/professional office, commercial service, and retail.* Riverwalk would provide for a high-intensity, mixed-use project that integrates residential, commercial, employment, and recreational uses within a TPA, consistent with the Mission Valley Community Plan. The Riverwalk Specific Plan includes accompanying implementation regulations to facilitate achievement of the Riverwalk's densities and intensities. The Specific Plan includes targets for residential density (4,300 units at a zoning designation that allows up to 109 du/ac) and non-residential intensity (152,000 square feet of commercial use and 1,000,000 square feet of employment uses), consistent with the Mission Valley Community Plan.

Furthermore, the Riverwalk Specific Plan would implement the General Plan's Mobility Element in a TPA to increase transit use, and would provide a new transit stop for the Green Line Trolley, which would include a trolley stop and mobility hub. The Specific Plan would implement pedestrian improvements in a TPA to increase walking opportunities, as well as the City of San Diego's Bicycle Master Plan to increase bicycling opportunities. The Specific Plan includes a circulation system that integrates pedestrian and bicycle connectivity, as anticipated in the Mission Valley Community Plan. Pedestrian and bicycle circulation would be supported by integrated facilities within/adjacent to the roadway, as well as facilities within the recreation and open space areas.

The Riverwalk project would include community-specific adaptation and resource conservation measures. The Riverwalk Specific Plan includes a greenbelt and street tree plan and would provide for the preservation of existing trees. Plant material selection would be selected to minimize the excessive use of water, pesticides, and fertilizers. In accord with the City's Conservation Element and the Mission Valley Community Plan, 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 would 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.

Future development projects were assessed through the CAP Consistency Checklist (Appendix C2). Developments would implement Strategy 1: Energy and Water Efficiency Buildings by including cool/green roofs and efficient plumbing fixtures and fittings. Relative to Strategy 3: Bicycling,

Walking, Transit, and Land Use, development would provide for electric vehicle charging, bicycle parking in excess of the Municipal Code requirement, shower facilities (commensurate with requirements of the CAP Consistency Checklist table), designated parking spaced for low-emitting, fuel-efficient, and carpool/vanpool vehicles, and the inclusion of a Transportation Demand Management Program for any development over 50 employees. Based on the project's consistency with the CAP Consistency Checklist strategies, the project's contribution of GHG emissions to cumulative Statewide emissions would be less than cumulatively considerable.

Overall, both the Specific Plan and future projects associated with buildout of the Specific Plan would be consistent with the CAP.

San Diego River Park Master Plan

The SDRPMP provides general and specific recommendations to protect and preserve the San Diego River and its channel. Table 5.1-2, *San Diego River Park Master Plan Analysis*, provides a consistency analysis for the project and the SDRPMP. The Riverwalk Specific Plan specifically incorporates the recommendation of the SDRPMP in Section 6.6.15, *River Corridor Area*, and Section 6.6.16, *River Influence Area*. As analyzed in Table 5.1-2, the project would be consistent with the intent of the SDRPMP, with modifications as required to allow for project development. Modifications relate to the location of the San Diego River Pathway where the Path Corridor crosses Riverwalk Drive, composition of the San Diego River Pathway adjacent to and away from Riverwalk Drive, minor setback and massing revisions, and reflectivity factor of buildings. The SDRPMP is also implemented through the Mission Valley Community Plan San Diego River Subdistrict CPIOZ-Type A regulations to ensure that development along the San Diego River implements the SDRPMP. As discussed below under Mission Valley Community Plan and included in Table 5.1-3, *Mission Valley Community Plan Analysis*, the project would be consistent with the Area-Specific: San Diego River policies of the Mission Valley Community Plan and the San Diego River Subdistrict CPIOZ-Type A regulations.

The project would support and maintain a healthy river system through the restoration and enhancement of riparian habitat along the San Diego River. The project would provide pedestrian linkages and access to the San Diego River that include interpretive signage about the rich history of the Lower Valley. The project would also orient development toward the river, enhance and restores a portion of the MHPA area surrounding the river, and create approximately 97 acres of on-site park space.

Mission Valley Community Plan

The project is located within the Mission Valley Community Plan area. Table 5.1-3, *Mission Valley Community Plan Analysis*, includes a discussion relative to the project's consistency with the applicable policies, outlined above in Section 5.1.2.4. Additionally, responses in Table 5.1-3 indicate specific goals, regulations, and policies of the Riverwalk Specific Plan (which apply to ministerial and discretionary projects developed in accordance with the Specific Plan) that specifically address the applicable policies of the Mission Valley Community Plan. The analysis demonstrates that the project

would be consistent with the area specific policies of the Mission Valley Community Plan and the San Diego River Subdistrict CPIOZ Type-A regulations that implement the SDRPMP. The project would allow for a variety of multi-family housing types in a mixed-use pedestrian- and transit-oriented development that would integrate residential uses with commercial employment uses. The project would also allow for integration of neighborhood commercial shopping throughout the project site. Walkable centers of activity would be provided around the trolley station in the North District, the repurposed clubhouse in the Central District, and the employment node in the South District. Retail parking, where required, would be located in close proximity to the retail establishments served. Activation would occur on the ground level of buildings, as well as within public spaces. The project would be developed in accordance with Title 24 energy conservation requirements and would also incorporate sustainable building and site design.

The project includes a Community Plan Amendment to align the Mission Valley Community Plan with the Riverwalk Specific Plan. This includes revisions to the Planned Land Use map (Figure 4 of the Mission Valley Community Plan) to adjust the overall site boundary and the boundaries of the existing land use designations to be consistent with the Riverwalk Specific Plan and to remove the "To be completed" reference on the Riverwalk Specific Plan area label. Furthermore, the project site will be removed from the CPIOZ map (Figure 39 of the Mission Valley Community Plan), consistent with the proposed LDC amendment, and slight text changes will be made indicating that the specific plans identified in the Specific Plan Subdistrict were adopted prior to the adoption of the current Mission Valley Community Plan. The proposed revisions to the Mission Valley Community Plan would not result in significant land use impacts.

Levi-Cushman Specific Plan

Currently, the project site is regulated by the Levi-Cushman Specific Plan. One of the project's discretionary actions is to rescind the Levi-Cushman Specific Plan. With rescission, the Levi-Cushman Specific Plan is no longer applicable to the project site.

Significance of Impacts

The project is consistent with the policies and goals of applicable plans. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures would be required.

5.1.3.2 Issue 2

Issue 2 Would the project physically divide an established community?

Impact Threshold

Based on the City's CEQA Significance Determination Thresholds, a project could have a significant land use impact if:

- The project would physically divide an established community.

Analysis

Implementation of the Specific Plan would include pedestrian, bicycle, and vehicle circulation networks, as described and illustrated in Section 3.4, *Riverwalk Specific Plan and Components*. These networks allow for active and multimodal transportation through the Specific Plan area to the greater Mission Valley community, as well as connectivity to the various districts and components within the Specific Plan area. The project's circulation networks is critical to providing access and connections between uses and services, on- and off-site. The project would provide a connection to the regional transit network through the provision of a new transit/trolley stop. The project's vehicular circulation network has been designed to connect with the surrounding streets, allowing for connection to the greater Mission Valley and City circulation network. As such, the project would provide additional access to the community. No impacts relative to physically dividing a community would occur.

Significance of Impacts

The project would not physically divide an established community. Therefore, no impacts would occur.

Mitigation Measures

No mitigation measures would be required.

5.1.3.3 Issue 3

Issue 3 Would the project result in land uses which are not compatible with an adopted Airport Land Use Compatibility Plan (ALUCP)?

Impact Threshold

Based on the City's CEQA Significance Determination Thresholds, a project could have a significant land use compatibility impact if the project results in:

- *Incompatible uses as defined in the airport land use plan or an inconsistency with an airport's land use compatibility plan as adopted by the Airport Land Use Commission to the extent that the inconsistency is based on valid data.*

- *If the project is proposed within the Airport Environs Overlay Zone (AEOZ) as defined in Chapter 13, Article 2, Division 3 of the San Diego Municipal Code, the potential exterior noise impacts from aircraft noise would not constitute a significant environmental impact.*

The City's Significance Determination Thresholds also provide guidance for Airport Noise Impacts, including Table K-3. The noise zone a project falls within and the applicable noise threshold depends on the project's location within the Airport Influence Area.

According to Chapter 3.10 of the City's General Plan Program EIR, the City implements adopted ALUCPs with the Airport Environs Overlay Zone (AEOZ). Chapter 13, Article 2, Division 3 of the SDMC defines an AEOZ as an area within a noise contour zone of the San Diego International Airport. In addition, interior noise impacts would be regulated by the requirement for residential development within the AEOZ to reduce interior noise levels attributable to airport noise to 45 CNEL. In addition, the City General Plan states that *for any future residential use above the 65 dBA CNEL must include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL, provision of an aviation easement, and be located in an area where a community plan and the Airport Land Use Compatibility Plan allow residential uses.* Specifically for noise, aviation easements provide the airport operator the right to subject the property to noise associated with normal airport activity.

Analysis

The northeast portion of the project site is located within AIA Review Area 2 of the Montgomery Field ALUCP (see Figure 2-10) and is within the FAA Height Notification Boundary, as identified on Compatibility Policy Map: FAA Height Notification Boundary (see Figure 5.16-7, *Montgomery Field Airport Compatibility Policy Map: Part 77 Airspace Protection*). Location within the FAA Height Notification Boundary requires that the FAA be notified of any proposed construction or alteration having a height greater than an imaginary surface extending 100 feet outward and one foot upward (slope of 100 to one) from the runway elevation. The ALUC issued Consistency Determination Letters for the project, and the FAA has made a Determination of No Hazard to Air Navigation letters (see Appendix Y). These letters confirm that the project would not be a hazard to air navigation. As such, the project would not result in obstruction to airport operations from Montgomery-Gibbs Executive Airport. Therefore, the project would not result in any significant land use impacts relative to land use compatibility with the Montgomery Field ALUCP.

The project site is not within the safety zones identified on the Compatibility Policy Map: Safety for Montgomery Field ALUCP or within the airport overflight notification area identified on the Compatibility Policy Map: Overflight and Aviation Easement and Overflight Notification Areas map. The project site is also not within the Compatibility Policy Map: Noise area, nor is it within the Part 77 Airspace Surfaces contour of the Part 77 Airspace Protection airport compatibility policy map.

Relative to the San Diego International Airport ALUCP, the entire project site is located within Review Area 2 of the AIA (see Figure 2-11), as well as the Airspace Protection Boundary (see Figure 5.16-6). As shown on Figure 5.16-6, the Specific Plan area is outside of the FAA Part 77 certification of non-

obstruction area; as such, no FAA Determination of No Hazard to Air Navigation is required. Additionally, the southern portion of the site is within the Overflight Area Boundary on the Overflight Area Boundary Map (see Figure 5.16-5, *San Diego International Airport Compatibility Policy Map: Overflight*). This location requires development within the Overflight Area Boundary to issue an Overflight Notification, as applicable. An Overflight Notification is a buyer awareness tool that ensures prospective buyers of residential land use development near an airport are informed about the airport's potential impact on the property. Any future for-sale residential development in accordance with the Riverwalk Specific Plan would require overflight notification to buyers located within the Overflight Area Boundary. This notification requirement does not result in a land use impact. Therefore, the project would not result in any significant land use impacts relative to land use compatibility with the San Diego International Airport ALUCP.

The project site is not within the noise contours identified on the Noise Contour Map. The project site is not within the safety zones identified on the Safety Compatibility Zones Map.

The project has been issued a *San Diego County Regional Airport Authority, Airport Land Use Commission Determination* (September 6, 2019; see Appendix Z) confirming the consistency of the project with the Montgomery Field and SDIA ALUCPs. The project has also been issued *Determination of No Hazards to Air Navigation* from the FAA, based on conceptual building heights and locations, demonstrating no risk relative to obstruction of aircraft (see Appendix Y). Separate FAA notifications would be required at the time of building permits for future structures.

Significance of Impacts

The project would not result in a land use that would be incompatible with either the San Diego International Airport or Montgomery Field ALUCPs. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation would be required.

5.1.3.4 Issue 4

Issue 4 Would the project require a deviation or variance, and the deviation or variance would in turn result in a physical impact on the environment?

Impact Thresholds

Based on the City's CEQA Significance Determination Thresholds, a project could have a significant land use impact if it would result in:

- *Inconsistency/conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts occur.*

Analysis

The amendments to the Land Development Code and the Mission Valley Community Plan would remove the site from the CPIOZ. Since the Levi-Cushman Specific Plan will no longer be valid, the CPIOZ Specific Plan Subdistrict that provided consistency between the Levi-Cushman Specific Plan and the Mission Valley Community Plan is no longer necessary. In addition, the requirements of the San Diego River Subdistrict are also no longer necessary because they have been integrated into the Riverwalk Specific Plan within Section 6.5.16, River Corridor Area, and Section 6.5.17, River Influence Area, with some deviations, as described under Issue 1. Because neither subdistrict serves a regulatory need with the adoption of the Riverwalk Specific Plan, the CPIOZ would be totally eliminated from the site.

As noted above, the project site is zoned CC-3-9, RM-4-10, OP-1-1, and OC-1-1. The project would rezone portions of the Specific Plan area to align the existing zoning boundaries with what is proposed for the project. No new base zones would be introduced; however, Tailored Development Standards would be implemented with the project to augment standard base zoning. Figure 3-12, *Proposed Zoning*, identifies the zones for the Specific Plan. As proposed, development areas within Riverwalk would be zoned CC-3-9 and RM-4-10. Park and open space elements along and around the San Diego River would be zoned OC-1-1 (for the river channel within the MHPA and 50-foot no use buffer) and OP-1-1 (for the park elements). (See Section 5.1.2.5 for a definition of the zones.)

Although the zones would provide the underlying regulations governing use and form within the Specific Plan area, the project ultimately would be governed by the Specific Plan, which is a regulatory document that specifies the maximum amount of development, allowable land uses, and design specifics. The Specific Plan sets design standards, land use policy, building standards, landscaping standards, and architectural character and design standards. The Specific Plan provides guidance for mobility and circulation, as well as infrastructure improvements for water, wastewater, and drainage systems. In some cases, the Specific Plan references the LDC directly; where the Specific Plan is silent, applicable provisions and requirements of the LDC remain in force. Where a conflict exists, the Riverwalk Specific Plan standards would apply.

The goals and recommendations of the SDRPMP relative to the River Corridor Area and River Influence Area are incorporated into the Mission Valley Community Plan as the San Diego River Subdistrict CPIOZ. The San Diego River Subdistrict CPIOZ would be removed from the project site through the proposed LDC Amendment, as the Riverwalk Specific Plan incorporates the goals and recommendations of the SDRPMP in Section 6.5.16, *River Corridor Area*, and Section 6.5.17, *River Influence Area*. Incorporation of the SDRPMP into the Riverwalk Specific Plan ensures implementation of and consistency with the SDRPMP.

The Specific Plan would allow for some deviation in development standards and regulations from the City's LDC – known as Tailored Development Standards in the Riverwalk Specific Plan – in order to achieve the goals and objectives of the Riverwalk Specific Plan (see Table 5.1-6, *Riverwalk Tailored Development Standards*). Specifically, the project proposes project-specific Tailored Development

Standards relative to street frontage, front setback, determining yards, maximum floor area ratio, maximum permitted residential density, minimum floor area ratio for residential use, private exterior open space, lot coverage, storage requirements, general storage requirements for refuse and recyclable material storage, minimum exterior refuse and recyclable material storage areas for residential and non-residential uses, required off-street loading spaces, and retaining walls. These Tailored Development Standards are presented in Table 3-6, *Riverwalk Tailored Development Standards*, and are discussed below. The Tailored Development Standards apply to the entire Specific Plan areas, specific zones, or specific lots/locations; the discussion below includes reference as to where and in what instances the Tailored Development Standard would apply.

Street Frontage

This Tailored Development Standard applies to Lots 38, 41, NN, PP, RR, YY, and ZZ (located in the CC-3-9 zone) and Lots 30, 31, AA, BB, DD, EE, and LL (located in the RM-4-10 zone). Relative to street frontage, LDC Table 131-05E requires a minimum street frontage of 25 feet within the CC-3-9 zone and LDC Table 131-04G requires a minimum street frontage of 25 feet within the RM-4-10 zone. The Specific Plan would allow for certain lots with no public street frontage. The Tailored Development Standard would allow for these lots to be provided for public use and/or to be accessed via private drives and other public-use parcels. This access would allow for lots without street frontage to be accessible. Lots provided for public access without street frontage would not result in a significant land use impact. Additionally, no secondary physical impacts would result due to the conferred access, as conferred access would not result in a significant change in the physical environment. No impact would result from this Tailored Development Standard.

Front Setback

This Tailored Development Standard applies to Lots 7 through 12 (located in the CC-3-9 zone). Relative to front setback, LDC Table 131-05E limits front setback in the CC-3-9 zone to a maximum of 10 feet. Due to the project's location within the existing fabric of the Mission Valley community, the Riverwalk site abuts existing circulation element roadways, in particular Friars Road to the north. As a result, there are lots in the Specific Plan area that front on Friars Road and the internal spine road (Streets 'D1', 'D2', and 'E'). A significant grade differential between the two streets restricts the ability of future buildings to adhere to the maximum 10-foot setback on Friars Road; therefore, the project includes a Tailored Development Standard to allow the maximum setback for Friars Road be set at 40 feet. This would also provide opportunities for pocket and mini parks, while ensuring that development along Friars Road blends with the surrounding community. This greater setback along Friars Road would not result in a significant change to the physical environment, and no primary or secondary impacts would result.

Determining Yards

This Tailored Development Standard applies to Lots 5 through 7, 11 through 14, as well as Lots 16, 30, 31, and 41; this Tailored Development Standard is not zone-specific. The Specific Plan includes internal streets parallel to the existing roadways that reduce automobile trips on the abutting roadways. Additionally, the City's Street Design Manual limits driveways on four-lane Major

roadways. These internal streets would provide alternative vehicle access to the individual lots and would create a more intimate scale of development for the pedestrian/bicyclist and motorist alike. Thus, within areas that abut the existing circulation element roadways, lots are created that have two front yards – the internal street and the external roadway. These lots include Lots 5 through 7 and Lots 11 through 14 abutting Friars Road and internal Streets 'D1', 'D2', and 'E'. Keeping with the principle theme of the design guidelines to encourages buildings to engage with the street and create public spaces that foster pedestrian activity within a neighborhood center-feel, a Tailored Development Standard would allow for the front yards abutting the external street to be considered "rear yards." The front yards for Lots 16, 30, 31, and 41 would be abutting the private driveway for purposes of determining setback and activating the pedestrian realm. By fronting guiding activation to the internal circulation network of Riverwalk, the pedestrian-focus would be center on smaller-scale and slower travel internal streets, rather than wide and high speed Friars Road. This Tailored Development Standard would not result in a significant land use impact, as its intention is to create a more activated street scene within Riverwalk and would not lead to any environmental effects.

Maximum Floor Area Ratio

This Tailored Development Standard applies to any development within the CC-3-9 zone. The CC-3-9 zone, per LDC §131.0546(a) allows for a floor area ratio of 2.0, with a floor area ratio bonus of up to 3.0 for residential mixed-use plus up to 1.0 FAR for mixed-use underground parking, for a total of 6.0 FAR. The Specific Plan is intended to be a fully integrated mixed-use neighborhood with vertical and horizontal mixes of uses, this Tailored Development Standard allows development within the Specific Plan area to take advantage of the floor area ratio bonus, regardless of building use, to create the development intensity and transit-supportive densities required for an activated in-fill development. The floor area ratio bonus would not result in a significant impact, as development envelopes would remain regulated by other requirements of the LDC and the Specific Plan, such as height limitations (a maximum of seven stories not to exceed 85 feet in height from the highest adjacent finished grade in the North and Central Districts, with an additional limitation of five stories not to exceed 65 feet in height from the highest adjacent finished grade adjacent to The Courtyards and Mission Greens condominiums) and a maximum of 200 feet in the South District) and setbacks. Additionally, regulations and policies of Chapter 6, *Land Use, Development Standards, and Design Guidelines*, of the Specific Plan further ensure that bulk and scale is appropriately addressed (see Section 5.3, *Visual Effects and Neighborhood Character*, for further discussion of bulk and scale). Development within Riverwalk would still be required to abide by the standards and regulations of the underlying zone, except where noted in these Tailored Development Standards, as well as regulations and policies of the Specific Plan (which apply to ministerial and discretionary projects developed in accordance with the Specific Plan and are addressed in Chapter 6 of the Specific Plan and Section 5.3 of this EIR) that further address bulk and scale and would minimize the primary and/or secondary physical impacts related to a floor area ratio bonus. No impact would result.

Maximum Permitted Residential Density

This Tailored Development Standard applies to any development within the CC-3-9 zone. Residential density, per LDC Table 131-05E, is limited to one dwelling unit per minimum 400 square feet of lot

area as determined in accordance with LDC §113.0222 a minimum of 400 square feet per unit in the CC-3-9 zone. The Specific Plan would incorporate 200 square feet of lot area per unit minimum in the CC-3-9 zone to allow for greater density in the mixed-use concentrations of the neighborhood, walkable to retail, employment, recreation, and transit. Additionally, this Tailored Development Standard would allow for the project to contribute in the greatest manner toward the City's housing needs by maximizing the number of units provided on-site within the given zoning. Development within the Specific Plan would still be required to abide by the standards and regulations of the underlying zone, except where noted in these Tailored Development Standards, as well as regulations and policies of the Specific Plan (which apply to ministerial and discretionary projects developed in accordance with the Specific Plan) that further address bulk and scale and would minimize the primary and/or secondary physical impacts related to a reduced minimum residential unit size. No impact would result.

Minimum Floor Area Ratio for Residential Use

This Tailored Development Standard applies to any development within the CC-3-9 zone. Relative to minimum residential floor area ratio in the CC-3-9 zone, LDC Table 131-05E requires a minimum residential floor area ratio of 2.0. A Tailored Development Standard would allow for the minimum residential floor area ratio in the CC-3-9 zone to be 1.0, which would reduce the minimum required amount of residential use within mixed-use developments in areas zoned CC-3-9. The overall project would develop as a fully integrated neighborhood with a vertical and horizontal mixture of uses. The residential development would be mutually-supportive of retail, employment, recreation and transit uses. The requirement of LDC Table 131-05E is intended to ensure a certain amount of residential is developed within mixed-use project; however, because the overall project would be developed as a mixed-use neighborhood with 4,300 residential units, this regulation can be relaxed by the Tailored Development Standard without losing the residential intensity envisioned by this regulation. Development within the development area would still be required to abide by the standards and regulations of the underlying zone, except where noted in these Tailored Development Standards, as well as regulations and policies of the Specific Plan (which apply to ministerial and discretionary projects developed in accordance with the Specific Plan) that further address bulk and scale and would minimize the primary and/or secondary physical impacts related to a floor area ratio bonus. No impact would result.

Ground-Floor Height

This Tailored Development Standard applies to lots zoned RM-4-10. Relative to ground-floor height requirements in the RM-4-10 zone, LDC §131.0451 requires a minimum ground-floor height of 13 feet. This Tailored Development Standard allows for a minimum ground-floor height of 10 feet. Development within the project would still be required to abide by the standards and regulations of the underlying zone, except where noted in these Tailored Development Standards, as well as regulations and policies of the Specific Plan (which apply to ministerial and discretionary projects developed in accordance with the Specific Plan) that further address bulk and scale and would minimize the primary and/or secondary physical impacts related to ground-floor height. No impact would result.

Ground Floor Restrictions

This Tailored Development Standard applies to Lots 9, 10, 22 through 24, and 43 through 52 (within the CC-3-9 zone). Relative to ground floor restrictions in the CC-3-9 zone, LDC §131.0540© prohibits residential use within the front 30 feet of the ground floor of any building. Riverwalk would be a mixed-use community with a variety of uses (residential, retail, employment, and park/open space) integrated vertically and horizontally that provide reciprocal benefit in the creation of a viable in-fill neighborhood. Some residential development may occur without a ground floor commercial use, as the requirement for such quantity of retail across the entire Riverwalk site may not be appropriate or economically viable. Inclusion of excess retail space risks vacant store fronts that result in unpleasant void space within the pedestrian realm. Additionally, solely residential buildings may be provided in a campus-like environment with commercial or employment uses, allowing for greater integration and to promote walkability. This Tailored Development Standard removes the prohibition of residential uses within the first 30 feet on the ground floor, allowing residential use (which may already occur on the ground floor outside the first 30 feet) to occur on the entire ground floor. The 30-foot commercial requirement on the ground floor would remain for Lots 9, 10, and 22 through 24. For lots within the South District (Lots 43 through 52), residential use on the ground floor would be limited to residential lobbies and leasing offices. This Tailored Development Standard results in a swapping out of uses allowed within the first 30 feet of the ground floor and would not result in any environmental effects. Development within the project would still be required to abide by the standards and regulations of the underlying zone, except where noted in these Tailored Development Standards, as well as regulations and policies of the Specific Plan (which apply to ministerial and discretionary projects developed in accordance with the Specific Plan) that further address bulk and scale and would minimize the primary and/or secondary physical impacts related to residential use on the ground floor. No impact would result.

Private Exterior Open Space

This Tailored Development Standard applies to any development within the RM-4-10 zone, as well as residential components of projects developed in the CC-3-9 zone. Relative to private exterior open space LDC §131.0455(d) requires within residential development, at least 50 square feet of usable, private exterior open space abutting each dwelling unit shall be provided with a minimum dimension of four feet. Within residential developments in the project, at least 40 square feet of usable, private, exterior open space abutting each dwelling unit would be provided with a minimum dimension of four feet. Where private exterior open space is not provided at the quantity required, a Tailored Development Standard allows for an equal amount of common exterior open space to be added to the common exterior open space requirements of LDC §131.0456. This Tailored Development Standard would result in less required private residential open space (a reduction of 10 square feet per unit) and a proportionate increase in common open space and would not result in any environmental effects. No impact would result.

Lot Coverage

This Tailored Development Standard applies to any development within the RM-4-10 zone. Relative to lot coverage in the RM-4-10 zone, LDC §131.0445(d) requires a maximum lot coverage of 50

percent (60 percent for corner lots). The project defines a minimum lot coverage of 35 percent and a maximum lot coverage of 75 percent. This Tailored Development Standard allows for greater residential density within the proposed urban neighborhood, while ensuring open space is still available for project amenity area. This Tailored Development Standard results in 15 to 20 percent more allowable lot coverage for residentially-zoned lots to allow for a more integrated mixed-use project, as more residential development would be allowed to support commercial and employment uses on-site. Bulk and scale of development would remain controlled by the standards and regulations of the underlying zone, except where noted in these Tailored Development Standards, as well as regulations and policies of the Specific Plan (which apply to ministerial and discretionary projects developed in accordance with the Specific Plan). As such, increased lot coverage would not result in any environmental effects. No impact would result.

Storage Requirements

This Tailored Development Standard applies to any development within the RM-4-10 zone, as well as residential components of projects developed in the CC-3-9 zone. Relative to storage requirements in the RM-4-10 zone, LDC §131.0454 requires that each dwelling unit have a fully enclosed, personal storage area outside the unit that is at least 240 cubic feet with a minimum seven-foot horizontal dimension along one plane. Residential developments within the project would provide personal storage at a minimum rate of 0.5 storage units per residential unit, at a minimum size of 120 cubic feet. This Tailored Development Standard allows for residential projects to respond to consumer demands relative to storage and provide space otherwise required for residential storage to be allocated toward amenities or residential dwelling units. Providing less storage space within the building envelope would not result in primary or secondary physical environmental effects. No impact would result.

General Regulations for Refuse and Recyclable Material Storage Areas

This Tailored Development Standard applies to any development within Riverwalk; this Tailored Development Standard is not zone-specific. Relative to the general regulations for refuse and recyclable material storage (LDC §142.0810(b)(6)), commercial development on premises not served by an alley are required to locate material storage areas at least 25 feet from any street or sidewalk. Setback requirements of the zones selected for development areas have minimal setbacks. Such a required setback for the location of materials storage areas may result in storage areas being located right next to residential or mixed-use components of the project, which may create a nuisance to those residents and users. The project includes a Tailored Development Standard to remove this requirement and allow material storage to occur closer than 25 feet to a street or sidewalk, as the LDC's expansive setback requirement may be in conflict with implementing an integrated, mixed-use project that seeks to minimize nuisance exposures to residents. No impact would result.

Minimum Exterior Refuse and Recyclable Material Storage Areas

This Tailored Development Standard applies to any development within Riverwalk; this Tailored Development Standard is not zone-specific. Relative to minimum exterior refuse and recyclable

material storage areas, LDC Table 142-08B and LDC Table 142-08C include minimum requirements for residential and non-residential projects, respectively, based on the number of units (for residential development) or square footage (for non-residential development). The project would provide a minimum of 50 percent refuse and recyclable storage areas included in LDC Table 142-08B and/or Table 142-08C. The Specific Plan would allow developments as they are constructed to provide less storage area square footage where it can be demonstrated that the reduced storage area meets the intention of the requirements of the applicable LDC table(s). This Tailored Development Standard allows reduced refuse and recyclable material storage space and alternative compliance with the storage area requirements. Alternative compliance, which 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. Primary or secondary physical impacts would not occur due to less space being allocated for exterior refuse and recyclable material storage areas, as City staff would determine that reduced storage demonstration or alternative compliance measures are acceptable to ensure no accumulation of refuse or recyclable materials. No impact would result.

Off-street Loading Spaces

This Tailored Development Standard applies to any development within Riverwalk; this Tailored Development Standard is not zone-specific. Relative to off-street loading spaces, SDMC Table 142-10B does not allow for on-street loading. However, off-street loading areas are required for all multi-unit residential and commercial developments that meet certain unit count and square footage requirements outlined in SDMC Table 142-10B. The project proposes a Tailored Development Standard to allow for one on-street loading space per building in lieu of or in addition to off-street loading. Each on-street loading space would have a minimum length of 40 feet and a minimum width of 12 feet. With adequate signage, the on-street loading area may be converted to other uses (parking, passenger drop-off, etc.) during non-business/peak loading hours. Providing on-street loading area would not result in a primary or secondary physical impact, as the roadway network as designed with the Specific Plan would allow for such a use. No impact would result.

Retaining Walls

Development of Riverwalk would include three Tailored Development Standards relative to retaining walls. These Tailored Development Standards apply to any development within Riverwalk and are not zone-specific. Relative to retaining wall regulations in all zones, LDC §142.0340©(1), two retaining walls with a maximum height of three feet are permitted in the required front and street side yards if the two retaining walls are separated by a minimum horizontal distance equal to the height of the upper wall. The retaining walls on the southern boundary of Lot QQ adjacent to the transit stop and the southeastern corner of Lot SS are in excess of three feet and necessary to support the MTS Trolley Tracks. Two three-foot retaining walls would not provide the needed separation for Street 'J' to cross under the MTS Trolley Tracks; therefore, a single retaining wall that ranges in height 23 feet to less than three feet would be allowed, provided it includes landscaping such as vines and trees to assist with masking the wall.

Relative to LDC §142.0340©(3), retaining walls of three feet in height or greater are required to have at least one horizontal or vertical offset for each 120 square feet of wall area, except where otherwise provided in LDC §142.0340(f). The horizontal or vertical offset shall be at least 12 inches wide with a minimum reveal of four inches. Vertical or horizontal offsets for every 120 square feet of wall area would not be practical for a retaining wall necessary to support the MTS Trolley Tracks that reaches a height of 23 feet. Offsets would be provided through the use of vines, trees, or other landscaping elements.

Relative to retaining wall height outside of required yards regulations in all zones, §LDC 142.0340(e) requires that retaining walls located outside of the required yards not exceed 12 feet in height. The retaining wall located near the rear of Lot 28 would not be visible from a public right-of-way and would largely be lower than the elevation of the MTS Trolley Tracks that are adjacent to the rear of Lot 28. Since the retaining wall would be provided to allow access to a Public Utility facility that crosses under the MTS Trolley Tracks, it cannot be screened with trees or shrubs; however, it would be screened with vines plant above and below the wall.

Walls in excess of retaining wall regulations of the LDC, to which these Tailored Development Standards apply, would not be highly visible, as they would be required to support the MTS Trolley Tracks and would visually appear as supportive walls of the vehicular undercrossing. Views from public vantage points would be minimal. Landscaping requirements of the LDC and these Tailored Development Standards would further minimize the visual effect of these walls. Therefore, no land use impact would occur.

Deviations from the ESL Regulations would be required due to unavoidable impacts to wetlands associated with improvements to Fashion Valley Road, as discussed in Section 5.4, *Biological Resources*. The project would qualify for a deviation under the EPP Option. The wetland deviation is associated with the project's impact to sensitive biological resources related to the direct removal of wetlands on the project site. A Mitigation Framework for impacts to wetlands is provided in Section 5.4, *Biological Resources*. The allowed deviations would be consistent with the requirements of the LDC.

Significance of Impacts

The Specific Plan would modify some of the proposed base zones' development regulations, as shown in Table 5.1-6 to create Tailored Development Standards. These would permit the development of the site as an integrated neighborhood and transit-oriented development. Further, the Tailored Development Standards would not result in a physical impact on the environment. Impacts would be less than significant.

A deviation from the City's ESL Regulations would be required, due to the project's wetland impacts. However, as discussed above and in Section 5.4, the project would be consistent with the requirements of the LDC. Although project implementation would result in impacts to sensitive wetlands, mitigation measures would be required, as identified in Section 5.4, *Biological Resources*, to

reduce impacts to a below a level of significance. With implementation of the mitigation measures provided, the project would not result in a conflict with the purpose and intent of the regulations in the LDC. Impact would be less than significant.

Mitigation Measures

No mitigation would be required.

5.1.3.5 Issue 5

Issue 5 Would the project conflict with the City's Multiple Species Conservation Program (MSCP) Subarea Plan or other approved local, regional, or State habitat conservation plan?

Impact Threshold

Based on the City's CEQA Significance Determination Thresholds, a project could have a significant land use impact if it would:

- Result in an inconsistency/conflict with adopted environmental plans of an area.

Analysis

MHPA Guidelines

According to the City's MSCP Subarea Plan, the project site is an urban habitat area that includes the San Diego River in the MHPA. The Subarea Plan lists MHPA Guidelines for the San Diego River that are required to be implemented for take authorization of Covered Species. Guideline B15 is required to be met by the project and states:

Native vegetation shall be restored as a condition of future development proposals along this portion of the San Diego River Corridor.

The project would comply with Guideline B15 through removal of invasive, non-native plant species and through focused seeding and container stock planting of native species along the San Diego River on-site in the MHPA as presented in the Wetland Restoration Plan prepared for the project (February 19, 2019; Alden Environmental, Inc.). Therefore, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, NCCP, or other approved local, regional or state habitat conservation plan.

MHPA Land Use Adjacency Guidelines

The project proposes development of Riverwalk River Park on approximately 88.25 acres. The Riverwalk River Park would be located north and south of the San Diego River and, therefore, would be adjacent to the MHPA. Uses within the Riverwalk River Park would include sports fields, picnic

areas, dog parks, water features, a ranger station, a recreation center, restroom facilities, parking, and/or other amenities. The active park uses (ball fields, picnic areas, etc.) are located on the far north and south ends of the park, away from the river channel and the MHPA. Uses nearer to the channel and partially within the MHPA would be passive in nature and would include walking/hiking trails and nature observation nodes with educational kiosks.

The project would provide a biological buffer through the establishment of a 50-foot-wide no use buffer and a passive park area as shown in Figure 5.4-3, *Development Plan/Impacts*. Boulders or deterrent vegetation, as well as peeler log fencing, would be installed at the edge of this no use buffer to deter public access. The no use buffer and passive park areas north and south of the river channel would be graded to provide flood capacity along the river and restored to native plant species appropriate within and adjacent to native wetland/riparian habitats. No uses would be allowed in the no use buffer (except proposed MSCP compliant trails attached to the two existing bridges on-site), and the passive park would only allow passive uses (i.e., walking/hiking trails and nature observation nodes). This would result in an overall buffering of the MHPA, river, and wetland habitat restoration from active park uses by a minimum of 55 feet (in the southwestern and northeastern portions of the project site) to a maximum of 590 feet (in the western portion of the project site), with an average distance of 175 feet.

Provided design of the active park areas are consistent with City of San Diego Council Policy 600-33 and adheres to distance guidelines shown in Table 5.8-9, *Active Park Noise Levels at MHPA Boundary*, noise associated with use of the active recreation areas, ~~with the exception of the amphitheater,~~ would not exceed 60 dBA at the MHPA boundary. ~~Noise levels associated with performances at the amphitheater, which would be oriented to emit sound to the north, away from the MHPA, would be approximately 66 dBA at the MHPA boundary, assuming a reference level of 93 dBA at the shell front. Impacts to sensitive wildlife species within the San Diego River corridor could be significant and adverse without mitigation. Implementation of mitigation measure 5.8-6 would reduce impacts associated with use of the amphitheater to less than significant.~~

Development adjacent to the MHPA must ensure that indirect impacts into the MHPA are minimized. Indirect effects listed in the City's Subarea Plan include those from drainage, toxics, lighting, noise, barriers, invasives, brush management, and grading/land development as addressed by the LUAGs specifically for indirect impacts to the MHPA. The project site includes areas within and adjacent to the MHPA; therefore, conformance with the MHPA LUAGs would be required, as described below. Conformance with the MHPA LUAGs would become conditions of project approval.

Drainage. *All new and proposed parking lots and developed areas in and adjacent to the preserve must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. These systems should be maintained approximately once a year, or as often as needed, to ensure proper functioning.*

Maintenance should include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (e.g., clay compounds) when necessary and appropriate.

Changes in hydrology, runoff, and sedimentation could indirectly impact species dependent on surface water. Increased runoff into habitat could also result in increased erosion and rates of scouring, which can result in downstream habitat loss for some species. Runoff, sedimentation, and erosion can adversely impact plant populations by damaging individuals or by altering site conditions sufficiently to favor other species (native and exotic non-native) that could outcompete sensitive species.

Grading activities associated with construction have potential to result in erosion and sedimentation within the San Diego River channel. Sedimentation and erosion could change the structure of the existing river channel and degrade the quality of adjacent riparian vegetation. In addition, storm water contaminant runoff during construction could potentially carry a variety of pollutants into the river.

Stormwater management measures have been be integrated into the project's design to ensure that increased runoff is not generated. Therefore, channel erosion impacts are not expected within the river channel. Also, runoff associated with parking lots and developed areas of the project would not drain directly into the MHPA. Storm water pollution control BMPs are part of the development plan. The project would comply with the requirements of this MHPA LUAG, which would reduce potential impacts to sensitive species, sensitive natural communities, and wetlands from drainage to less-than-significant levels.

The project proposes improvements to Fashion Valley Road to allow for a low water crossing of the San Diego River. The existing pipe culverts under Fashion Valley Road at its crossing of the San Diego River would be replaced with an arch culvert that would improve river flow and street operations.

Final SWPPP would be prepared for the project to address erosion and sediment during the preparation of grading and construction plans for each phase, as well as long-term maintenance actions proposed for the drainage treatment systems, including those listed in Table 7-2 of the City of San Diego's Storm Water Standards Part 1: BMP Design Manual. Implementation of the SWPPP and long-term BMP maintenance would address pollutants and their sources (such as from the dog parks) associated with project construction thereby reducing potential impacts to sensitive species, sensitive natural communities, and wetlands from storm water pollution to less-than-significant levels.

Toxics. *Land uses, such as recreation and agriculture, that use chemicals or generate by-products such as manure, that are potentially toxic or impactive to wildlife, sensitive species, habitat, or water quality need to incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. Such measures should include drainage/detention basins, swales, or holding areas with*

non-invasive grasses or wetland-type native vegetation to filter out the toxic materials. Regular maintenance should be provided. Where applicable, this requirement should be incorporated into leases on publicly owned property as leases come up for renewal.

As previously noted, the project would incorporate storm water pollution control BMPs to capture and filter runoff prior to entering the MHPA. Maintenance actions proposed for the drainage treatment systems include those listed in Table 7-2 of the City of San Diego's Storm Water Standards Part 1: BMP Design Manual. Overall, the project improves filtration of toxins compared to existing conditions and would reduce potential impacts to sensitive species, sensitive natural communities, and wetlands from toxics to less-than-significant levels.

Lighting. *Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting.*

Night lighting exposes wildlife to an unnatural light regime that may adversely affect foraging patterns, increase predation risk, cause biological clock disruptions, and result in a loss of species diversity. The Riverwalk River Park would be a dawn-to-dusk facility, much of which is within the floodway, and lighting would not be provided in the floodway. Any other project lighting installed, however, would be shielded, as necessary, to prevent light from spilling into the MHPA. Shielding would consist of the installation of fixtures that physically direct light away from the outer edges of the MHPA or landscaping, berms, or other barriers that prevent such light overspill. Final project plans would depict the shielded light fixtures or other mechanisms used to protect the MHPA from night lighting, and the lighting used would adhere to the City's Outdoor Lighting Regulations (SDMC §142.0740).

Noise. *Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas, and any other use that may introduce noises that could impact or interfere with wildlife utilization of the MHPA. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species. Adequate noise reduction measures should also be incorporated for the remainder of the year.*

The MHPA LUAGs require that uses in or adjacent to the MHPA be designed to minimize noise impacts. Noise impacts associated with the project are addressed in Section 5.8, *Noise*. The mixed-use development project (multi-family residential, community retail, office and non-retail commercial), once built, would not be adjacent to the MHPA and not expected to generate post-construction noise levels exceeding 60 dBA hourly average (that would be considered excessive). Additionally, there would be no active park uses that generate post-

construction noise levels exceeding 60 dBA hourly average adjacent to the MHPA, nor wetland restoration activities in the MHPA that would do so.

There would be a 50-foot no use buffer adjacent to the MHPA and preserved/restored wetland habitats, and uses nearer to that no use buffer and the MHPA would be passive in nature and would include walking/hiking trails and nature observation nodes with educational kiosks that would not create excessive noise.

The Riverwalk River Park would be designed in accordance with Council Policy 600-33 General Development Plan, and would include both active and passive park spaces. According to the *Riverwalk San Diego Project Noise Study* (Birdseye Planning Group, 2020), a number of the potential active park uses were evaluated to determine whether those facilities could generate noise levels that would exceed 60 dBA hourly average. Reference noise levels for various active outdoor recreational uses were obtained for the purpose of evaluating potential impacts. The reference noise levels are summarized as follows:

- Soccer/outdoor field games – 52 dBA at 210 feet from the center of the field;
- Basketball/Sport courts – 64 dBA equivalent continuous sound level (Leq) at 40 feet from the center of court;
- Softball fields – 75 dBA at 25 feet from home plate;
- Fenced dog park – 52 dBA at 30 feet from park boundary;
- Playground – 64 dBA at 25 feet from the main concentration of activity;
- ~~Amphitheater – 94 dBA at 20 feet from front of amplified speakers; and~~
- Walking trail/Picnic area – 60 dBA at five feet.

Table 5.1-5, *Active Park Noise Levels at MHPA Boundary*, shows the approximate distance to the 60 dBA contour from each of the proposed active park project features, as well as the approximate distance of each feature from the MHPA for the current park design. Final park design would be subject to GDP approval and would adhere to the noise constraints outlined in Table 5.1-5.

Table 5.1-5 Active Park Noise Levels

Source	Reference Level	Approximate Distance to 60 dBA Contour
Soccer Field	52 dBA	0
Basketball/Sport Court	64 dBA	80 feet
Softball Field	75 dBA	140 feet
Dog Park	52 dBA	0
Playground	64 dBA	50 feet
Amphitheatre	87 dBA at 94 feet from speaker	200 feet
Walking Trails/Picnic Areas	60 dBA	0

~~Of the above potential uses, the amphitheater has the highest potential to produce excessive noise that could have an adverse effect on wildlife within the MHPA. Because the facility location and design are unknown, this is regarded as a potentially significant secondary land use impact to biological resources associated with noise.~~

Noise associated with use of the active park facilities would not exceed 60 dBA at the MHPA boundary. There would be a minimum of approximately 200 feet and a maximum of approximately 600 feet between the 60 dBA contour (for any proposed use) and the MHPA, and that noise buffer area would include passive park, the 50-foot no use buffer, and habitat restoration areas.

Construction-related noise from such sources as clearing, grading, and construction vehicular traffic from the project, however, could result in a significant temporary impact to wildlife, if species sensitive to noise are present in the MHPA at the time of construction. This significant indirect impact would occur if the least Bell's vireo, southwestern willow flycatcher, and/or light-footed Ridgway's rail are present; if construction occurs during the period March 15 through September 15 (May 1 and September 1 for the flycatcher); and if construction noise levels exceed 60 decibels dBA hourly average (or to the ambient noise level if it already exceeds 60 dB (A) hourly average) at the edge of occupied habitat. Indirect noise-related impacts to sensitive wildlife species would be considered significant as addressed in Section 5.4, *Biological Resources*.

Barriers. *New development adjacent to the MHPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundaries to direct public access to appropriate locations and reduce domestic animal predation.*

The project would utilize and maintain existing bridges in the MHPA and would create MSCP compliant trails and passive uses on-site within the MHPA. Per the City's Subarea Plan, passive recreation and trails are compatible with the biological objectives of the MSCP and, therefore, are allowed in the MHPA. Active park uses would not occur adjacent to the MHPA, including the dog parks that would be fenced. Boulders or deterrent vegetation, as well peeler log fencing, would be installed to deter entrance into the 50-foot no use buffer around the MHPA and wetland restoration areas. Therefore, significant impacts to the MHPA from public access/use are not anticipated.

Invasives. *No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.*

Invasive, non-native plants can colonize areas disturbed by construction and potentially spread into the MHPA. Such invasions can displace native plant species, reduce diversity, increase flammability and fire frequency, change ground and surface water levels, and adversely affect the native wildlife that are dependent on native vegetation. The majority of the area proposed to be graded as part of the project and particularly adjacent to the MHPA,

however, is urban/developed land currently developed as a golf course. It is not land dominated by invasive, non-native species, which could potentially spread into the MHPA. Additionally, the project's landscape plan includes planting of native species along the river in the MHPA, including within the no use buffer and the Riverwalk River Park. Therefore, impacts to the MHPA from the potential spread of invasive plant species would be less than significant.

The MSCP LUAGs require that no invasive, non-native plant species be introduced into areas adjacent to the MHPA. The project would follow Landscape Standards of the City's Land Development Code and would not use invasive species, which would prevent their introduction to areas adjacent to the MHPA.

Brush Management. *New residential development located adjacent to and topographically above the MHPA (e.g., along canyon edges) must be set back from slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zones 2 and 3 would be combined into one zone (Zone 2) and may be located in the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. Zone 2 would be increased by 30 feet, except in areas with a low fire hazard severity rating where no Zone 2 would be required. Brush management zones would not be greater in size than is currently required by the City's regulations. The amount of woody vegetation clearing shall not exceed 50 percent of the vegetation existing when the initial clearing is done. Vegetation clearing shall be done consistent with City standards and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of the ownership, the brush management in the Zone 2 area would be the responsibility of a homeowner's association or other private party.*

As described in Section 5.16.1.6, a portion of the site is mapped within the VHFHSZ located along the San Diego River which traverses the project site. The City's Municipal Code requires brush management review on properties mapped within the VHFHSZ where habitable structures are located within 100 feet of areas with native and naturalized vegetation. Standard brush management zones consist of a 35-foot Zone One with a corresponding 65-foot Zone Two as measured from the façade of habitable structures. Modification of these standard zone widths is built into the brush management regulations.

Per Section 142.0412(f), the Zone Two width may be decreased by 1½-feet for each 1-foot increase in Zone One width. Under this allowance, where Zone One is expanded to 79 feet, Zone Two would be 0 feet. No formalized Brush Management program would be required beyond a 79-foot Zone One. Most structures within the project would be sited over 79-feet from the native and naturalized condition, separated from the fuel load through a combination of parcel setbacks and developed fire breaks such as the MTS Green Line Trolley tracks, the proposed Riverwalk River Park, the San Diego River Pathway, and various trails. Where the Zone One width is reduced, or where the equivalency of full brush management is not achieved per Section 142.0412(f), a project would be subject to

alternative compliance measures as allowed under Section 142.0412(i) and in conformance with FPB Policy B-18-01. Development within Lots 36 through 40 would be separated from the native and naturalized condition by a brush management Zone One varying from 25 feet to 79 feet with no Zone Two, and therefore subject to alternative compliance. With implementation of alternative compliance measures, the project would meet the purpose and intent of the brush management regulations.

Grading/Land Development. *Manufactured slopes associated with site development shall be included within the development footprint for projects within or adjacent to the MHPA.*

The project has been designed to include all site development slopes within the development footprints. Therefore, impacts to the MHPA due to grading and land development would be less than significant.

MSCP General Planning Policies and Design Guidelines

Section 1.4.1 of the City's Subarea Plan states that the following land uses are conditionally compatible with the biological objectives of the MSCP and would be allowed within the MHPA:

- Passive recreation
- Utility lines and roads in compliance with policies in Section 1.4.2 of the City's Subarea Plan
- Limited water facilities and other essential public facilities
- Limited low density residential uses
- Brush Management (Zone 2)
- Limited agriculture

Passive recreation is the only conditionally compatible project component in the MHPA. The passive recreation proposed as passive park use is compatible with the biological objectives of the City's MSCP Subarea Plan (City 1997) and MHPA; therefore, it is an appropriate use adjacent to the MHPA. The passive park also acts as a biological buffer (in addition to the 50-foot no use buffer) between the preserved/restored habitat along the San Diego River Channel/MHPA and active park and development areas.

General planning policies and design guidelines for development are outlined in Section 1.4.2 of the City's MSCP Subarea Plan. These policies and guidelines apply to new roads and utilities; fencing, lighting, and signage; materials storage; mining, extraction, and processing facilities; and flood control within or adjacent to the MHPA. The project does not include mining facilities; thus, this section of the general planning policies and design guidelines is not applicable to the project. The project is required to comply with policies and design guidelines relevant to new roads and utilities; fencing, lighting, and signage; materials storage; and flood control. Conformance with these guidelines is presented below.

Roads and Utilities – Construction and Maintenance Policies.

1. *All proposed utility lines should be designed to avoid or minimize intrusion into the MHPA.*

No utility lines would intrude upon the MHPA; all lines would be within the proposed development outside the MHPA.

2. *All new development for utilities and facilities within or crossing the MHPA shall be planned, designed, located, and constructed to minimize environmental impacts. If avoidance is infeasible, mitigation would be required.*

Facilities within the MHPA associated with the project are two existing bridges (and their proposed, attached trails) and the Fashion Valley Road (arch culvert) improvements. Existing utilities that are currently in Fashion Valley Road would remain and be connected underneath the arch culvert. Much of the impact from construction of the arch culvert is temporary (0.30 acre), buried below ground, and would not be identifiable a few years after construction due to revegetation with natives as required by project mitigation. Permanent impacts (0.34 acre) would occur from retaining walls that would have buried footings and/or piles similar to the arch culvert. The proposed grading would be needed (unavoidable) to ensure the integrity of the arch culvert and to protect adjacent properties should there be a major flood. Sufficient cleared work space would be needed (unavoidable) for excavation and diverting the river so the contractor can get in and get out as quickly as possible in order to minimize potential construction and flooding issues, as well as time spent working in the river (estimated to be approximately seven months). As a result of the proposed improvements to Fashion Valley Road, direct impacts to native habitats would occur and would require mitigation, as presented in Section 5.4, *Biological Resources*.

3. *Temporary construction areas and roads, staging areas, or permanent access roads must not disturb existing habitat unless determined to be unavoidable.*

The only temporary construction area for the project where existing habitat would be disturbed is that of the Fashion Valley Road improvements, and the temporary construction impacts are unavoidable as described above (under number 2). All other temporary use areas/features and permanent access roads would be located within urban/developed land on site.

4. *Construction and maintenance activities in wildlife corridors must avoid significant disruption of corridor usage.*

As presented in Section 5.4, *Biological Resources*, a wildlife corridor exists on-site as the San Diego River channel, some of which lies within the MHPA. Wildlife movement along the river channel is currently constrained by the existing golf course, which abuts the northern and southern edges of the river and is comprised of wide-open greens that do not provide any

protective cover.

According to General Planning Policies and Design Guidelines (Roads and Utilities) in Section 1.4.1 of the City's MSCP Subarea Plan, *[e]xisting roads and utility lines are usually considered a compatible use in the MHPA*. The construction of Fashion Valley Road would include a spanned crossing feature with a soft-bottomed area beneath the roadway that would be larger than the existing culverts and, thus, more conducive to wildlife movement.

Furthermore, sufficient cleared work space would be created for excavation and diverting the river so the contractor can get in and get out as quickly as possible in order to minimize potential construction and flooding issues, as well as time spent working in the river (estimated to be approximately seven months), which would minimize impacts to corridor usage. Maintenance activities on the existing roadway are expected to be infrequent and short in duration and would be a compatible MHPA use. Therefore, construction and maintenance activities associated with Fashion Valley Road would not cause significant disruption of corridor usage. No significant impact to wildlife movement would occur.

5. *Roads in the MHPA will be limited to those identified in Community Plan Circulation Elements, essential collector streets, and necessary maintenance/emergency access roads.*

The project does not propose any new roadways in the MHPA.

6. *Development of roads in canyon bottoms should be avoided whenever feasible. If an alternative location outside the MHPA is not feasible, then the road must be designed to cross the shortest length possible, and if a road crosses the MHPA, it should provide for fully-functional wildlife movement capability.*

The project site is a large, relatively level property within Mission Valley. No major topographic features (such as canyons, ravines, etc.) occur on or in close proximity of the project site. The project does not propose construction of any roads in canyon bottoms.

7. *Where possible, roads within the MHPA should be narrowed from existing design standards to minimize habitat fragmentation and disruption of wildlife movement and breeding areas. Roads must be located in lower quality habitat or disturbed areas to the extent possible.*

The project includes modifications to Fashion Valley Road to improve this existing crossing of the San Diego River in a manner that avoids habitat impacts to the maximum extent possible. The majority of the impacts to construct the roadway improvements would be within the existing Fashion Valley Road, which is urban/developed land. The existing roadway culverts would be replaced with an arch span crossing, leaving an earthen-bottomed channel. The new spanned crossing would improve flood flows along the river and provide for wildlife movement.

8. *For the most part, existing roads and utility lines are usually considered a compatible use in the MHPA and therefore, will be maintained.*

Fashion Valley Road is an existing roadway that crosses the MHPA, which would be modified with a spanned arch design to improve flood flows along the San Diego River. The spanned design would also provide for improved wildlife movement capability. Construction impacts have been minimized to the maximum extent feasible with most of the impacts occurring within the existing roadway to urban/developed land. Impact to habitat that would occur, has also been minimized with much of it being temporary in nature, and all habitat impacts would be mitigated via on-site restoration. The Fashion Valley Road improvements, therefore, would be compatible with the biological objectives of the MSCP for the MHPA in that the improvements and habitat restoration would: 1) ensure the long-term viability and sustainability of the native ecosystem function and natural processes associated with the San Diego River and 2) restore native plant associations and functional wildlife connections to provide viable wildlife and sensitive species habitat. As a result of the proposed improvements to Fashion Valley Road and as presented above, direct impacts to native habitats would occur and would require mitigation, as presented in Section 5.4, *Biological Resources*.

Fencing, Lighting, and Signage.

1. *Fencing or other barriers will be used where it is determined to be the best method to achieve conservation goals and adjacent to land uses incompatible with the MHPA.*

The project would utilize and maintain existing bridges in the MHPA and would create MSCP-compliant trails and passive uses on-site within the MHPA. Per the City's Subarea Plan, passive recreation and trails are compatible with the biological objectives of the MSCP and, therefore, are allowed in the MHPA. Where trails are located within the MHPA, split-rail fencing and signage are proposed to be installed along either side of each trail to discourage trespass into the sensitive habitats within the MHPA. Active park uses would not occur adjacent to the MHPA. Boulders or deterrent vegetation, as well peeler log fencing, would be installed to deter entrance into the 50-foot no use buffer around the MHPA and wetland restoration areas. If constructed, the dog parks would be located in the active park, which is not adjacent to the MHPA, and would be fenced. Therefore, significant impacts to the MHPA from public access/use are not anticipated.

2. *Lighting shall be designed to avoid intrusion in the MHPA.*

The Riverwalk River Park would be a dawn-to-dusk facility and is within the floodway, which includes the MHPA. Lighting would not be provided in the floodway. Any other project lighting installed, however, would be shielded, as necessary, to prevent light from spilling into the MHPA. Shielding would consist of the installation of fixtures that physically direct light away from the outer edges of the MHPA or landscaping, berms, or other barriers that

prevent such light overspill. Final project plans would depict the shielded light fixtures or other mechanisms used to protect the MHPA from night lighting, and the lighting used will adhere to the City's Outdoor Lighting Regulations (SDMC §142.0740) Compliance with lighting regulations would be a condition of approval for the project.

- 3 *Signage will be limited to access, litter control, and educational purposes.*

The final Riverwalk River Park design would include signs for limiting access, litter control, and educational purposes. Signage appropriate for its location is proposed to be placed: 1) along split-rail fencing installed along the trails that occur within the MHPA; 2) along the peeler log fencing installed at the edge of the 50-foot no use buffer; and 3) at nature observation nodes with educational kiosks. The signage would discourage trespass, littering, dumping, feeding of wildlife, collecting wildlife; would note that dogs must be leashed and are not allowed in the MHPA (except on the bridges/trail segments passing through the MHPA); and would educate River Park users of the sensitivity and importance of the natural resources associated with the San Diego River. While not adjacent to the MHPA, the fenced dog parks would include signs that state dogs may only be unleashed within the fenced dog park areas and that dog waste must be collected and disposed of immediately and appropriately by their handlers. The dog parks also would include trash receptacles and dog waste bag dispensers, Compliance with the guidelines would be a condition of approval for the project.

Materials Storage. *Storage of materials (e.g., hazardous or toxic chemicals, equipment, etc.) would not be located within the MHPA, and proper storage of such materials is required per applicable regulations in any areas that may impact the MHPA, especially due to potential leakage.*

No storage is proposed within the MHPA. All storage for construction, on-site business, or residential uses will be done in accordance with relevant materials safety regulations. During construction, laydown areas, material stockpiles, vehicle parking, and construction trailers would be located within the limits of the project development areas. None of these interim construction uses would occur within the MHPA or the project mitigation/restoration areas. As the future development would be phased, the exact construction staging and laydown areas would be dependent upon the portion of the site that is being developed. Additionally, all construction uses must incorporate appropriate BMPs to ensure that there are no indirect effects to adjacent MHPA areas.

Flood Control.

1. *Flood control should generally be limited to existing agreements with resource agencies unless demonstrated to be needed based on a cost benefit analysis and pursuant to a restoration plan. Floodplains within the MHPA, and upstream from the MHPA if feasible, should remain in a natural condition and configuration in order to allow for the ecological, geological, hydrological, and other natural processes to remain or be restored.*

The Riverwalk River Park portion of the project includes grading on-site for flood control purposes and planting of native wetland species to create native habitats adjacent to the San Diego River and the existing wetlands in the southwestern portion of the project site. The work involves removal of the golf course facilities and grading of the areas adjacent to the river channel to achieve the target elevations for wetland restoration. Planting of native species as well as development of the Riverwalk River Park is expected to occur soon after the grading. These activities would allow for the natural processes of the floodplain to be restored.

Fashion Valley Road improvements are to a low water crossing of the San Diego River, and a spanned (i.e., bridge) solution is not possible without significantly raising the entire profile of the roadway, which is not feasible due to adjacent property and MTS bridge constraints. The proposed use of the arch culvert solution would improve river flow and street operations through the replacement of the existing pipe culverts with the arch culvert.

The majority of the impacts from construction of the arch would be temporary, buried below ground, and would not be identifiable a few years after construction due to revegetation with natives. As evaluated in Section 5.4, *Biological Resources*, permanent impacts would occur from retaining walls that could have buried footings and/or piles similar to the arch. The proposed grading would be needed to ensure the integrity of the arch structure and to protect adjacent properties should there be a major flood. Sufficient cleared work space would be needed for excavation and diverting the river so the contractor can get in and get out as quickly as possible in order to minimize potential construction and flooding issues, as well as time spent working in the river (estimated to be approximately seven months).

2. *No berming, channelization, or man-made constraints or barriers to creek, tributary, or river flows should be allowed in any floodplain within the MHPA unless reviewed by all appropriate agencies, and adequately mitigated. Review must include impacts to upstream and downstream habitats, flood flow volumes, velocities and configurations, water availability, and changes to the water table level.*

The project does not propose berming, channelization, or manufactured constraints to flows in the floodplain. Rather, grading on-site (in urban/developed land cover) for the parks and wetland restoration areas would include planting of native wetland species that would allow for the natural processes of the floodplain to be restored. In short, the restoration work is intended to increase habitat on-site and accommodate river flood flows. The grading (of urban/developed land cover), which would become passive park area, is also intended to convey flood flows and provide native habitat. Areas to become active park also would involve grading of urban/developed land cover to accommodate flooding. All of this grading would occur in what is presently golf course and would not include any impacts to the wetlands in the San Diego River channel.

Furthermore, Fashion Valley Road improvements would replace the existing pipe culverts with an arch culvert (soft bottom) that would improve river flow and, therefore, would support river flows. As evaluated in Section 5.4, *Biological Resources*, construction for the Fashion Valley Road arch culvert would include both temporary and permanent impacts.

3. *No riprap, concrete, or other unnatural material shall be used to stabilize river, creek, tributary, and channel banks within the MHPA. River, stream, and channel banks shall be natural, and stabilized where necessary with willows and other appropriate native plantings. Rock gabions may be used where necessary to dissipate flows and should incorporate design features to ensure wildlife movement.*

The Riverwalk River Park portion of the project includes planting of native wetland species to create native habitats adjacent to the San Diego River. All temporary impacts from Fashion Valley Road improvements would also be revegetated with native wetland species.

General Management Directives

Mitigation. *Mitigation, when required as part of project approvals, shall be performed in accordance with the City of San Diego Environmentally Sensitive Lands Ordinance and Biology Guidelines.*

The mitigation measures presented in Section 5.4, *Biological Resources*, have been formulated to satisfy the requirements of the City's MSCP Subarea Plan, as well as the City's Biology Guidelines and ESL regulations.

Restoration. *Restoration or revegetation undertaken in the MHPA shall be performed in a manner acceptable to the City. Where covered species status identifies the need for reintroduction and/or increasing the population, the covered species will be included in restoration/revegetation plans, as appropriate. Restoration or revegetation proposals will be required to prepare a plan that includes elements addressing financial responsibility, site preparation, planting specifications, maintenance, monitoring and success criteria, and remediation and contingency measures. Wetland restoration/revegetation proposals are subject to permit authorization by federal and state agencies.*

Mitigation for impacts to City Wetlands, wetland Waters of the U.S., and wetland Waters of the State are presented Section 5.4, *Biological Resources*, and would reduce significant impacts to below a level of significance. Additionally, habitat restoration conducted in compliance with MHPA Guideline B15 is addressed in the Conceptual Habitat Restoration Plan prepared for the project.

Public Access, Trails, and Recreation. *Provide sufficient signage to clearly identify public access to the MHPA. Barriers such as vegetation, rocks/boulders or fencing may be necessary to protect highly sensitive areas. Use appropriate type of barrier based on location, setting and use. For example, use chain link or*

cattle wire to direct wildlife movement, and natural rocks/boulders or split rail fencing to direct public access away from sensitive areas. Lands acquired through mitigation may preclude public access in order to satisfy mitigation requirements.

The project would utilize and maintain existing bridges in the MHPA, rather than create new habitat impacts in the MHPA, and proposed to create MSCP-compliant trails on site to direct public access for passive recreation purposes. Those trails would be constructed in urban/developed land. These features would control public access, and the River Park is expected to provide the public with sufficient opportunities to experience the benefits of the MHPA without trespassing into its sensitive habitats. Where the trails are located within the MHPA, split-rail fencing and signage are proposed to be installed along either side of each trail to discourage trespass into the sensitive habitats within the MHPA. Additionally, boulders or deterrent vegetation, as well peeler log fencing with signage, will be installed at the edge of the 50-foot no use buffer to deter entrance into the buffer, MHPA, and restoration areas. Signage will also be provided at nature observation nodes with educational kiosks. The final Riverwalk River Park design would include signs that follow this directive to discourage trespass, littering, dumping, feeding of wildlife, collecting wildlife, keeping pets on-leash, and would educate River Park users of the sensitivity and importance of the natural resources associated with the San Diego River and MHPA as a condition of project approval.

Locate trails, view overlooks, and staging areas in the least sensitive areas of the MHPA. Locate trails along the edges of urban land uses adjacent to the MHPA, or the seam between land uses (e.g., agriculture/habitat), and follow existing dirt roads as much rather than entering habitat or wildlife movement areas. Avoid locating trails between two different habitat types (ecotones) for longer than necessary due to the typically heightened resource sensitivity in those locations.

The project would utilize and maintain existing bridges in the MHPA and proposes to construct MSCP-compliant trails associated with the existing bridges. The trails would not meander through the MHPA but, rather, would lead directly through the MHPA and the 50-foot no use buffer and into the passive and active park components of the River Park. No other trails (or trail segments) are proposed within the MHPA.

In general, avoid paving trails unless management and monitoring evidence shows otherwise. Clearly demarcate and monitor trails for degradation and off-trail access and use. Provide trail repair/maintenance as needed. Undertake measures to counter the effects of trail erosion including the use of stone or wood cross joints, edge plantings of native grasses, and mulching of the trail.

Pursuant to the City's MSCP Subarea Plan, the trails proposed would not be paved and would utilize materials acceptable in the floodplain. These features would control public access. As stated previously, where the trails are located within the MHPA, split-rail fencing and signage are proposed to be installed along either side of each trail to discourage

trespass into the sensitive habitats within the MHPA. Additionally, boulders or deterrent vegetation, as well peeler log fencing with signage, will be installed at the edge of the 50-foot no use buffer to deter entrance into the buffer, MHPA, and restoration areas.

Minimize trail widths to reduce impacts to critical resources. For the most part, do not locate trails wider than four feet in core areas or wildlife corridors. Exceptions are in the San Pasqual Valley where other agreements have been made, in Mission Trails Regional Park, where appropriate, and in other areas where necessary to safely accommodate multiple uses or disabled access. Provide trail fences or other barriers at strategic locations when protection of sensitive resources is required.

The proposed trails would not exceed four feet in width (except where they approach the existing bridges and would widen to the bridge width). Where the trails are located within the MHPA, split-rail fencing and signage are proposed to be installed along either side of each trail to discourage trespass into the sensitive habitats within the MHPA.

Limit the extent and location of equestrian trails to the less sensitive areas of the MHPA. Locate staging areas for equestrian uses at a sufficient distance (e.g., 300-500 feet) from areas with riparian and coastal sage scrub habitats to ensure that the biological values are not impaired.

The project does not include equestrian trails.

Off-road or cross-country vehicle activity is an incompatible use in the MHPA, except for law enforcement, preserve management or emergency purposes. Restore disturbed areas to native habitat where possible or critical, or allow to regenerate.

Off-road and cross-country vehicle activity within the MHPA is not expected with implementation of the project.

Limit recreational uses to passive uses such as birdwatching, photography and trail use. Locate developed picnic areas near MHPA edges or specific areas within the MHPA, in order to minimize littering, feeding of wildlife, and attracting or increasing populations of exotic or nuisance wildlife (opossums, raccoons, skunks). Where permitted, restrain pets on leashes.

The project would utilize and maintain existing bridges in the MHPA. No developed picnic areas are proposed within or adjacent to the MHPA. Pets, where allowed, within or adjacent to the MHPA would be restrained on leashes or within an enclosed dog park.

Remove homeless and itinerant worker camps in habitat areas as soon as found pursuant to existing enforcement procedures.

Homeless camps, should they be discovered during habitat restoration efforts, would be removed in coordination with local law enforcement.

Maintain equestrian trails on a regular basis to remove manure (and other pet feces) from the trails and preserve system in order to control cowbird invasion and predation. Design and maintain trails where possible to drain into a gravel bottom or vegetated (e.g., grass-lined) swale or basin to detain runoff and remove pollutants.

The project does not include equestrian trails.

Litter/Trash and Materials Storage. *Remove litter and trash on a regular basis. Post signage to prevent and report littering in trail and road access areas. Provide and maintain trash cans and bins at trail access points.*

The project would install signage and trash receptacles to minimize littering. Trash receptacles would have covers to prevent rummaging by wildlife and would be located in proximity to potential picnic areas and other seating areas. Litter and trash removal within the MHPA and adjacent park space would be the responsibility of the land management entity. The dog parks would include trash receptacles and dog waste bag dispensers and be cleaned and maintained by the City per standard City dog park requirements and guidelines.

Impose penalties for littering and dumping. Fines should be sufficient to prevent recurrence and also cover reimbursement of costs to remove and dispose of debris, restore the area if needed, and to pay for enforcement staff time.

The land management entity would be responsible for imposing penalties for littering and dumping within the MHPA.

Prohibit permanent storage of materials (e.g., hazardous and toxic chemicals, equipment, etc.) within the MHPA and ensure appropriate storage per applicable regulations in any areas that may impact the MHPA, due to potential leakage.

No storage is proposed within the MHPA or the Riverwalk River Park. All storage for construction, on-site business, or residential uses would be done in accordance with relevant materials safety regulations.

Keep wildlife corridor undercrossings free of debris, trash, homeless encampments, and all other obstructions to wildlife movement.

The project would remove debris, trash, homeless encampments, and other obstructions to wildlife movement during habitat restoration efforts. The land management entity would be responsible for long-term management within the Riverwalk River Park, including the MHPA.

Evaluate areas where dumping recurs for the need for barriers. Provide additional monitoring as needed (possibly by local and recreational groups on a "Neighborhood Watch" type program), and/or enforcement.

Boulders or deterrent vegetation, as well as peeler log fencing, would be installed at the edge of the 50-foot no use buffer to deter entrance into the buffer, MHPA, and restoration areas. The land management entity would be responsible for long-term monitoring of illegal dumping within the Riverwalk River Park, including MHPA areas that are not managed by a mitigation banking entity. Litter, trash, and materials storage associated with project construction would be addressed through the City's general construction requirements. Litter and trash associated with use of the bridges and trails in the River Park and MHPA would be the responsibility of the land management entity.

Adjacency Management Issues. *Enforce, prevent and remove illegal intrusions into the MHPA (e.g., orchards, decks, etc.) on an annual basis, in addition to complaint basis.*

Boulders or deterrent vegetation, as well as peeler log fencing, would be installed at the edge of the 50-foot no use buffer to deter entrance into the buffer, MHPA, and restoration areas. Enforcement and removal of illegal intrusions into the MHPA would be the responsibility of the land management entity.

Disseminate educational information to residents adjacent to and inside the MHPA to heighten environmental awareness, and inform residents of access, appropriate plantings, construction or disturbance within MHPA boundaries, pet intrusion, fire management, and other adjacency issues.

The project would include installation of signage in park areas to inform the public of the MHPA and the sensitive resources that exist therein. Management of projects developed within Riverwalk would be responsible for distributing additional information, as deemed necessary.

Install barriers (fencing, rocks/boulders, vegetation) and/or signage where necessary to direct public access to appropriate locations.

Boulders or deterrent vegetation, as well peeler log fencing with signage, would be installed at the edge of the 50-foot no use buffer to deter entrance into the buffer, MHPA, and restoration areas.

Invasive Exotics Control and Removal. *Do not introduce invasive non-native species into the MHPA. Provide information on invasive plants and animals harmful to the MHPA, and prevention methods, to visitors and adjacent residents. Encourage residents to voluntarily remove invasive exotics from their landscaping.*

The project would remove invasive species during habitat restoration efforts. In addition, the Conceptual Landscape Plan prepared for the project avoids the use of exotic species within and adjacent to the MHPA. Non-native plant species potentially introduced via human use of trails and park space would be treated before proliferation into sensitive areas through ongoing maintenance of the park space by the land management entity.

Remove giant reed, tamarisk, pampas grass, castor bean, artichoke thistle, and other exotic invasive species from creek and river systems, canyons and slopes, and elsewhere within the MHPA as funding or other assistance becomes available. If possible, it is recommended that removal begin upstream and/or upwind and move downstream/downwind to control reinvasion. Priorities for removal should be based on invasive species' biology (time of flowering, reproductive capacity, etc.), the immediate need of a specific area, and where removal could increase the habitat available for use by covered species such as the least Bell's vireo. Avoid removal activities during the reproductive seasons of sensitive species and avoid/ minimize impacts to sensitive species or native habitats. Monitor the areas and provide additional removal and apply herbicides if necessary. If herbicides are necessary, all safety and environmental regulations must be observed. The use of heavy equipment, and any other potentially harmful or impact-causing methodologies, to remove the plants may require some level of environmental or biological review and/or supervision to ensure against impacts to sensitive species.

The project would remove non-native species from the MHPA during habitat restoration and enhancement efforts. The removal would begin at the upstream portion of the San Diego River on site where the Project mitigation area lies and move downstream into the other restoration areas. Removal efforts will be made by hand or with small machinery (e.g., line trimmers) whenever possible, but focused herbicide application may be used if needed. All restoration activities, including removal efforts, would avoid the nesting seasons of the least Bell's vireo and light-footed Ridgway's rail (March 15 through September 15) and southwestern willow flycatcher (May 1 through September 1) should any of those species be present as determined during a protocol, pre-restoration activity survey. Maintenance and monitoring of the restoration would occur for a period of five years to ensure that weed cover success criteria are met. Long-term monitoring and maintenance of the habitat restoration will be the responsibility of the City, a mitigation banking entity, or other approved land management entity. A Habitat Restoration Plan has been prepared for the project and would be implemented as a project requirement.

If funding permits, initiate a baseline survey with regular follow-up monitoring to assess invasion or re-invasion by exotics, and to schedule removal. Utilize trained volunteers to monitor and remove exotic species as part of a neighborhood, community, school, or other organization's activities program (such as Friends of Peñasquitos Preserve has done). If done on a volunteer basis, prepare and provide information on methods and timing of removal to staff and the public if requested. For giant reed removal, the Riverside County multi-jurisdictional management effort and experience should be investigated and relevant techniques used. Similarly, tamarisk removal should use the Nature Conservancy's experience in the Southern California desert regions, while artichoke thistle removal should

reference the Nature Conservancy's experience in Irvine. Other relevant knowledge and experience is available from the California Exotic Pest Plant Council and the Friends of Los Peñasquitos Canyon Preserve.

The project's Habitat Restoration Plan calls for five years of monitoring and maintenance of restoration and enhancement areas (unless success criteria are met sooner). Further monitoring and maintenance of non-native species within the MHPA would be the responsibility of the land management entity.

Conduct an assessment of the need for cowbird trapping in each area of the MHPA where cattle, horses, or other animals are kept, as recommended by the habitat management technical committee in coordination with the wildlife agencies.

The project does not include staging of cattle, horses, or other animals. However, brown-headed cowbirds (a nest parasite) have been observed on-site. Brown-headed cowbirds would likely continue to occupy the site following implementation of the project. Because cowbird presence is part of the existing conditions on-site, the project would conduct cowbird monitoring and control during the maintenance and monitoring period of the wetland habitat restoration. Any further cowbird control would be the responsibility of the land management entity.

If eucalyptus trees die or are removed from the MHPA area, replace with appropriate native species. Ensure that eucalyptus trees do not spread into new areas, nor increase substantially in numbers over the years. Eventual replacement by native species is preferred.

The project would comply with Guideline B15 through removal of invasive, non-native plant species (including any Eucalyptus spp.) from within the MHPA and through focused planting of native species along the San Diego River on-site in the MHPA. The project would not plant any new eucalyptus trees within the MHPA.

On a case by case basis, some limited trapping of non-native predators may be necessary at strategic locations, and where determined feasible to protect ground and shrub-nesting birds, lizards, and other sensitive species from excessive predation. This management directive may be considered a Priority 1 if necessary to meet the conditions for species coverage. If implemented, the program would only be on a temporary basis and where a significant problem has been identified and therefore needed to maintain balance of wildlife in the MHPA. The program would be operated in a humane manner, providing adequate shade and water, and checking all traps twice daily. A domestic animals release component would be incorporated into the program. Provide signage at access points and noticing of adjacent residents to inform people that trapping occurs, and how to retrieve and contain their pets.

In order to discourage excessive predation of sensitive species by non-native predators, such as feral cats, all trash containers associated with the development project would be secured,

and trash would be disposed of on a regular schedule such that containers would not overflow. In the park, trash receptacles would have covers to prevent rummaging by wildlife and would be located in proximity to potential picnic areas and other seating areas. Litter and trash removal within the MHPA and park space would be the responsibility of the land management entity. The City should implement a monitoring program on a specified schedule for numbers of mesopredators and implement mesopredator control, as needed.

Flood Control. *Perform standard maintenance, such as clearing and dredging of existing flood channels, during the non-breeding or nesting season of sensitive bird or wildlife species utilizing the riparian habitat. For the least Bell's vireo, light-footed Ridgway's rail, and southwestern willow flycatcher the non-breeding season generally includes September through mid-March.*

This directive would be followed for Fashion Valley Road maintenance.

Review existing flood control channels within the MHPA periodically (every five to ten years) to determine the need for their retention and maintenance, and to assess alternatives, such as restoration of natural rivers and floodplains.

There are no existing flood control channels on the project site, and none would be constructed as part of the project.

Significance of Impacts

The project would be consistent with the MHPA LUAGs, as well as conform to the ASMDs and indirect impacts to the MHPA would be avoided. Therefore, the project, as designed, would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

Mitigation Measures

No mitigation is required.

5.1.3.6 Issue 6

Issue 6 Would the project result in exposure sensitive receptors due to current or future noise levels that would exceed standards established in the Noise Element of the General Plan?

Impact Threshold

A project could have a significant land use impact if it would expose new development to noise levels at exterior use areas or interior areas in excess of the noise compatibility guidelines established in the City General Plan Noise Element (shown in Table 5.1-4). Exterior noise levels at offices and retail establishments of 65 to 75 dBA are conditionally compatible with the General Plan provided interior noise levels can be attenuated to 50 dBA or less. Exterior noise levels of 60 CNEL

are considered compatible with the multi-family residential land uses and exterior noise levels of 70 CNEL are considered conditionally compatible. Exterior noise levels at parks or other outdoor recreation areas are compatible up to 70 dBA and conditionally compatible up to 75 dBA.

For outdoor uses at a conditionally compatible multi-family residential land use, feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. For indoor uses at a conditionally compatible land use, exterior noise must be attenuated to approximately 60 CNEL in order to attain interior noise levels of 45 CNEL for residential uses using typical construction techniques. The General Plan identifies typical noise attenuation methods for achieving compliance. These include four basic methods: (1) reducing the sound level of the noise generator, (2) interrupting the noise path between the source and receiver, (3) increasing the distance between the source and receiver, and (4) insulating the receiver using specific building materials and construction methods.

Analysis

As shown in Table 5.1-4, *City of San Diego Noise Compatibility Guidelines*, exterior noise levels at offices and retail establishments of 65 to 75 dBA are conditionally compatible with the General Plan, provided interior noise levels can be attenuated to 50 dBA or less. With implementation of construction techniques and materials consistent with California Energy Code Title 24 requirements, interior noise levels at retail and office buildings would be below 50 dBA; and thus, consistent with the General Plan. Pursuant to the General Plan Noise Compatibility Guidelines, the City's exterior noise level for multi-family residences should not exceed 70 dBA CNEL. However, the Motor Vehicle Traffic Noise section of the Noise Element of the City's General Plan, provides that, *although not generally considered compatible, the City conditionally allows multiple unit and mixed-use residential uses up to 75 dBA CNEL in areas affected primarily by motor vehicle traffic noise with existing residential uses. Any future residential use above the 70 dBA CNEL must include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL and be located in an area where a community plan allows multiple unit and mixed-use residential uses.* For parks and active and passive recreation, based on the City's Noise Compatibility Guidelines, those uses would be compatibility with noise levels up to 70 dBA and conditionally compatible with noise levels up to 75 dBA.

Typical residential construction in California provides a noise reduction of approximately 10 to 15 dBA of exterior noise sources with windows partially open, and approximately 20 to 25 dBA of noise reduction with windows kept closed. Thus, as a rule of thumb, where exterior noise levels are below 65 dBA CNEL, interior noise levels for new construction would typically meet the interior 45-dBA CNEL standard established in CCR Title 24. Additionally, where exterior noise levels are 65 to 70 dBA CNEL, interior noise can be reduced with standard wall and window construction, and the inclusion of mechanical forced-air ventilation to allow occupants the option of maintaining windows closed to control noise. Where exterior noise levels exceed 70 dBA CNEL, residential units would not normally be able to meet the 45-dBA CNEL interior standard through typical construction methods. Thus, noise-sensitive uses located where exterior noise levels exceed 70 dBA CNEL may require additional

noise-reduction measures during construction, such as windows and doors with high STC ratings to meet the 45-dBA CNEL criteria. Therefore, the areas exceeding 65 dBA CNEL would require the building and window soundproofing project design features during construction to achieve the interior noise level standards of 45 dBA CNEL.

As part of the Noise Report prepared for the project (Birdseye Planning Group, May 2020), noise levels were calculated for future development within the North, Central and South Districts and at nearby sensitive receptors. (See Section 5.8, *Noise*, for a discussion of noise monitoring, monitoring locations, and results.) Existing measured noise levels along Friars Road where retail, office, and residential uses are planned within the North District were calculated to be approximately 69 dBA. Interior to the site where the where retail, office, and residential uses are planned for the Central District, existing noise levels are calculated to be approximately 60 dBA. Along Hotel Circle North where office development is planned but where retail and residential uses can also occur, existing noise levels are calculated to be approximate 73 dBA. Thus, existing noise levels are below the General Plan Noise Compatibility Guidelines for all uses planned for the North and Central Districts. Uses planned for the South District would be also be compatible with the General Plan Noise Compatibility Guidelines, with the exception of residential uses that could occur in that area, as further discussed below.

Noise levels at receivers in the South District are dominated by traffic on I-8 and Fashion Valley Road; however, noise levels would not exceed the 75 dBA threshold. Relative to the project's interface with I-8 at the southern boundary, any future residential development that may occur in the South District is constrained by the following Riverwalk Specific Plan regulations. These regulations further minimize future residential exposure to exterior noise levels, including motor vehicle noise, of over 70 dBA CNEL.

- Reg-195, which states-No residential balconies shall front I-8 in areas that exceed an exterior noise level of 70 dBA CNEL. This regulation further minimizes future residential exposure to exterior noise levels, including motor vehicle noise, of over 70 dBA CNEL.
- 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-199. Residential units shall be set back a minimum of 100 feet from I-8 travel lanes (i.e., not including offramps).

The Riverwalk River Park would establish a park, with active and passive recreation areas and open space areas, along the San Diego River. As shown in Table 5.1-4, common indoor and outdoor noise levels for parks, active and passive recreation uses are compatible with noise levels up to 70 dBA CNEL and conditionally compatible with noise levels greater than 70 to 75 dBA CNEL. The southwest corner of the Riverwalk River Park would be close to the I-8 freeway; however, existing noise levels were calculated to be 60 dBA. This is due to existing commercial office buildings that separate the Riverwalk River Park from I-8 and screen noise from traffic on I-8. Thus, noise levels for the Riverwalk River Park would be compatible with the Noise Element of the General Plan.

Significance of Impacts

Interior noise levels for residential, retail, and office uses would meet General Plan standards with use of materials and methods required per Title 24 of the California Energy Code. Park areas are expected to remain at approximately 60 dBA which is below the 75-dBA compatibility threshold identified in the General Plan. Impacts would be less than significant.

Mitigation Measures

Mitigation would not be required.

Table 5.1-1. City of San Diego General Plan Analysis

Land Use and Community Planning Element	
City of Villages Strategy	
<p><i>Goal.</i> Mixed-use villages located throughout the City and connected by high-quality transit.</p>	<p>Consistent – The project would create an integrated mixed-use neighborhood, providing residential, employment, recreational, and commercial opportunities. A new Green Line trolley station would be provided, as well as a mobility hub, that would allow for connection to various mobility opportunities.</p>
<p><i>Policy LU-A.2.</i> Identify sites suitable for mixed-use village development that will complement the existing community fabric or help achieve desired community character, with input from recognized community planning groups and the general public.</p>	<p>Consistent – The project site has been identified on the Village Propensity Map as having medium propensity. The site has been identified for dense, mixed-use development since the adoption of the Levi-Cushman Specific Plan in 1987. Therefore, the site has been identified as suitable for mixed-use development. Realization of the project as a mixed-use neighborhood would be consistent with this identification.</p>
<p><i>Policy LU-A.4.</i> Locate village sites where they can be served by existing or planned public facilities and services, including transit services.</p>	<p>Consistent – The project site is located within proximity of existing transit services (in the form of bus routes along Fashion Valley Road, Friars Road, and Hotel Circle North, and Green Line trolley that runs through the project site) and public facilities and services. Additionally, the project would provide a new trolley station within the North District, central to the neighborhood.</p>
<p><i>Policy LU-A.7.</i> Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan.</p>	<p>Consistent – Development mix and intensity has been selected to optimize the use of the project site and ensure a successful variety of uses.</p>
<p><i>Policy LU-A.7.b.</i> Achieve transit-supportive density and design, where such density can be adequately served by public facilities and services[...] Due to the distinctive nature of each of the community planning areas, population density and building intensity will differ by each community.</p>	<p>Consistent – The Riverwalk Specific Plan would allow for development of a mixed-use neighborhood that would be at a transit supportive density. The Specific Plan area is located within a TPA. Implementation of the Specific Plan would result in 4,300 multi-family residential dwelling units with high-density zoning. These units would be located within less than a one-half mile radius (approximately 10-minute walk) of an existing or proposed transit stop.</p>
Balanced Communities and Equitable Development	
<p><i>Goal.</i> Ensure diverse and balanced neighborhoods and communities with housing available for households of all income levels.</p>	<p>Consistent – The project would provide a variety of housing types and densities, resulting in a diverse and balanced neighborhood. <i>Goal 1: Provide housing opportunities for a variety of income levels,</i> of the Riverwalk Specific Plan further reinforces housing variety, as housing typology often varies by level of affordability. Additionally, Riverwalk would meet its</p>
<p><i>Policy LU-H.1.d.</i> Ensure that neighborhood development and redevelopment addresses the needs of older people, particularly those disadvantaged by age, disability, or poverty.</p>	

<i>Policy LU-H.2.</i> Provide affordable housing throughout the City so that no single area experiences a disproportionate concentration.	inclusionary housing requirement and provide 10 percent inclusionary affordable units on-site (see Section 7.2, <i>Affordable Housing</i> , of the Riverwalk Specific Plan). Together, these two factors support housing variability and affordability.
<i>Policy LU-H.3.</i> Provide a variety of housing types and sizes with varying levels of affordability in residential and village developments.	
<i>Policy LU-H.6.</i> Provide linkages among employment sites, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.	Consistent - Riverwalk's circulation network includes an integrated network of multi-use trails and bicycle routes. Additionally, the project would provide a new Green Line trolley station and a mobility hub.
<i>Policy LU-H.7.</i> Provide a variety of different types of land uses within a community in order to offer opportunities for a diverse mix of uses and to help create a balance of land uses within a community.	Consistent - The project would provide a variety of land uses, including residential, commercial, employment,, and recreational, resulting in a diverse and balanced neighborhood.
Environmental Justice	
<i>Goal.</i> Improve mobility options and accessibility in every community.	Consistent - Riverwalk would provide an additional Green Line trolley station within central Mission Valley. Additionally, a mobility hub would be provided to allow for multimodal transportation connectivity.
Mobility Element	
Walkable Communities	
<i>Goal.</i> A city where walking is a viable travel choice, particularly for trips of less than one-half mile.	Consistent - Riverwalk would integrate residential, commercial, employment, and recreational opportunities within a pedestrian- and transit-oriented neighborhood. With a central trolley station and an integrated network of multi-use pedestrian paths/trails, walking would be a safe and viable choice for residents, employees, and visitors of Riverwalk.
<i>Goal.</i> A safe and comfortable pedestrian environment.	
<i>Goal.</i> A complete, functional, and interconnected pedestrian network, that is accessible to pedestrians of all abilities.	
<i>Goal.</i> Greater walkability achieved through pedestrian-friendly street, site and building design.	
<i>Policy ME-A.2.d.</i> Implement Crime Prevention Through Environmental Design (CPTED) measures to reduce the threat and incidence of crime in the pedestrian environment.	Consistent - Riverwalk would create a safe and secure neighborhood through the provision of modern urban design practices. Additionally, the development of a mix of uses would provide for round-the-clock life in a manner that would promote safety.
<i>Policy ME-A.2.f.</i> Provide adequate levels of lighting for pedestrian safety and comfort.	Consistent - The project would provide lighting in accordance with Municipal Code regulations to ensure pedestrian safety in the evening hours. Lighting would be hierarchical, with pedestrian-level lighting provided along pedestrian travel ways and crossings. Lighting would be provided at all pedestrian access points to ensure safety.
<i>Policy ME-A.6.a.3.</i> Design grading plans to provide convenient and accessible pedestrian connections from new development to adjacent uses and streets.	Consistent - The Riverwalk conceptual trail and walkways plan, as show in Figure 3-4, Pedestrian Circulation, includes a variety of trails and pathways, complete with trail amenities and treated pedestrian crossings. These facilities would link pedestrians to

	all of Riverwalk’s residential, employment, commercial, and park/open space uses.
<i>Policy ME-A.7.a.</i> Enhance streets and other public rights-of-way with amenities such as street trees, benches, plazas, public art or other measures including, but not limited to those described in the Pedestrian Improvement Toolbox, Table ME-1 [of the City of San Diego Mobility Element].	Consistent - The project includes a diverse landscaping palette in Chapter 6 of the Specific Plan to establish a varied and visually appealing streetscape and pedestrian experience. Street trees have been selected for their aesthetic character and canopy size to provide shade along Riverwalk’s streets.
<i>Policy ME-A.7.b.</i> Design site plans and structures with pedestrian-oriented features.	Consistent - The project includes architectural articulations in the Specific Plan to establish a varied and visually appealing streetscape and pedestrian experience. These include lobbies that face the street, serve as the primary entrance/exit, and feature canopies; shade trees; outdoor seating in areas near building entrances and amenities; private patios; signage; enhanced paving in high traffic pedestrian areas; and storefront glass for resident amenities/retail to allow views to interior spaces.
<i>Policy ME-A.8.</i> Encourage a mix of uses in villages, commercial centers, transit corridors, employment centers and other areas as identified in community plans so that it is possible for a greater number of short trips to be made by walking.	Consistent - The project would create an integrated mixed-use neighborhood, providing residential, employment, recreational, and commercial opportunities. A new Green Line trolley station would be provided, as well as a mobility hub, that would allow for connection to various mobility opportunities.
Transit First	
<i>Goal.</i> An attractive and convenient transit system that is the first choice of travel for many of the trips made in the City.	Consistent - Mission Valley is served by the Green Line Trolley and numerous bus routes. Riverwalk would provide a new trolley station between existing transit centers at Fashion Valley to the east and Morena/Linda Vista to the west. This trolley station would provide convenient access to high-performing transit not only for Riverwalk residents, employees, and visitors, but also those within the surrounding community.
<i>Policy ME-3.9.b.</i> Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services.	Consistent - The Riverwalk Specific Plan would create a new urban village centered around a new Green Line Trolley transit stop.
Street and Freeway System	
<i>Goal.</i> An interconnected street system that provides multiple linkages within and between communities.	Consistent - The roadway network as shown in Figure 3-8, <i>Vehicular Circulation Plan</i> , for Riverwalk would provide linkages to the existing surrounding community to the north, east, and south. Additionally, Riverwalk would provide a new interconnected street system within the project.
<i>Goal.</i> Safe and efficient street design that minimizes environmental and neighborhood impacts.	
<i>Policy ME-C.3.</i> Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while	Consistent - Riverwalk has been designed to support active transportation. The San Diego River Pathway within Riverwalk would connect to the

maintaining landform and community character impacts.	extension to the east. Other pedestrian and bicycle facilities connect to facilities outside Riverwalk.
Transportation Demand Management	
<i>Goal.</i> Expanded travel options and improved personal mobility.	Consistent – Development of Riverwalk would include motorized and non-motorized travel options. Non-motorized travel would be accommodated through a network of multi-use paths and a diverse bicycle network. Vehicular transportation would be optimized through an integrated circulation network.
<i>Policy ME-E.3.</i> Emphasize the movement of people, rather than vehicles.	
Bicycling	
<i>Goal.</i> A safe and comprehensive local and regional bikeway network.	Consistent – The bicycle circulation plan, shown in Figure 3-6, <i>Bicycle Circulation Plan</i> , includes a variety of bicycle transportation options. Local facilities would tie into regional facilities provided within surrounding roadways, such as the Friars Road cycle track and the San Diego River Pathway.
Parking Management	
<i>Goal.</i> New development with adequate parking through the application of innovative citywide parking regulations.	Consistent – Riverwalk parking would be provided in accordance with City policies and regulations. The Specific Plan includes policies in Section 6.5.3, <i>Parking</i> , that support adaptive parking requirements as regulations and technology changes.
<i>Goal.</i> Increased land use efficiencies in the provision of parking.	Consistent – The Riverwalk Specific Plan encourages the use of structured parking and shared parking to increase land use efficiencies.
Urban Design Element	
General Urban Design	
<i>Goal.</i> A built environment that respects San Diego's natural environment and climate.	Consistent – The Riverwalk Specific Plan has been designed to embrace the San Diego River, a feature of San Diego's natural environment. With regulations of the San Diego River Park Master Plan incorporated into Sections 6.5.16 and 6.5.17 of the Riverwalk Specific Plan, the built environment would be developed in a manner that is respectful of the San Diego River.
<i>Goal.</i> An improved quality of life through safe and secure neighborhoods and public places.	Consistent – Riverwalk would create a safe and secure neighborhood through the provision of modern urban design practices. Additionally, the development of a mix of uses would provide for round-the-clock life in a manner that would promote safety.
<i>Goal.</i> A pattern and scale of development that provides visual diversity, choice of lifestyle, and opportunities for social interaction.	Consistent – Due to the diverse mix of uses proposed for Riverwalk, the pattern of scale and development would be equally diverse. Lifestyle choices and opportunities for social interaction would also be provided due to the mixture of land use and development intensities.
<i>Goal.</i> A City with distinctive districts, communities, neighborhoods, and village centers where people gather and interact.	
<i>Goal.</i> Utilization of landscape as an important aesthetic and unifying element throughout the City.	Consistent –Landscaping within Riverwalk would provide a unifying element within these parks and

	<p>open spaces areas. As detailed in Chapter 3 of the Riverwalk Specific Plan, the Specific Plan includes specific tree species for use in various areas, including along streets and entry drives and within the green belts, as well as specific planting palettes for high visibility areas, such as plazas, community landscaping, private interior courtyard landscaping, and barrier planting. By providing consistent landscaping within special thematic areas, the landscape of Riverwalk would act as a unifying element.</p>
<p><i>Policy UD-A.3.</i> Design development adjacent to natural features in a sensitive manner to highlight and complement the natural environment in areas designated for development.</p>	<p>Consistent - Riverwalk’s urban development includes natural features with the Park District, buffered on either side by a no-use buffer, passive park, and active park use. This placement of the natural features within the center of the Park District separates the environment of the San Diego River from residential, commercial, and employment development. Development of the Park District would be undertaken in compliance with the San Diego River Park Master Plan, except as modified for project implementation, to be sensitive to and complement the natural environment of the river. See Sections 6.5.16 and 6.5.17 of the Riverwalk Specific Plan.</p>
<p><i>Policy UD-A.4.</i> Use sustainable building methods in accordance with the sustainable development policies in the Conservation Element.</p>	<p>Consistent - The project would be designed to meet Title 24 requirements, which addresses sustainable development. The project would also incorporate sustainable building and site design by designing buildings that meet CALGreen, California Green Building Standards Code, reduce energy use through building orientation, construct and operate buildings using materials and methods that promote healthful indoor air quality, consider re-use of building materials, low wattage and/or LED light features, and use of low flow shower heads , faucets, and toilets. Discussion relative to the General Plan’s Conservation Element is provided in Section 5.9, <i>Greenhouse Gas Emissions</i>.</p>
<p><i>Policy UD-A.5.</i> Design buildings that contribute to a positive neighborhood character and relate to neighborhood and community context.</p>	<p>Consistent - The Riverwalk Specific Plan includes policies and regulations that relate to edge conditions where future development is located abutting existing development. These policies and regulations allow Riverwalk to contribute positively to and relate to existing neighborhood character.</p>
<p><i>Policy UD-A.5.d.</i> Encourage the use of materials and finishes that reinforce a sense of quality and permanence.</p>	<p>Consistent - Chapter 6 of the Riverwalk Specific Plan outlines the use of high-quality finishes, which would impart a sense of quality and permanence. Specifically, the Specific Plan states: <i>The buildings should feature enhanced and high-quality materials to encourage pedestrian activity and visual interest.</i></p>

<p><i>Policy UD-A.6.</i> Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.</p>	<p>Consistent - The project includes a diverse landscaping palette and architectural articulations in Chapter 6 of the Specific Plan to establish a varied and visually appealing streetscape and pedestrian experience. The public and private realms are defined through tree-lined public and private streets and plazas. Trees have been selected for their aesthetic character, their compatibility with the natural environment, and their potential for large canopy coverage to provide shade along Riverwalk's streets.</p>
<p><i>Policy UD-A.8.</i> Landscape materials and design should enhance structures, create and define public and private spaces, and provide shade, aesthetic appeal, and environmental benefits.</p>	
<p><i>Policy UD-A.8.b.</i> Use water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water where available.</p>	<p>Consistent - The project would provide an extensive and varied landscape palette that includes an array of drought-tolerant plants and inert material for water conservation and biofiltration.</p>
<p><i>Policy UD-A.8.e.</i> Landscape materials and design should complement and build upon the existing character of the neighborhood.</p>	<p>Consistent - The project includes a diverse landscaping palette in Chapter 6 of the Specific Plan to establish a varied and visually appealing streetscape and pedestrian experience. Street trees have been selected for their aesthetic character and canopy size to provide shade along Riverwalk's streets.</p>
<p><i>Policy UD-A.9.</i> Incorporate existing and proposed transit stops or stations into project design.</p>	<p>Consistent - Riverwalk includes a new Green Line trolley station within the center of the neighborhood.</p>
<p><i>Policy UD-A.11.</i> Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking.</p>	<p>Consistent - The Riverwalk Specific Plan encourages structured parking to reduce the land area devoted to parking.</p>
<p><i>Policy UD-A.12.</i> Reduce the amount and visual impact of surface parking lots.</p>	
<p><i>Policy UD-A.13.</i> Provide lighting from a variety of sources at appropriate intensities and qualities for safety.</p>	<p>Consistent - The project would provide lighting in accordance with Municipal Code regulations to ensure pedestrian safety in the evening hours. Lighting would be hierarchical, with pedestrian-level lighting provided along pedestrian travel ways and crossings. Lighting would be provided at all pedestrian access points to ensure safety.</p>
<p><i>Policy UD-A.17.</i> Incorporate Crime Prevention Through Environmental Design (CPTED) measures, as necessary, to reduce incidences of fear and crime, and design safer environments.</p>	<p>Consistent - The inclusion of a mix of uses that would provide for extended activity on the project site reduces the threat and incidence of crime. Additionally, the provision of residential units ensures greater "eyes on the street," acting as passive threat reduction and crime deterrents. The project would provide lighting in accordance with Municipal Code regulations to ensure pedestrian safety in the evening hours. Lighting would be hierarchical, with pedestrian-level lighting provided along pedestrian travel ways and crossings. Lighting would be provided at all pedestrian access points to ensure safety.</p>
<p>Distinctive Neighborhoods and Residential Design</p>	
<p><i>Goal.</i> A City of distinctive neighborhoods.</p>	

<p><i>Goal.</i> Architectural design that contributes to the creation and preservation of neighborhood character and vitality.</p>	<p>Consistent - The Project would be a district architecturally-cohesive, mixed-use, in-fill neighborhood that would provide for a variety of land uses to create a unique community and contribute to the existing character of Mission Valley. The Riverwalk Specific Plan requires for high-quality finishes and thoughtful siting that respects the existing community while providing a new focal point for the community.</p>
<p><i>Goal.</i> Innovative design for a variety of housing types to meet the needs of the population.</p>	
<p><i>Goal.</i> Infill housing, roadways and new construction that are sensitive to the character and quality of existing neighborhoods.</p>	
<p><i>Goal.</i> Pedestrian connections linking residential areas, commercial areas, parks and open spaces.</p>	<p>Consistent - The Riverwalk conceptual trail and walkways plan, as show in Figure 3-4, <i>Pedestrian Circulation</i>, includes a variety of trails and pathways, complete with trail amenities and treated pedestrian crossings. These facilities would link pedestrians to all of Riverwalk’s residential, employment, commercial, and park/open space uses.</p>
<p><i>Policy UD-B.1.</i> Recognize that the quality of a neighborhood is linked to the overall quality of the built environment. Project should not be viewed singularly, but viewed as part of the larger neighborhood or community plan area in which they are located for design continuity and compatibility.</p>	<p>Consistent - The Project would be an architecturally-cohesive, mixed-use, in-fill neighborhood that would provide for a variety of land uses to create a unique community and contribute to the existing character of Mission Valley. The Riverwalk Specific Plan outlines the use of high-quality finishes and thoughtful siting that respects the existing community providing for continuity and compatibility.</p>
<p><i>Policy UD-B.4.</i> Create street frontages with architectural and landscape interest for both pedestrians and neighboring residents.</p>	<p>Consistent - The project includes a diverse landscaping palette and architectural articulations in the Specific Plan to establish a varied and visually appealing streetscape and pedestrian experience. These include lobbies that face the street, serve as the primary entrance/exit, and feature canopies; shade trees; outdoor seating in areas near building entrances and amenities; private patios; signage; enhanced paving in high traffic pedestrian areas; and storefront glass for resident amenities/retail to allow views to interior spaces.</p>
<p><i>Policy UD-B.5.</i> Design or retrofit streets to improve walkability, strengthen connectivity, and enhance community identity.</p>	<p>Consistent - Riverwalk’s street system incorporates sidewalks and connects to the multi-faceted pedestrian and bicycle network, which would promote connectivity between various project districts and with the surrounding community. This, in turn, would enhance the community identity.</p>
<p><i>Policy UD-B.8.</i> Provide useable open space for play, recreation, and social or cultural activities in multifamily as well as single-family projects.</p>	<p>Consistent - Riverwalk includes active and passive park elements, as well as plazas, mini parks, and pocket parks to facilitate all manner of outdoor gathering, activity, and enjoyment.</p>
<p>Mixed-Use Villages and Commercial Areas</p>	

<p><i>Goal.</i> Mixed-use villages that achieve an integration of uses and serve as focal points for public gathering as a result of their outstanding public spaces.</p>	<p>Consistent – The North District of Riverwalk would provide residential, commercial/employment, and outdoor gathering space. This mixed-use center of the neighborhood would provide for fully integrated uses and serve as the heart of the community. The Central and South Districts would also include an integrated mix of uses and public gathering spaces.</p>
<p><i>Goal.</i> Vibrant, mixed-use main streets that serve as neighborhood destinations, community resources, and conduits to the regional transit system.</p>	<p>Consistent – Riverwalk would incorporate a “main street” element within the North District in the form of the internal spine street. This street would connect the land uses of the North District with park elements and outdoor gathering spaces, as well as the new Green Line trolley station.</p>
<p><i>Goal.</i> Neighborhood commercial shopping areas that serve as walkable centers of activity.</p>	<p>Consistent – Riverwalk would allow for integration of neighborhood commercial shopping throughout the project site. Walkable centers of activity would be provided around the trolley station in the North District, the repurposed golf course clubhouse in the Central District, and the employment node in the South District.</p>
<p><i>Policy UD-C.1.</i> In villages and transit corridors identified in community plans, provide a mix of uses that create vibrant, active places in villages.</p>	<p>Consistent – The Riverwalk Specific Plan would develop as a mixed-use urban village with integrated residential, commercial retail, office and non-retail commercial, and parks and open space uses.</p>
<p><i>Policy UD-C.2.</i> Design village centers to be integrated into existing neighborhoods through pedestrian-friendly site design and building orientation, and the provision of multiple pedestrian access points.</p>	<p>Consistent – Section 6.6, <i>District Specific Guidelines</i>, of the Riverwalk Specific Plan includes policies and regulations that allow for respectful transitions between existing residential developments that interface with the Riverwalk development area and future buildings within the Specific Plan area.</p>
<p><i>Policy UD-C.3.</i> Develop and apply building design guidelines and regulations that create diversity rather than homogeneity, and improve the quality of infill development.</p>	<p>Consistent – Section 6.3.9, <i>Architectural Style and Development Aesthetics</i>, of the Riverwalk Specific Plan includes the following recommendations relative to development diversity:</p> <p><i>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.</i></p>
<p><i>Policy UD-C.4.</i> Create pedestrian-friendly villages.</p>	<p>Consistent – Riverwalk’s pedestrian and bicycle networks, in addition to its transit opportunities and mix of uses, would create a pedestrian-friendly urban village.</p>
<p><i>Policy UD-C.5.</i> Design village centers as civic focal points for public gatherings with public spaces.</p>	<p>Consistent – The heart of the Riverwalk Specific Plan is the Riverwalk River Park and the trolley stop.</p>

	Design elements related to these components, as described in Chapter 6 of the Specific Plan, would create civic focal points for gatherings in public spaces.
<i>Policy UD-C.6.</i> Design project circulation for walkability.	Consistent - Riverwalk’s site design is centered on the pedestrian/bicycle network, as well as the Green Line Trolley station. Active transportation across San Diego River would be afforded by repurposed golf cart bridges and tunnels specifically for pedestrian and bicycle use.
<i>Policy UD-C.7.</i> Enhance the public streetscape for greater walkability and neighborhood aesthetics.	Consistent -The project includes a diverse landscaping palette and architectural articulations in the Specific Plan to establish a varied and visually appealing streetscape and pedestrian experience.
Office and Business Park Development	
<i>Goal.</i> Promote the enhanced visual quality of office and industrial development.	Consistent - The Riverwalk Specific Plan requires the same level of detail and quality of architecture and finishes for employment uses as the rest of the neighborhood. This would ensure the visual quality of any employment areas within Riverwalk, as well as continuity through Riverwalk.
<i>Goal.</i> Provide increased pedestrian and transit orientation within office and industrial developments.	Consistent - Employment may occur throughout Riverwalk, but may be concentrated in the southeastern portion of the site in the South District. This area would provide active transportation connections to the northern portion of the site via the pedestrian and bicycle network. This network would connect to the on-site trolley station. Pedestrian connections off-site would provide access to the Fashion Valley Transit Center and bus stops along Hotel Circle North, as well as to the eastern and western extensions of the San Diego River Pathway.
<i>Policy UD-D.1.</i> Provide expanded opportunities for local access and address the circulation needs of pedestrians within and among office and business park developments.	
<i>Policy UD-D.2.</i> Assure high quality design of buildings and structures. The design and orientation of buildings within projects affect the pedestrian- and transit-orientation.	Consistent - The Riverwalk Specific Plan requires the same level of detail and quality of architecture and finishes for employment uses as the rest of the neighborhood. This would ensure the visual quality of any employment areas within Riverwalk.
Public Spaces and Civic Architecture	
<i>Goal.</i> Significant public gathering spaces in every community.	Consistent - Public gathering spaces within Riverwalk would be provided in the form of the San Diego River channel, active and passive parks, pocket parks, mini parks and plazas. These spaces would be designed to provide their own distinct civic space and contribute to the distinctive character envisioned for Riverwalk by the Specific Plan.
<i>Policy UD-E.1.</i> Include public plazas, squares or other gathering spaces in each neighborhood and village center.	
Economic Prosperity Element	
Commercial Land Use	
<i>Goal.</i> Commercial development which uses land efficiently, offers flexibility to changing resident and	Consistent - Proposed zoning for Riverwalk allows for commercial development to occur throughout the project site, as stand-alone establishments or

business shopping needs, and improves environmental quality.	integrated into mixed-use buildings. This allows for land efficiency and maximum flexibility in response to resident demand, business needs, and market fluctuations.
<i>Goal.</i> Economically healthy neighborhood and community commercial areas that are easily accessible to residents.	Consistent - Commercial development within Riverwalk would be provided on a variety of scales, which would allow for small business opportunities. Additionally, the provision of large and small commercial space integrated into and in proximity to residential development further promotes small businesses, home-based employment, and entrepreneurship.
<i>Goal.</i> New commercial development that contributes positively to the economic vitality of the community and provides opportunities for new business development.	
Employment Development	
<i>Goal.</i> A city with an increase in the number of quality jobs for local residents, including middle-income employment opportunities and jobs with career ladders.	Consistent - Employment uses within Riverwalk would be varied, ranging from retail and service employment to business park and office uses. This variety of uses provides for middle-income employment, as well as career opportunities.
Public Facilities, Services, and Safety Element	
Evaluation of Growth, Facilities, and Services	
<i>Goal.</i> Adequate public facilities that are available at the time of need.	Consistent - The project includes a phasing plan to ensure that adequate public facilities would be available at the time project development comes online.
<i>Policy PF-C.1.</i> Require development proposals to fully address impacts to public facilities and services.	Consistent - Project impacts to public facilities and services are addressed in Section 5.15 of this EIR.
Fire Rescue	
<i>Goal.</i> Protection of life, property, and environment by delivering the highest level of emergency and fire-rescue services, hazard prevention, and safety education.	Consistent - The project has been reviewed by the City's Fire-Rescue department. The project would not result in significant impacts to these services, and construction of new facilities would not be required for the project.
<i>Policy PF-D.12.a.</i> Assess site constraints when considering land use designations near wildlands to avoid or minimize wildfire hazards as part of a community plan update or amendment.	Consistent - Wildland fire hazard has been addressed in Section 5.16, <i>Health and Safety</i> , of this EIR.
<i>Policy PF-D.13.</i> Incorporate fire safe design into development within very high fire hazard severity zones to have fire-resistant building and site design, materials, and landscaping as part of the development review process.	The Landscape Regulations require brush management review on properties mapped within the Very High Fire Hazard Severity Zone (VHFHSZ) where habitable structures are located within 100 feet of areas with native and naturalized vegetation. Although this zone is mapped along the San Diego River which traverses the site, most structures within the project would be sited over 79 feet from the native/naturalized condition. In Lots 36 through 40 where development may be less than 79 feet from this wildland-urban interface, a modified Zone One would be implemented. The Zone One would consist of areas within the development footprint such as setbacks and developed fire breaks, in addition to alternative compliance measures to provide the

	<p>equivalency of a full brush management defensible space program. Brush management would be implemented through both the Riverwalk Specific Plan (Section 5.3.4, <i>Brush Management</i>) and the VTM.</p> <p>Additionally, the project has been designed in accordance with and would be built to fire code requirements, including provision of fire hydrants and proper street access for emergency vehicles. The project has been reviewed by the City's Fire and Rescue Department, which has determined that the project is consistent with City regulations pertaining to Fire protection.</p>
Police	
<p><i>Goal.</i> Safe, peaceful, and orderly communities.</p>	<p>Consistent - The project has been reviewed by the City's Police department. The project would not result in significant impacts to these services, and construction of new facilities would not be required for the project.</p>
Storm Water Infrastructure	
<p><i>Goal.</i> Protection of beneficial water resources through pollution prevention and interception efforts.</p>	<p>Consistent - As evaluated in Section 5.14, <i>Water Quality</i>, the project would be developed with BMPs to ensure reduction in pollutants in urban runoff and storm water.</p>
<p><i>Goal.</i> A storm water conveyance system that effectively reduces pollutants in urban runoff and storm water to the maximum extent practicable.</p>	
Waste Management	
<p><i>Goal.</i> Maximum diversion of materials from disposal through the reduction, reuse, and recycling of wastes to the highest and best use.</p>	<p>Consistent - As evaluated in Section 5.13, <i>Public Utilities</i>, the project would not result in significant impacts to solid waste management.</p>
Seismic Safety	
<p><i>Goal.</i> Development that avoids inappropriate land uses in identified seismic risk areas.</p>	<p>Consistent - As evaluated in Section 5.11, <i>Geologic Conditions</i>, development of the project would not result in significant impacts relative to seismic risk.</p>
<p><i>Policy PF-Q.1.</i> Protect public health and safety through the application of effective seismic, geologic, and structural considerations.</p>	<p>Consistent - Potential project impacts relative to seismic and geologic constraints are discussed in Section 5.11, <i>Geologic Conditions</i>.</p>
Recreation Element	
Recreational Opportunities	
<p><i>Goal.</i> A City with a diverse range of active and passive recreational opportunities that meet the needs of each neighborhood/community and reinforce the City's natural beauty and resources.</p>	<p>Consistent - The project would develop a diverse range of recreational elements, which include a park, pocket parks, mini parks, plazas, and an extensive trail system, as well as an open space river channel. These facilities would not only serve the project, but the greater Mission Valley community.</p>
Preservation	
<p><i>Goal.</i> Preserve, protect and enrich natural, cultural, and historic resources that serve as recreational facilities.</p>	<p>Consistent - The project would provide an enhanced San Diego River channel through the center of the project site. Additionally, along the San Diego River channel, species of cultural significance</p>

	would be called out and interpretive signage would be provided.
<i>Policy RE-C.2.</i> Protect, manage, and enhance population- and resource-based parks and open space lands through appropriate means which include sensitive planning, park and open space dedications, and physical protective devices.	Consistent - The Riverwalk Specific Plan incorporates the San Diego River as an integral component of the project. Project components, such as the no use buffer and mitigation bank would allow for protection and management of the San Diego River, while the wetland restoration would enhance this natural feature.
<i>Policy RE-C.5.</i> Design parks to preserve, enhance, and incorporate items of natural, cultural, or historic importance.	Consistent - The Riverwalk River Park would enhance the San Diego River channel, while providing buffer from more active recreational uses through buffer planting, fencing, and signage, as required by the San Diego River Park Master Plan. Additionally, along the San Diego River channel, species of cultural significance would be called out and interpretive signage would be provided.
Accessibility Goal	
<i>Goal.</i> Park and recreation facilities that are sited to optimize access by foot, bicycle, public transit, automobile, and alternative modes of travel.	Consistent - The Riverwalk River Park, the major park element of the project, would be accessed via a network of trails and walkways, vehicular roads, and the trolley station/transit. Other park elements within Riverwalk are also accessed through similar circulation elements.
<i>Goal.</i> Provision of an inter-connected park and open space system that is integrated into and accessible to the community.	Consistent - Riverwalk would develop a multi-faceted park system, including the expansive Riverwalk River Park, pocket parks, mini parks, and plazas. These parks are interconnected to each other and integrated into the community.
<i>Goal.</i> Recreational facilities that are available for programmed and non-programmed uses.	Consistent - Riverwalk's parks would be available to residents, visitors, and employees of Riverwalk, as well as community members of Mission Valley and the city as a whole.
<i>Policy RE-D.2.</i> Provide barrier-free trails and outdoor experiences and opportunities for persons with disabilities where feasible.	Consistent - Riverwalk's sidewalk network would be ADA accessible, as well the provided San Diego River Pathway.
<i>Policy RE-D.6.</i> Provide safe and convenient linkages to, and within, park and recreation facilities and open space areas.	Consistent - Riverwalk's park elements would be accessible via the pedestrian and vehicular network, and access points to the park elements would be clearly demarcated.
<i>Policy RE-D.6.a.</i> Provide pedestrian and bicycle paths between recreational facilities and residential development.	Consistent - Riverwalk's proposed pedestrian and bicycle circulation networks would connect to and through the Riverwalk River Park and to other park elements of the project.
<i>Policy RE-D.6.b.</i> Designate pedestrian and bicycle corridors, and equestrian corridors where appropriate, that link residential neighborhoods with park and recreation facilities, trails, and open spaces.	Consistent - Riverwalk's proposed pedestrian and bicycle network would link residential land uses to the park and open space elements of the project.
<i>Policy RE-D.6.c.</i> Improve public access through development of, and improvements to, multi-use	Consistent - The Riverwalk Specific Plan would implement the San Diego River Pathway on the north side of the San Diego River and would include

trails within urban canyons and other open space areas.	numerous trail throughout the Riverwalk River Park that would be accessible to pedestrians and bicyclists.
<i>Policy RE-D.6.f.</i> Identify key trails and access points as part of community plan updates, discretionary permit reviews, and other applicable land use and park planning documents.	Consistent – At the time development projects come forward within the Central and South Districts, access points would be clearly delineated to users of the trails within the Riverwalk River Park.
Open Space Lands and Resource-Based Parks	
<i>Goal.</i> An open space and resource-based park system that provides for the preservation and management of natural resources, enhancement of outdoor recreation opportunities, and protection of the public health and safety.	Consistent – The Riverwalk River Park would enhance the San Diego River channel, while providing buffer from more active recreational uses through buffer planting, fencing, and signage, as required by the San Diego River Park Master Plan. An integrated active transportation network and convenient access to transit would facilitate and promote public health and safety.
Conservation Element	
Climate Change and Sustainable Development	
<i>Goal.</i> To reduce the City's overall carbon dioxide footprint by improving energy efficiency, increasing use of alternative modes of transportation, employing sustainable planning and design techniques, and providing environmentally sound waste management.	Consistent – As analyzed in Section 5.9, <i>Greenhouse Gas Emissions</i> , the project would be consistent with the City's Climate Action Plan, thereby resulting in reduced emissions and carbon footprint.
<i>Policy CE-A.5.</i> Employ sustainable or “green” building techniques for the construction and operation of buildings.	Consistent – The project would be designed to meet Title 24 requirements, which addresses sustainable development. The project would also incorporate sustainable building and site design by designing buildings that meet CALGreen, California Green Building Standards Code, reduce energy use through building orientation, construct and operate buildings using materials and methods that promote healthful indoor air quality, consider re-use of building materials, low wattage and/or LED light features, and use of low flow shower heads, faucets, and toilets.
<i>Policy CE-A.11.</i> Implement sustainable landscape design and maintenance.	Consistent – Riverwalk's landscape plan includes native, native-friendly, and drought-tolerant landscaping.
Urban Runoff Management	
<i>Policy CE-E.2.g.</i> Apply land use, site development, and zoning regulations that limit impacts on, and protect the natural integrity of topography, drainage systems, and water bodies.	Consistent – Project impacts relative to runoff and drainage are discussed in Section 5.12, <i>Hydrology</i> , of this EIR.
Urban Forestry	
<i>Goal.</i> Protection and expansion of a sustainable urban forest.	Consistent – Riverwalk would contribute to the fabric of the urban forest by planting with a landscape palette of native riparian trees along the San Diego River channel and thematic trees along roadways and within parks and plaza elements.

	<p>Additionally, a tree survey was undertaken for the project site. The tree survey was based on the southern-most 18 holes south of the trolley tracks. The tree survey excluded trees within the San Diego River channel. The existing tree survey yielded the following data:</p> <p>Area: 129.1 acres Approximate tree coverage: 8.6 to 12.1 acres Percentage: 6.7 percent to 9.4 percent tree canopy coverage.</p> <p>An estimation of the northern nine holes indicates that the percent coverage would be the same as the southern 18 holes. Therefore, it is estimated that the approximate canopy coverage for existing conditions, outside of the trolley track easement and San Diego River channel, is 6.7 percent to 9.4 percent for the entire golf course.</p> <p>As the Riverwalk River Park planting plan has not yet been finalized, tree coverage for the developed areas of the Specific Plan area was analyzed under the Riverwalk Specific Plan condition. The analysis yielded the following proposed tree survey:</p> <p>Area: 98.7 acres Approximate tree coverage: 19.6 acres (assumes an average tree canopy diameter of 30 feet at maturity) Percentage: 19.9 percent tree canopy coverage</p> <p>The above percentage is conservative and does not account for the Riverwalk River Park, which would provide an even greater amount of coverage with the addition of trees and shrubs throughout the park and revegetated areas.</p> <p>Action 5.1 of the CAP targets 15 percent urban tree canopy coverage citywide by 2020 and 35 percent urban tree canopy coverage citywide by 2035. Development areas of the Specific Plan area would achieve a minimum of approximately 20 percent tree canopy coverage, which would exceed the 2020 tree canopy coverage target and would contribute to the 2035 tree canopy coverage target. Although it is unknown at this time how much tree canopy would occur within the Riverwalk River Park and San Diego River channel, trees planted in those portions of the project site would increase the site's tree canopy coverage beyond the projected 20 percent. The</p>
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	project would positively contribute to the targeted tree canopy coverage percentages of the CAP.
<i>Policy CE-J.1.b.</i> Plant large canopy shade trees, where appropriate and with consideration of habitat and water conservation goals, in order to maximize environmental benefits.	Consistent - Large canopy trees would be a component of the Riverwalk Street Tree and Greenbelt plan, as well as within parks and open space areas.
<i>CE-J.1.c.</i> Seek to retain significant and mature trees.	Consistent - The Riverwalk Specific Plan contains the following discussion relative to existing trees on-site: <i>Existing on-site tree specimens will be analyzed on an individual basis for preservation in their present or in a new location to the greatest extent feasible. All efforts will be made to preserve mature trees where possible. Existing trees will be analyzed and assessed in accordance with Council Policy 900-19 and the Conserve-A-Tree Program.</i>

Noise Element

Noise and Land Use Compatibility

<i>Policy NE-A.2.</i> Assure the appropriateness of proposed developments relative to existing and future noise levels by consulting the guidelines for noise-compatible land use (General Plan Table NE-3) to minimize the effects on noise-sensitive land uses.	Consistent - As discussed in Section 5.1, <i>Land Use</i> and 5.8, <i>Noise</i> , the project would avoid noise impacts to the extent practicable, and would minimize unavoidable impacts through project design features such that no significant impacts occur. Existing noise levels do not exceed 75 dBA. Any future residential use above the 70 dBA CNEL must include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL and be located in an area where a community plan allows multiple unit and mixed-use residential uses, as required by the General Plan. As such, the project would be consistent with General Plan Table NE-3.
<i>Policy NE-A.4.</i> Require an acoustical study consistent with Acoustical Study Guidelines for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds as indicated on the Land Use – Noise Compatibility Guidelines (Table NE-3 of the General Plan), so that noise mitigation measures can be included in the project design to meet the noise guidelines.	

Motor Vehicle Traffic Noise

<i>Policy NE-B.4.</i> Require new development to provide facilities which support the use of alternative transportation modes, such as walking, bicycling, carpooling, and, where applicable, transit to reduce peak-hour traffic.	Consistent - Riverwalk is designed around being supportive of active transportation, transit, and alternative transportation modes. The project would include an expansive and interconnected pedestrian and bicycle network. A new station for the Green Line trolley would be incorporated into the North District. Additionally, a mobility hub would be located in the project to provide connections to various transportation modes, including transit, bicycle and car/ride share, shuttle, and other transportation innovations as they become available.
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Trolley and Train Noise

<i>Goal.</i> Minimal excessive fixed rail-related noise on residential and other noise-sensitive land uses	Consistent - The Green Line Trolley runs east-west through the project site, delineating the North District from the Central District. Due to other site constraints, such as the San Diego River floodway, in order to maximize land use efficiency, the majority
<i>Policy NE-C.1.</i> Use site planning to help minimize exposure of noise sensitive uses to rail corridor and trolley line noise.	

	<p>of the project’s development intensity would be located in these two districts. Site planning includes buffer space adjacent to the trolley tracks to minimize noise and sound attenuation would be required to ensure no interior noise conflicts. Additionally, as presented in Section 5.8, <i>Noise</i>, noise impacts due to transit noise were found to be less than significant.</p>
<p>Commercial and Mixed-Use Activity Noise</p>	
<p><i>Goal.</i> Minimal exposure of residential and other noise-sensitive land uses to excessive commercial and mixed-use related noise.</p>	<p>Consistent – Residential development would be sited in such a way to minimize conflicts with excessive noise uses. Due to the integrated, mixed-use nature of the project, avoidance of potential conflicts between residential and commercial land uses may not be possible. Where necessary, sound attenuation would be required to ensure no interior noise conflicts. As presented in Section 5.8, <i>Noise</i>, no interior noise impacts would result.</p>
<p><i>Policy NE-E.1.</i> Encourage the design and construction of commercial and mixed-use structures with noise attenuation methods to minimize excessive noise to residential and other noise-sensitive land use.</p>	
<p><i>Policy NE-E.2.</i> Encourage mixed-use developments to locate loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from the residential component of the development.</p>	<p>Consistent – The Specific Plan encourages loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components are to be located away from residential elements of mixed-use developments.</p>
<p>Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise</p>	
<p><i>Goal.</i> Minimal exposure of residential and other noise-sensitive land uses to excessive construction refuse vehicles, parking lot sweeper-related noise and public noise.</p>	<p>Consistent – As discussed in Section 5.8, <i>Noise</i>, the project’s construction activities would occur during allowable times and generate sound levels below 75 dBA Leq (12 hours), in compliance with Section 59.5.404 of the City of San Diego Municipal Code. Any future parking lot street-sweeper activity would occur during allowable times.</p>
<p>Typical Noise Attenuation Methods</p>	
<p><i>Goal.</i> Attenuate the effect of noise on future residential and other noise-sensitive land uses by applying feasible noise mitigation measures.</p>	<p>Consistent – The project would include conditions that ensure future development is in compliance with the Noise Compatibility Guidelines.</p>
<p>Historic Preservation Element</p>	
<p>Identification and Preservation of Historical Resources</p>	
<p><i>Policy HP-A.2.</i> Fully integrate the consideration of historical and cultural resources in the larger land use planning process.</p>	<p>Consistent – The Riverwalk Specific Plan area is the site of former Kumeyaay settlements, which would be reflected in project landscaping and interpretive signage:</p> <p><i>As mentioned previously, before the arrival of the Spanish, the San Diego River valley was dominated by local tribes who relied upon local plant materials in their daily lives. Since the arrival of the Spanish, the local vegetation of the Riverwalk site has been largely replaced by agriculture, then the golf course. The Riverwalk Specific Plan includes native and historical landscape materials and signage articulating their historical uses and important.</i></p>

	<p><i>Riverwalk incorporates special features to reflect the project site's prominent location within the prehistory of San Diego. A plant palette that incorporates species traditionally utilized by the Kumeyaay people, which includes mugwort (<i>Artemisia douglasiana</i>), mulefat (<i>Baccharis salicifolia</i>), western ragweed (<i>Ambrosia psilostachya</i>), California deergrass (<i>Muhlenbergia rigens</i>), red willow (<i>Salix laevigata</i>), arroyo willow (<i>Salix lasiolepis</i>), elderberry (<i>Sambucus nigra</i>), and Fremont's cottonwood (<i>Populus fremontili</i>), will be a part of the landscape plan for the Riverwalk River Park. Additionally, interpretive signage will include identification signs along the San Diego River Pathway with plants traditionally utilized by the Kumeyaay people identified by a symbol. A storyboard sign will also be provided that describes the native plants identified along the San Diego River Pathway and their relationship to the Kumeyaay people's ability to thrive in the region.</i></p>
<p>Housing Element</p>	
<p><i>Policy HE-A.5. Ensure efficient use of remaining land available for residential development and redevelopment by requiring that new development meet the density minimums, as well as maximums, of applicable zone and plan designations.</i></p>	<p>Consistent – Riverwalk would develop a variety of housing types in a manner that utilizes a higher-density zone and maximizes efficient development of land.</p>

Table 5.1-2. San Diego River Park Master Plan Analysis

<p>General Recommendations</p>	
<p>3.1.1. Restore and maintain a healthy River system.</p>	<p>Consistent – The project includes habitat restoration and enhancement of the portion of the San Diego River that runs through the project site.</p>
<p>3.1.1.D. Encourage the growth of appropriate native riparian and upland vegetation.</p>	<p>Consistent – The project includes the restoration and enhancement of riparian habitat along the San Diego River.</p>
<p>3.1.1.H. Future development projects should incorporate hydrology and water quality considerations in all planning and guidance documents and monitor water quality following implementation of the projects.</p>	<p>Consistent – This EIR analyzes potential impacts of the project hydrology in Section 5.12, <i>Hydrology</i>, and 5.14, <i>Water Quality</i>.</p>
<p>3.1.2.A. Establish appropriate corridors for the River, wildlife, and people.</p>	<p>Consistent – The project design accounts for the San Diego River channel.</p>
<p>3.1.3.A. Create a continuous multi-use San Diego River Pathway from the Pacific Ocean to the City of Santee.</p>	<p>Consistent – The project would construct the San Diego River Pathway within the site to ensure regional connectivity.</p>
<p>3.1.5.D. Include access to the River through new development.</p>	<p>Consistent – The project would provide pedestrian linkages and physical access from the developed</p>

	portions of the site to the San Diego River. No direct physical access for the public to the San Diego River would be provided.
Specific Recommendations	
3.2.2.D. Pursue opportunities to address the hydrology of the River, to provide public parks and to orient the new development toward the River in Specific Plan areas, if amended.	Consistent - The project orients development toward the river, enhances and restores a portion of the MHPA area surrounding the river and creates approximately 97 acres of on-site park space
3.2.2.J. Provide interpretive signage along the San Diego River Pathway about the rich history of the Lower Valley.	Consistent - The project would include signage along the San Diego River Pathway and throughout the project site that celebrates the rich history of the Lower Valley Reach.

Table 5.1-3. Mission Valley Community Plan Analysis

Area Specific	
Specific Plan Guidance	
<i>Policy SPG-1.</i> Establish the planning and policy functions in the specific plan for the area governed by the specific plan. Should an amendment be processed to a specific plan that was adopted prior to the adoption of this plan, the amendment should be consistent with the planning and policy functions of this community plan.	Consistent - The Riverwalk Specific Plan includes policy and regulatory functions.
<i>Policy SPG-2.</i> Rescind obsolete specific plans where the property owner(s) deem them no longer relevant. Land uses and policies in this community plan would govern those sites after a rescission.	Consistent - Included within the discretionary actions for the project is the rescission of the Levi-Cushman Specific Plan.
<i>SPG-3.</i> Where appropriate, consider updating the Mission Valley Impact Fee Study for future specific plans, such as where a project-specific traffic analysis identifies community serving infrastructure not previously-anticipated. See: General Plan Policies PF-C.1 through PF-C.7.	Consistent - It was determined that the project would not need to update or amend the IFS. This policy is not applicable to the project.
<i>Policy SPG-4.</i> Coordinate the design of new transportation infrastructure included in specific plans with SANDAG, Caltrans, and MTS.	Consistent - The Riverwalk Specific Plan includes a proposed transit stop that would serve the Green Line Trolley. The Specific Plan is also designed to accommodate future bus service, should MTS bus service become available through the Specific Plan area at a later date.
Freeway Adjacent	
<i>FAD-1.</i> Buffer buildings adjacent to a freeway from the freeway with off-street parking or landscaping.	Consistent - The Riverwalk Specific Plan seeks to optimize development interface along all frontages, including Hotel Circle North facing I-8, to create a fully immersive pedestrian experience around and through the Specific Plan area. As shown in Figure 3-5, <i>Conceptual Landscape Plan</i> , of this EIR, landscaping would be integrated into the South District, including along the southern boundary facing Hotel Circle North and I-8. Additionally, as described in Chapter 3.0 of this EIR, the north side of Hotel Circle North

	<p>would be widened with the project by approximately 10 feet to accommodate a cycle track, parkway, and sidewalk. This space would allow for Hotel Circle North improvements to be implemented per the vision of the Mission Valley Community Plan, which would include a seven-foot landscaped parkway, providing further buffering.</p>
<p><i>FAD-2. Orient freeway-adjacent buildings such that courtyards and residential units with operable windows and balconies face away from the freeway.</i></p>	<p>Consistent – The Riverwalk Specific Plan does not include any specific regulations or policies relative to the siting of courtyards or operable windows. As such, the Specific Plan would not preclude future developments from orienting courtyards and residential units with operable windows away from the freeway. The Specific Plan includes a regulation (Reg-195) that addresses potential balconies along the southern boundary of the site, included below.</p> <ul style="list-style-type: none"> • <i>Reg-195. No residential balconies shall front I-8 in areas that exceed an exterior noise level of 70 dBA CNEL.</i>
<p><i>FAD-3. Locate all residential units above the freeway elevation.</i></p>	<p>Consistent – The Riverwalk Specific Plan includes a Tailored Development Standard that prohibits residential units on the ground floor of buildings within the South District, which would locate residential units above the freeway elevation.</p>
<p><i>FAD-4. Incorporate noise attenuation measures on all freeway-adjacent development.</i></p>	<p>Consistent – Any development within the South District would be required to comply with General Plan noise regulations, as well as Title 24 measures that relate to interior noise attenuation. Additionally, the Riverwalk Specific Plan includes the following noise—regulations, which would address and/or attenuate noise for residential uses adjacent to I-8:</p> <ul style="list-style-type: none"> • <i>Reg-195. No residential balconies shall front I-8 in areas that exceed an exterior noise level of 70 dBA CNEL.</i> • <i>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.</i> • <i>Reg-199. Residential units shall be set back a minimum of 100 feet from I-8 travel lanes (i.e., not including offramps).</i>
<p>San Diego River</p>	
<p><i>SDR-1. Follow all Land Use Development Code, Chapter 14, Article 3, Division 1, Special Flood Hazard Areas; Chapter 14, Article 3, Division 1, Environmentally Sensitive Lands; and the San Diego River Park Master Plan requirements on all</i></p>	<p>Consistent – The Riverwalk Specific Plan incorporates the San Diego River Park Master Plan in Sections 6.5.16 and 6.5.17. See Section 5.4, <i>Biological Resources</i>, of this EIR for a discussion of ESL. See Section 5.12,</p>

<p>development within the River Corridor Area and the River Influence Area.</p>	<p><i>Hydrology</i>, of this EIR for a discussion of special flood hazard areas.</p>						
<p>SDR-2. Make trail entrances highly visible from the street and surrounding development, with recognizable and unified design elements at trail entrances, including landscaping, pedestrian-oriented amenities (e.g. drinking fountains and benches), signage, and pavers.</p> <ul style="list-style-type: none"> • Where trails meet public roads, access points should be directly across from each other and the crossing should be signalized. • Wherever possible, pathways should be uninterrupted by conflicts with vehicles through grade separations. 	<p>Consistent – The Riverwalk Specific Plan includes trails within the Riverwalk River Park, as shown in Figure 3-4. At the time development of the Riverwalk River Park, and adjacent districts, comes online, trail entrances would be demarcated to ensure they are highly visible and contain directional signage.</p>						
<p>SDR-3. Link all recreational areas and plazas, passive or active, visually and/or physically to the River Corridor’s passive recreation areas and facilities, so that they are integrated into the area-wide open space system.</p>	<p>Consistent – Where appropriate, due to the size and topography of the Specific Plan area, parks and open space amenities, to include plazas, would be visually and/or physically linked to the San Diego River. Additionally, the Specific Plan includes a pedestrian circulation exhibit, which shows sidewalk and trail connections, as well as conceptual park plan, which shows the various park and plaza elements proposed by the project. These figures are incorporated into this EIR as Figure 3-3 and Figure 3-4, respectively. The Conceptual Park Systems Plan (Figure 3-3) illustrates the green network throughout the Specific Plan area; the Pedestrian Circulation exhibit (Figure 3-4) illustrates pedestrian facilities, many of which are incorporated into the park plan as formalized connectivity between the various park and plaza elements.</p>						
<p>SDR-4. Step buildings down in height toward the San Diego River, in an effort to provide visual openings and a pedestrian scale of development along the River.</p>	<p>Consistent – Section 6.5.16 of the Riverwalk Specific Plan includes the following regulations relative to building height and massing in relation to the San Diego River:</p> <p><i>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></p> <table border="1" data-bbox="824 1585 1412 1873"> <thead> <tr> <th><i>Minimum Distance the Building is Set Back from the River Corridor Area</i></th> <th><i>Maximum Building Height Allowed</i></th> <th><i>Massing</i></th> </tr> </thead> <tbody> <tr> <td><i>10 feet</i></td> <td><i>35 feet</i></td> <td><i>No more than 50 percent of a building’s wall may be located</i></td> </tr> </tbody> </table>	<i>Minimum Distance the Building is Set Back from the River Corridor Area</i>	<i>Maximum Building Height Allowed</i>	<i>Massing</i>	<i>10 feet</i>	<i>35 feet</i>	<i>No more than 50 percent of a building’s wall may be located</i>
<i>Minimum Distance the Building is Set Back from the River Corridor Area</i>	<i>Maximum Building Height Allowed</i>	<i>Massing</i>					
<i>10 feet</i>	<i>35 feet</i>	<i>No more than 50 percent of a building’s wall may be located</i>					

			at the setback measured from the River Corridor Area.
	20 feet	45 feet	No regulation.
	30 feet	85 feet	At or above 100
	85 feet	The maximum building height allowed is equal to the number of feet the building is set back from the River Corridor Area.	feet in height above finished grade, a building's wall shall be at least 30 percent narrower than the width of the building wall on the ground floor.
	115 feet	The maximum building height allowed is established by the base zone.	
SDR-5. Implement permanent best management practices, listed in the City's Storm Water Standards Manual, on all river area development. Incorporate both mandatory structural practices (swales, infiltration basin) and mandatory non-structural practices (restricted irrigation, aggressive street cleaning).	Consistent - BMPs would be implemented as required by the City's Storm Water Standards Manual.		
Transit Adjacent			
TAD-1. Design building entrances and pedestrian paths to provide convenient access to the trolley, and, where possible, direct views of the trolley station.	Consistent - Land uses surrounding the transit stop are envisioned to include activated ground floors with entrances onto the trolley plaza and pedestrian connectivity to the transit stop, as delineated in Section 6.3.7, <i>Mixed-Use Core/Retail/ Transit Stop</i> , of the Riverwalk Specific Plan. Retail activation interface regulations, as illustrated in Figure 6-2, <i>Ground Level Activation</i> , of the Specific Plan and Figure 5.3-1, <i>Riverwalk Specific Plan Retail Activation Interface</i> , of this EIR, and discussed in subsection <i>Retail Activation Interface</i> , of Section 6.4.6, <i>Activated Interfaces</i> , of the Specific Plan also apply to the transit stop area.		
TAD-2. Make active uses, such as retail, café, and restaurants, visible and/or easily accessible to transit users embarking or disembarking the trolley stations.			
TAD-3. Incorporate pedestrian-oriented amenities on development within transit areas, such as enhanced streetscape design; parks; pocket parks; public plazas; large-canopy street trees; seating and shade structures; and water features, which shorten the perceived walking distances within transit areas.	<p>Consistent - The transit stop would include a public plaza with landscaping, seating, and the provision of shade (for example, from canopy trees and/or shade structures). Additionally, subsection <i>Retail Activation Interface</i> of Section 6.5.6, <i>Activated Interfaces</i>, of the Riverwalk Specific Plan, includes the following pedestrian-oriented regulations, which would apply to the transit stop and surrounding plaza:</p> <ul style="list-style-type: none"> • <i>Pedestrian access to retail parking garages and stairs shall be provided along this interface in an architecturally cohesive manner.</i> • <i>Along the interface, enhanced pedestrian experience shall be accomplished through enhanced paving,</i> 		

	<p><i>storefront canopies or outdoor seating in areas near building entrances, cafés, and restaurants.</i></p> <ul style="list-style-type: none"> • <i>Wider sidewalks onto private property are encouraged to accommodate sidewalk cafés.</i>
TAD-4. Facilitate connectivity to transit stations through placement and orientation of pedestrian paths on site plans within transit areas.	Consistent - The Riverwalk pedestrian and bicycle network would connect to the proposed transit stop, as shown in this EIR in Figure 3-4 and Figure 3-6, respectively.
Composition	
Blocks and Lots	
BLK-1. Create a robust secondary street network in Mission Valley as development is completed. Incorporate new vehicular rights-of-way into plans for large sites such that block sizes do not exceed 500 feet in length.	Consistent - The street network proposed for Riverwalk (shown in Figure 3-8 of this EIR) would create a secondary street network complete with pedestrian and bicycle facilities, as well as vehicle travel lanes.
BLK-2. Design new blocks to be walkable. Maximum block size should be no greater than 300 feet by 600 feet. Encourage any block larger than 300 feet by 600 feet to have a publicly accessible pedestrian connection (paseo) that bisects the block to reduce travel distance for pedestrians.	Consistent - Riverwalk would develop with a walkable grid-pattern of streets that would include pedestrian facilities and amenities. Paseos are recommended in the Riverwalk Specific Plan in Section 3.2.2, <i>Urban Parks</i> , subsection <i>Paseos</i> . Site topography would ultimately be gently sloping toward the San Diego River and would result in generally level building pad areas, which would further promote walkability.
BLK-3. Lay out new streets in a connective pattern unless topography, environmental conditions, or the like make it infeasible.	
BLK-4. Connect new streets and mid-block pedestrian connections to the surrounding circulation network.	Consistent - The Riverwalk street system (shown in Figure 3-8 of this EIR) would connect to the existing roadway network at numerous locations along Friars Road, Fashion Valley Road, and Hotel Circle North.
BLK-5. Provide a pedestrian public access easement (paseo) through development that is greater than four acres. These easements should provide links between public roads, high activity centers, recreational areas, and transit corridors.	Consistent - The project does not include any developable (numbered) lots greater than four acres. The largest developable lot is 2.667 acres (Lot 31). Therefore, this policy does not apply.
Streetscapes	
STS-1. Provide clear access to and visibility of the adjacent use in areas between pedestrian pathways and buildings. Enhance entrances and fenestration architecturally, with articulation, detailing, stoops/stairs, canopies, arcades, and/or signage.	Consistent - Section 6.4.6, <i>Activated Interfaces</i> , of the Riverwalk Specific Plan provides guidance for ground floor design features, such as entrances, detailing, and signage.
STS-2. Maintain the minimum following dimensions for the unobstructed path of travel for pedestrians (sidewalk) in/through building entry areas: <ul style="list-style-type: none"> • Six feet along local streets; • Eight feet along major/collector streets or abutting high intensity residential development along local streets; and • Ten feet abutting high intensity commercial development. 	Consistent - Sidewalks within the project would range from five to 14 feet, with a general width of six to seven feet (as shown in Figure 4-11 through 4-36 of the Riverwalk Specific Plan). Sidewalks have been designed to create walkable streets and interesting streetscapes. Although the project does not meet the specific dimensions of this policy, policies and regulations of the Specific Plan do meet the intent of this guidance.
Building Form and Design	

<p><i>BFD-1.</i> Step back upper levels of buildings in areas where building heights vary to transition to adjacent lower building heights. Incorporate architectural elements into building design that smooth the transition between the new and existing architecture.</p>	<p>Consistent – Section 6.6 of the Riverwalk Specific Plan provides special regulations for setbacks adjacent to existing development.</p>
<p><i>BFD-2.</i> Articulate building mass and surfaces with three-dimensional elements that reduce apparent bulk and create visual interest. Building design should include features such as balconies, recesses, projections, varied finishes, transparency, signage, reveals, brackets, cornices at the roof and at the top of the ground floor, and piers at corners and structural bays.</p>	<p>Consistent – Chapter 6 of the Riverwalk Specific Plan contains policies and regulations relative to massing and design. See Section 5.3, <i>Visual Effects and Neighborhood Character</i>, for additional discussion.</p>
<p><i>BFD-3.</i> Utilize corner lots to highlight architecture features with changes in massing and building height and/or create defined building entrances or small plazas by increasing ground floor setbacks.</p>	<p>Consistent – Policies and regulations within Chapter 6 of the Riverwalk Specific Plan address building articulation, massing, height, and entrances. Specific Plan Section 6.4, <i>Architectural Foundation</i>, includes policies and regulations for building articulation in Section 6.4.4, <i>Architectural Use</i>, Section 6.4.5, <i>Building Style and Massing Guidelines</i>, and Section 6.4.6, <i>Activated Interfaces</i>; building entrances, orientation, and siting within Section 6.3.6, <i>Building to Street Relationship</i>, Section 6.4.1, <i>Site Planning</i>, and Section 6.4.6, <i>Activated Interfaces</i>; and policies for massing and building heights within Section 6.4.3, <i>Form and Scale</i>, and Section 6.4.5, <i>Building Style and Massing Guidelines</i>. Building articulation is further addressed specific to each district in Section 6.6, <i>District Specific Guidelines</i>.</p>
<p><i>BFD-4.</i> Limit blank walls to 20 horizontal linear feet within Mission Valley; 30 feet when enhanced by a mural or other permanent public art.</p>	<p>Consistent – The Riverwalk Specific Plan includes the following guidance to avoid large expanses of blank walls:</p> <p><i>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.</i></p>
<p><i>BFD-5.</i> Place, proportion, and design windows to contribute to a coherent and appealing composition, add architectural interest, and differentiate the various components and uses of the building (e.g., ground floor retail spaces, lobbies, office suites, or residential units).</p>	<p>Consistent – The Specific Plan and its associate design guidelines and development standards would ensure that architectural interest, coherent and appealing composition, and differentiation of components is achieved across developments. Windows are specifically addressed the regulations included in Riverwalk Specific Plan Section 6.4.6, <i>Activated Interfaces</i>, and Section 6.5.16, <i>River Influence Area</i>, as well as district-specific policies and regulations within Section 6.6, <i>District Specific Guidelines</i>.</p>

<p><i>BFD-6.</i> Include acoustically rated windows and doors featuring higher Sound Transmission Class ratings to reduce exterior noise in structures with noise sensitive land uses. Retrofit existing structures with the same treatments.</p>	<p>Consistent – Windows of future developments would be consistent with sound rating requirements the time development comes forward, taking into account ambient in noise in the surroundings and interior uses.</p>
<p><i>BFD-7.</i> Satisfy at least ONE of the following conditions on any flat roof element (defined as having a slope less than 10 percent) on all new structures or enlargements:</p> <ul style="list-style-type: none"> ○ The flat roof element is designed as an architectural/landscape amenity to enhance the views from the proposed structure or adjacent structures. Such enhancement may consider roof gardens, architectural features, special pavings and patterns, or other comparable treatment. ○ Up to 40 percent of a building’s coverage can be a single flat roof element, with separate elements differentiated by a minimum 5 foot change in elevation. ○ A minimum of 40 percent of the flat roof element is designed structurally and architecturally to accommodate outdoor activities. ○ A minimum of 40 percent of the flat roof element contains solar panels. ○ The flat roof is over a parking structure that complies with Land Development Code Chapter 14, Article 2, Division 5. 	<p>Consistent – Roof treatments within the Riverwalk Specific Plan may include roofline variations, residential terraces and other amenity uses, parking areas, and/or solar arrays. Roof design would take into account the LDC regulations in place at the time individual developments come forward. Additional policies of the Specific Plan relative to rooflines include:</p> <ul style="list-style-type: none"> ● <i>Policy-3. Design and development of buildings should complement the landscape through features such as terraces and roofscapes.</i> ● <i>Policy-11. Special attention shall be paid to roof area treatment and materials in all buildings.</i> ● <i>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.</i>
<p><i>BFD-8.</i> Identify the pedestrian and bicycle routes to and from Trolley stations and the San Diego River with wayfinding signage. Place signs and other public facilities in a manner that provides a clear, unobstructed pedestrian path and continuous parkway design. Signage should be submitted for review for compliance with one of the following:</p> <ul style="list-style-type: none"> ○ One vertical way-finding sign should be provided per 100 feet of street-facing building façade. Examples of vertical wayfinding signage include permanent banners, traditional sign posts, plaques, or vertical wayfinding signage in the pedestrian zone; or ○ One horizontal way-finding sign should be provided per 100 feet of street facing building façade. Examples of horizontal way-finding include specialized paving patterns or inset arrows along adjacent public rights-of-way, private streets, or private drives. 	<p>Consistent – Pedestrian and bicycle routes within the Specific Plan area (see Figure 3-4 and Figure 3-6 of this EIR, respectively) would provide connection to the proposed trolley stop. Signage would be provided, as appropriate, to ensure wayfinding to the trolley stop is clear.</p>
<p>Building Placement and Orientation</p>	
<p><i>BPO-1.</i> Begin site design by locating the point on the site providing the best access to high-quality transit.</p>	<p>Consistent – The Specific Plan includes extensive policies and regulations relative to building placement</p>

<p>Radiate the site design from that point, where all buildings have the most direct pedestrian access possible to that point.</p>	<p>and orientation in Chapter 6. Specifically, Section 6.4.6 of the Riverwalk Specific Plan addresses ground floor articulation, to include lobbies and entrances; features such as canopies, first floor patios; residential amenities on the ground floor; pedestrian activation; and building orientation.</p>
<p><i>BPO-2.</i> Articulate building mass and surfaces with three-dimensional elements that reduce apparent bulk and create visual interest. Building design should include features such as balconies, recesses, projections, varied finishes, transparency, signage, reveals, brackets, cornices at the roof and at the top of the ground floor, and piers at corners and structural bays.</p>	
<p><i>BPO-3.</i> Face entrances to buildings to the street providing primary access, and establish a direct pedestrian connection between the sidewalk and the primary entry.</p>	
<p><i>BPO-4.</i> Proportion doorways, windows, and other openings to reflect pedestrian scale and movement and to encourage interest at the street level.</p>	
<p><i>BPO-5.</i> Activate ground floor uses and, where possible, make transparent to engage pedestrians and create a livelier environment. Ground floor activation, such as storefronts, dining areas, lobbies, and offices should occur on all streets designated as “Potential Main Street” in the Urban Design section of this plan.</p>	
<p><i>BPO-6.</i> Orient buildings, whenever possible, to create a community gathering place such as an outdoor cafe area, community garden, park, plaza, or public art installation.</p>	
<p><i>BPO-7.</i> Design site plans to encourage interaction among occupants and passersby. Buildings and entrances should be located and configured to define the edges of open spaces and provide visibility and accessibility of open spaces from public rights-of-way and pedestrian pathways.</p>	
<p><i>BPO-8.</i> Conceal all mechanical, electrical, and other building equipment from the public right-of-way and from other existing buildings. Minimize noise and visual impacts with screening materials, landscaping and other buffers. Locate mechanical equipment away from ground floor primary frontage.</p>	
<p>Parking</p>	
<p><i>PRK-1.</i> Encourage shared parking agreements and use of technology to optimize the efficiency of existing and future parking supplies and reduce the burden on future development.</p>	<p>Consistent – Shared parking is encouraged in the Specific Plan. The following policy specifically addresses shared parking:</p> <ul style="list-style-type: none"> • <i>Policy-34. Shared parking based on land use demands at different times of day should be used where applicable.</i>

	Shared parking is also addressed in Riverwalk Specific Plan Section 4.7, <i>Vehicular Access and Parking</i> .
PRK-2. Consider unbundled parking to offset development costs and encourage use of alternative transportation modes on development.	Consistent – Per the project’s TDM, parking would be unbundled.
PRK-3. Consider applying the Parking Standards for Transit Priority Areas (TPA) on development.	Consistent – Future developments within Riverwalk would be able to take advantage of TPA parking standards.
PRK-4. Consider designating priority parking spaces for electric vehicles and zero emissions vehicles on development.	<p>Consistent – The Riverwalk Specific Plan includes the following regulation and policy relative to environmentally-superior vehicle options:</p> <ul style="list-style-type: none"> • <i>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.</i> • <i>Reg-131. Provide electric vehicle-ready parking as required by code.</i> <p>Actual location of parking, including priority parking considerations, would be determined at the time individual developments come online.</p>
PRK-5. Locate parking areas to the side or rear of buildings, away from the public right-of-way and outside of primary frontages.	Consistent – The Specific Plan includes policies and regulations that require parking to be integrated into site and structure design. Because of street activation policies and regulations (see Specific Plan Section 6.3.6, <i>Building to Street Relationship</i> , Section 6.4.6, <i>Activated Interfaces</i> , and Section 6.6, <i>District Specific Guidelines</i>), parking areas would not be anticipated to occur adjacent to primary frontages.
PRK-6. Distribute parking areas throughout a development site to avoid large contiguous parking areas and to integrate landscaping. Each parking area should include no more than 30 percent of the development’s parking spaces.	Consistent – Parking would be distributed throughout the Specific Plan area, with emphasis placed on consolidated and shared parking, as addressed in Section 6.5.3, <i>Parking</i> , of the Riverwalk Specific Plan. Parking is envisioned to be accommodated primary in structures and/or shared facilities, where possible.
<p>PRK-7. Make pedestrian access to parking areas fully accessible, visible, and free of obstructions to ensure safety and minimize conflicts between pedestrians, bicycles, and vehicles.</p> <ul style="list-style-type: none"> • Connect parking areas with adjoining streets and with all primary buildings on site. • Construct walkways at the shortest practical distance between the building entry and the sidewalk. • Differentiate where a walkway crosses a parking area, aisle, or driveway with paving materials, a change in elevation, and/or speed humps. 	<p>Consistent – As part of pedestrian wayfinding, pedestrian access to parking areas would be delineated when such development comes online.</p> <p>The Riverwalk Specific Plan includes the following policy relative to pedestrian access to parking areas:</p> <ul style="list-style-type: none"> • <i>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.</i>

	<ul style="list-style-type: none"> • <i>Policy-75. Driveway entrances to parking areas should minimize disturbances to the pedestrian continuity of the sidewalk areas.</i>
<p>PRK-8. Encourage a minimum of 10 percent landscaping of the parking lot area.</p>	<p>Consistent – The Specific Plan includes parking area landscaping policies and regulations (subsection <i>Parking Lot Landscaping</i> of Riverwalk Specific Plan Section 6.5.11, <i>Landscape Features</i>) to ensure adequate landscaping within parking lots and other parking areas.</p>
<p>PRK-9. Locate loading and service areas off the public right-of-way and screen with masonry walls, landscaping, or architectural elements. Design loading/service areas to avoid creating concealed hiding places.</p>	<p>Consistent – Screening of loading areas would be consistent with LDC Chapter 14, Article 2, Division 10. Additionally, the Specific Plan includes the following overall regulation for loading area screening:</p> <p><i>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.</i></p> <p>Specific to screening of loading areas within the River Influence Area (Section 6.5.16 of the Riverwalk Specific Plan), the following regulations apply:</p> <p><i>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. Screening shall be of the same design and materials as the primary building façade.</i></p>
<p>PRK-10. Locate bicycle parking near building entrances and exits, and ensure it is secured, weather protected, and illuminated with adequate lighting.</p>	<p>Consistent – Future development would determine the appropriate location for bicycle parking taking into account considerations to proximity to the building entrance, safety and security, and ease of access from the bicycle network. Bicycle parking is specifically addressed in Riverwalk Specific Plan Section 6.5.3, <i>Parking</i>; the <i>Bicycle Facilities/Bike Racks/Parking</i> subsection of Section 6.5.12, <i>Transportation Features</i>; and the <i>Active Transportation</i> subsection of Section 6.5.13, <i>Sustainable Features</i>.</p>
<p>PRK-11. Design structured parking as an integral part of the development it serves, consistent in style and materials with the rest of the development.</p>	<p>Consistent – The Specific Plan requires parking structures to be integrated into project design and includes the following policies:</p> <ul style="list-style-type: none"> • <i>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.</i>

	<ul style="list-style-type: none"> • <i>Policy-30. Structured parking is encouraged to make efficient use of the land area and to avoid expansive areas of open parking lots.</i> • <i>Policy-31. Parking structures should be architecturally integrated with development to reduce the visual prominence devoted to parking.</i> • <i>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.</i>
<p><i>PRK-12. Design partially below-grade parking structures to be a maximum of four feet above the adjacent sidewalk grade, and screen the exposed portion with landscaping and/or design elements that are architecturally consistent in design with and that complement the rest of the building.</i></p>	<p>Consistent – Any partially below-grade parking would be designed consistent with LDC regulations and would be integrated into project design.</p>
<p><i>PRK-13. Provide garage or tuck-under parking access from side streets or rear alleys.</i></p>	<p>Consistent – Parking structure access would occur on secondary streets, where possible. The Riverwalk Specific Plan includes the following policy relative to parking access siting:</p> <ul style="list-style-type: none"> • <i>Policy-39. Large parking areas shall 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.</i>

Land Use

Commercial Development

<p><i>COM-1. Design commercial development with a “Main Street” feel, providing building doors and access to open space areas directly from the street, or primary pedestrian path if adequate street frontage is unavailable.</i></p>	<p>Consistent – It is envisioned the spine road of Riverwalk would impart the feeling of a main street, with commensurate treatment for commercial uses along it. In addition to the retail, street, and park activation regulations that would occur along the spine road as described in Section 6.4.6, <i>Activated Interfaces</i>, of the Riverwalk Specific Plan, the following regulation applies to the spine road:</p> <ul style="list-style-type: none"> • <i>Reg-16g. 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.</i>
<p><i>COM-2. Distinguish and accentuate the ground floor of buildings through facade articulation and transparency of building function/program.</i></p>	<p>Consistent – The Specific Plan includes extensive policies and regulations relative to building placement and orientation in Chapter 6. Specifically, Section 6.4.6 of the Riverwalk Specific Plan addresses ground floor articulation, to include lobbies and entrances; features such as canopies, first floor patios, transparency and windows, etc.; residential amenities on the ground floor; pedestrian activation; and building orientation.</p>
<p><i>COM-3. Design street-facing storefronts to create an active and inviting pedestrian realm.</i></p> <ul style="list-style-type: none"> ○ In one retail structure with several stores, define individual storefronts by providing variations in facades, such as shallow recesses at entries, piers, or other architectural elements, to create the appearance of several smaller buildings or 	

<p>shops, rather than a single, large, and monotonous building.</p> <ul style="list-style-type: none"> o Complete storefront facades should include doors, large display windows, bulkheads, signage areas, and awnings. 	
<p>COM-4. Design building entries so that they are clearly defined and distinguishable from the street and pedestrian paths. Building entries should include at least one of the following design features: entry plaza, vertical articulation, or architectural elements such as a recessed entry, awnings canopy, or portico.</p>	
<p>COM-5. Locate the primary entrances for both first-floor establishments and upper level units within the primary façade and make them visible and accessible from the street.</p>	
<p>COM-6. Site nearly all parking serving commercial development behind any buildings facing the primary street. Large parking fields in front of buildings are not permitted.</p>	<p>Consistent – The Riverwalk Specific Plan includes policies that require parking to be integrated into site and structure design. Because of street activation policies, parking areas would not be anticipated to occur adjacent to primary frontages. The following policies address parking:</p> <ul style="list-style-type: none"> • <i>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.</i> • <i>Policy-30. Structured parking is encouraged to make efficient use of the land area and to avoid expansive areas of open parking lots.</i> • <i>Policy-31. Parking structures should be architecturally integrated with development to reduce the visual prominence devoted to parking.</i> • <i>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.</i> • <i>Policy-39. Large parking areas shall 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.</i>
<p>COM-7. Provide for the privacy and noise attenuation of adjacent homes on any commercial development sited adjacent to residential development.</p>	<p>Consistent – The Riverwalk Specific Plan contains the following policy to address noise from commercial uses, particularly loading areas:</p>

	<ul style="list-style-type: none"> • <i>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.</i>
<p>COM-8. Design office development to accommodate changes in workforce styles and needs. Office uses should be developed within high-quality office districts where workers have access to restaurants, services, and outdoor recreation.</p>	<p>Consistent – Riverwalk would accommodate a variety of office and employment models. The South District, envisioned to be the employment hub of the neighborhood, is envisioned to be enhanced with commercial services and would be located adjacent to the recreational amenity of the Riverwalk River Park. The Riverwalk Specific Plan includes the following discussion of design considerations for the South District:</p> <p><i>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.</i></p>
<p>COM-9. Prohibit drive-throughs within strictly commercial sites; they can be designed as an integrated part of a mixed use development.</p>	<p>Consistent – The Riverwalk Specific Plan would develop as an integrated mixed-use project. As such, solely commercial sites are not anticipated. If drive-throughs are provided, they would be integrated into the greater mixed-use project.</p>
<p>COM-10. Design car dealerships to be contained within buildings in an urban format, with limited parking fields and car storage through the use of structured parking.</p>	<p>Consistent – The Riverwalk Specific Plan does not contemplate car dealerships as part of the build-out of the mixed-use project. However, all development within Riverwalk would be required to adhere to the regulations and policies of the Specific Plan. Parking for any development within the Specific Plan area would be required to adhere to the parking policies and regulations of the Specific Plan, regardless of land use.</p>
<p>COM-11. Provide goods and services needed for local residents and employees at retail establishments unless placed on a site designated for Regional Retail services.</p>	<p>Consistent – Commercial uses within Riverwalk would be at a neighborhood scale consistent with the CC-3-9 zone. The project does not anticipate regional retail services within the Specific Plan area.</p>
<p>COM-12. Design all commercial development to be accessible by all modes of travel. Connect all primary entrance doors to a primary pedestrian path with limited conflict points with automobiles.</p>	<p>Consistent – Like all uses within Riverwalk, commercial uses within the project would be accessible viable the pedestrian and bicycle network, as well as the vehicular network.</p>

Mixed-Use Development

<p><i>MXU-1. Demonstrate consistency with the policies identified for residential or commercial development needs on mixed use developments.</i></p>	<p>Consistent - The Specific Plan embraces the mixed-use concepts articulated by the City through the vertical and horizontal mixing of residential and commercial uses throughout the Specific Plan area.</p>
<p><i>MXU-2. Strive to facilitate no net loss of jobs on a mixed use development that is proposed on a previously all commercial site, while increasing opportunities for housing. Encourage units that integrate job opportunities such as live/work, shopkeeper, and home occupation.</i></p>	<p>Consistent - The Riverwalk Golf Course employs approximately 70 to 90 individuals, depending on the time of year. The Specific Plan includes 1,152,000 square feet of employment uses (152,000 square feet of commercial retail and 1,000,000 square feet of office and non-retail commercial). Employment provided by the Specific Plan would generate greater than 70 to 90 jobs, resulting in no net loss of jobs.</p> <p>The Specific Plan provides for 4,300 multi-family residential units, where none currently exist, thereby increasing opportunities for housing. Live/work quarters are allowed in areas zoned CC-3-9 as a limited use; shopkeeper and home occupation uses are allowed throughout the Specific Plan area. As such, the zones proposed for the project allow for units that integrate job opportunities, such as live/work, shopkeeper, and home occupation.</p>
<p><i>MXU-3. Design mixed use development in either a horizontal or vertical format as long as all uses are functionally integrated with unobstructed pedestrian paths with limited automobile conflict points between all uses.</i></p>	<p>Consistent - The Specific Plan encourages mixed-use development in both vertical and horizontal formats.</p>
<p><i>MXU-4. Prioritize employment uses in mixed use sites adjacent to transit stops and stations to promote transit ridership.</i></p>	<p>Consistent - The Specific Plan encourages employment use within the central core of the neighborhood, adjacent or near to the proposed transit stop, and within the South District, adjacent to the Fashion Valley Transit Center.</p>
<p><i>MXU-5. Locate commercial uses such that they are not disruptive to residential uses.</i></p>	<p>Consistent - The Riverwalk Specific Plan contains the following policy to address noise from commercial uses, particularly loading areas:</p> <ul style="list-style-type: none"> • <i>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.</i>
<p><i>MXU-6. Locate the primary entrances for both first-floor establishments and upper level office or residential units in mixed-use buildings within the primary façade and make them visible and accessible from the street.</i></p>	<p>Consistent - The Riverwalk Specific Plan includes extensive policies and regulations relative to building placement and orientation in Chapter 6. Specifically, Section 6.4.6 of the Specific Plan addresses ground floor articulation, to include lobbies and entrances; features such as canopies, first floor patios, transparency and windows, etc.; residential amenities on the ground floor; pedestrian activation; and building orientation.</p>
<p><i>MXU-7. Use a high degree of transparency on primary, ground floor, non-residential frontages of a building. However, if a residential use is included, it should be activated through stoops to engage pedestrians and create a livelier street environment. On secondary frontages, activation is not required but buildings</i></p>	<p>Consistent - The Riverwalk Specific Plan includes extensive policies and regulations relative to building placement and orientation in Chapter 6. Specifically, Section 6.4.6 of the Specific Plan addresses ground floor articulation, to include lobbies and entrances; features such as canopies, first floor patios, transparency and windows, etc.; residential amenities on the ground floor; pedestrian activation; and building orientation.</p>

<p>should be well-articulated to create visual interest for pedestrians.</p>	
<p><i>MXU-9. Design mixed use development to provide for the needs of children through amenities and open areas. Consider the siting of childcare facilities to meet on site commercial requirements.</i></p>	<p>Consistent - Amenities and open areas within Riverwalk would provide for the needs of children. Programming within Riverwalk River Park may include educational signage/kiosks, children’s play areas, and ball fields (Riverwalk Specific Plan Section 3.2.1, <i>Riverwalk River Park</i>). Additionally, child-friendly development within the River Corridor Area can include children’s play areas, multi-purpose courts, turf fields, and ball fields (Specific Plan Section 6.5.16, <i>River Corridor Area</i>) Programming in private open space may include children’s play areas (Specific Plan Section 3.2.3, <i>Private Open Space</i>). Additionally, child care facilities are permitted as a limited use within the CC-3-9 and RM-4-10 zones, which would allow for child care facilities to be developed as part of commercial components of the project.</p>
<p>Residential Development</p>	
<p><i>RES-1. Encourage the development of a variety of building formats to provide functional and visual diversity of housing options throughout the community.</i></p>	<p>Consistent - Section 6.3, <i>General Design Themes</i> and Section 6.4, <i>Architectural Foundation</i>, of the Riverwalk Specific Plan encourages variety in building types and design, with massing element and high-quality materials acting as unifying features.</p>
<p><i>RES-2. Use development to achieve a diverse mix of unit sizes and types, such as three-bedroom, shopkeeper, home occupations, residential-work units, and micro-units, to accommodate many lifestyles and family sizes.</i></p>	<p>Consistent - Unit types and sizes within Riverwalk would be responsive to the housing needs of the community at the time individual projects come forward.</p>
<p><i>RES-3. Provide housing options that can be comfortably occupied by seniors, including units without internal staircases and limited stairs on external paths.</i></p>	<p>Consistent - Building design, external access points, and sidewalks would be in compliance with ADA regulations.</p>
<p><i>RES-4. Encourage affordable housing to be built on site.</i></p>	<p>Consistent - Riverwalk would meet its inclusionary housing requirement and provide 10 percent inclusionary affordable units on-site (see Section 7.2, <i>Affordable Housing</i>, of the Riverwalk Specific Plan).</p>
<p><i>RES-5. Design any residential development built within 500 feet of a freeway to minimize the exposure of freeway noise, including siting buildings and balconies perpendicular to the freeway, and using parking structures to shield units from noise.</i></p>	<p>Consistent - Existing noise levels do not exceed 75 dBA. Any future residential use above the 70 dBA CNEL must include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL and be located in an area where a community plan allows multiple unit and mixed-use residential uses, as required by the General Plan. For any residential development located in the South District fronting I-8, residential balconies would be prohibited where exterior noise exceeds 70 dBA.</p>
<p><i>RES-6. Face primary entrances for residential units (individual or shared) towards either a public street or a main street that is internal to the development if adequate public frontage does not exist. Entrances</i></p>	<p>Consistent - All of Riverwalk’s residential blocks include a street activation interface, retail activation interface, and/or park activation interface. These interfaces, described in Section 6.4.6, <i>Activated</i></p>

<p>should provide a connection to the main vehicular street through stoops, a path-way, porches, or other transitional features.</p>	<p><i>Interfaces</i>, of the Riverwalk Specific Plan, include requirements to address the public street, with entrances and other features along the public street frontage.</p>
<p>RES-7. Make security gating or fencing a minimum of 50 percent transparent to provide views into the courtyard. Any gating and/or fencing may be used to demarcate private areas, but public pedestrian connectivity needs to be maintained with pass-throughs to prevent the creation of mega-blocks.</p>	<p>Consistent – Section 6.5.9, <i>Fences and Walls</i>, of the Riverwalk Specific Plan includes the regulations for fences and walls, including materials and treatments. Additionally, gates and/or fencing that restrict access along public rights-of-way are prohibited.</p>
<p>RES-8. Design open spaces to enhance the quality of life for residents. Areas may be small, but should be adequately sized to allow movement and usability. Such areas may include balconies, decks, and patios. For larger units, the areas should be designed with consideration for the needs of families with children.</p>	<p>Consistent – Section 6.5.6, <i>Private Open Space</i>, of the Riverwalk Specific Plan includes regulations and policies relative to private open space, including patios and balconies. Regulations and policies address materials, dimensions, placement, and recreational uses.</p>
<p>Mobility</p>	
<p>Bicycling</p>	
<p>BIC-1. Provide a sheltered Bike Kitchen—a place to use tools and repair bicycles—within development required to build 10 long-term bicycle parking spaces.</p>	<p>Consistent – The Specific Plan encourages support amenities, such as bicycle repair stations. Actual location of these stations would be determined as individual developments are brought online to ensure centrality of use and avoid redundancy.</p> <p>Specifically, support amenities are illustrated in Riverwalk Specific Plan Figure 3-6, and addressed by the following Mobility Design Objective:</p> <p><i>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.</i></p>
<p>BIC-2. Ensure bicycle parking is provided in a visible, well-lit area.</p>	<p>Consistent – Bicycle parking would be included within overall lighting policies and regulations that promote safety and security of users. See Section 6.5.10, <i>Outdoor Lighting</i>, of the Riverwalk Specific Plan.</p>
<p>BIC-3. Identify ingress and egress for bicycles, with minimum interaction with vehicles on access plans for development.</p>	<p>Consistent – The Specific Plan includes an access map (Figure 4-43 of the Specific Plan), which identifies all access points to the Specific Plan area, including active transportation only access points.</p>
<p>BIC-4. Connect development to bicycle trails and routes per the San Diego Regional Bicycle Plan. Locate open spaces to abut or provide direct access to bicycle facilities.</p>	<p>Consistent – The Riverwalk bicycle network was designed in consideration of the existing and planned regional bicycle network (see Figure 5.1-3, <i>Regional Bicycle Network Connectivity</i>).</p>
<p>Streets</p>	
<p>STR-1. Provide a well-connected grid of internal streets and ample provisions for pedestrian and bicycle mobility on development.</p>	<p>Consistent – Riverwalk’s proposed circulation network includes a general grid pattern of streets (see Figure 3-8 of this EIR) that would be well-connected</p>

	(both internally and to off-site circulation elements) and would include provisions for bicycle and pedestrian mobility.
STR-2. Support the buildout of the planned roadway network and associated classifications depicted in Table 3 of the Mission Valley Community Plan and Figure 14 of the Mission Valley Community Plan on development, which may include the allocation of right-of-way to support a complete multimodal network; this includes critical connections and some strategic widenings.	Consistent - Riverwalk's roadway network was planned to take into consideration the Mission Valley Community Plan roadway network and would either implement roadways or would allow for the future implementation of community-serving roadways (through IODs).
STR-3. Research planned capital projects that may require the allocation of space and/or identify measures to avoid impeding implementation of planned projects on development.	Consistent - This research was done with the Community Plan Update process, relative to future public Street J and future public Street U. See response to STR-5, below.
STR-4. Include all pedestrian amenities required of public streets, consistent with the City of San Diego Street Design Manual, on any development that includes private drives that provide ingress and egress to a site.	Consistent - The Riverwalk circulation network would implement pedestrian amenities consistent with the Street Design Manual.
STR-5. Include new local roads identified in the Mobility section as part of redevelopment.	Consistent - The Mission Valley Community Plan Roadway Network Classification exhibit (Figure 14 of the Mission Valley Community Plan) identifies Riverwalk Street 'U', Riverwalk Drive, and Riverwalk Street 'J' within the Specific Plan area. The project would develop Riverwalk Drive and portions of Street 'J' and Street 'U' necessary for project circulation. IODs would be provided by the project for the future extensions of Street 'J' and Street 'U'.
Transportation Demand Management (TDM)	
TDM-1. Evaluate opportunities to coordinate community circulator routes with neighboring properties as a TDM measure that expands service and access to more community destinations.	Consistent - The project includes a TDM program with the following features:
TDM-2. Consider developing and implementing an approved TDM Plan designed to reduce peak period automobile use and lower the minimum parking requirement on development. Reference San Diego Municipal Code Chapter 14, Article 2, Division 5.	<i>Transit Station</i> The project will construct a new MTS Trolley station in the Mixed-Use Core of the project. The new trolley stop is proposed to be located at the intersection of Street J and Riverwalk Drive to promote transit mobility for all site users as well as residents in the neighboring communities and would be constructed at <u>the end of Phase I or 3,386,000</u> EDUs.
TDM-3. Incorporate mobility hub features such as EV chargers, rideshare pick-up/drop-off space, bicycle parking, and transit information on development.	<i>Mobility Hub at the Transit Station</i> The project will construct a Mobility Hub in conjunction with the new Riverwalk Trolley Station. The hub will provide for multi-modal connectivity with space for private vehicle drop-off, rideshare services, dockless bike and scooter sharing and intra-project shuttle services. The community serving retail use proposed within the Mixed-Use Core will be conveniently located within walking distance to the Mobility Hub patrons. A
TDM-4. Designate visible space along the property frontage of development to allow for staging of shared vehicles, bikes, and scooters.	
TDM-5. Consider participating in existing TDM programs, including but not limited to those overseen by SANDAG and MTS, in order to: <ul style="list-style-type: none"> • Encourage rideshare and carpool for major employers and employment centers. • Promote car/vanpool matching services. 	

<ul style="list-style-type: none"> • Continue promotion of SANDAG’s guaranteed ride home for workers who carpool throughout Mission Valley. 	<p><i>bike repair station is also proposed as a part of the Mobility Hub.</i></p>
<p><i>TDM-6. Provide flexible curb space in commercial/retail and residential areas on development to meet the needs of shared mobility services and the changing demands of users.</i></p>	<p><u><i>Transit, Subsidies</i></u> <i>The project will provide transit subsidies to both residents and employees. For residential, the project will provide a 25% subsidy. The subsidy value will be limited to the equivalent value of 25% of the cost of an MTS “Regional Adult Monthly/30-Day Pass” (currently \$72 for a subsidy value of \$18 per month). Subsidies will be available on a per unit basis to residential tenants and will be offered from the completion of the first dwelling unit until ten years after the opening of the Riverwalk Transit Station. The subsidy will be required of office and retail tenant employees as a lease condition.</i></p>
<p><i>TDM-7. Post information related to available transit service and bicycle infrastructure on development to encourage the use of alternative transportation modes.</i></p>	
<p><i>TDM-8. Consider providing “parking cash out” options to employees—option for employees to receive the cash value of employer-paid parking subsidies in lieu of a parking spot—as an alternative to providing free or subsidized parking or transit passes.</i></p>	<p><u><i>Last Mile Transportation Options (one of the following at Owner’s Discretion)</i></u> <i>Up to one shuttle vehicle serving up to 12 passengers. The shuttle will serve to connect office users south of the river to the mobility hub at the Riverwalk Transit Station. Additionally, the shuttle will connect to the Fashion Valley Transit Center. The shuttle will be implemented upon construction of Riverwalk Phase 3 (south of the river). Hours of operation will be from 6:00 AM to 6:00 PM.</i></p> <p><i>As an alternative, an Autonomous Transportation Service Option may be implemented serving the same equivalent number of passengers via one or multiple vehicles and running during the same hours of operations and same conditions as above.</i></p> <p><i>As an alternative, on-demand Rideshare services may be utilized to serve the same goal via discount codes based on agreements between the employer and rideshare company which enable office tenants to reach the same destinations outlined above during the same hours of operation.</i></p> <p><u><i>Active Transportation</i></u> <i>The project will construct bicycle facilities which include a combination of Class I paths, Class II buffered bike lanes and Class IV cycle tracks.</i></p> <p><i>The project will construct the San Diego River pathway within the site.</i></p> <p><u><i>Marketing and Information</i></u></p>

	<p><i>The project will install Transit Boards in the office and residential lobbies.</i></p> <p><i>The project will participate in the SANDAG iCommute Program (to be implemented through a lease provision).</i></p> <p><i>The project will provide SANDAG/MTS Information at Leasing Centers.</i></p> <p><u><i>Onsite Ride-Sharing, Car-Sharing and Bike or Scooter-Sharing Services</i></u> <i>The project will coordinate with ride-sharing services such as Uber, Lyft; car-sharing service providers such as Zip Car, Car2Go, etc. and other providers for bike and scooter sharing on the project site and incentivize their use. The project will incorporate pick-up/drop-off zones into the site design to accommodate these ride-sharing services.</i></p> <p><u><i>Curb Planning for Shared Mobility Vehicles</i></u> <i>As a part of the project site design, the project will implement curb management to accommodate shared bicycles, shared scooters and drop-off zones at private drives.</i></p> <p><u><i>Parking Management Plan</i></u> <i>The project will implement unbundled Parking for Residential.</i></p> <p><i>The project will implement paid parking for Retail Uses and Visitors to Residential.</i></p> <p><u><i>Access to Services That Reduce the Need to Drive</i></u> <i>The project is a mixed-use development that will include retail services.</i></p>
<p>Transit</p> <p><i>TRN-1. Support transit stations/bus stops near development by providing access that is visible, convenient, and comfortable to all residents and/or tenants.</i></p> <p><i>TRN-2. Design surrounding areas on development that are directly adjacent to transit stops to support a safe and comfortable waiting experience.</i></p>	<p>Consistent – The Specific Plan includes a proposed transit stop and is located adjacent to the Fashion Valley Transit Center. Within Riverwalk, the trolley plaza and circulation elements would ensure that the transit stop is visible and readily accessible. Development along Fashion Valley Road and within the South District would also be afforded visible access to the Fashion Valley Transit Center.</p> <p>Consistent – The transit stop would include a trolley plaza, envisioned to be a core element of the project. Section 6.3.7 of the Riverwalk Specific Plan includes the following discussion:</p>

	<p><i>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 Trolley transit 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 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 stop offers an experience truly unlike any other in San Diego.</i></p> <p><i>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, of the Riverwalk Specific Plan. 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 shall 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.</i></p>
<p>TRN-3. Provide wayfinding signage to guide pedestrians from within a development to a transit stop.</p>	<p>Consistent - Wayfinding is discussed throughout the Specific Plan (including within the Inspiration and Vision, Chapter 2, Land Use, and Chapter 6, Land Uses, Developments Standards, and Design Guidelines), as it is critical for the successful integration of uses within a walkable, pedestrian-friendly environment. Appropriate wayfinding would be provided.</p>
<p>Walkability</p>	

<p><i>WLK-1.</i> Designate public access easements on development that are consistent with the planned paseos identified in Figure 5 of the Mission Valley Community Plan.</p>	<p>Consistent – The pedestrian circulation plan for Riverwalk (see Figure 3-4 of this EIR) is consistent with the planned pedestrian improvements on Figure 5 of the Mission Valley Community Plan.</p>
<p><i>WLK-2.</i> Include adequate lighting for pedestrian and cyclist safety and comfort on pedestrian and bicycle connections, particularly along freeway and bridge underpasses, and along the San Diego River Trail.</p>	<p>Consistent – Outdoor lighting is addressed in Section 6.5.10 of the Riverwalk Specific Plan.</p> <p>The following additional policies and regulations address lighting:</p> <ul style="list-style-type: none"> • <i>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.</i> • <i>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.</i> • <i>Reg-109. The primary pedestrian paths shall have adequate security lighting and signage to provide for the safety of the users.</i> • <i>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.</i>
<p><i>WLK-3.</i> Provide shade-producing street trees and street furnishing near schools and transit stops on development.</p>	<p>Consistent – The Riverwalk Street Tree and Greenbelt Trees map (see Figure 5.3-2 of this EIR) includes shade trees along streets. No schools are planned for Riverwalk, but the plaza at the transit stop would include landscaping, with a requirement to provide trees.</p>
<p><i>WLK-5.</i> Include a publicly accessible through-block connection to provide access to the San Diego River Trail on development adjacent to the San Diego River, consistent with the requirements of the San Diego River Park Master Plan.</p>	<p>Consistent – Access regulations to the River Corridor Area from the River Influence Area are included in Section 6.5.16 of the Riverwalk Specific Plan, consistent with the San Diego River Park Master Plan.</p>
<p>Parks</p>	
<p>Park Development, Improvements, and Expansions</p>	
<p><i>PDI-1.</i> Locate public parks on development, where feasible.</p>	<p>Consistent – The project would develop public parks and publicly-accessible park space on-site.</p>
<p><i>PDI-2.</i> Follow park improvement and expansion standards set forth in Council Policy 600-33 and 600-11.</p>	<p>Consistent - The project would not include any existing parks; therefore, there are no parks to improve or expand. Riverwalk includes the development of new parks.</p>

<p><i>PDI-3.</i> Satisfy population-based park requirements for any proposed portion of a private development by:</p> <ul style="list-style-type: none"> • Not restricting or limiting the use of the park or facility to any person because of race, religion, or creed, or limit availability of the park or facility for the use of the general public. • Being permanent. This would mean that the development has an estimated useful life equivalent to that of similar installations on City-owned and developed parks. 	<p>Consistent – Public parks within Riverwalk would not have discriminatory access. The public parks would be open to the public. Public parks would be permanent features of the project.</p>
<p>Public Open Space on Private Development</p>	
<p><i>POD-1.</i> Calculate park acreage based on “usable acres” as defined in the General Plan Glossary.</p>	<p>Consistent - In consultation with the Planning and the Parks & Recreation Departments, the usable park acreage was determined, per the General Plan.</p> <p>The project contains roughly 51.1 acres of park that meet the definition of “useable acres” with slopes between two percent and 10 percent. This park space would provide for a variety of recreational programs of an active nature common to local parks in the City of San Diego (such as ball games or court games). Unstructured public recreational activities, such as children’s play areas, appreciation of open spaces, or a combination thereof, would be provided, unconstrained by environmental restrictions that would prevent its use as a park and recreation facility; free of structures, roads, or utilities; and unencumbered by easements of any kind. Additionally, there are roughly 11.9 acres of recreation spaces that exceed a 10 percent slope and either designed as active recreation space or natural open spaces.</p>
<p><i>POD-2.</i> Locate open spaces so they are physically and visually accessible from the sidewalk and visible from the street.</p>	<p>Consistent – The Specific Plan provides for approximately 10 acres of privately-owned publicly-accessible park space. These park spaces would be located in the North and Central Districts and would be open to the public via a recreation easement. Any ground floor uses fronting these parks spaces would comply with the Park Activation Interface, as described in Section 6.4.6 of the Riverwalk Specific Plan:</p> <p><i>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, of the Riverwalk Specific Plan) occurs along the north-south linear park that connect Friars Road to the Riverwalk River Park, as well as along</i></p>
<p><i>POD-3.</i> Locate publicly-accessible open space at the ground floor near the center of activity nodes or along pedestrian connections to facilitate pedestrian access and encourage a variety of spillover activities.</p>	
<p><i>POD-4.</i> Orient and design publicly accessible open space to maximize comfort and provide refuge from the heat during summer months.</p>	
<p><i>POD-5.</i> Provide a variety of areas with sun, shade, and pedestrian-scaled lighting.</p>	
<p><i>POD-6.</i> Use landscaping and architectural components to define publicly accessible spaces and express neighborhood identity.</p>	
<p><i>POD-7.</i> Offer a range of seating and activity options, including children’s play equipment and pet relief areas.</p>	

<p>POD-8. Ensure indoor publicly accessible open spaces are visible from streets; have tall ceilings and glazing to allow natural light; provide opportunities for seating and public art display; and be free of private logos, signs, or markings.</p>	<p><i>the Riverwalk River Park. Along the linear park, activation will be accomplished by:</i></p>
<p>POD-9. Coordinate seating, planting, and building entries to create areas for groups and individuals.</p>	<ul style="list-style-type: none"> • <i>Ground floor patios shall feature connection to the sidewalk, where possible.</i>
<p>POD-10. Provide wayfinding signage that conveys a welcoming message to the public.</p>	<ul style="list-style-type: none"> • <i>Pathways shall lead from the sidewalk through the park to arrive at building lobbies and patios.</i> • <i>Primary or secondary building entrances, regardless of use, shall face the linear park.</i> • <i>Entrances shall include such features as canopies and/or architecturally integrated building names and addresses to provide visual interest along the park.</i>
<p>Private Open Space Development</p>	
<p>PSD-1. Allow for public, semi-public, and private spaces through site-design that incorporates variation in scale.</p>	<p>Consistent – The Riverwalk Specific Plan includes a discussion of private open space in Section 3.2.3:</p> <p><i>Private open space (also referred to in the LDC as common open space) is any privately constructed and maintained outdoor space articulated for human use and/or relaxation. Private open space is an exclusive-use area for a specific development(s) to serve its residents, employees, and/or visitors. This includes, but is not limited to, plazas, paseos, courtyards, seating areas, recreational areas, viewing areas, children's play areas, picnic areas, pools, and other amenity areas.</i></p>
<p>PSD-2. Define “private” spaces with visual cues such as fences, walls, hedges, trees, and buffer plantings.</p>	<p>Consistent – Private open space would be clearly demarcated from the public realm, consistent with development practices.</p>
<p>PSD-3. Activate and populate private open spaces through successful programming with other uses. This could be achieved through adjacency to outdoor seating of a café or live events.</p>	<p>Consistent – Private open spaces envisioned for Riverwalk would allow for programming and activation. This may occur more organically, as with play areas, pools, and recreational spaces, or may be included as part of individual development social programs that may occur in gathering spaces. In mixed-use settings, activation may occur due to adjacent uses.</p>
<p>PSD-4. Incorporate elements into communal areas that encourage social interactions between residents through community gardens, pavilions, “Little Lending Libraries”, or other elements.</p>	<p>Consistent – The Specific Plan includes potential types of private open space that would encourage resident interaction, such as seating areas, recreational, areas, pools, children’s play areas, and picnic areas. The Specific Plan does not preclude other forms of private open space that may provide for additional interaction.</p>
<p>PSD-5. Compose exterior usable open area of moderately level land with a gradient of less than 10 percent.</p>	<p>Consistent – Useable exterior open space would be calculated in conformance with LDC regulations.</p>
<p>PSD-6. Design usable open area as gardens, courtyards, terraces, roof-decks, recreation facilities; swimming pools and spas with associated decking;</p>	<p>Consistent – The examples of private open space included within the Specific Plan (<i>plazas, paseos, courtyards, seating areas, recreational areas, viewing</i></p>

<p>private exterior balconies; lawns or other landscaped areas beyond required setbacks; and walkways or pathways not subject to vehicular access. Usable open space should not be located within required setbacks.</p>	<p><i>areas, children's play areas, picnic areas, pools, and other amenity areas</i>) would all be useable.</p>
<p>PSD-7. Ensure usable open area is a minimum of 6 feet in each dimension (width and length).</p>	<p>Consistent - The examples of private open space included within the Specific Plan (<i>plazas, paseos, courtyards, seating areas, recreational areas, viewing areas, children's play areas, picnic areas, pools, and other amenity areas</i>) are of a size and scale that would be anticipated to have a minimum of six feet in each dimension.</p>
<p>Development Adjacent to Open Space</p>	
<p>AOS-1. Maintain contiguous public access immediately adjacent to the open space edge or boundaries.</p>	<p>Consistent - Public access would be provided by the San Diego River Pathway and the trails network of the Riverwalk River Park. However, no access to the river or within the no use buffer would be provided, for safety of individuals and to protect the ecology of the San Diego River.</p>
<p>AOS-2. Prohibit parking contiguous to the open space boundary.</p>	<p>Consistent - Parking relative to the San Diego River is regulated in Section 6.5.16 of the Riverwalk Specific Plan, which incorporates recommendations from the San Diego River Park Master Plan.</p>
<p>AOS-3. Utilize on site open space and/or accessible pathways to buffer buildings from adjacent open space when siting development.</p>	<p>Consistent - The San Diego River would be buffered from the development areas by the 50-foot no use buffer and Riverwalk River Park.</p>
<p>AOS-4. Abut the open space boundary with common spaces.</p>	<p>Consistent - The San Diego River would be abutted by the Riverwalk River Park.</p>
<p>AOS-5. Provide open space linkages, trail heads, and bike/pedestrian access on development. All access points to the canyon hillsides and open spaces should be visible and clearly marked.</p>	<p>Consistent - The Riverwalk River Park includes a system of trails for pedestrian and bicycle use.</p>
<p>AOS-6. Incorporate landscaping that complements the existing open space plant palette to serve as a visual extension of the open space on development.</p>	<p>Consistent - Barrier planting along the San Diego River reflects naturally occurring species and species of cultural significance. These species would tie into the existing flora of the San Diego River channel.</p>
<p>AOS-7. Follow the City's MHPA Land Use Adjacency Guidelines, which address indirect effects on the MHPA from adjacent development, on development adjacent to MHPA lands. Follow all Land Use Adjacency Guidelines, especially the guidance on grading and land development including drainage, toxic substances in runoff, lighting, barriers, invasive plant species, brush management, and noise.</p>	<p>Consistent - See analysis under Issue 5 of this EIR section.</p>
<p>Resource Protection</p>	
<p>Open Space</p>	
<p>OSP-1. Provide for water storage in open space after rain events as long as resource protection is not inhibited.</p>	<p>Consistent - Section 5.12, <i>Hydrology</i>, addresses site flooding during storm events. Development of Riverwalk would not rise water levels up- or down-stream in a storm event and flood waters would be</p>

	<p>handled on-site without adverse effect on resources or development.</p>
<p>OSP-2. Develop trails within areas designated for open space as long as the beneficial uses, functions, and values of the area are not compromised.</p>	<p>Consistent – Trails would be located within the active and passive park areas of the Riverwalk River Park. No trails <u>Only MSCP-compliant trails connecting to existing pedestrian/bicycle bridges</u> would be located within the no use buffer, so as to ensure that river ecology is not compromised.</p>
<p>Historic Preservation</p>	
<p>HSP-1. Conduct project-specific investigations in accordance with all applicable laws and regulations to identify potentially significant tribal cultural and archaeological resources.</p>	<p>Consistent – Historical resources and tribal cultural resources are discussed in Section 5.6 and Section 5.10, respectively. Analysis in these sections includes evaluation of impacts and presents mitigation measures. All impacts would be mitigated to below a level of significance.</p>
<p>HSP-2. Conduct project-specific Native American Kumeyaay consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites or sites with cultural and religious significance to the Native American Kumeyaay community in accordance with all applicable local, state, and federal regulations and guidelines.</p>	
<p>HSP-3. Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American Kumeyaay sites as part of development; including measures to monitor and recover buried deposits from the tribal cultural, archaeological, and historic periods, under the supervision of a qualified archaeologist and a Native American Kumeyaay monitor.</p>	
<p>HSP-4. Consider eligible for listing on the City's Historical Resources Register any significant archaeological or Native American Kumeyaay cultural sites that may be identified as part of future development within Mission Valley, and refer sites to the Historical Resources Board for designation, as appropriate.</p>	
<p>Sustainability</p>	
<p>Green Building Practices</p>	
<p>GBP-1. Encourage the use of sustainable building practices. Buildings should strive to qualify for LEED accreditation.</p>	<p>Consistent – The Riverwalk Specific Plan encourages sustainable building practices and addresses sustainability in Section 6.5.13, <i>Sustainable Features</i>.</p>
<p>GBP-2. Building heat gain should be reduced through at least three of the following measures:</p> <ul style="list-style-type: none"> • Orient buildings to minimize east and west facing facades. • Configure buildings in such way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces. • Design deep-set fenestration on south facing facades and entries. 	<p>Consistent – The Riverwalk Specific Plan includes the following policy relative to heat gain:</p> <ul style="list-style-type: none"> • <i>Policy-88. Overhangs or canopies should be used, where possible, to shade areas from direct sunlight and reduce heat gain.</i> <p>Building design for future development would also take into consideration measures to reduce heat gain, in accordance with sustainable building practices and</p>

<ul style="list-style-type: none"> • Utilize vertical shading and fins on east and west facing building facades. • Using horizontal overhangs, awning or shade structures above south facing windows to mitigate summer sun but allow winter sun. Encourage overhang width to equal half the vertical window height to shade the window from early May to mid-August but still allowing the winter sun. • Install high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape. • Create low open vents or windows on the windward side that accepts cooler air to replace the hotter air. • Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings. 	<p>regulations of Title 24 (or its successor in place at the time of development).</p>
<p>GBP-3. Consider the solar access of neighboring buildings to the maximum extent practical, so as not to inhibit neighboring solar access.</p>	<p>Consistent - The Riverwalk Specific Plan includes the following policy relative to solar access:</p> <ul style="list-style-type: none"> • <i>Policy-21. Building placement should consider indoor and outdoor privacy, solar access, public and private open space, and overall aesthetics.</i>
<p>Smart Cities</p>	
<p>SMC-1. Consider providing priority parking and charging stations (preferably solar) to promote sustainable practices and accommodate the use of Electric Vehicles (EVs), including smaller short-distance neighborhood electric vehicles.</p>	<p>Consistent - The Riverwalk Specific Plan includes the following policy and regulation relative to environmentally-superior vehicle options:</p> <ul style="list-style-type: none"> • <i>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.</i> • <i>Reg-131. Provide electric vehicle-ready parking as required by code.</i> <p>Actual location of parking, including priority parking considerations, would be determined at the time individual developments come online.</p>
<p>SMC-2. Consider lighting with adaptive controls for energy efficiency and to minimize light pollution.</p>	<p>Consistent - The Riverwalk Specific Plan includes the following policy relative to sustainable lighting:</p> <ul style="list-style-type: none"> • <i>Policy-75. Low-wattage and/or LED light features, lighting controls, zoned lighting banks, and time-controlled lighting for public areas should be used.</i>
<p>SMC-3. Install and dedicate appropriate communications infrastructure to run from a connection point in a building to the lot line adjacent to a public right-of-way where there exists or may exist in the future a fiber optic broadband network.</p>	<p>Consistent - Appropriate communications infrastructure would be determined and implemented in a phased manner commensurate with project development.</p>

Well-being

Emergency Access and Incident Prevention	
<i>EAI-1.</i> Ensure that building siting and designs provide for adequate emergency access on development and redevelopment.	<p>Consistent – The project has been reviewed by San Diego Fire-Rescue for consistency with requirements, including access. Future developments would also require Fire-Rescue sign off at building permit stage to ensure risk to fire is minimized and regulations are met.</p> <p>Consistent - Review of future projects developed under the Specific Plan would be conducted by San Diego Fire-Rescue Department to ensure this policy is implemented.</p> <p>Consistent – Where possible, shared access lanes would be explored as future development comes online.</p> <p>Consistent – The Riverwalk Specific Plan includes the following policies to minimize conflict points between pedestrians/bicyclists and vehicles:</p> <ul style="list-style-type: none"> • <i>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.</i> • <i>Policy-75. Driveway entrances to parking areas should minimize disturbances to the pedestrian continuity of the sidewalk areas.</i>
<i>EAI-2.</i> Design and develop sites to minimize the likelihood of a wildfire spreading to structures by managing flammable vegetation within a development.	
<i>EAI-3.</i> Use a point-based system with coordinate locations as opposed to a system that is centerline-based on large-scale developments that include a new addressing system.	
<i>EAI-4.</i> Share emergency access lanes between developments as long as the shared lane provides the same level of access as two individual lanes, or gaps can be mitigated through other emergency access points.	
<i>EAI-5.</i> Minimize the number of curb cuts and other intrusions of vehicles across sidewalks to reduce conflict points and promote pedestrian and cyclist safety.	
Noise	
<i>NOI-1.</i> Include building design techniques that address noise exposure and the insulation of buildings to reduce interior noise levels to acceptable limits on development within 500 feet of the freeway. Methods may include, but are not limited to, forced-air ventilation systems, double-paned or sound rated windows, sound insulating exterior walls and roofs, and attic vents.	<p>Consistent – As discussed in Section 5.8, <i>Noise</i>, the project would not result in excess noise exposure to occupants. Individual buildings and development would be required to adhere to City of San Diego noise attenuation requirements for interior noise. Exterior noise would not exceed acceptable levels for outdoor park spaces. Existing noise levels do not exceed 75 dBA. Any future residential use above the 70 dBA CNEL must include noise attenuation measures to ensure an interior noise level of 45 dBA CNEL and be located in an area where a community plan allows multiple unit and mixed-use residential uses, as required by the General Plan. Further, a regulations within the Specific Plan prohibits balconies for any residential development facing I-8 where noise levels exceed 70 dBA (Reg-195) and provide regulations relative to setbacks (Reg-199) and landscaped buffers (Reg-197).</p>
<i>NOI-2.</i> Include site planning techniques to help minimize exposure of noise sensitive uses to rail corridor and trolley line noise on a development.	
Geologic and Seismic Hazard Prevention	

<p><i>GSH-1.</i> Mitigate adverse effects of ground shaking through ground improvement and/or the use of proper engineering design.</p>	<p>Consistent – The project would not result in impacts due to geologic conditions and seismic risk. No mitigation is required. Site grading and preparation for development would include removal and recompaction of soils, as necessary. See Section 5.11, <i>Geologic Conditions</i>, for a discussion of site geology and seismic risk.</p>
<p><i>GSH-2.</i> Remove and replace vulnerable soils with compacted fill, if structures are planned in vulnerable soil areas, to mitigate the potential of soil settlement.</p>	
<p><i>GSH-3.</i> Employ mitigation to avoid surface ruptures caused by faulting from the nearest Rose Canyon Fault, including but not limited to, setting back structures for human occupancy away from the surface trace of clearly-defined faults or through foundation design that mitigates surface fault rupture.</p>	
<p><i>GSH-4.</i> Consider removing loose soils and replacing them with compacted fill to reduce liquefaction; using support structures with deep foundations, which extend through liquefiable materials; or using suitable ground improvement techniques such as stone columns or deep dynamic compaction.</p>	
<p><i>GSH-5.</i> Practice avoidance, removal of the deposits, or geotechnical and/or structural engineering to mitigate the potential of landslides.</p>	
<p>Flooding and Sea Level Rise</p>	
<p><i>FSR-1.</i> Incorporate best management practices (BMPs), on development that address storm water runoff from the development area using the most current regulations established by the Regional Water Quality Control Board.</p>	<p>Consistent – The project would not result in impacts to storm water runoff. See Section 5.12, <i>Hydrology</i>, of this EIR for a discussion of drainage and runoff.</p>
<p><i>FSR-2.</i> Conform development and redevelopment to current federal, state, and local flood proofing standards and siting criteria to prevent San Diego River flow obstruction.</p>	<p>Consistent – The project would not result in impacts relative to flooding. See Section 5.12, <i>Hydrology</i>, of this EIR for a discussion of special flood hazard areas.</p>

Table 5.1-4. City of San Diego Noise Compatibility Guidelines

Land Use Category	Exterior Noise Exposure (dBA CNEL)				
	60	65	70	75	
<i>Parks and Recreational</i>					
Parks, Active and Passive Recreation					
Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities					
<i>Agricultural</i>					
Crop Raising and Farming; Community Garden, Aquaculture, Dairies; Horticulture Nurseries & Greenhouses; Animal Raising, Maintain & Keeping; Commercial Stables					
<i>Residential</i>					
Single Dwelling Units; Mobile Homes		45			
Multiple Dwelling Units *For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3.		45	45*		
<i>Institutional</i>					
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Child Care Facilities		45			
Other Educational Facilities Including Vocational/Trade Schools; Colleges and Universities		45	45		
Cemeteries					
<i>Retail Sales</i>					
Building Supplies/Equipment; Food, Beverages & Groceries; Pets & Pet Supplies; Sundries, Pharmaceutical & Convenience Sales; Wearing Apparel & Accessories			50	50	
<i>Commercial Services</i>					
Building Services; Business Support; Eating & Drinking; Financial Institutions; Maintenance & Repair; Personal Services			50	50	
Assembly & Entertainment (includes public and religious assembly); Radio & Television Studios; Golf Course Support					
Visitor Accommodations		45	45	45	
<i>Offices</i>					
Business & Professional; Government; Medical, Dental & Health Practitioner; Regional & Corporate Headquarters					
<i>Vehicle and Vehicular Equipment Sales and Service Use</i>					
Commercial or Personal Vehicle Repair & Maintenance; Commercial or Personal Vehicle Sales & Rentals; Vehicle Equipment & Supplies Sales & Rentals; Vehicle Parking					
<i>Wholesale, Distribution, Storage Use Category</i>					
Equipment & Materials Storage Yards; Moving & Storage Facilities; Warehouse; Wholesale Distribution					
<i>Industrial</i>					
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking & Transportation Terminals; Mining & Extractive Industries					
Research & Development				50	
Compatible	Indoor Uses	Standard constructions methods should attenuate exterior noise to an acceptable indoor noise level. Refer to Section I.			
	Outdoor Uses	Activities associated with the land use may be carried out.			

Land Use Category			Exterior Noise Exposure (dBA CNEL)			
			60	65	70	75
45, 50	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number (45 or 50) for occupied areas. Refer to Section I.			
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable. Refer to Section I.			
	Incompatible	Indoor Uses	New construction should not be undertaken.			
		Outdoor Uses	Sever noise interference makes outdoor activities unacceptable.			

Table 5.1-6. Riverwalk Tailored Development Standards

Code Section	Code Requirement	Tailored Development Standard ¹
Minimum Street Frontage – CC-3-9 zone (LDC Table 131-05E)	25 feet	Lots 38, 41, NN, PP, RR, and ZZ do not front on public streets.
Minimum Street Frontage – RM-4-10 zone (LDC Table 131-05E)	25 feet	Lots 30, 31, AA, BB, DD, EE, and LL do not front on public streets.
Maximum Front Setback – CC-3-9 zone (LDC Table 131-05E)	10 feet	Lots (7 through 12) front on Friars Road and the internal spine road (Streets ‘D1’, ‘D2’, and ‘E’). A significant grade differential between the streets restricts the ability of future buildings to adhere to the maximum 10-foot setback on Friars Road; therefore, the project requests the maximum setback for Friars Road be set at 40-feet. This will also provide opportunities for pocket and mini parks, while ensuring that development along Friars road blends with the surrounding community.
Determining Yards (LDC §113.0276)	<p>Front Yard. The front yard is determined first. It is the area between the front property line and the front setback line and extends the full width of the lot.</p> <p>Rear Yard. The rear yard is determined after the front and street side yards. It is the area between the rear property line and the rear setback line that extends along the width of the lot between the rear property line and the rear setback. It does not include the street side yard if one exists.</p>	Within areas that abut the existing circulation element roadways, lots are created that have two front yards – the internal street and the parallel existing external roadway. These lots include Lots 5 through 7 and lots 11 through 14 abutting Friars Road and internal Streets ‘D1’, ‘D2’, and ‘E’. Keeping with the principle theme of the design guidelines to strongly encourage buildings to engage with the street and create public spaces that foster pedestrian activity within a neighborhood center-feel, the front yards abutting the external street may be considered “rear yards.”

Code Section	Code Requirement	Tailored Development Standard ¹
		The front yard for Lots 16, 30, 31, and 41 shall be the abutting private driveway for purposes of determining setbacks and activating the pedestrian realm.
Maximum Floor Area Ratio – CC-3-9 zone (LDC §131.0546 (a))	6.0 (2.0 base FAR with 3.0 FAR Bonus for Residential Mixed Use + FAR for mixed-use underground parking equal to gross floor area of underground parking not to exceed 1.0)	<p><u>Within the North District – 4.0 (without requirement for Residential Mixed-Use + FAR for mixed-use underground parking equal to gross floor area of underground parking not to exceed 1.0)</u></p> <p><u>Within the Central and South District – 6.0 (without requirement for Residential Mixed-Use + FAR for mixed-use underground parking equal to gross floor area of underground parking not to exceed 1.0)</u></p>
Maximum Permitted Residential Density – CC-3-9 zone (LDC Table 131-05E)	<u>One dwelling unit per minimum 400 square feet of lot area as determined in accordance with LDC §113.0222. Minimum 400 square feet per unit</u>	<u>One dwelling unit per minimum 200 square feet of lot area as determined in accordance with LDC §113.0222. Minimum 200 square feet per unit</u>
Minimum Floor Area Ratio for Residential Use – CC-3-9 zone (LDC Table 131-05E)	2.0	<p>1.0</p> <p><u>This Tailored Development Standard only applies where residential use is included within a project in the CC-3-9 zone. A residential component is not a requirement for development in areas of the Riverwalk Specific Plan zoned CC-3-9. Where no residential development is provided, this Tailored Development Standard does not apply.</u></p>
Ground-floor Height – RM-4-10 zone (LDC §131.0451)	13 feet	<p>10 feet</p> <p><u>This Tailored Development Standard also applies to ground-floor residential use within the CC-3-9 zone.</u></p>

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

Code Section	Code Requirement	Tailored Development Standard ¹
<p>Minimum Exterior Refuse and Recyclable Material Storage Areas for Residential Development (LDC Table 142-08B)</p> <p>Minimum Exterior Refuse and Recyclable Material Storage Areas for Nonresidential Development (LDC Table 142-08C)</p>	<p>Minimum requirements included in Table 142-08B and 142-08C.</p>	<p>Developments shall provide a minimum of 50 percent refuse and recyclable storage areas, included in LDC Table 142-08B and/or 142-08C.</p> <p>In consultation with staff, developments may provide less storage area square footage where it can be demonstrated that the reduced storage area meets the intention of the requirements of LDC Table 142-08B or LDC Table 142-08C.</p> <p>Comparable capacity within smaller storage areas may be accomplished with the use of compactors, more regular refuse and recyclables pick up, a combination of the two, or other innovative methods of refuse and recyclable storage and/or collection.</p>
<p>Required Off-Street Loading Spaces (LDC Table 142-10B)</p>	<p>No on-street loading allowed.</p>	<p>On-street loading may be provided at a maximum rate of one loading space per building in lieu of, or in addition to, required off-street loading spaces, as defined in LDC Table 142-10B. Each on-street loading space must have a minimum length of 40 feet and a minimum width of 12 feet. With adequate signage, this loading area can be converted to other uses (parking, passenger drop-off, etc.) during non-business hours.</p>
<p>Retaining Wall Regulations in All Zones (LDC 142.0340(c)(1) & (3))</p>	<p>(c)(1) Two retaining walls with a maximum height of 3 feet each are permitted in the required front and street side yards if the two retaining walls are separated by a minimum horizontal distance equal to the height of the upper wall.</p>	<p>The retaining walls on the southern boundary of Lot QQ, adjacent to the transit/trolley stop, and the southeastern corner of Lot SS are in excess of three-feet and necessary to support the MTS Trolley Tracks. Two three-foot retaining walls will not provide the needed separation for Street J to cross under the MTS</p>

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

Code Section	Code Requirement	Tailored Development Standard ¹
	vertical offset shall be at least 12 inches wide with a minimum reveal of 4 inches.	Vertical or horizontal offsets every 120 square feet of wall area is not practical for a retaining wall that reaches a height of 23 feet. Offsets would be provided through the use of vines, trees, or other landscaping elements.
Retaining Wall Regulations (LDC 142.0340(e))	Retaining Wall Height Outside of Required Yards Retaining walls located outside of the required yards shall not exceed 12 feet in height.	The retaining wall located near the rear of Lot 28 would not be visible from a public right-of-way and is largely lower than the elevation of the MTS Trolley Tracks, which are adjacent to the rear of Lot 28. Since the retaining wall would be provided to allow access to a Public Utility facility that crosses under the MTS Trolley Tracks, it cannot be screened with trees or shrubs; however, it would be screened with vines plant above and below the wall.

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

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

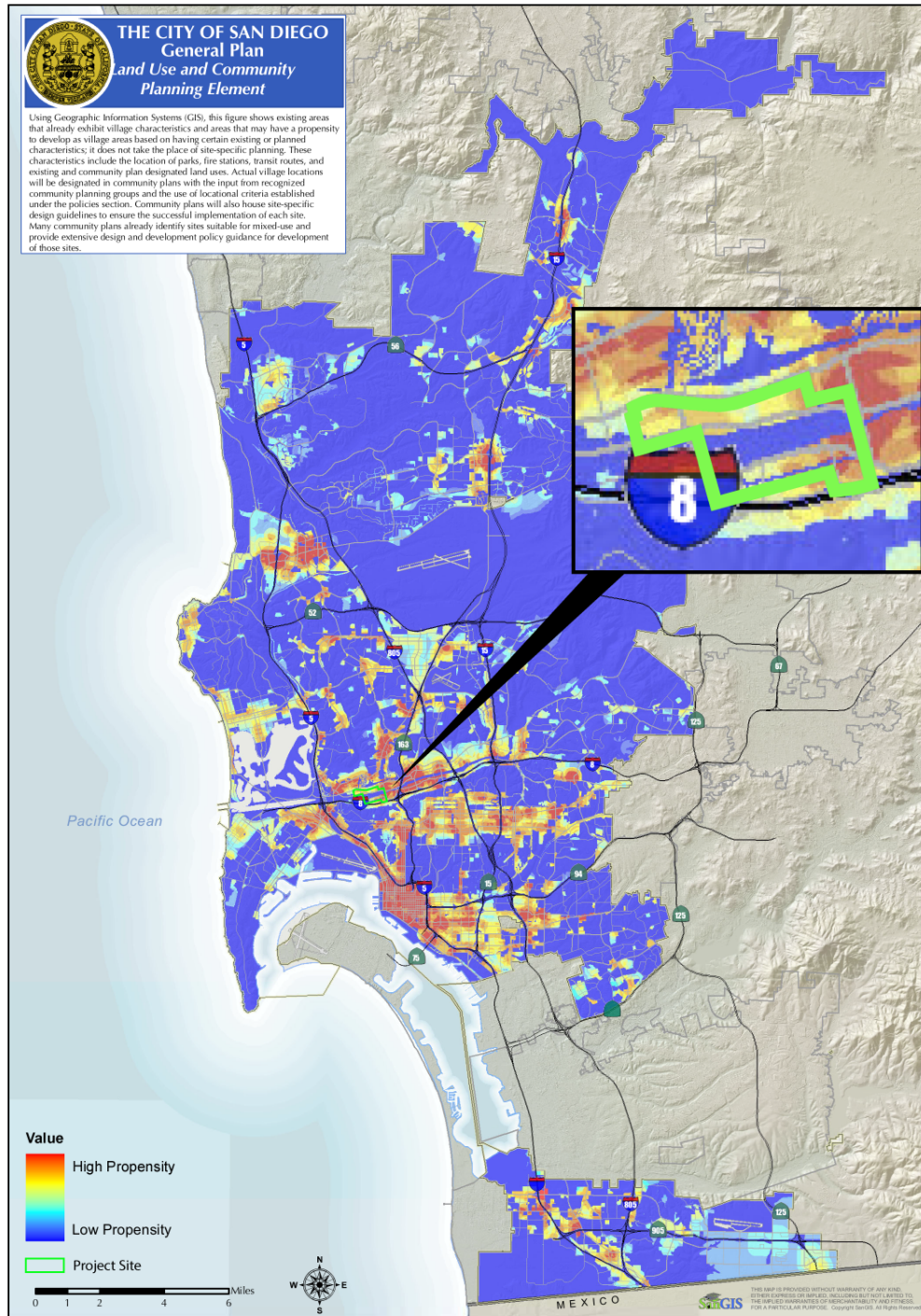


Figure 5.1-1. City of San Diego Village Propensity Map

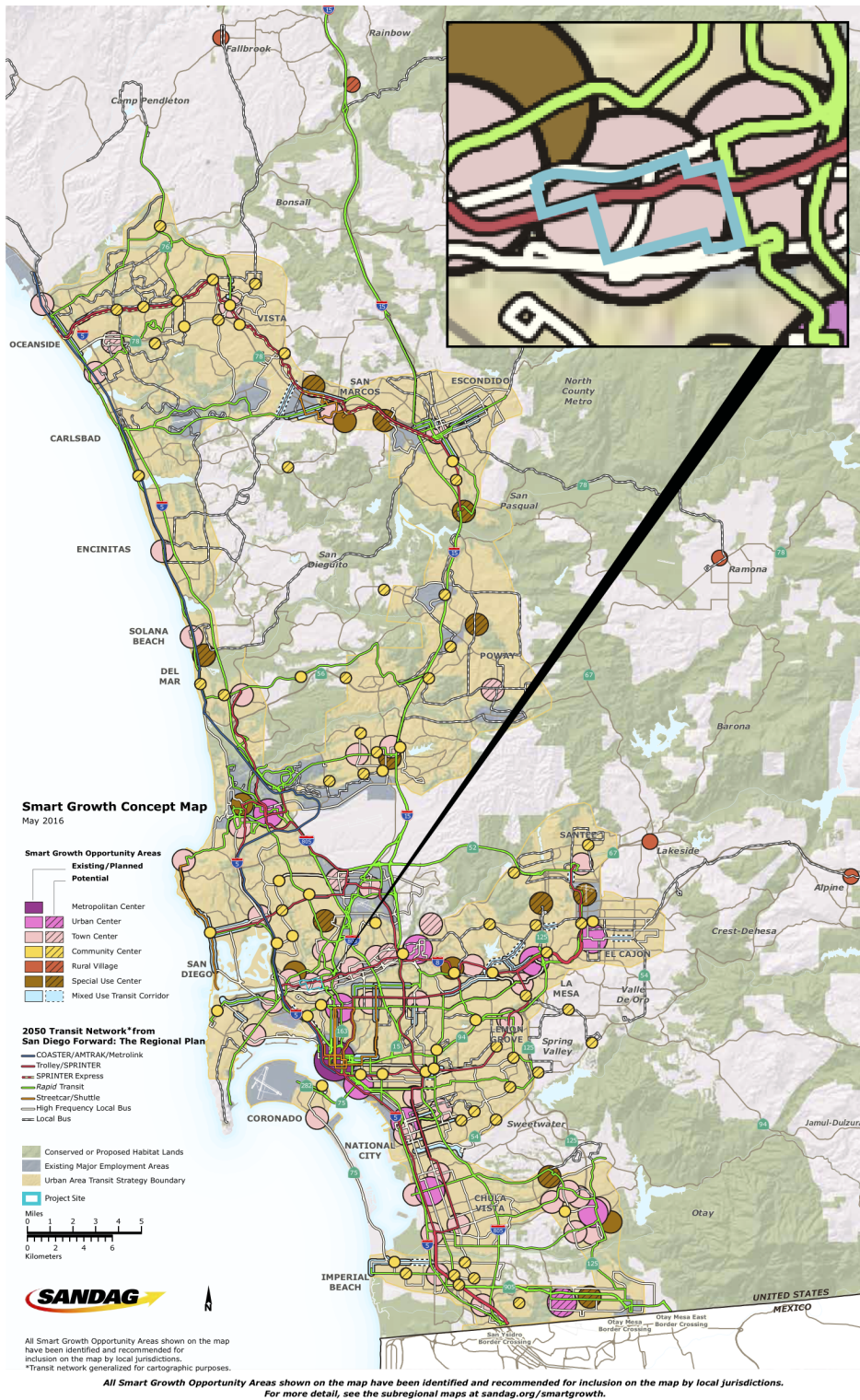


Figure 5.1-2. SANDAG Smart Growth Concept Map

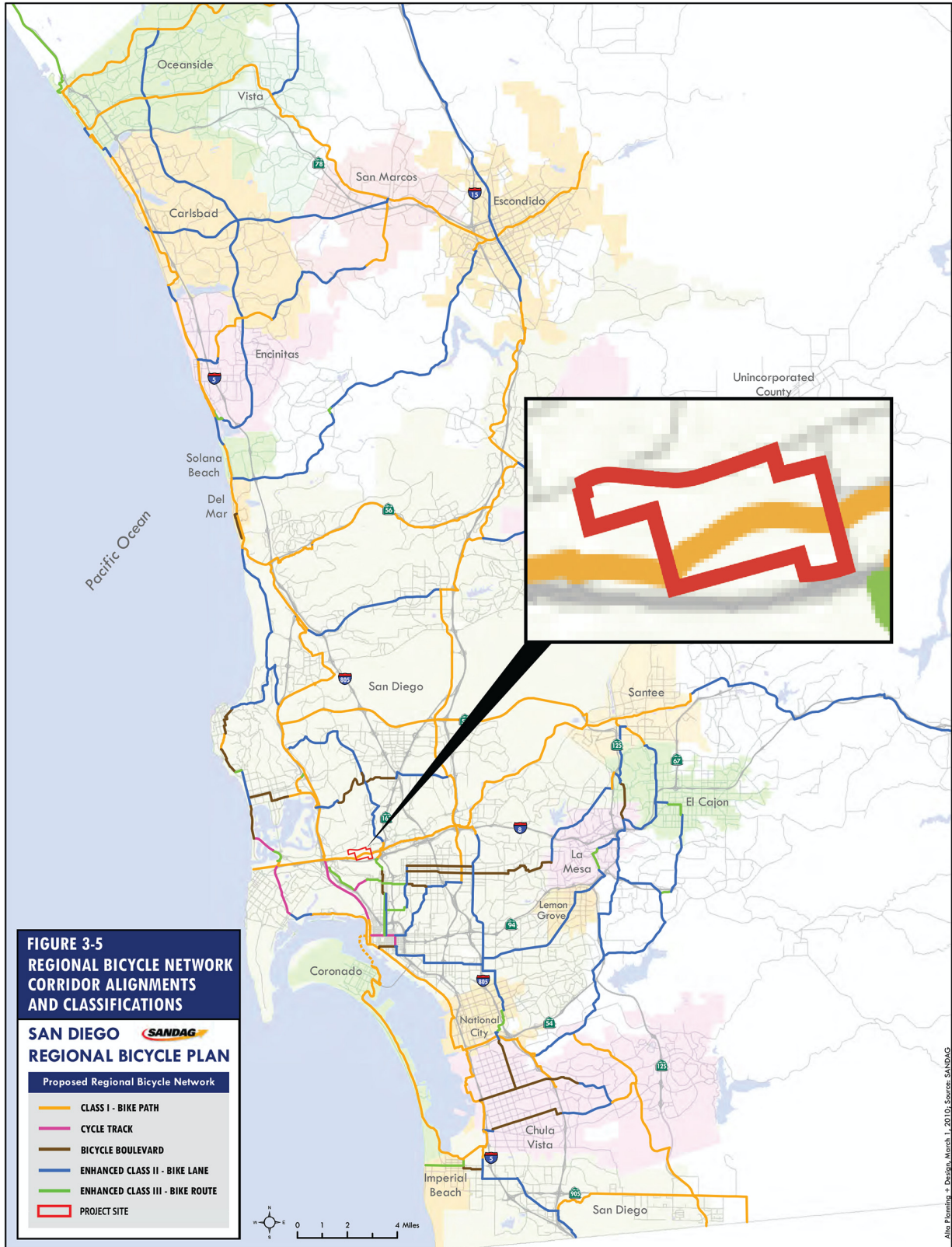


Figure 5.1-3. Regional Bicycle Network Connectivity

5.2 Transportation and Circulation

This section evaluates potential transportation impacts associated with the project. The following discussion is based on the *Transportation Impact Analysis* (TIA), prepared by Linscott, Law, and Greenspan Engineers (LLG) and Urban Systems Associates, Inc. (USAI), dated ~~March 20~~September 24, 2020, and the *Mobility Assessment* (MA), also prepared by LLG and USAI, dated ~~May 8~~September 2020, and are included as Appendices D and L, respectively. The TIA uses VMT as the metric.

5.2.1 Existing Conditions

The project site encompasses approximately 195 acres and is currently developed with the Riverwalk Golf Course, which consists of three nine-hole courses; clubhouse building; driving range; and associated driveways, surface parking, and various maintenance and related facilities. Situated in the western portion of central Mission Valley, the project site abuts Friars Road on the north, Fashion Valley Road on the east, a portion of Hotel Circle North on the south, and privately-owned residential property to the west. The San Diego River and the MTS Green Line Trolley traverse the project site in an east-west direction. The Green Line Trolley provides transit connections through Mission Valley to the Old Town multi-modal transit facility located in Old Town (west of the project site) and to San Diego State University, SDCCU Stadium, and the cities of La Mesa, El Cajon, and Santee located east of the project site.

5.2.1.1 Roadway Network

Regional access to the site is provided by I-8, located immediately south of the project site, SR 163, located approximately one mile east of the project site; and I-5, located less than two miles west of the project site. Primary vehicle access would occur at Fashion Valley Road from the east, Hotel Circle North from the south, and Friars Road from the north.

Interstate 8

I-8 is a major east-west Interstate Freeway providing inter-regional connectivity between San Diego County and Imperial County to the east. Within the project area, I-8 generally consists of eight travel lanes in the east-west direction with additional auxiliary lanes. Interchanges within the immediate vicinity of project are provided at Taylor Street, Hotel Circle North, and Hotel Circle South. I-8 has a posted speed limit of 65 miles per hour (mph).

Interstate 5

I-5 is a major north-south Interstate Freeway providing inter-regional connectivity between San Diego County and Orange/Los Angeles Counties to the north. Within the project area, I-5 generally consists of eight travel lanes in the north-south direction with additional auxiliary lanes. The I-8/I-5 interchange is the nearest access to the project study area. I-5 has a posted speed limit of 65 mph.

State Route 163

SR 163 is a north-south State Route providing inter-regional connectivity between downtown San Diego and Interstate 15 (I-15) to the north. Within the project area, SR 163 generally consists of eight travel lanes in the north-south direction with additional auxiliary lanes. An interchange within the immediate vicinity of the project is provided at Friars Road. The closest access to SR 163 from Riverwalk occurs at the Friars Road/SR 163 interchange, northeast of the property, or via I-8 eastbound. SR 163 has a posted speed limit of 65 mph.

Fashion Valley Road

Fashion Valley Road forms the eastern boundary of the Riverwalk site. Fashion Valley Road has an ultimate classification of Four-Lane Major Arterial in the Mission Valley Community Plan. Currently, Fashion Valley Road is a four-lane undivided roadway (Collector) between Friars Road and Hotel Circle North. While this roadway lacks any center left-turn lane or median, left-turn pockets are provided at intersections and one mid-block location, providing additional capacity. Traffic is controlled by signals except for parking lot driveways to commercial retail uses, which are controlled by stop signs. No bike lanes are provided, but bus stops are provided. Curbside parking is not permitted. The posted speed limit is 35 mph.

Hotel Circle North

Hotel Circle North forms the southern boundary of the Riverwalk project site. Hotel Circle North has an ultimate classification of a two-lane one-way couplet in the counterclockwise direction with two-way cycle track in the Mission Valley Community Plan. Hotel Circle North is currently constructed as a two-lane undivided roadway (Collector) with a two-way left-turn lane west of the I-8 ramps, a three-lane undivided roadway (Collector) between the I-8 ramps and Fashion Valley Road, and a two-lane undivided roadway (Collector) with a two-way left-turn lane between Fashion Valley Road and Camino de la Reina. Bike lanes are provided for a short distance on Hotel Circle North just west of the I-8 freeway underpass. The Hotel Circle name transition occurs underneath the I-8 freeway. The posted speed limit is 35 mph.

Friars Road

Friars Road forms the boundary between the Linda Vista and Mission Valley communities and is a classified roadway in both Community Plans. Per the Mission Valley Community Plan, Friars Road has an ultimate classification of Four-Lane Major Arterial between east of Napa Street and Fashion Valley Road, a Five-Lane Major between Fashion Valley Road and Fashion Valley Driveway, a Six-Lane Major Arterial between Fashion Valley Driveway and SR 163 SB ramps/Ulric Street, an Eight-Lane Primary Arterial between the SR 163 southbound (SB) ramps/Ulric Street and Mission Center Road and Qualcomm Way.

Bike lanes and sidewalks are provided along the roadway. The bike lanes on the north side are provided adjacent to the curbside parking between just east of Napa Street and just west of Fashion Valley Road. Bicycle facilities on the south side include a two-way cycle track from Sea World Drive to Riverwalk's northeast boundary and a bike lane from Napa Street to east of the SR 163 overcrossing. The posted speed limit is generally 45 mph.

5.2.1.2 Transit Network

Light Rail

Regional light rail transit service in the project study area is provided by the MTS Trolley Green Line, which runs between Santee and Downtown San Diego. There are seven stations within the Mission Valley community: Mission San Diego, Qualcomm Stadium, Fenton Parkway, Rio Vista, Mission Valley Center, Hazard Center, and Fashion Valley. The stations closest to the project site are Fashion Valley, located approximately 0.3-mile east of the site, and Hazard Center, located approximately one mile east of the site. The Morena/Linda Vista Station is located in the adjacent Linda Vista community, approximately 1.3 miles west of the project site. The Green Line covers 23.6 miles, with 15-minute service Mondays through Saturdays and 30-minute service during the late evenings, weekend mornings, and Sundays. The Green Line serves a total of 27 stations.

The MTS Green Line Trolley will provide connection to the MTS Blue Line Trolley extension project (the Mid Coast project). Currently, the Mid Coast project is under construction and will provide light rail service between Old Town and the University Town Center (UTC) areas. This trolley line is expected to be operational in late 2021, which is prior to the proposed project's opening day.

As shown on Figure 5.2-1, *Existing Transit Network*, the Green Line Trolley tracks run parallel to Friars Road and the San Diego River. Within walking distance from a portion of the Riverwalk project site, the Fashion Valley Transit Center serves as a convergence point for the Green Line Trolley and ~~seven~~eight bus routes, including Routes 1, 6, 20, 25, 41, 88, 120, and 928. (See below for a discussion of bus service in the project area.) Access to the Fashion Valley Transit Center is provided via the local roadway network, dedicated transit center parking, the San Diego River Trail, and a pedestrian bridge crossing the San Diego River.

Bus Service

Bus service is provided by the MTS. The bus routes serving the immediate project area include MTS Routes 1, 6, 20, 25, 41, 88, 120, and 928, and are described below:

- **Route 1** runs from Fashion Valley to La Mesa. The route runs along University Avenue, El Cajon Boulevard, and La Mesa Boulevard. There is a total of 50 stops including destinations to Fashion Valley Mall, El Cajon Boulevard Transit Plaza and La Mesa Shopping Center. Weekday service begins at 5:03 AM with 15-minute headways I the AM and PM peak commute hours and ends at 12:14 AM. Weekend service begins at 5:22 AM on Saturdays with 30-minute headways and ends at 12:02 AM. Sunday Service begins at 5:39 AM with 30-minute headways and ends at 9:10PM.

- **Route 6** runs between Mission Valley (Fashion Valley Transit Station) to North Park (30th Street and University Avenue). The route runs along Camino de la Reina, Qualcomm Way, Texas Street, and El Cajon Boulevard to North Park. There is a total of 19 stops along this route. Weekday service begins at 6:01 AM with 15-minute headways and ends at 11:25 PM. Saturday service begins at 6:34 AM with 30-minute headways and ends at 10:25 PM. Sunday service begins at 9:37 AM with 30-minute headways and ends at 8:31 PM.
- **Route 20** is an Express Bus Service that runs from Rancho Bernardo Transit Station to Downtown San Diego. The route runs along Camino Del Norte, Interstate 15 (I-15), Carmel Mountain Road, Black Mountain Road, Kearny Villa Road, and State Route 163 (SR 163). There are 38 stops along this route, including the Fashion Valley Transit Center. Weekday service begins at 5:13 AM with 15-minute headways and ends at 10:17 PM. Saturday service begins at 5:41 AM with 30-minute headways and ends at 9:17 PM. Sunday service begins at 5:41 AM with one-hour headways and ends at 8:49 PM.
- **Route 25** runs from Fashion Valley to Kearny Mesa. The route runs along Clairemont Mesa Boulevard, Santo Road, Aero Drive, Kearny Villa Drive, Genesee Avenue, Ulric Street, and Friars Road. There is a total of 30 stops along this route including destinations to Linda Vista Park and Recreation Center, Stone Crest Plaza, and Sharp Hospital. This route runs on weekdays starting at 6:30 AM with one-hour headways and ends at 6:51 PM. No weekend service is provided.
- **Route 928** runs from Fashion Valley to Kearny Mesa. The route runs along Clairemont Mesa Boulevard, Ruffin Road, Aero Drive, Murray Ridge Road, Mission Center Road, and Friars Road. There is a total of 33 stops along this route, including destinations to Hazard Center and Stone Crest Plaza. Weekday service begins at 4:47 AM with 30-minute headways and ends at 9:24 PM. Saturday service begins at 8:30 AM with one-hour headways and ends at 6:29 PM. Sunday service begins at 6:30 AM with one-hour headways and ends at 9:27 PM.
- **Route 41** runs from Fashion Valley to University of California San Diego (UCSD). The route runs along La Jolla Village Drive, Genesee Avenue, SR 163, and Fashion Valley Road. There is a total of 34 stops, including destinations to Costa Verde Center, Fashion Valley Mall, Genesee Plaza, Mesa College, and Westfield UTC. Weekday service begins at 5:21 with 15-minute headways and ends at 11:41 PM. Weekend service is available from Fashion Valley to UTC Transit Center. Saturday service begins at 6:07 AM with 30-minute headways and ends at 10:36 PM. Sunday service begins at 6:27 AM with 30-minute headways and ends at 9:53 PM.
- **Route 88** runs from Old Town to Fashion Valley Transit Center via Hotel Circle. There is a total of 13 stops along this route. Weekday service begins at 5:55 AM with 30-minute headways and ends at 9:21 PM. Saturday service begins at 5:40 AM with 30-minute headways and ends at 8:37 PM. No Sunday service is provided.

- **Route 120** runs from Downtown (4th Avenue and Broadway) to Kearny Mesa. The route runs along Kearny Mesa Road, Linda Vista Road, Ulric Street, Friars Road, Fashion Valley Road, SR 163, and Fourth Avenue. There is a total of 32 stops along this route, including destinations to Fashion Valley Mall, Horton Plaza, Sharp and Children’s Hospitals, Kearny Mesa Courthouse, and Juvenile Hall. Weekday service begins at 4:59 AM with 15-minute headways and ends at 10:33 PM. Sunday service begins at 6:13 AM with 30-minute headways and ends at 9:59 PM.

5.2.1.3 Bicycle Network

Bicycle Facilities

Bicycle facilities can typically be classified into four general categories:

- Class I bicycle paths provide a completely separated right-of-way for the exclusive use of bicyclists, pedestrians, and those using non-motorized modes of travel. These facilities typically consist of off-street bicycle paths or trails and provide critical connections where roadways are absent or are not conducive to bicycle travel.
- Class II bicycle lanes refer to bicycle facilities defined by pavement striping and signage to allocate a portion of roadway for bicycle travel. Bicycle lanes are one-way facilities on either side of a street. A painted buffer can separate bicycles from vehicles or parking lanes and green paint can identify conflict zones.
- Class III bicycle routes are facilities where bicycles share a travel lane with automobile traffic. These facilities are identified with signage and may include other features such as “sharrow” pavement markings to delineate that the road is a shared-use facility.
- Class IV Cycle Tracks combine the experience of a separated path with the on-street infrastructure of a conventional bike lane. They are located in roadway right-of-way but separated from vehicle lanes by physical barriers, flexible posts, on-street parking curbs, or other objects.

Existing Bicycle Mobility

Figure 5.2-2, *Existing Bicycle Network*, shows the existing bicycle network within the immediate vicinity of the project site. Table 5.2-1, *Bicycle Facilities*, summarizes the existing bicycle classifications on the project’s surrounding street segments and also shows the future bicycle classifications planned for those facilities.

Existing Bicycle Activity

Existing bicycle activity (from the Mission Valley Community Plan Update, Mobility Existing Conditions Report, June 2017) was documented at every intersection in the study area during the commuter AM and PM peak hours. AM and PM bicycle activity was documented, and every intersection was categorized into the following bicycle activity categories: low activity, assuming less than five bicyclists/hour; medium activity, assuming six to nine bicyclists/hour; and high activity, assuming greater than ten bicyclists/hour.

Table 5.2-1. Bicycle Facilities

Street Segment	Existing Classification	Future Classification per Mission Valley Community Plan
Friars Road		
Napa Street to Colusa Street	Class II and Class IV ³	Class II and Class IV ²
Colusa Street to Goshen Street	Class II and Class IV ³	Class II and Class IV ²
Goshen Street to Via las Cumbres	Class II and Class IV ³	Class II and Class IV ²
Via las Cumbres to Fashion Valley Road	Class II ⁴	Class II and Class IV ²
Fashion Valley Road to Via De La Moda	Class II	Class IV ¹
Via De La Moda to Avenida De Las Tiendas	Class II	Class IV ¹
Avenida De Las Tiendas to Ulric Steet	Class II	Class IV ¹
Ulric Street to SR 163 NB Ramps	Class II	Class II
Hotel Circle North		
Hotel Circle Place to I-8 WB Ramps	Class II	Class IV ²
I-8 WB Ramps to Fashion Valley Road	None	Class IV ²
Fashion Valley Road to Camino de la Reina	None	Class IV ²
Camino de la Reina		
Hotel Circle North to Avenida del Rio	Class III	Class IV ²
Avenida del Rio to Camino de la Siesta	None	Class I/Class II
Taylor Street		
I-8 EB Ramps to Hotel Circle South	Class II	Class II
Hotel Circle South to I-8 WB Ramps	None	Class IV ²
Hotel Circle South		
Taylor Street to I-8 EB Ramps	Class III	Class IV ²
I-8 EB Ramps to Bachman Place	Class II	Class IV ²
Bachman Place to Camino de la Reina	Class II	Class IV ²
Fashion Valley Road		
Friars Road to Riverwalk Drive	Class III	Class IV ²
Riverwalk Drive to Hotel Circle North	Class III	Class IV ²

1. One-way cycle track.
2. Two-way cycle track.
3. Friars Road currently includes Class II bicycle lanes on both sides of the roadway. In addition, a Class IV two-way cycle track is provided on the south side.
4. The cycle track terminates approximately 920 feet west of Fashion Valley Road.

Figure 5.2-3, *Existing Bicycle Activity*, shows the existing bicycle activity in proximity of the project. For the project vicinity, there was medium to high bicycle activity along Friars Road, Fashion Valley Road, and

Hotel Circle North. As shown on Figure 5.2-3, the following intersections were observed as having medium or high bicycle activity for locations within a 0.5-mile driving distance of the project area:

- Linda Vista Road/Via Las Cumbres
- Friars Road/Goshen Street
- Friars Road/Via De La Moda
- Friars Road/Avenida de las Tiendas
- Fashion Valley Road/Riverwalk Drive
- Camino de la Reina/Avenida Del Rio
- Hotel Circle North/I-8 WB Ramps
- Hotel Circle North/Fashion Valley Road
- Hotel Circle North/Camino de la Reina

5.2.1.4 Pedestrian Network

Existing Pedestrian Mobility

A pedestrian network inventory was conducted along street segments, which included documenting street segments, missing sidewalks, pedestrian barriers, and pedestrian pathways within the 0.5-mile driving distance of the project. Figure 5.2-4, *Existing Pedestrian Network*, shows the existing pedestrian network within the immediate vicinity of the project site.

Existing Pedestrian Activity

Existing pedestrian activity (from the Mission Valley Community Plan Update, Mobility Existing Conditions Report, June 2017) was documented at intersections within the 0.5-mile driving distance of the project during the commuter AM/PM peak hours. AM and PM pedestrian activity was documented, and every intersection was categorized into the following pedestrian activity categories: low activity, assuming less than 30 pedestrians/hour; medium activity, assuming 31 to 59 pedestrians/hour; and high activity, assuming greater than 60 pedestrians/hour.

Figure 5.2-5, *Existing Pedestrian Activity*, shows the existing pedestrian activity in proximity of the Riverwalk project. In the vicinity of the Riverwalk project site, there was medium to high pedestrian activity surrounding the Fashion Valley Transit Center and the Fashion Valley Mall, and low activity surrounding the Riverwalk Golf Course and Hotel Circle North. As shown on Figure 5.2-5, the following intersections were observed as having medium or high pedestrian activity for locations within a 0.5-mile driving distance of the project area:

- Linda Vista Road/Via Las Cumbres
- Friars Road/Colusa Street
- Friars Road/Fashion Valley Road
- Fashion Valley Road/Riverwalk Drive
- Hotel Circle South/Bachman Place

5.2.2 Regulatory Framework

5.2.2.1 State

Senate Bill 743/State CEQA Guidelines

Senate Bill (SB) 743, signed in 2013, required a change in the way that transportation impacts are analyzed under CEQA. Historically, environmental review of transportation impacts has focused on the delay vehicles experience at intersections and roadway segments, as expressed in Levels of Service (LOS). The legislation, however, sets forth that upon certification of new guidelines by the Secretary of the Natural Resources Agency, automobile delay, as described solely by LOS or other similar measures of traffic congestion *shall not be considered a significant impact on the environment*. Local jurisdictions may continue to consider LOS with regard to local general plan policies, zoning codes, conditions of approval, thresholds, and other planning requirements. New criteria for measuring traffic impacts under CEQA are to focus on *the reduction of greenhouse gas emissions, the development of multi-modal transportation networks, and a diversity of land uses*.

State CEQA Guidelines Section 15064.3 was adopted in December 2018 to implement SB 743. In addition to establishing VMT as the most appropriate measure of transportation impacts, and shifting away from LOS, primary elements of this section:

- Reiterate that a project's adverse effect on automobile delay shall not constitute a significant environmental impact;
- Create a rebuttable presumption of no significant transportation impacts for (a) land use projects within 0.5-mile of either an existing major transit stop or a stop along an existing high-quality transit corridor, (b) land use projects that reduce VMT below existing conditions, and (c) transportation projects that reduce or have no impact on VMT;
- Allow a lead agency to qualitatively evaluate VMT if existing models are not available; and
- Give lead agencies discretion to select a methodology to evaluate a project's VMT, but requires disclosure of that methodology in the CEQA documentation.

Lead agencies are required to comply with CEQA Guideline revisions no later than July 1, 2020. To assist lead agencies in this endeavor, the State Office of Planning and Research (OPR) has also published a Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), which provides guidance in the calculation and application of VMT analyses within CEQA documents. The City is still developing its VMT methodology and therefore currently adheres to its adopted thresholds and methodology. The City plans to meet the July 1, 2020, deadline for VMT metric adoption.

Where the case-by-case setting and circumstances of a particular project make it appropriate to use a VMT threshold, the City may evaluate a project under a project-specific threshold. A project-specific VMT-based threshold was used for this project. The methodology for this threshold is described below in Section 5.2.3, *Methodology*.

5.2.2.2 Regional

San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan (RP) is an update of the Regional Comprehensive Plan (RCP) for the San Diego Region and the 2050 RP/Sustainable Communities Strategy (SCS), combined into one document. The Regional Plan provides a blueprint for San Diego's regional transportation system in order to effectively serve existing and projected workers and residents within the San Diego region. In addition to long-term projections, the Regional Plan includes an SCS, in compliance with SB 375. The SCS aims to create sustainable, mixed-use communities conducive to public transit, walking, and biking by focusing future growth in the previously developed, western portion of the region along the major existing transit and transportation corridors. The Regional Plan has a horizon year of 2050, projects regional growth, and contains recommended transportation projects over this time period.

TPAs, in general, include areas within a 0.5-mile radius of an existing major transit station or stop along an existing high-quality transit corridor. The SANDAG 2050 RP identifies transit's expanding role to meet local and regional mobility needs. Targets have been set in the City's CAP to increase transit mode share within TPAs. The Riverwalk project is located within both a City of San Diego 2035 TPA and SANDAG-identified TPA.

5.2.2.3 Local

General Plan

The General Plan's Mobility Element identifies the proposed transportation network and strategies needed to support the anticipated General Plan land uses. The Mobility Element's policies promote a balanced, multi-modal transportation network that gets people where they want to go while minimizing environmental and neighborhood impacts. The Mobility Element contains policies that address walking, streets, transit, regional collaboration, bicycling, parking, the movement of goods, and other components of a transportation system. Together, these policies advance a strategy for relieving congestion and increasing transportation choices.

Mission Valley Community Plan

The project site is located within the Mission Valley Community Plan area. The Mission Valley Community Plan promotes the development of Mission Valley into a *walkable, accessible community envisioned in the General Plan's City of Villages Strategy through the building of multi-modal connections that ensure Mission Valley remains positioned for sustainable growth*. The Mission Valley Community Plan's Mobility Element is also aimed at developments that include: accessibility to cyclists and amenities to support bicycle use; technology solutions that can improve mobility; contributions to a better functioning street system; elements that promote internal walkability as well as connectivity to and from other destinations in the community; and transit-oriented features that promote transit use.

5.2.3 Methodology

5.2.3.1 Background on Senate Bill 743

In conformance with SB 743, the project's vehicular impacts were evaluated using a VMT metric, pursuant to the latest direction from the OPR Technical Advisory, and other local and regional documents helpful in providing substantial evidence to support a VMT threshold and impact analysis. Public Resources Code Section 21099, enacted pursuant to SB 743, identifies VMT as an appropriate metric for measuring transportation impacts along with the elimination of auto delay/LOS for CEQA purposes statewide prior to July 1, 2020. The justification for this paradigm shift is that auto delay/LOS impacts may lead to improvements that increase roadway capacity and, therefore, sometimes induce more traffic and greenhouse gas emissions. In contrast, constructing projects in VMT-efficient locations assists California in meeting greenhouse gas emissions targets.

In January 2016, the OPR issued Draft Guidance, which provided recommendations for updating the State's CEQA Guidelines in response to SB 743 and recommended options for conducting VMT analysis. When using a threshold of significance, a lead agency may *consider the thresholds of significance recommended by experts and supported by substantial evidence* (CEQA Guidelines 15064.7(c)). In addition, lead agencies may use thresholds on a project-by-project or a case-by-case basis not for general use where, based on careful judgment, project setting, and to the extent possible on scientific and factual data, the lead agency explains how compliance with the threshold means that the project's impacts are less than significant.

5.2.3.2 Riverwalk Project-Specific Analysis

Riverwalk's setting and circumstances are unique because, within months of the July 1, 2020, statutory deadline for all lead agencies statewide to switch to a VMT-based significance threshold, Riverwalk is anticipated to process entitlements and CEQA analysis that proposes to construct a major transit facility as part of a large specific plan project that would provide service to the existing community and future residents and employees living and working in the project's proposed homes and office space. Given the facts about this unique project feature and the policy benefits of encouraging investment in such VMT-reducing transit features that meet the goals of SB 743, a project-specific VMT-based threshold is the appropriate threshold to apply to the project. Where the case-by-case setting and circumstances of a particular project make it appropriate to use a VMT threshold, the City may evaluate a project under a project-specific threshold.

In addition to the VMT analysis, a project-specific Mobility Assessment (MA) was also prepared and is included as Appendix C1 to this document. This assessment focuses on automobile delay/LOS within the Mission Valley Community Plan area. The LOS analysis was conducted to identify the project traffic's effect and recommends project improvements to ensure that the project is consistent with the Mission Valley Community Plan transportation improvements and that improvements would be implemented by the project consistent with the Transportation Improvement Plan (TIP). However, consistent with SB 743 and

CEQA Guidelines 15064.3, the CEQA significance determination for this project is suggested to be based only on VMT and not on LOS.

5.2.3.3 Trip Generation

The project includes land uses (such as retail, residential, and office) that promote interaction between the on-site land uses. In addition, the project site is located in a 2035 TPA and would have two trolley stations within close walking distance: the existing Fashion Valley Transit Center and the proposed on-site Riverwalk trolley stop. Mixed-use developments near high-quality transit (such as the trolley) typically generate fewer vehicle trips as compared to conventional suburban developments due to the synergy of land uses and increased activity of transit, pedestrian, and bicycle trips.

Given the intensity and density of land uses proposed, the project would be developed in a phased manner and includes three phases, with ultimate buildout of the Specific Plan anticipated in 2035. The phases include Opening Day (Phase I) in 2025, Phase II in 2030, and Phase III in Year 2035. Table 5.2-2, *Project Phasing*, and Figure 3-11, *Riverwalk Phasing Plan*, summarize the three phases of the project.

Phase I of the project is calculated to generate 14,932 net new cumulative average daily trips (ADT) with 1,024 total AM peak hour trips (329 inbound/695 outbound) and 1,448 total PM peak hour trips (871 inbound/577 outbound). Phase I of the project is calculated to generate 17,248 driveway ADT with 1,094 total AM peak hour trips (371 inbound/723 outbound) and 1,680 total PM peak hour trips (987 inbound/693 outbound).

Phase II of the project is calculated to generate 28,305 net new cumulative ADT with 1,988 total AM peak hour trips (528 inbound/1,460 outbound) and 2,627 total PM peak hour trips (1,682 inbound/ 945 outbound). Phase II of the project is calculated to generate 30,896 driveway ADT with 2,066 total AM peak hour trips (575 inbound/1,491 outbound) and 2,886 total PM peak hour trips (1,811 inbound/1,075 outbound).

Project buildout (Phases I, II, and III) is calculated to generate 37,222 net new cumulative ADT with 3,105 total AM peak hour trips (1,519 inbound/1,586 outbound) and 3,906 total PM peak hour trips (1,973 inbound/1,933 outbound). Project buildout is calculated to generate 41,186 driveway ADT with 3,224 total AM peak hour trips (1,591 inbound/1,633 outbound) and 4,302 total PM peak hour trips (2,171 inbound/2,131 outbound).

Table 5.2-2. Project Phasing

Phase	Year	Development Activity
I	2025	1,910 multi-family dwelling units; 110,300 sf Retail; 65,000 sf multi-tenant office; construction of the Riverwalk trolley station; 1.6-acre Developed Park; 3.11-acre Undeveloped Park
II	2030	2,390 multi-family dwelling units; 13,100 sf Retail; construction of the Riverwalk trolley station ; 26.27-acre Developed Park; 53.48-acre Undeveloped Park (including the Riverwalk River Park)
III	2035	28,600 sf Retail; 935,000 sf multi-tenant office; 2.2-acre Undeveloped Park
Project Buildout		<ul style="list-style-type: none"> • 4,300 multi-family dwelling units • 152,000 sf Retail • 1,000,000 sf Office^e • 27.87-acre Developed Park^b • 58.79-acre Undeveloped Park^c • 28 acres Open Space^d

Footnotes:

- a. Park acreage changes are due to changes in the project description and site plan that were made to ensure consistency with the Mission Valley Community Plan (MVCP) Preferred Roadway Network, including Irrevocable Offer of Dedications (IODs) for Streets J and U. Additionally, a 50-foot no-use buffer surrounding the SD River and MHPA has been subtracted from previous Undeveloped Park acreage.
- b. The total acreage for Developed parks used in the trip generation calculations from an earlier project description equals 27.87 acres. Per the current project description, the total Developed Parks acreage is 20 acres (Phase I: 0.9 acres and Phase II: 19.1 acres) including a recreation center identified in the Mission Valley Community Plan. However, to be conservative, the 27.87 acres was used in the trip generation calculations.
- c. The total acreage for Undeveloped Parks used in the trip generation calculations from an earlier project description equals 58.79 acres. Per the current project description, the total Undeveloped Parks acreage is 42.3 acres (Phase I: 2.4 acres and Phase II: 39.9 acres). However, to be conservative, the 58.79 acres was used in the trip generation calculations.
- d. The total acreage for Open Space from an earlier project description totals 28 acres. Per the current project description, the total Open Space acreage is 35 acres.
- d.e. The total gross floor area (GFA) of the commercial office use is 1,000,000 square feet. The City of San Diego Trip Generation Manual uses gross-leasable area (GLA) for trip generation calculations. Therefore, 800,000 square feet was used to calculate trip generation.

To ensure consistency with the Mission Valley Community Plan and to provide improvements necessitated by the project, public streets, private drives, streetscape enhancement, bicycle improvements, and pedestrian improvements associated with each phase of development would be constructed as discussed in the TIP included as an appendix to the TIA. This would ensure that the appropriate transportation improvements would be provided as the project develops over an extended period of time.

5.2.4 Impact Analysis

5.2.4.1 Issue 1

Issue 1: Would the project conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle, and pedestrian facilities?

Impact Threshold

According to the City's Significance Determination Thresholds, transportation impacts may be significant if a project would *conflict with adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, bicycle racks)*. A significant transportation impact could occur if the proposed project would conflict with the General Plan Mobility Element or other adopted transportation programs, plans, ordinances, or policies such as the City's Bicycle Master Plan.

Analysis

The project would be consistent with the Mobility Element of the General Plan (as previously demonstrated in Table 5.1-1) and other adopted policies, plans (including the Mission Valley Community Plan, as previously demonstrated in Table 5.1-3), or programs supporting the transportation system, as it strives to improve mobility through a balanced, multi-modal transportation network with planned improvements to pedestrian, bicycle, and transit facilities.

Alternative Transportation Improvements

Pedestrian Facilities

The project proposes substantial improvements to promote walkability. Figure 5.2-6, *Pedestrian Network - Project Frontage*, shows the proposed pedestrian network along the project frontage. Figure 3-4, *Pedestrian Circulation*, shows the proposed pedestrian circulation within the project site. The project would construct the following on the fronting streets as well as within the project site:

- A six-foot wide non-contiguous sidewalk would be constructed along the entire project frontage on the south side of Friars Road. The sidewalk would be separated from the curb by a 17-foot-wide landscaped buffer to provide refuge for pedestrians.
- Currently, a five-foot wide contiguous sidewalk exists only on the east side of Fashion Valley Road between Friars Road and Hotel Circle North. An existing five-foot wide contiguous sidewalk on the west side of Fashion Valley Road is provided for approximately 620 feet between Friars Road and proposed Private Drive 'T'. The project would widen Fashion Valley Road and construct a six-foot wide non-contiguous sidewalk on the west side of Fashion Valley Road along the entire project frontage between proposed Private Drive 'T' and Hotel Circle North. This would enhance pedestrian mobility and interaction between the Fashion Valley mall and surrounding community.

- Currently, there are no sidewalks on Riverwalk Drive, west of Fashion Valley Road. The project would construct a seven-foot wide non-contiguous sidewalk along the south side of Riverwalk Drive between Fashion Valley Road to its on-site terminus.
- A seven-foot wide non-contiguous sidewalk would be constructed along the 840-foot project frontage on the north side of Hotel Circle North. The sidewalk would be separated by a seven-foot-wide landscaped buffer to provide refuge for pedestrians.
- The San Diego River Pathway (Class I pedestrian/bicycle path) would be constructed on the north side of the San Diego River in the project's Central District and would connect with the existing San Diego River Pathway to the east and west of the Riverwalk site.
- A Class I pedestrian/bicycle path would utilize the two existing bridges along the San Diego River to provide a pedestrian link from the transportation center and urban core to the southern portions of Riverwalk and also to activate the Riverwalk River Park. Paths would connect the pedestrian bridges to the San Diego River Pathway, the various elements of the park system, and pedestrian/bicycle linkages to the development areas on both sides of the San Diego River. In addition to the two existing bridges over the San Diego River, a new pedestrian bridge is proposed on Street 'J', north of Street 'P', connecting to the proposed Riverwalk trolley stop / transit station.
- Sidewalks would also connect to the community-wide pedestrian network. An existing golf cart tunnel would be utilized for pedestrian and bicycle access from the north to the south side of the trolley tracks. An additional existing golf cart tunnel on the west side of the Riverwalk site would provide pedestrian connection under the trolley tracks to any future development at the 15-acre MTS-owned parcel.
- With the exception of the north side of Riverwalk Drive fronting the trolley tracks, all on-site roadways would include sidewalks on both sides of the roadway and crosswalks on all approaches.
- A seven-foot-wide open space/walkway for pedestrians is also proposed on the north side of the trolley tracks to provide pedestrian access to and from Fashion Valley Road to the west end of the project site.

All proposed pedestrian design and mobility elements, including sidewalks and pathways, linkages, crossings and intersections, and curb pop-outs or extensions would be required to comply with the City's design standards, satisfactory to the City Engineer.

Bicycle Network

To promote bicycle mobility, the project proposes to construct several bicycle improvements along all the major project fronting corridors of Friars Road, Fashion Valley Road, Hotel Circle North, and Riverwalk Drive, consistent with the Mission Valley Community Plan Bicycle Network shown in Table 5.2-1, as well as bicycle facilities within the project site. Figure 3-6, *Bicycle Circulation Plan*, shows the proposed on-site bicycle circulation. Improvements to the bicycle network are described below:

- *Friars Road*: A Class IV cycle track is proposed on Friars Road between Colusa Street and Street M. The existing Class II buffered bike lanes on both sides of Friars Road between Colusa Street and Fashion Valley Road would remain.
- *Fashion Valley Road*: Consistent with the Mission Valley Community Plan Bicycle Plan, the project would construct a two-way Class IV cycle track on the west side of Fashion Valley Road between Riverwalk Drive and Hotel Circle North along the project frontage, and a southbound Class II bike lane between Private Drive 'T' and Riverwalk Drive. A Class III bike route would be designated southbound along Fashion Valley Road for portions that are not along the Riverwalk project frontage (which is approximately 660 ft).
- *Hotel Circle North*: Currently, Hotel Circle North along the project frontage includes no bike lanes. Consistent with the Mission Valley Community Plan Bicycle Plan, the project would construct a two-way Class IV cycle track on the north side of Hotel Circle North between Fashion Valley Road and I-8 westbound ramps. This assumes a one-way couplet is implemented on Hotel Circle North and Hotel Circle South, per the Mission Valley Community Plan.
- *Street 'U'*: Consistent with the Mission Valley Community Plan, the project would construct a two-way Class IV cycle track on the north side of Street 'U' between Fashion Valley Road and Street 'V'.
- *Street 'V'*: The project would construct buffered Class II bike lanes on Street 'V' between Hotel Circle North and Street 'U'.
- *Street 'F'*, which is one of the major project driveways off Friars Road, would include buffered Class II bike lanes on both sides. This would ensure bicycle connectivity from the major arterial, Friars Road, into the Riverwalk project site.
- *Street 'I'*, the primary project driveway off Friars Road that would serve the Riverwalk transit stop, would include buffered Class II bike lanes on both sides. This would ensure a direct bike connection between the major arterial and the Riverwalk trolley stop/transit station.
- *Streets 'D' and 'E'*, the east-west on-site roads that parallel Friars Road and Riverwalk Drive, would include Class II bike lanes between Street 'A' and Street 'M'.
- *Street 'M'*, the easterly project driveway, would include buffered Class II bike lanes on both sides. This provides a north-south connection on the Riverwalk project site to connect to the northerly Class I San Diego River Pathway.
- The *north-south linear park space (Lot II and Lot JJ)* would include a Class I bike path on the west side of the linear park. This design allows only pedestrian and bicycle travel; no vehicular traffic is allowed.
- The project also proposes a *Class I San Diego River Pathway*, which is designed on the north of the San Diego River in the Central District. The San Diego River Pathway connects to Riverwalk Drive at the east and would connect to future western segments, as future projects develop to complete the connection to Mission Bay/Ocean Beach.
- A Class I bicycle path is also proposed for the linear park space (Lots II and JJ) connecting Friars Road to the San Diego River Pathway, located on the north side of the San Diego River. This bicycle path would provide street access to the San Diego River with a tunnel under the trolley tracks. In addition to the San Diego River Pathway, located on the north side of the San Diego River, two additional Class I bicycle paths are proposed south of the River (as shown on Figure 3-6). One proposed Class I bicycle path would run through the Riverwalk River Park between the

existing bridges; the other would connect Fashion Valley Road to the Riverwalk River Park along the northern boundary of the South District.

- On the western edge of the project site, a north-south Class I path is proposed to connect Friars Road to Street 'D'. A second east-west Class I path is proposed at the northwest corner of Fashion Valley Road and Riverwalk Drive to provide bicycle connectivity between Friars Road and Fashion Valley Road and would provide connection to the Class I San Diego River Pathway.

Bicycle facilities would link employment, residential, retail, and open space areas within Riverwalk, as well as to the community-wide bikeway system. Because bicycle facilities would connect with the City-wide system, a cyclist would be able to ride through and then beyond Riverwalk.

Transit Services

Figure 5.2-7, *Proximity to Transit per SB 743*, shows the project's proximity to transit, major and high-quality transit service, and identifies the overall TPA for the project site. As shown on Figure 5.2-7, the project would construct a new Green Line Trolley stop within the project site to promote transit mobility for all site users as well as residents in the neighboring communities. The new trolley stop is proposed to be located at the intersection of Street 'J' and Riverwalk Drive. This location was identified based on MTS criteria relative to the separation between existing stations, potential population served, flatness, and visibility.

The trolley stop would serve as a mobility hub for the project and community and provide access to and from the trolley, and paths, trails, and sidewalks that serve the neighborhood and the region. The facility would include bicycle lockers, bicycle racks and rentals, automobile drop-off and pickup, and rideshare. The trolley stop also proposes a potential location for a bus stop along Riverwalk drive to south of the trolley station, should MTS determine that bus service internal to Riverwalk is warranted in the future. The transit stop would be architecturally and functionally integrated into the design of the community. The trolley stop is part of the 2050 RP and would be constructed entirely by the Riverwalk project. Furthermore, the Riverwalk project site is located within a 2035 City of San Diego TPA map.

In addition, the project would conduct the following trolley access improvements:

- Coordinate with SANDAG, City of San Diego, and MTS to review opportunities to incorporate Transit Signal Priority system as part of the Intelligent Transportation System improvements to reduce travel times and increase efficiency for the MTS buses along Fashion Valley Road and Hotel Circle North.
- As part of the project frontage improvements, the existing bus stop at Fashion Valley Road/Hotel Circle North, the project would add a shelter, trash receptacle, maps/wayfinding signs, and lighting.
- Coordinate with SANDAG and MTS on the accommodation for future MTS buses on the project site as a part of the future Riverwalk transit stop.

Consistency with Adopted Alternative Transportation Mode Plans and Policies

Alternative transportation mode plans and policies in the vicinity of the project are governed by the City's General Plan and SANDAG's Regional Plan. Specifically, the project would be consistent with the City's Mobility Element, which supports multi-modal transportation, and the Urban Design Element, which supports integrating transit facilities into project design, and improvements to walkability, bicycling, and transit integration. Refer to Section 5.1, *Land Use*, of this EIR and Table 5.1-1 for details on plan consistency.

Significance of Impacts

The project would be consistent with the Mobility Element of the General Plan and other adopted policies, plans (including the Mission Valley Community Plan), or programs supporting the transportation system, including pedestrian, bicycle, and transit facilities. The project design includes improvements which would enhance existing bicycle and pedestrian transportation modes on the site and facilitate access to and use of public transit. All transportation facilities would be designed in accordance with applicable City standards. As a result, the project would be consistent with the City's alternative transportation policies. No significant impacts would occur.

5.2.4.2 Issue 2

Issue 2: Would the project result in Vehicle Miles Traveled (VMT) exceeding thresholds identified in the City of San Diego Transportation Study Manual?

Impact Threshold

While the transportation significance thresholds are consistent with the ones listed in the environmental checklist in Appendix G of the CEQA Guidelines, they have been revised to address the changes being implemented as a result of SB 743. The applicable thresholds used to determine whether implementing the proposed project would result in a significant impact on transportation and circulation are described below.

The transportation impacts for a large mixed-use project would be less than significant if it satisfies any one of the following criteria:

- Consistent with the presumption of less than significant impact in CEQA Guidelines 15064.3(b)(1), the project is proposed within 0.5-mile of either an existing major transit stop or a stop along an existing high-quality transit corridor; or
- Consistent with the presumption of less than significant impact in CEQA Guidelines 15064.3(b)(1), the project decreases VMT in the project area compared to existing condition; or
- Consistent with the OPR Technical Advisory, the proposed project's resident VMT per capita is at least 15 percent below the San Diego average regional resident VMT per capita and the proposed project's employee VMT per employee is at least 15 percent below the San Diego regional average VMT per employee.

A screening threshold is identified as one that presumes a project to have a less than significant impact to the transportation system and, therefore, would not be required to conduct additional VMT analysis. Additionally, Section 21099 of the PRC states that the criteria for determining the significance of transportation impacts must promote: (1) reduction of greenhouse gas emissions; (2) development of multimodal transportation networks; and (3) a diversity of land uses.

Analysis

A VMT analysis was conducted to determine the project's resident VMT per capita and project's VMT per employee in relation to the Regional Average VMT/Capita and Regional VMT/Employee, respectively.

Proximity to Transit

The methodology for determining if the proposed project is within 0.5-mile of either an existing major transit stop or along an existing high-quality transit corridor is to identify the location of existing major transit stops and high-quality transit corridors in the project vicinity and measure the distance to the project boundary. A major transit stop refers to a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high-quality transit corridor refers to a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours.

The closest transit center within the project's vicinity is the Fashion Valley Transit Center, which is an existing major transit stop located within 0.5-mile of the eastern portion of the project, as it includes a trolley stop and four bus routes with 15-minute headways during the peak commute periods. The following roadways were identified as having high-quality transit corridors as they include fixed-route bus service with 15-minute headways or less during the peak commute periods of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM within the TPA (within 0.5-mile of these stops):

- Friars Road between Fashion Valley Road and SR 163
- Fashion Valley Road between Friars Road and Hotel Circle North
- Hotel Circle South between Camino De La Reina and I-8 eastbound ramps
- Camino De La Reina, east of Avenida Del Rio

As shown on Figure 5.2-7, the project vicinity has one major transit stop at the Fashion Valley Transit Center (with a second major transit stop proposed by the project), and six stops along high-quality transit corridors served by four fixed-route bus service lines. The project is well served by transit given its close proximity to transit to an existing high-quality transit corridor on Fashion Valley Road, an existing major transit stop at Fashion Valley Transit Center.

In addition, the project proposes to construct a new trolley station/transit center within the Specific Plan area that would be considered a major transit stop. The new trolley station/transit center is proposed to be constructed during Phase II of the project, or when the project is at 3,386 Equivalent Dwelling Units (EDU), and operational prior to Certificate of Occupancy for the project's 3,386th Equivalent Dwelling

Unit (EDU), which occurs at the end of project Phase I. The project EDU was developed based on the project trip rates and ADTs. (Refer to Appendix L: Mobility Assessment Table 14-2, for EDU calculations.) The new trolley stop would be located at the intersection of Street 'J' and Riverwalk Drive. Figure 3-8, *Vehicular Circulation Plan*, shows the location of the proposed trolley stop/transit center.

Reduction in VMT

The TIA prepared for the project includes information to demonstrate that the project's residential VMT per capita and employee VMT per employee is expected to be at least 15 percent below regional average residential VMT per capita (17.6 VMT) and regional average VMT per employee (25.9 VMT), respectively. The methodology for determining whether the project's resident VMT per capita is at least 15 percent below the San Diego regional average resident VMT per capita and the proposed project's employee VMT per employee is at least 15 percent below the San Diego regional average VMT per employee is described in the TIA (Appendix D).

In addition, VMT information was extracted from the recently adopted SANDAG Series 13 Mission Valley Community Plan Travel Demand Model. Project-specific VMT information was extracted for the project Master Geographical Reference Area (MGRA) from the Year 2050 scenario, which assumes buildout of the Community Plan, including Phases I-III of the Riverwalk project. Table 5.2-3, *Project VMT Findings*, summarizes daily resident VMT per capita and employee VMT per employee for both the region and the proposed project.

Table 5.2-3. Project VMT Findings

Scenario	Regional Baseline (miles)	Significance Threshold (85% of Regional Baseline)	Riverwalk Project VMT (miles)	Transportation Impact?
Resident VMT per capita	17.6	14.96	9.9	No
VMT per Employee	25.9	22.01	19.57	No

As shown in Table 5.2-3, the project's Resident VMT per capita and the project's VMT per Employee is calculated to be at least 15 percent below the San Diego regional average Resident VMT/Capita and VMT/Employee averages, respectively. Achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals. Therefore, based on the suggested significance criteria, the Riverwalk project VMT is calculated to result in a less than significant impact.

Significance of Impacts

Portions of the project would be located within 0.5-mile of an existing major transit station or stop and an existing high-quality transit corridor.

In addition, the project residential daily VMT per capita (Resident VMT/Capita) and daily VMT per employee (VMT/Employee) would not exceed the 15 percent threshold below the San Diego regional average baseline VMT per capita and VMT/employee for residents and employees, respectively. Based on

the suggested project-specific VMT significance thresholds, there is no significant project transportation impact demonstrated under CEQA.

Mitigation Measures

Mitigation would not be required.

5.2.4.3 Issue 3

Issue 3: Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact Threshold

According to the City's Significance Determination Thresholds, transportation impacts may be significant *if a project would increase traffic hazards to motor vehicles, bicyclists, or pedestrians due to proposed non-standard design features.*

Analysis

Traffic Hazard Impacts

As described above in Section 5.2.3.2, the project would include improvements to facilitate the movement of motorists, bicyclists, and pedestrians within the site and would provide connections to the surrounding areas. All transportation facilities would be designed in accordance with applicable City standards. The project does not propose non-standard design features and is not expected to increase traffic hazards to motor vehicles, bicyclists, or pedestrians.

Significance of Impacts

Because the project does not propose non-standard design features and is not expected to increase traffic hazards to motor vehicles, bicyclists, or pedestrians, impacts related to the increase of traffic hazards as a result of the project would be less than significant.

Mitigation Measures

Mitigation would not be required.

5.2.4.4 Issue 4

Issue 4: Would the project result in inadequate emergency access?

Impact Threshold

According to Appendix G of the CEQA Guidelines, transportation impacts may be significant if a project would *result in inadequate emergency access*.

Analysis

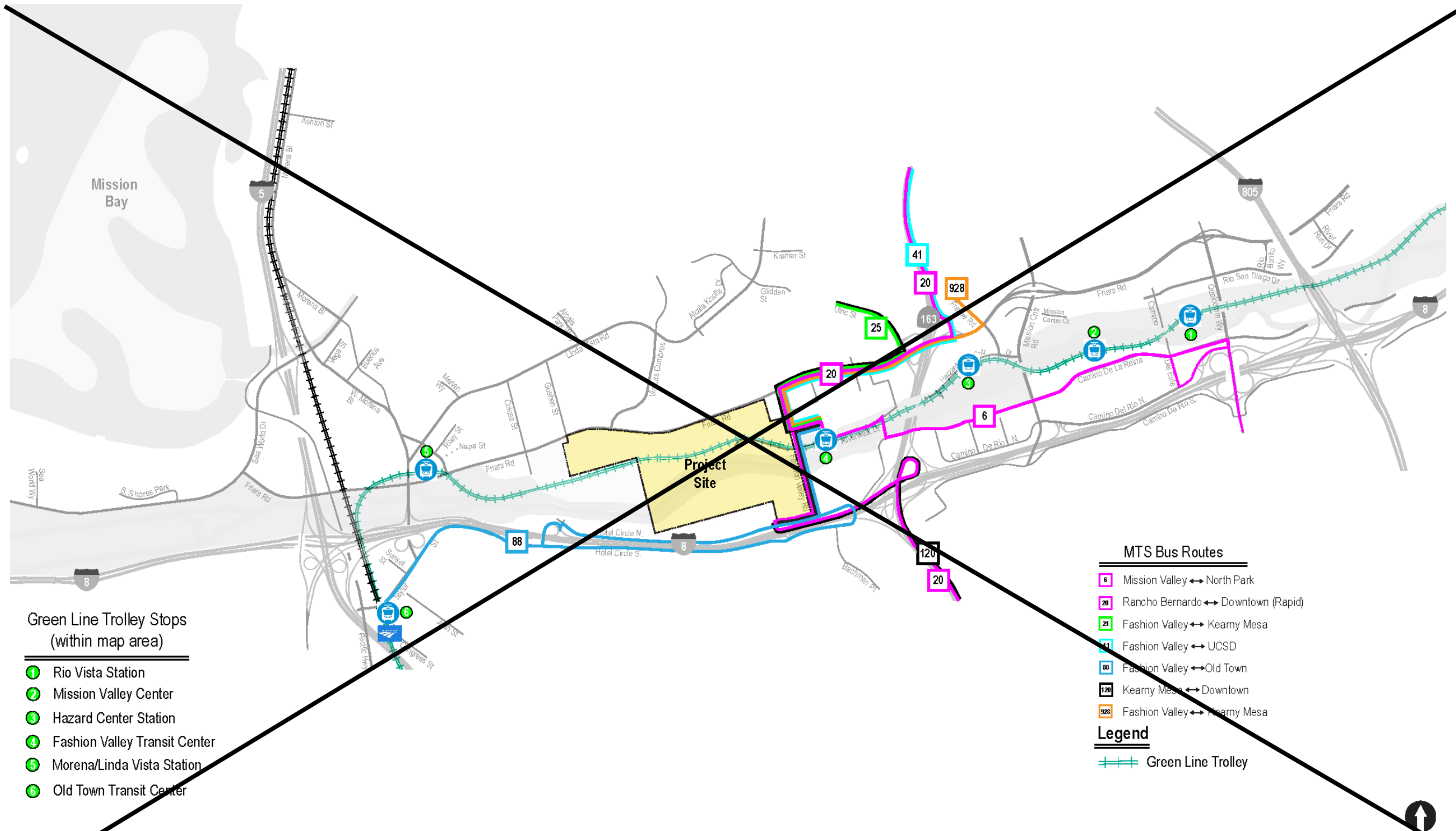
As discussed in Section 5.16, *Health and Safety*, adequate emergency access exists to the site today. Emergency response times to all portions of the site are adequate under existing conditions. Public safety facilities (e.g., Fire and Police) are located both north and south of the project as shown in Section 5.16. The project includes improvements to Fashion Valley Road, which would be beneficial during times of emergencies and if evacuation is needed. Specifically, a portion of Fashion Valley Road would be widened and raised to accommodate larger (10- to 15-year) storm events. These improvements would benefit emergency response and evacuation procedures by facilitating improved north-south vehicular connection in storm events. The project would provide adequate emergency access within the site, as well. Access for emergency vehicles would be provided at the main project entries along Friars Road, Fashion Valley Road, and Hotel Circle North. Additional emergency requirements, such as fire hydrants, fire hydrant markers (i.e., blue reflectors installed in the roadway), adequate vertical clearances, adequate turning radii, and fire ladder clearances, would be provided in accordance with City requirements. Emergency response to events in and around the San Diego River would be provided by two emergency vehicle only access points next to existing pedestrian bridges within the Riverwalk River Park. In addition, the signalized main access driveway would be equipped with signal pre-emption devices to assist emergency vehicles. Refer to Section 5.16, *Health and Safety*, of this EIR for additional discussion of emergency access and evacuation routes.

Significance of Impacts

Project improvements would contribute to emergency access. The project would be designed in accordance with applicable safety standards. The project would not result in inadequate emergency access. Impacts would be less than significant.

Mitigation Measures

Mitigation would not be required.



**Green Line Trolley Stops
(within map area)**

- ① Rio Vista Station
- ② Mission Valley Center
- ③ Hazard Center Station
- ④ Fashion Valley Transit Center
- ⑤ Morena/Linda Vista Station
- ⑥ Old Town Transit Center

MTS Bus Routes

- ⑥ Mission Valley ↔ North Park
- ②① Rancho Bernardo ↔ Downtown (Rapid)
- ②⑤ Fashion Valley ↔ Kearny Mesa
- ④① Fashion Valley ↔ UCSD
- ⑧⑧ Fashion Valley ↔ Old Town
- ①②①① Kearny Mesa ↔ Downtown
- ⑨②⑧ Fashion Valley ↔ Kearny Mesa

Legend

- +—+— Green Line Trolley



Figure 5.2-1. Existing Transit Network

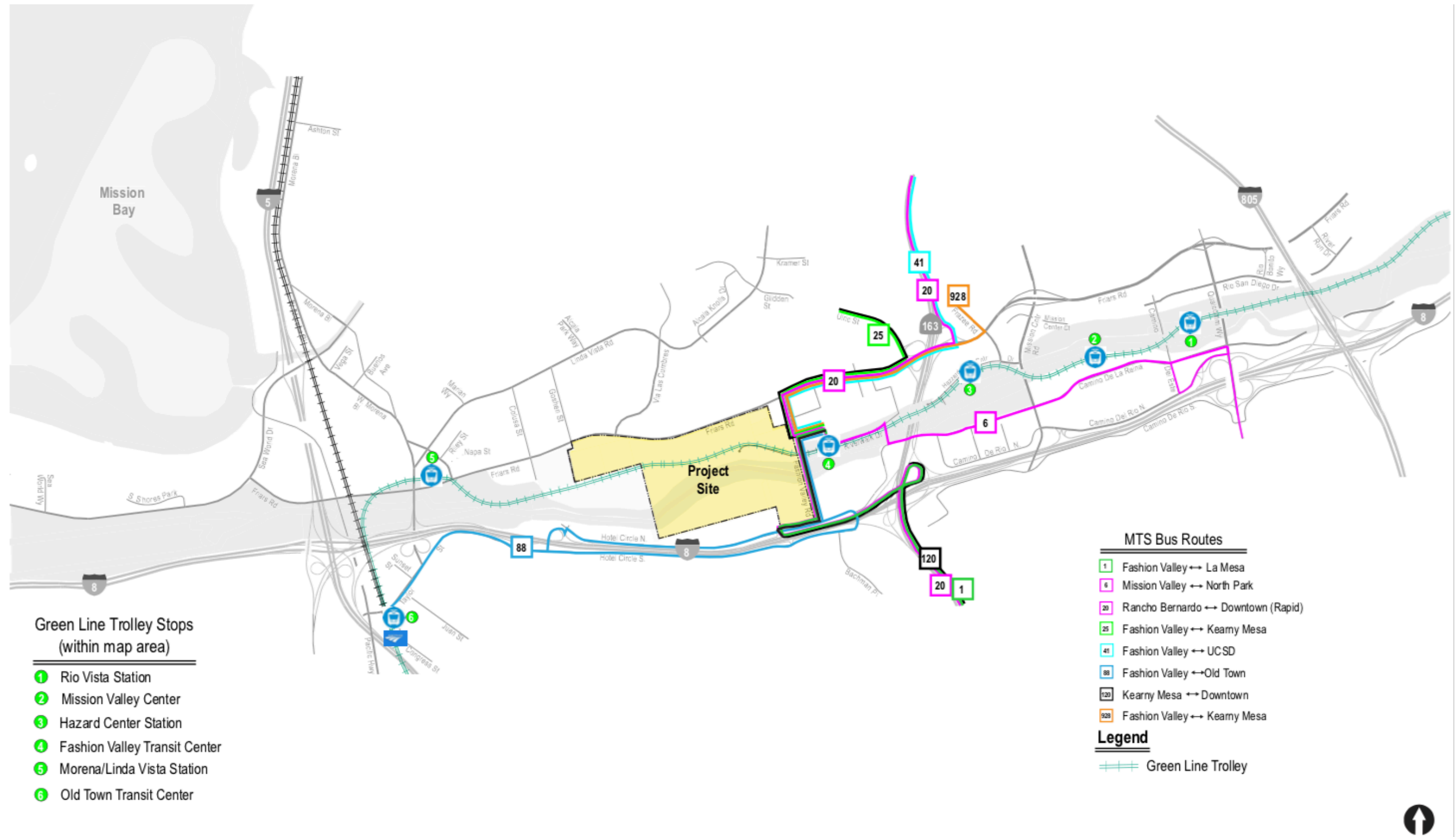


Figure 5.2-1. Existing Transit Network

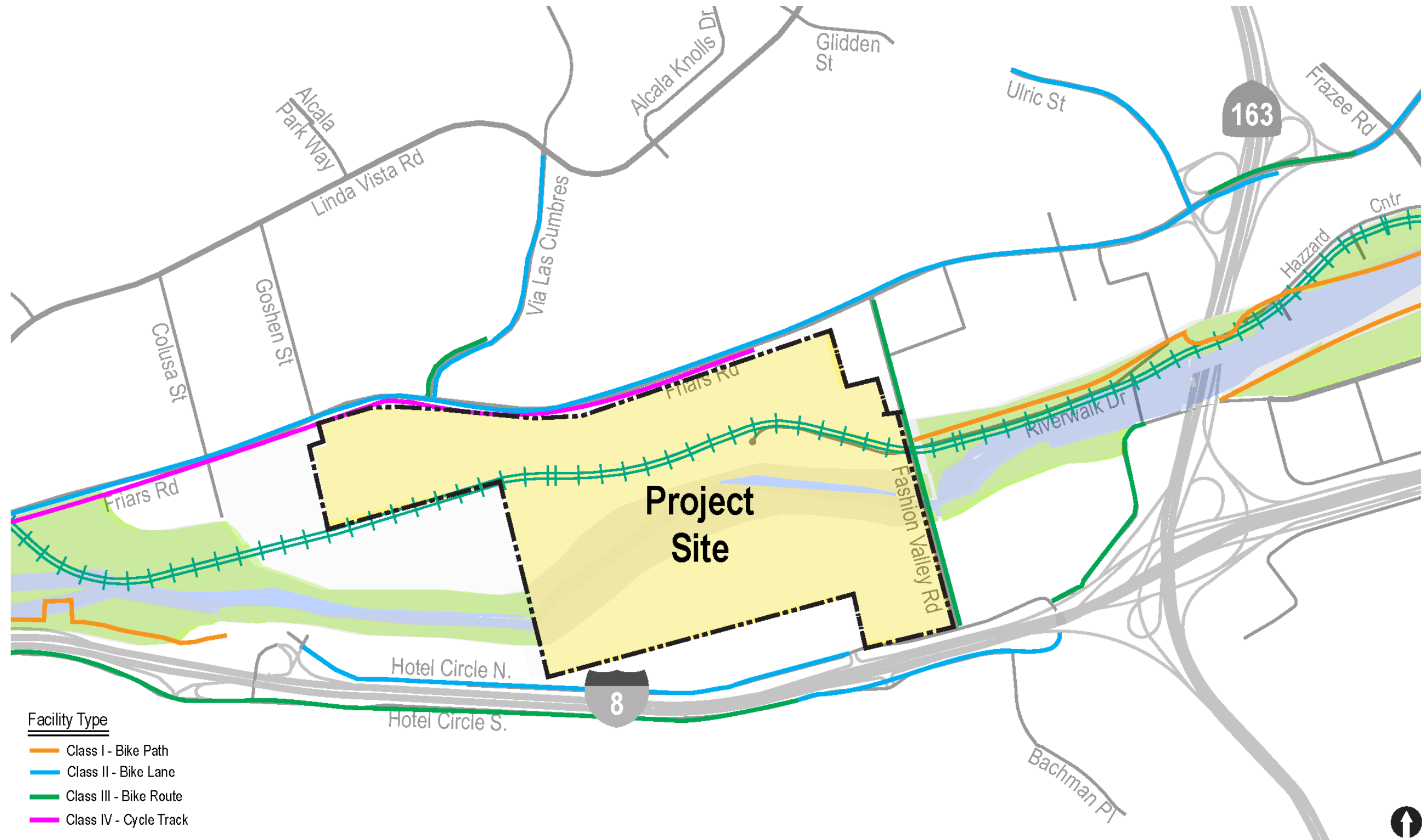


Figure 5.2-2. Existing Bicycle Network



Figure 5.2-3. Existing Bicycle Activity

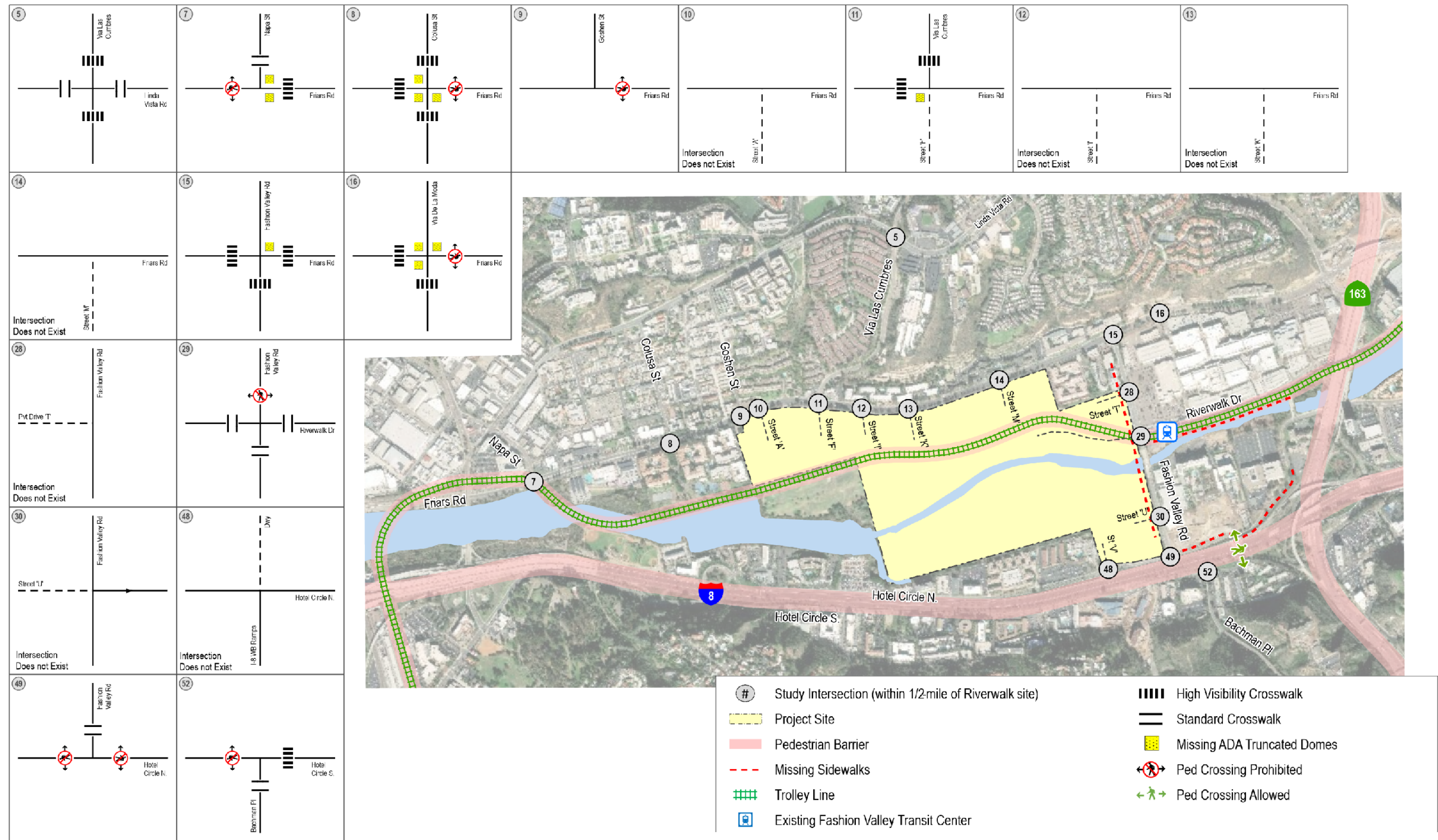


Figure 5.2-4. Existing Pedestrian Network

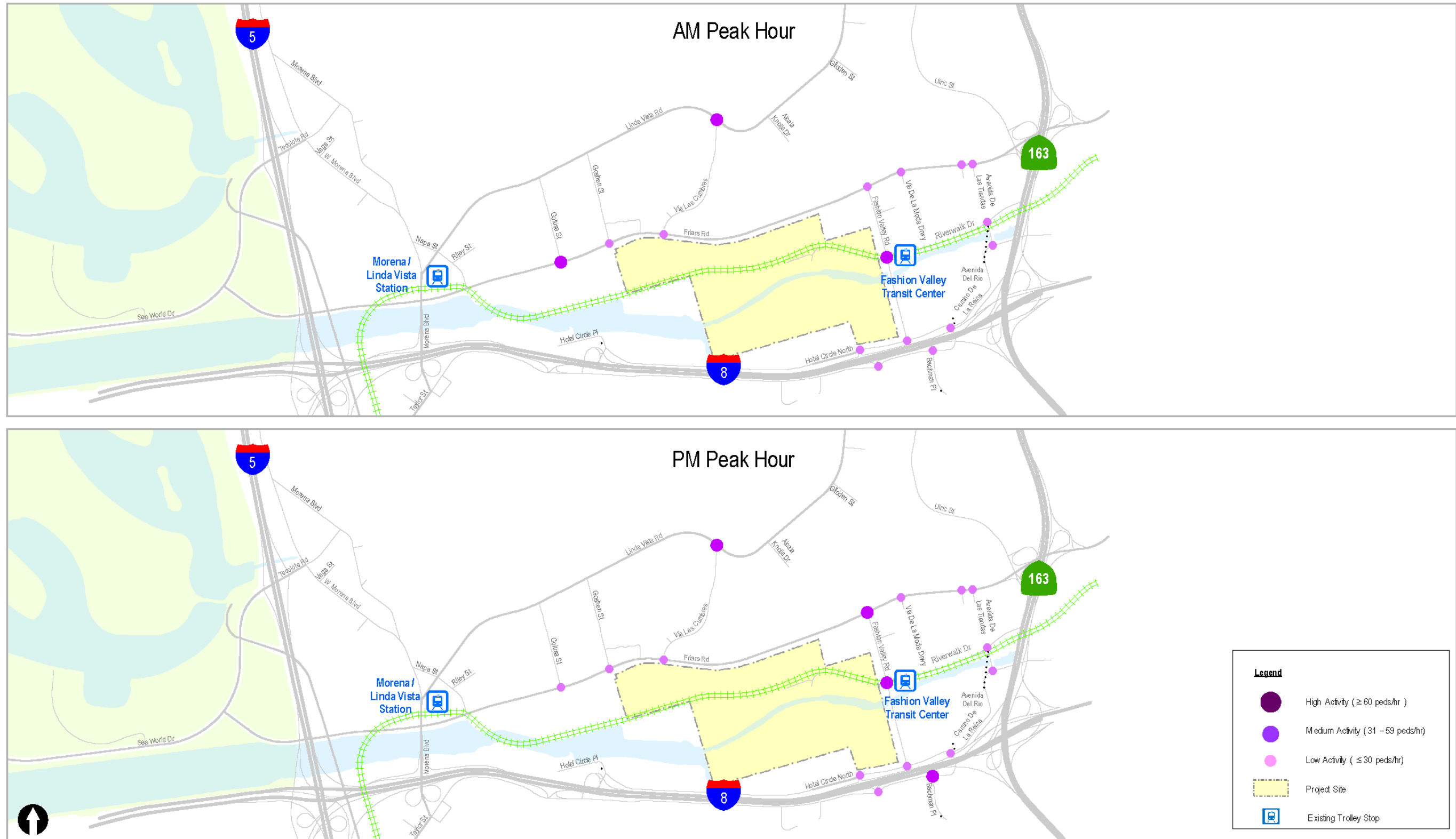


Figure 5.2-5. Existing Pedestrian Activity

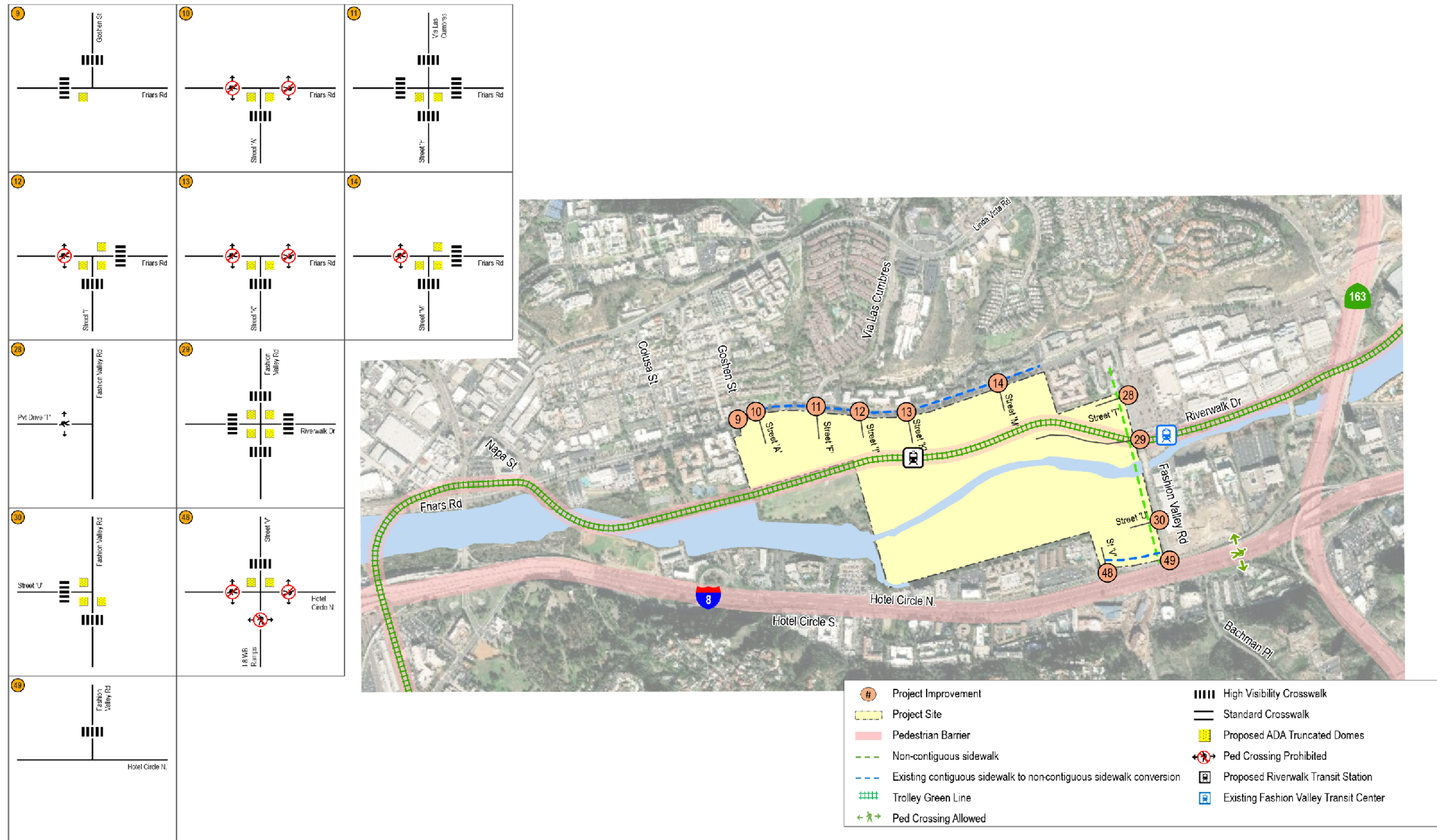


Figure 5.2-6. Pedestrian Network – Project Frontage

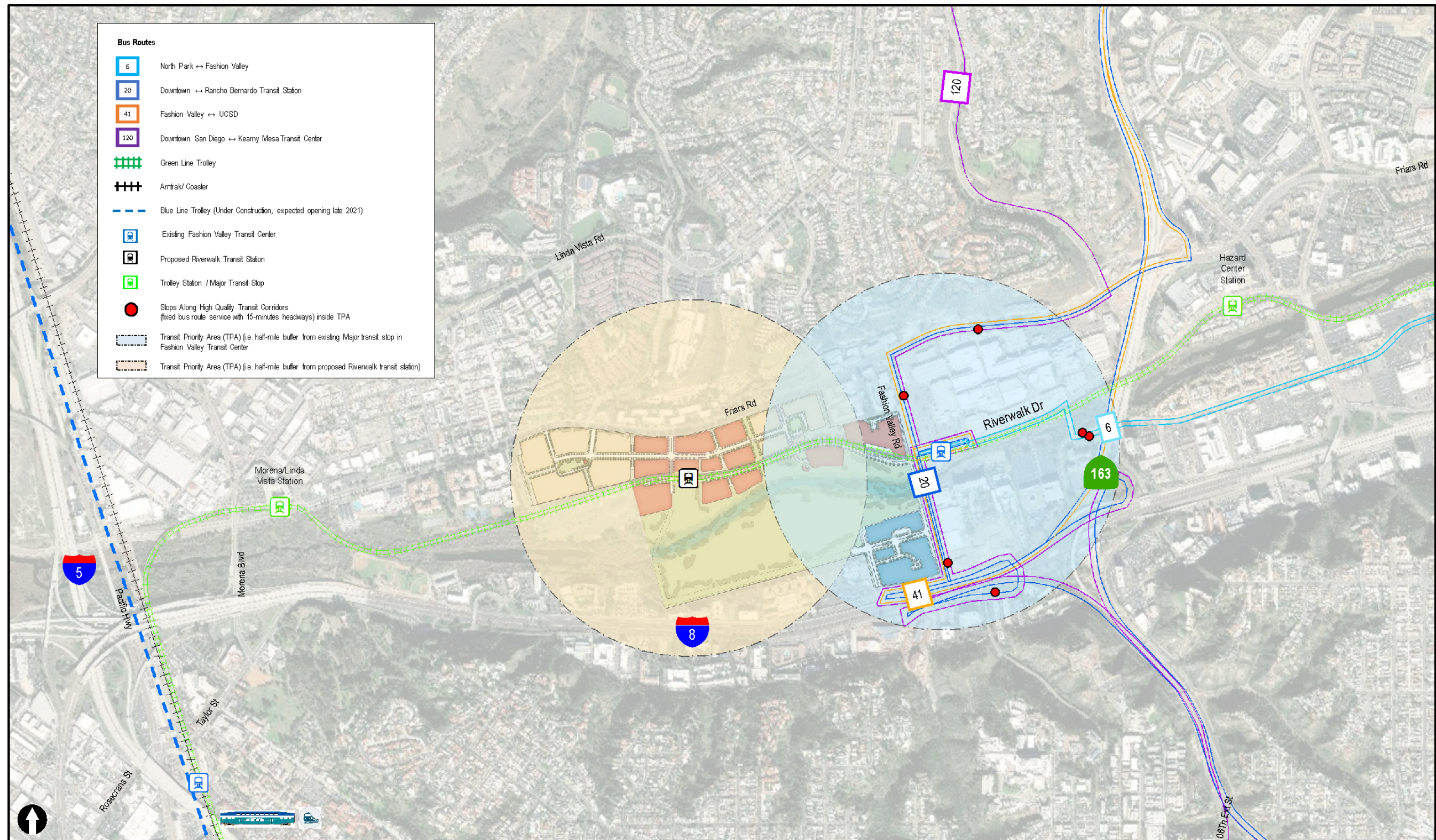


Figure 5.2-7. Proximity to Transit per SB 743

