

Appendix 1

Ordinance No. 15662

ORDINANCE NUMBER O- 15662 (New Series)

Adopted on FEB 01 1982

AN ORDINANCE AMENDING SECTION 2 OF ORDINANCE NO. 12191 (NEW SERIES), ADOPTED OCTOBER 26, 1977, INCORPORATING PROPERTY IN THE SAN DIEGO RIVER FLOODPLAIN WHICH IS GENERALLY BOUNDED BY MORENA BOULEVARD ON THE WEST, THE NORTHERLY SLOPES OF MISSION VALLEY ON THE NORTH, MISSION GORGE ROAD ON THE EAST, AND THE SOUTHERLY SLOPES OF MISSION VALLEY ON THE SOUTH, IN THE CITY OF SAN DIEGO, CALIFORNIA, INTO FLOODWAY (FW) AND FPF OVERLAY ZONES, AS DEFINED BY SECTIONS 101.0403 AND 101.0403.1, RESPECTIVELY, OF THE SAN DIEGO MUNICIPAL CODE, AND THE ALTERNATIVE ALIGNMENT OF THE FW ZONE ON PROPERTY BETWEEN STATE ROUTE 163 ON THE WEST AND I-805 ON THE EAST OF SAID PROPERTY, WHICH AMENDMENT PROVIDES ADDITIONAL TIME IN WHICH TO SATISFY CONDITIONS IMPOSED BY ORDINANCE NO. 12191 (NEW SERIES).

BE IT ORDAINED, by the Council of The City of San Diego, as follows:

Section 1. That Section 2 of Ordinance No. 12191 (New Series), adopted October 26, 1977, is hereby amended to read as follows:

Section 2. That in the event that within ten years of the effective date of the initial application of the Floodway (FW) Zone by Zone Map C-523, the following conditions are met, the alternative alignment of the Floodway (FW) Zone shown on Zone Map Drawing C-523A, on file in the office of the City Clerk as Document No. 761230, shall attach and become applicable, and the zoning existing prior to the effective date of the initial application of the Floodway (FW) Zone as reflected on Zone Map C-523A shall attach and become applicable to the

property no longer required for the Floodway (FW) Zone:

1. Within five years of the effective date of the initial FW Zone application, a Development Plan shall be submitted by the property owners for the Floodway (FW) Zone alignment, between Interstate 805 on the east and State Freeway 163 on the west, in the San Diego River Floodplain, as indicated on Zone Map C-523A.

2. Said Development Plan shall be subject to approval by the City Engineer, the City Planning Commission, and the City Council.

3. Said Development Plan shall satisfactorily provide for the passage of floodwaters in accordance with the Purpose and Intent of the Floodway (FW) Zone and shall satisfactorily mitigate adverse effects of the proposals.

4. Those improvements and developments proposed in said Development Plan shall be done at the sole expense of the benefiting property owners.

5. An Environmental Impact Report on said Development Plan shall be prepared by the affected property owners.

6. The Development Plan shall take into account and satisfactorily mitigate any adverse environment impacts identified, and shall provide for appropriate landscaping.

7. The Development Plan shall take into account the desires of the general public to use recreational trails within a corridor through Mission Valley, and said Plan shall make provisions for improvement which will provide for:

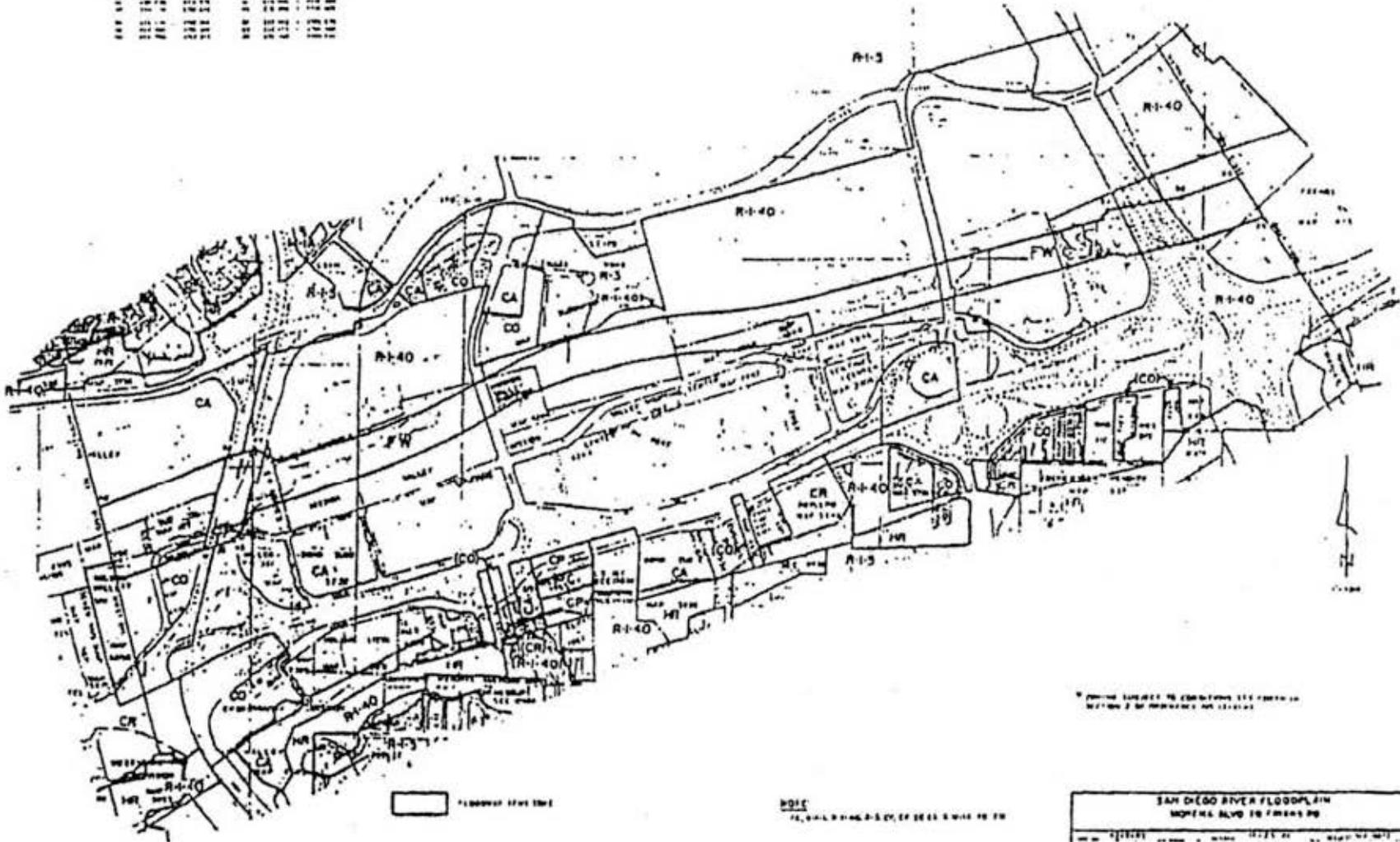
- a. Adequate protection of the public health and safety while using said corridor; and
- b. Adequate protection of adjacent private property.

8. The Alternate Floodway (FW) Zoning alignment and reversion of excess FW Zone lands to their previous zones, or conversion to whatever zones which may have been approved in the interim, will become effective with completion and City Council acceptance of improvements indicated in the approved Development Plan, providing such completion occurs within ten years of the effective date of the initial FW Zone application.

Section 2. This ordinance shall take effect and be in force on the thirtieth day from and after its passage, and no building permits for development inconsistent with the provisions of this ordinance shall be issued unless application therefor was made prior to the date of adoption of this ordinance.

FLOODPLAIN COORDINATES

100	100	100	100	100	100	100	100
100	100	100	100	100	100	100	100
100	100	100	100	100	100	100	100
100	100	100	100	100	100	100	100



□ FLOODPLAIN 1974-1976

NOTE
 1. ALL BUILDING FOOTPRINTS, EXCEPT THOSE WITH THE 1974-1976 FLOODPLAIN SYMBOLS, ARE SHOWN AS UNFLOODED.

FOR MORE INFORMATION, CONTACT THE SAN DIEGO COUNTY ENGINEER'S OFFICE, 1000 G STREET, SAN DIEGO, CALIFORNIA 92101

EXHIBIT 2-10 OF MS

SAN DIEGO RIVER FLOODPLAIN			
MAPPING ALONG THE FLOODPLAIN			
DATE	BY	SCALE	NO.
11-28-77	W. J. HARRIS	AS SHOWN ON MAP	1
12-15-77	W. J. HARRIS	AS SHOWN ON MAP	2
1-10-78	W. J. HARRIS	AS SHOWN ON MAP	3
2-15-78	W. J. HARRIS	AS SHOWN ON MAP	4
3-15-78	W. J. HARRIS	AS SHOWN ON MAP	5
4-15-78	W. J. HARRIS	AS SHOWN ON MAP	6
5-15-78	W. J. HARRIS	AS SHOWN ON MAP	7
6-15-78	W. J. HARRIS	AS SHOWN ON MAP	8
7-15-78	W. J. HARRIS	AS SHOWN ON MAP	9
8-15-78	W. J. HARRIS	AS SHOWN ON MAP	10
9-15-78	W. J. HARRIS	AS SHOWN ON MAP	11
10-15-78	W. J. HARRIS	AS SHOWN ON MAP	12
11-15-78	W. J. HARRIS	AS SHOWN ON MAP	13
12-15-78	W. J. HARRIS	AS SHOWN ON MAP	14
1-15-79	W. J. HARRIS	AS SHOWN ON MAP	15
2-15-79	W. J. HARRIS	AS SHOWN ON MAP	16
3-15-79	W. J. HARRIS	AS SHOWN ON MAP	17
4-15-79	W. J. HARRIS	AS SHOWN ON MAP	18
5-15-79	W. J. HARRIS	AS SHOWN ON MAP	19
6-15-79	W. J. HARRIS	AS SHOWN ON MAP	20
7-15-79	W. J. HARRIS	AS SHOWN ON MAP	21
8-15-79	W. J. HARRIS	AS SHOWN ON MAP	22
9-15-79	W. J. HARRIS	AS SHOWN ON MAP	23
10-15-79	W. J. HARRIS	AS SHOWN ON MAP	24
11-15-79	W. J. HARRIS	AS SHOWN ON MAP	25
12-15-79	W. J. HARRIS	AS SHOWN ON MAP	26
1-15-80	W. J. HARRIS	AS SHOWN ON MAP	27
2-15-80	W. J. HARRIS	AS SHOWN ON MAP	28
3-15-80	W. J. HARRIS	AS SHOWN ON MAP	29
4-15-80	W. J. HARRIS	AS SHOWN ON MAP	30
5-15-80	W. J. HARRIS	AS SHOWN ON MAP	31
6-15-80	W. J. HARRIS	AS SHOWN ON MAP	32
7-15-80	W. J. HARRIS	AS SHOWN ON MAP	33
8-15-80	W. J. HARRIS	AS SHOWN ON MAP	34
9-15-80	W. J. HARRIS	AS SHOWN ON MAP	35
10-15-80	W. J. HARRIS	AS SHOWN ON MAP	36
11-15-80	W. J. HARRIS	AS SHOWN ON MAP	37
12-15-80	W. J. HARRIS	AS SHOWN ON MAP	38
1-15-81	W. J. HARRIS	AS SHOWN ON MAP	39
2-15-81	W. J. HARRIS	AS SHOWN ON MAP	40
3-15-81	W. J. HARRIS	AS SHOWN ON MAP	41
4-15-81	W. J. HARRIS	AS SHOWN ON MAP	42
5-15-81	W. J. HARRIS	AS SHOWN ON MAP	43
6-15-81	W. J. HARRIS	AS SHOWN ON MAP	44
7-15-81	W. J. HARRIS	AS SHOWN ON MAP	45
8-15-81	W. J. HARRIS	AS SHOWN ON MAP	46
9-15-81	W. J. HARRIS	AS SHOWN ON MAP	47
10-15-81	W. J. HARRIS	AS SHOWN ON MAP	48
11-15-81	W. J. HARRIS	AS SHOWN ON MAP	49
12-15-81	W. J. HARRIS	AS SHOWN ON MAP	50
1-15-82	W. J. HARRIS	AS SHOWN ON MAP	51
2-15-82	W. J. HARRIS	AS SHOWN ON MAP	52
3-15-82	W. J. HARRIS	AS SHOWN ON MAP	53
4-15-82	W. J. HARRIS	AS SHOWN ON MAP	54
5-15-82	W. J. HARRIS	AS SHOWN ON MAP	55
6-15-82	W. J. HARRIS	AS SHOWN ON MAP	56
7-15-82	W. J. HARRIS	AS SHOWN ON MAP	57
8-15-82	W. J. HARRIS	AS SHOWN ON MAP	58
9-15-82	W. J. HARRIS	AS SHOWN ON MAP	59
10-15-82	W. J. HARRIS	AS SHOWN ON MAP	60
11-15-82	W. J. HARRIS	AS SHOWN ON MAP	61
12-15-82	W. J. HARRIS	AS SHOWN ON MAP	62
1-15-83	W. J. HARRIS	AS SHOWN ON MAP	63
2-15-83	W. J. HARRIS	AS SHOWN ON MAP	64
3-15-83	W. J. HARRIS	AS SHOWN ON MAP	65
4-15-83	W. J. HARRIS	AS SHOWN ON MAP	66
5-15-83	W. J. HARRIS	AS SHOWN ON MAP	67
6-15-83	W. J. HARRIS	AS SHOWN ON MAP	68
7-15-83	W. J. HARRIS	AS SHOWN ON MAP	69
8-15-83	W. J. HARRIS	AS SHOWN ON MAP	70
9-15-83	W. J. HARRIS	AS SHOWN ON MAP	71
10-15-83	W. J. HARRIS	AS SHOWN ON MAP	72
11-15-83	W. J. HARRIS	AS SHOWN ON MAP	73
12-15-83	W. J. HARRIS	AS SHOWN ON MAP	74
1-15-84	W. J. HARRIS	AS SHOWN ON MAP	75
2-15-84	W. J. HARRIS	AS SHOWN ON MAP	76
3-15-84	W. J. HARRIS	AS SHOWN ON MAP	77
4-15-84	W. J. HARRIS	AS SHOWN ON MAP	78
5-15-84	W. J. HARRIS	AS SHOWN ON MAP	79
6-15-84	W. J. HARRIS	AS SHOWN ON MAP	80
7-15-84	W. J. HARRIS	AS SHOWN ON MAP	81
8-15-84	W. J. HARRIS	AS SHOWN ON MAP	82
9-15-84	W. J. HARRIS	AS SHOWN ON MAP	83
10-15-84	W. J. HARRIS	AS SHOWN ON MAP	84
11-15-84	W. J. HARRIS	AS SHOWN ON MAP	85
12-15-84	W. J. HARRIS	AS SHOWN ON MAP	86
1-15-85	W. J. HARRIS	AS SHOWN ON MAP	87
2-15-85	W. J. HARRIS	AS SHOWN ON MAP	88
3-15-85	W. J. HARRIS	AS SHOWN ON MAP	89
4-15-85	W. J. HARRIS	AS SHOWN ON MAP	90
5-15-85	W. J. HARRIS	AS SHOWN ON MAP	91
6-15-85	W. J. HARRIS	AS SHOWN ON MAP	92
7-15-85	W. J. HARRIS	AS SHOWN ON MAP	93
8-15-85	W. J. HARRIS	AS SHOWN ON MAP	94
9-15-85	W. J. HARRIS	AS SHOWN ON MAP	95
10-15-85	W. J. HARRIS	AS SHOWN ON MAP	96
11-15-85	W. J. HARRIS	AS SHOWN ON MAP	97
12-15-85	W. J. HARRIS	AS SHOWN ON MAP	98
1-15-86	W. J. HARRIS	AS SHOWN ON MAP	99
2-15-86	W. J. HARRIS	AS SHOWN ON MAP	100



San Diego River Floodplain

First San Diego River Improvement Project Specific Plan

Appendix 2

Revegetation Plan

(Available at the City of San Diego
Planning Department)

Appendix 3

Shared Parking Allocation Study
Hazard Center Amendment (October, 1985)

APPENDIX 3

Shared Parking Allocation Study

Hazard Center Amendment (October, 1985)

Introduction

The use of the shared parking concept came about with the growth of mixed-use development. The history of this development type has shown that combining land uses on a single property results in a lesser demand for parking than that generated by separate freestanding developments of similar size and use.

There are several factors impacting the parking demand in a mixed-use development:

- . Hourly demand/accumulation of parking for the different uses.
- . Seasonal variations in parking demand.
- . The effects of a "captive market"; when office employees in the project shop or eat in the facilities offered in the same development.
- . The effects of alternate transportation modes.

In a report titled Shared Parking, a study conducted under the direction of ULI - the Urban Land Institute by Barton-Aschman Associates, Inc. (1983), a methodology was established for calculating the actual parking demand in a mixed-use project. This calculation involves four basic steps:

1. Initial project review - program and land use
2. Adjustment for peak parking factor
3. Analysis of hourly accumulation
4. Estimate of shared parking

The data presented on the following pages was derived using the criteria and steps set forth in the ULI Shared Parking report. For this particular project, it was determined that the peak hourly demand for parking occurred during the months of June or July at approximately 2:00 pm. The "spread sheet" used to determine the peak hour is on Page 5 of this appendix.

A. Shared Parking Calculations (using San Diego Parking Standards)

<u>Step 1. Program/Land Use Mix</u>	<u>Parking Required*</u>
<u>Office:</u> 250,000 SF (Net)	833 cars
<u>Hotel:</u> 275 Guest Rooms	275
8,118 SF - Food & Beverage (Restaurant)	102
16,832 SF - Banquet & Meeting Rooms	210
<u>Theater:</u> 1,600 Seats - 6-Plex	533
<u>Restaurants:</u> 30,000 SF	375
<u>Retail:</u> 86,000 SF	<u>430</u>
	Total Parking Required* 2,758 cars

Step 2. Peak Ratio Adjustment

Office:

Unadjusted Peak Ratio: 3.33 cars/1,000 SF
 Adjusted Peak Ratio:**
 Peak Month Adjustment:** 3.33 cars/1,000 SF

Hotel:

. Guest Rooms

Unadjusted Peak Ratio: 1.00 Car/Room
 Adjusted Peak Ratio:**
 Peak Month Adjustment:** 1.0/Room
1.0/Room

. Food & Beverage (Restaurant)

Unadjusted Peak Ratio: 12.5/1,000
 Adjusted Peak Ratio:**
 Peak Month Adjustment:** 12.5 Cars/1,000 SF

* Parking required per San Diego Ordinance for CA Zone, if uses taken separately, without application of Shared Parking Calculations.

**Adjustment calculation not allowed by City of San Diego.

Banquet & Meeting Rooms

Unadjusted Peak Ratio: 12.5/1,000
Adjusted Peak Ratio: .5 x 12.5/1,000 = 6.25/1,000
Peak Month Adjustment: 6.25 x 1.0 = 6.25/1,000

6.25 Cars/1,000 SF

Theater:

Unadjusted Peak Ratio: .33 Cars/Seat
Adjusted Peak Ratio:**
Peak Month Adjustment:**

.33 Cars/Seat

Restaurants:

Unadjusted Peak Ratio: 15/1,000
Adjusted Peak Ratio:*
Peak Month Adjustment:

15 Cars/1,000 SF

Retail:

Unadjusted Peak Ratio: 4/1,000
Adjusted Peak Ratio:**
Peak Month Adjustment:**

4 Cars/1,000 SF

**Adjustment calculation not allowed by City of San Diego.

Steps 3 & 4: -Hourly Accumulation Analysis/Shared Parking Estimates

June (or July) 2:00 pm (Worst Case)

Office (250,000 SF)

$$\begin{aligned} 3.33/1,000 \times 250,000 \times (2.9/3.0)^* &= & 805 \text{ Cars} \\ 3.33 \times 250 \times .967 &= 805.02 \end{aligned}$$

Hotel

$$\begin{aligned} \text{Guest Rooms (275)} \\ 1.00 \times 275 \times (.35/1) &= 96.25 & 96 \end{aligned}$$

$$\begin{aligned} \text{Restaurants (8,118 SF)} \\ 12.5/1,000 \times 8,118 \times (6/10) \\ 12.5 \times 8.118 \times .6 &= 60.89 & 61 \end{aligned}$$

$$\begin{aligned} \text{Banquet \& Meeting Rooms (16,832 SF)} \\ 6.25 \times 16.832 \times (.5/.5) &= 105.2 & 105 \\ & & \underline{262} & 262 \text{ Cars} \end{aligned}$$

Theater (1,600 Seats)

$$\begin{aligned} .33 \text{ Cars/Seat} \times 1,600 \text{ Seats} \times (.15/.25) \\ .33 \times 1,600 \times .6 &= 316.8 & 317 \text{ Cars} \end{aligned}$$

Restaurants (30,000 SF)

$$\begin{aligned} 15/1,000 \times 30,000 \times (12/20) \\ 15 \times 30 \times .6 &= 270 & 270 \text{ Cars} \end{aligned}$$

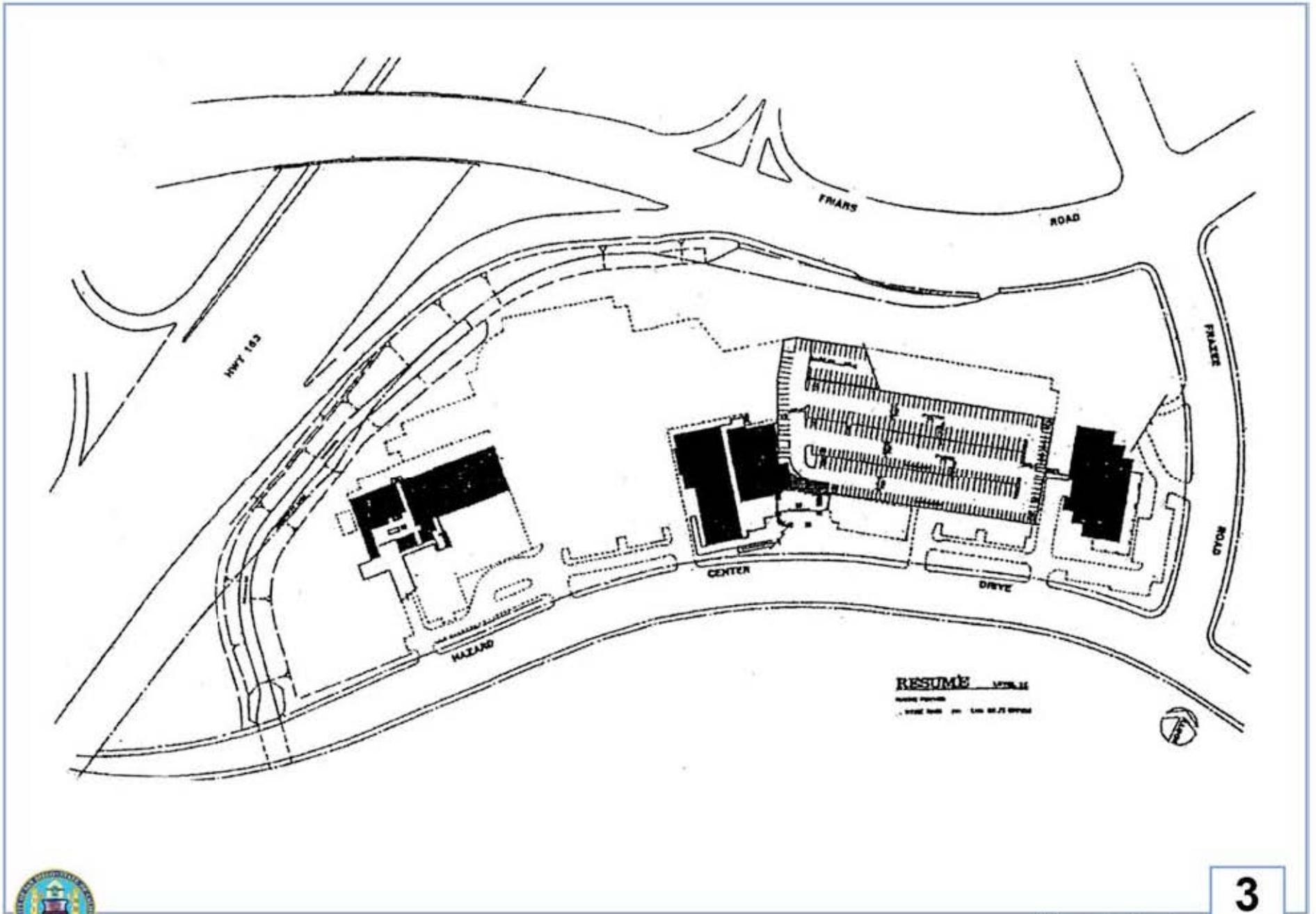
Retail (86,000 SF)

$$\begin{aligned} 4/1,000 \times 86,000 \times (3.7/3.8) \\ 4 \times 86 \times .974 &= 335.06 & \underline{335 \text{ Cars}} \end{aligned}$$

Total Phase I 1,989 Cars Required

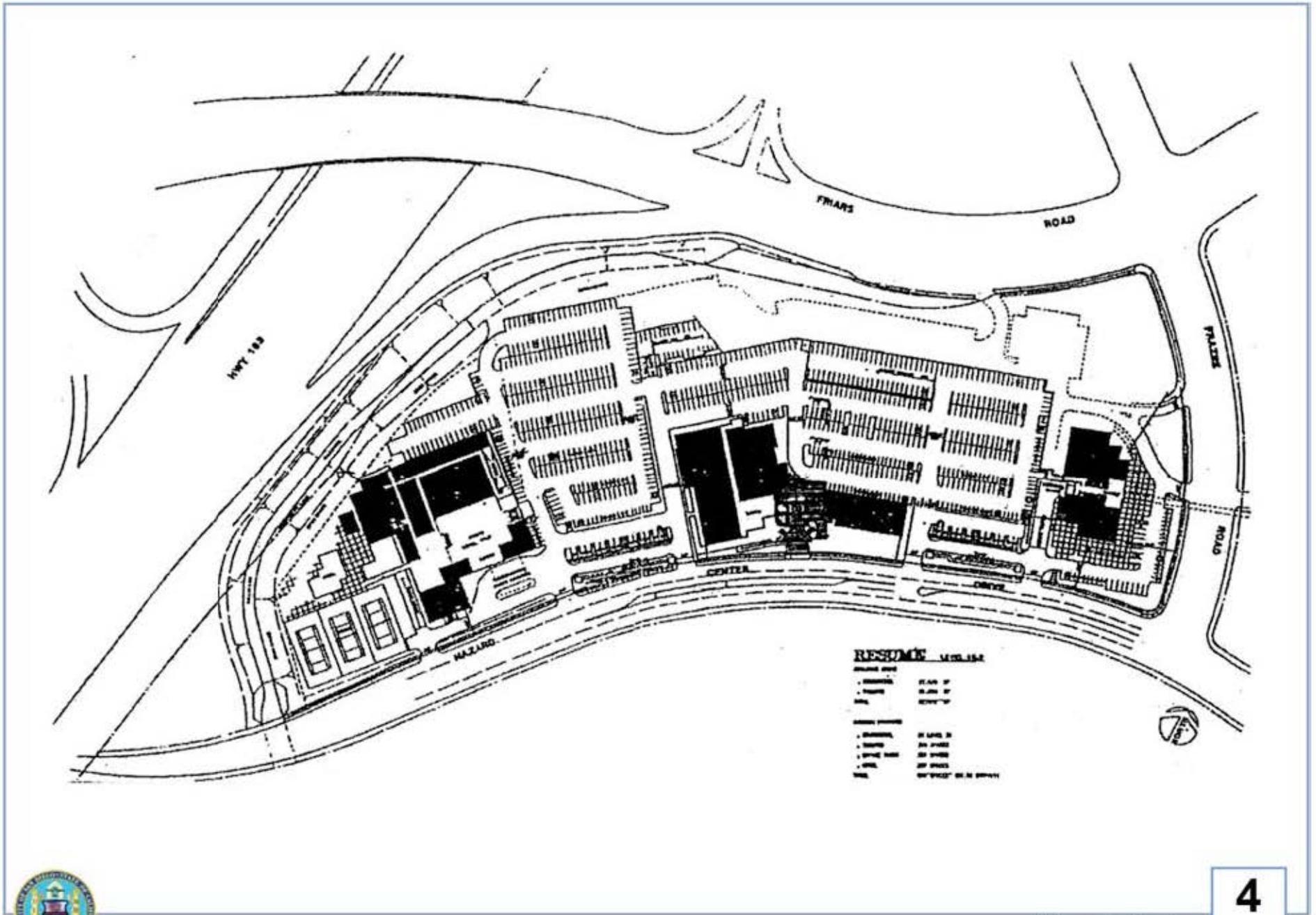
* (Adjusted Peak Ratio) x area x (2:00 demand ratio/peak parking ratio)

Appendix 4
Conceptual Design Exhibits
Hazard Center Amendment (October 6, 1992)



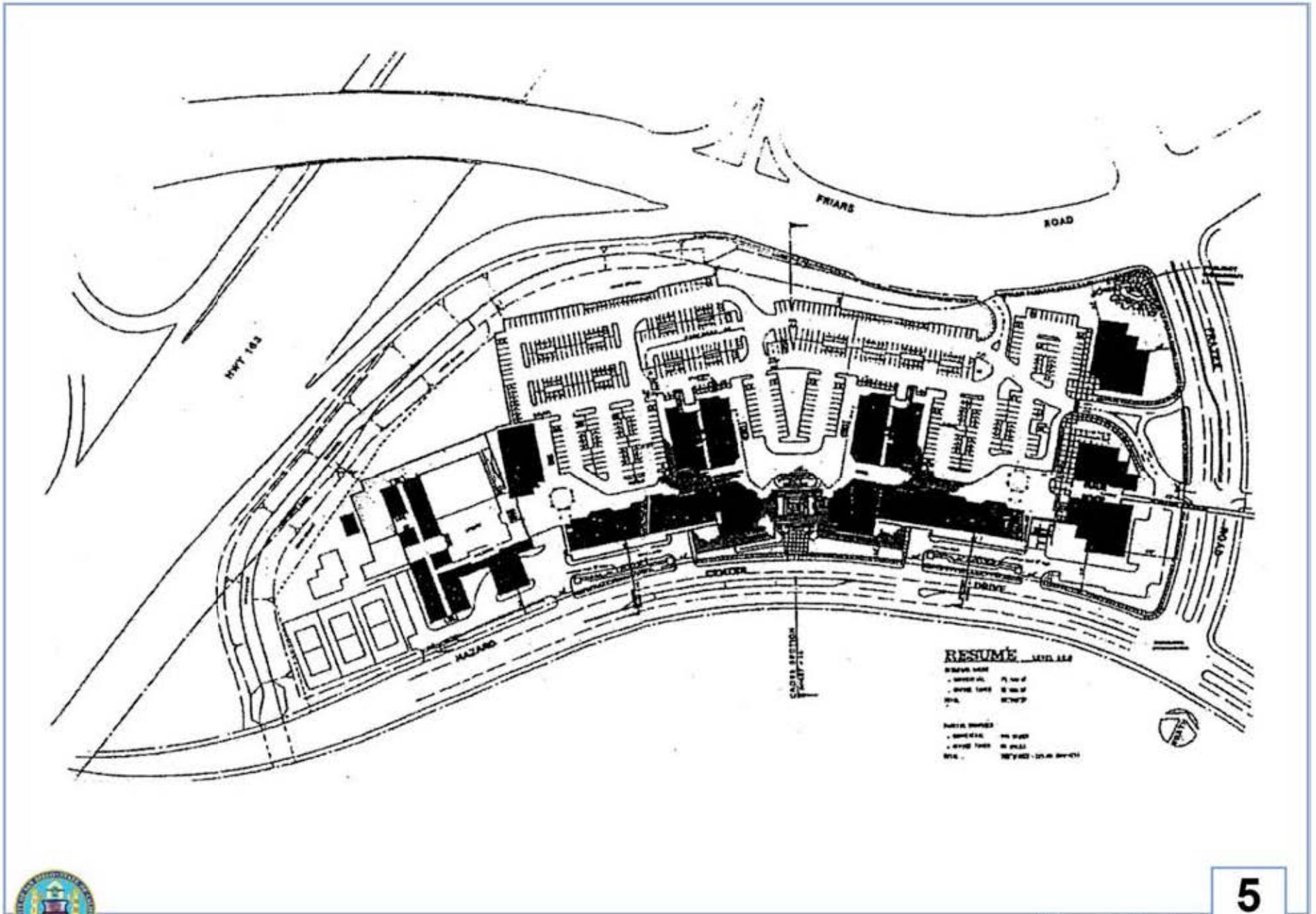
Hazard Center

3
FIGURE



Hazard Center

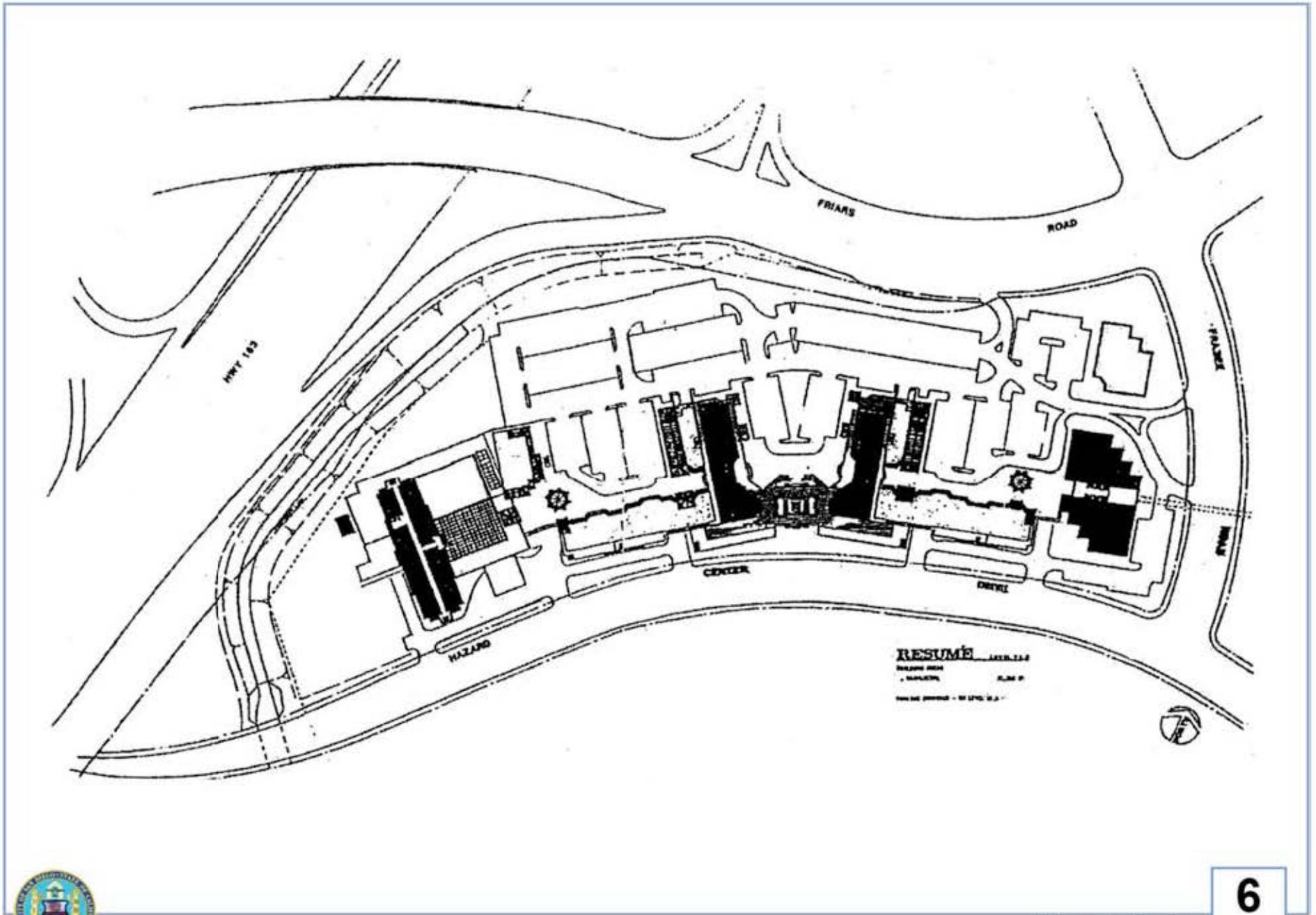
4
FIGURE



Hazard Center

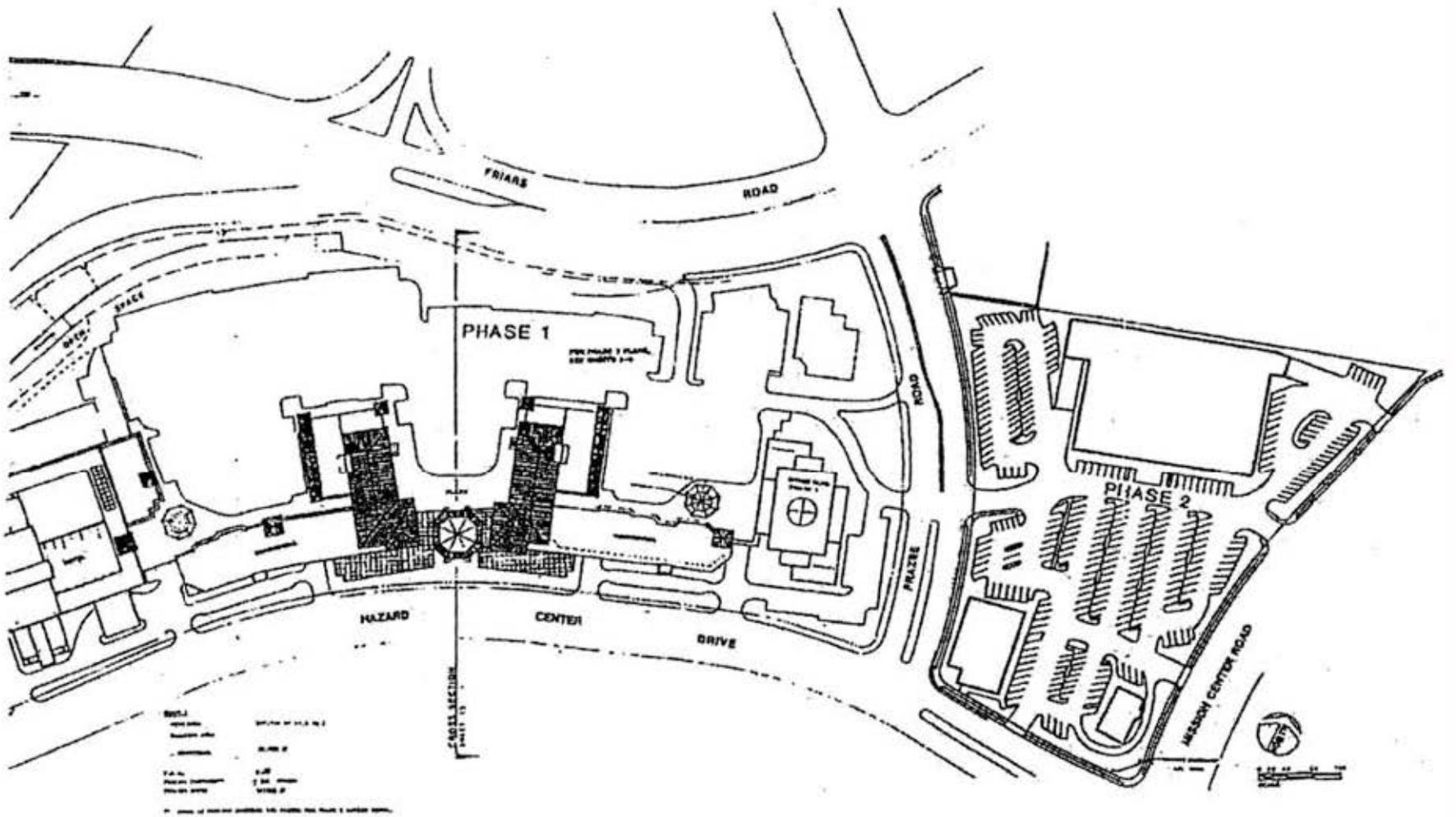
5

FIGURE



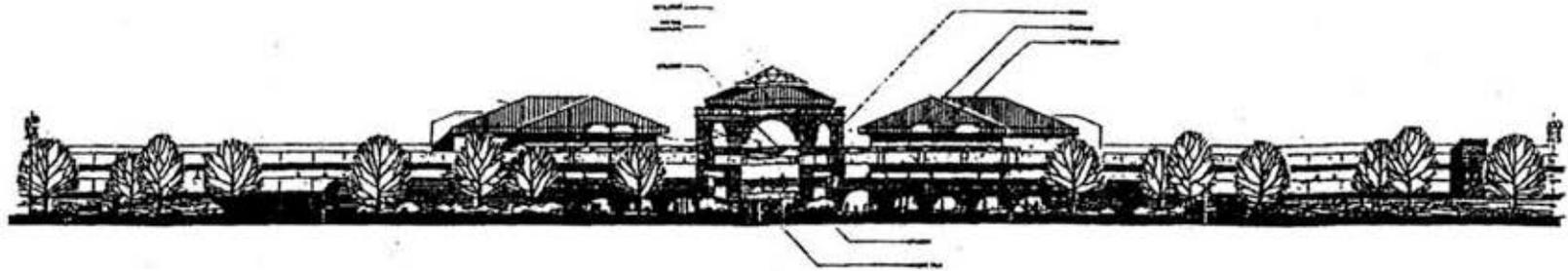
Hazard Center

6
FIGURE



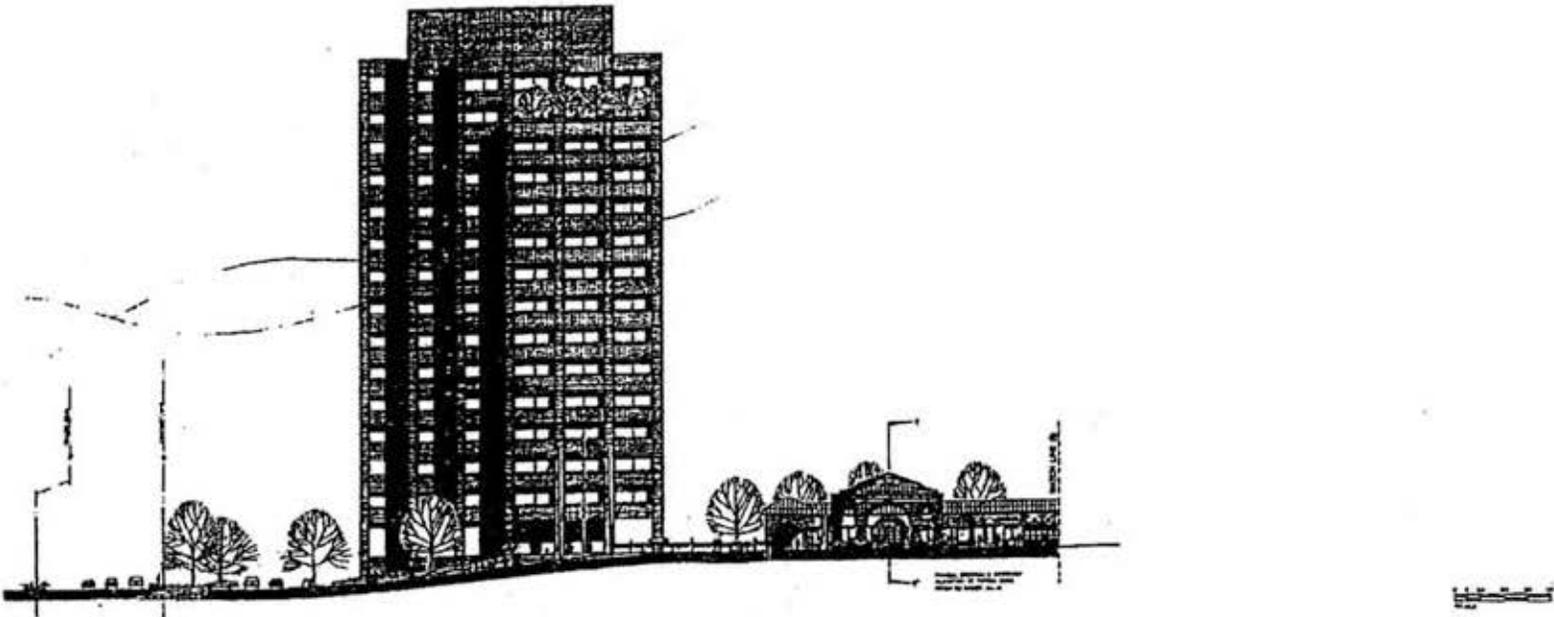
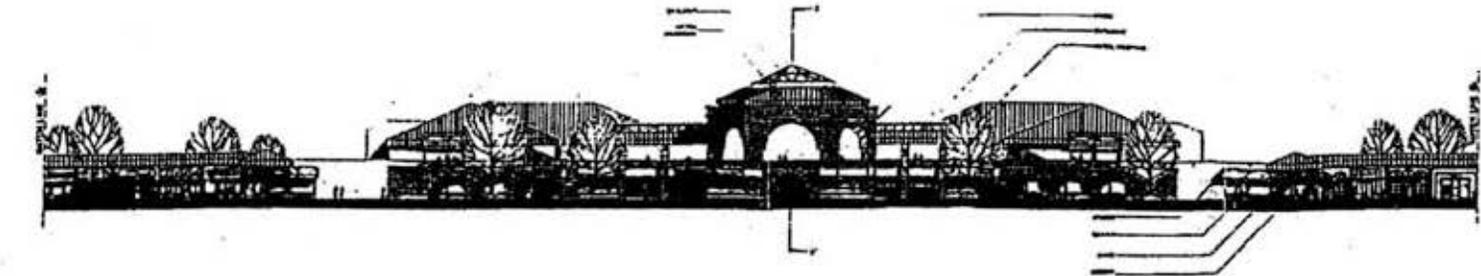
Phase 2 Development Plan
Hazard Center





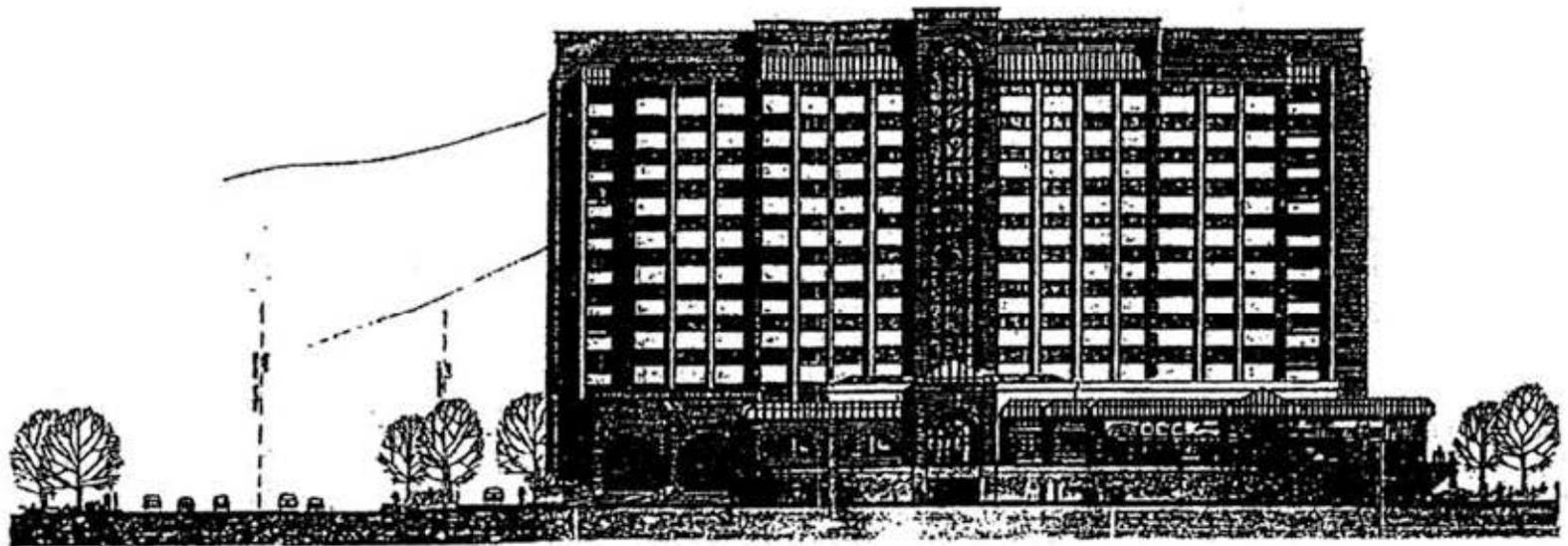
South Elevation
Hazard Center

8
FIGURE



North Elevation
Hazard Center

9
FIGURE

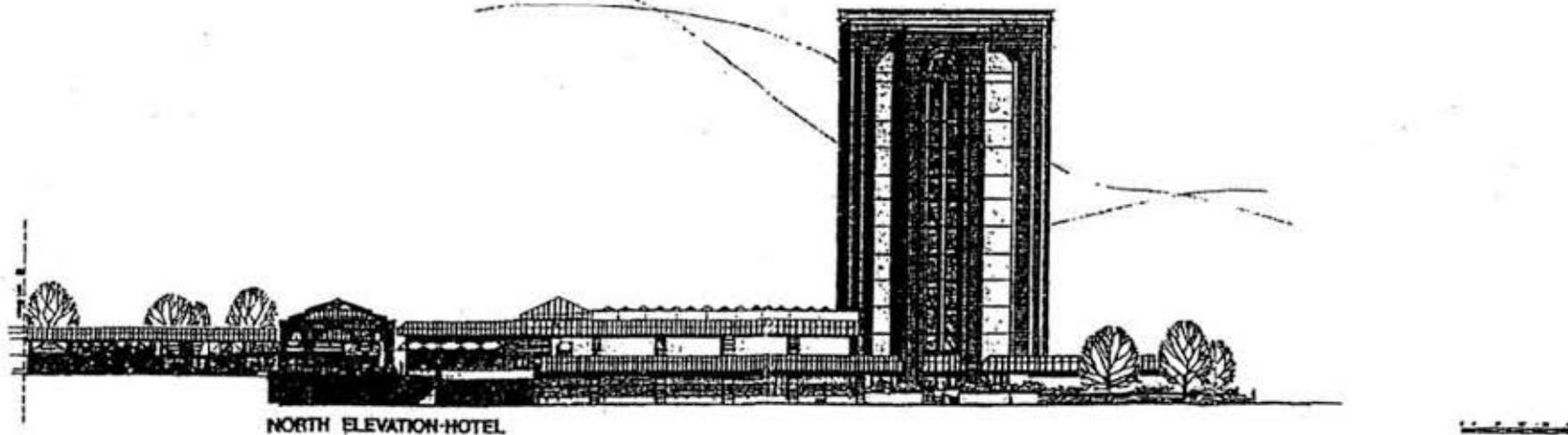
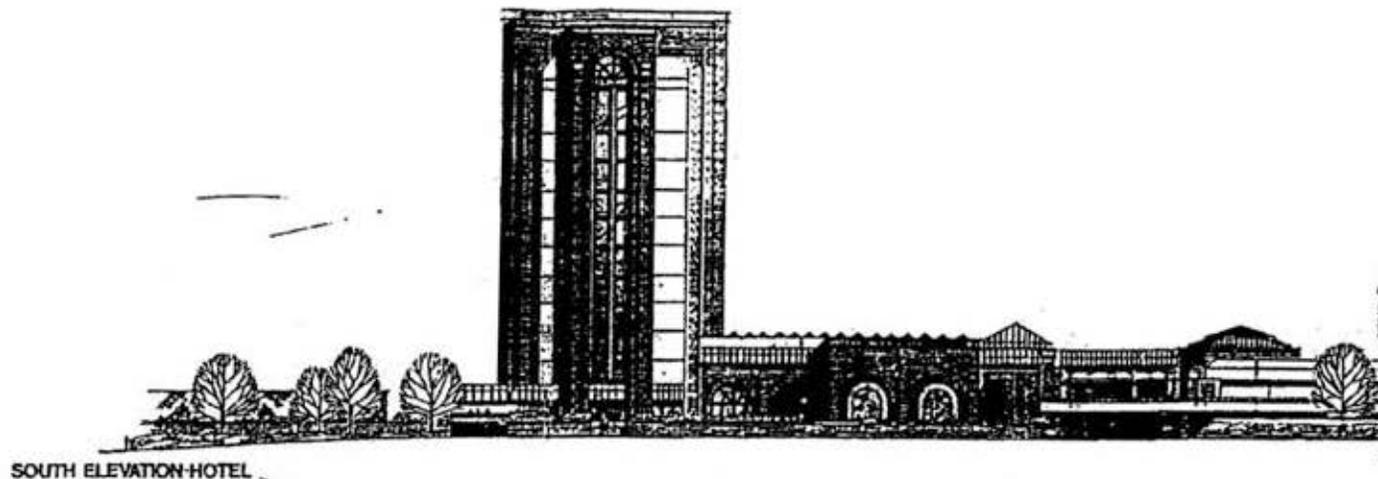


EAST ELEVATION • HOTEL



East Elevation
Hazard Center

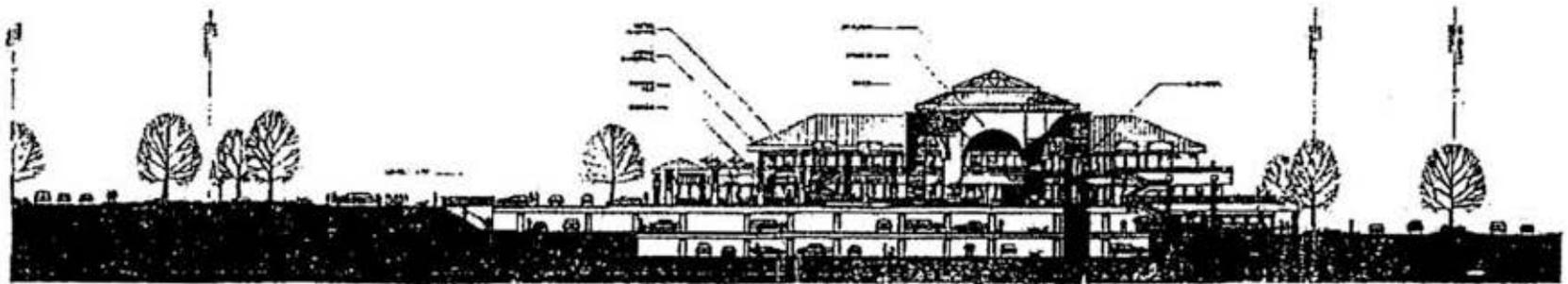
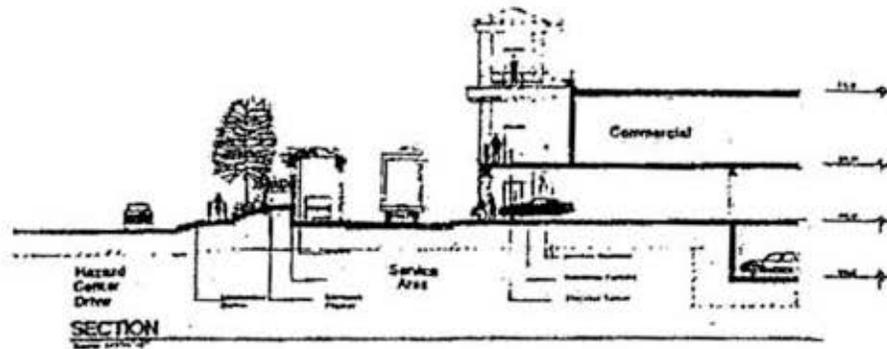
11
FIGURE



North and South Elevation
Hazard Center

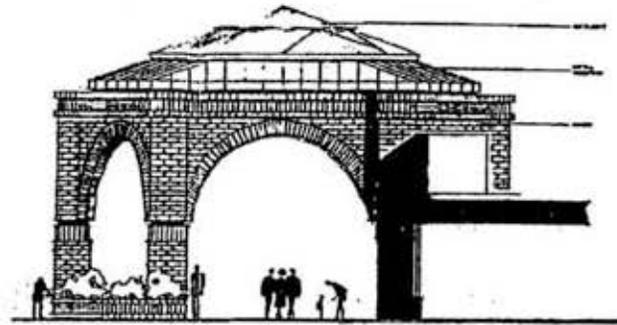
12
FIGURE





Cross Section
Hazard Center

13
FIGURE

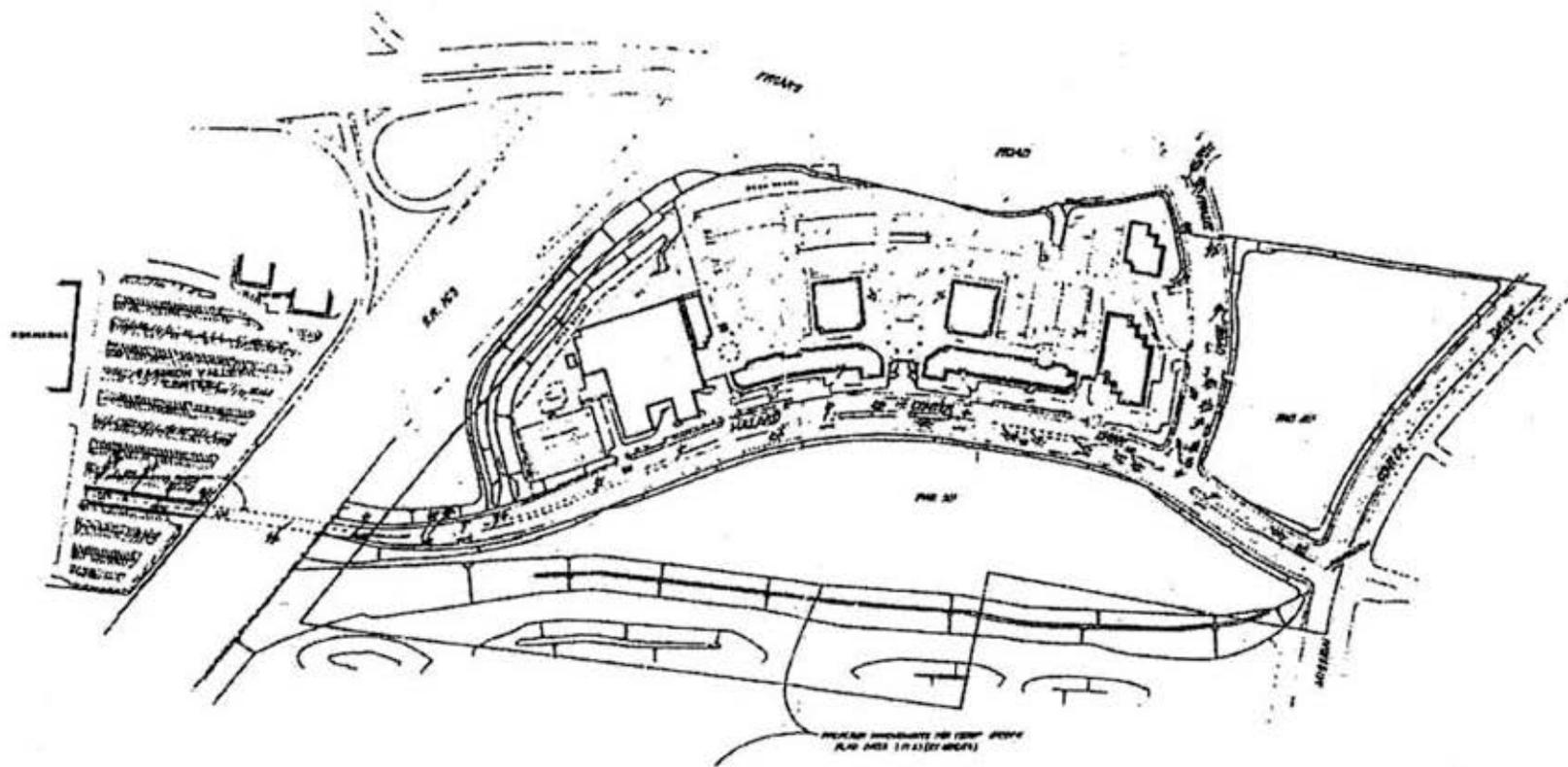


TYPICAL SECTION @ RETAIL MALL Y-Y'



TYPICAL EXTERIOR ELEVATION @ RETAIL MALL





Phase 1 Preliminary Grading Plan

Hazard Center

16

FIGURE

