

7.0 COMPATIBILITY WITH APPLICABLE PLANS AND PROGRAMS

7.1 INTRODUCTION

The Levi-Cushman Specific Plan was prepared in accordance with the Progress Guide and General Plan of the City of San Diego, the Mission Valley Community Plan, and the governing City plans and state law pertaining to specific plans.

7.2 PROGRESS GUIDE AND GENERAL PLAN

The Progress Guide and General Plan of the City of San Diego is the City's comprehensive plan which serves as an overall guide to future development. The General Plan includes goals, objectives, guidelines, and standards. In addition to the general plan, each of the subareas to the city has a community plan which provides guidelines for specific development proposals within individual communities.

The General Plan includes two goals with respect to preservation of the natural environment. These are:

Acceptance of a land ethic that involves the balanced coexistence of man, vegetation, and wildlife.

Protection of all wildlife and vegetation that does not constitute a clear and direct danger to man (p. 127).

The Levi-Cushman Specific Plan calls for the preservation of this resource and its use as an open space and passive recreation feature of the plan. Therefore, the Levi-Cushman Specific Plan is consistent with the General Plan in that it will implement General Plan goals related to preservation of the natural environment.

The General Plan includes guidelines for development in floodplains which emphasize preservation of natural resources and the development of park and recreational uses wherever possible (p. 98).

The Levi-Cushman Specific Plan calls for the creation of a wetlands habitat area throughout the project. Passive recreation uses will be encouraged landward from the habitat area. Additionally, an open space system through the Levi-Cushman site provides a valuable link within the San Diego River valley subsystem. In this way, the Levi-Cushman Specific Plan furthers the open space goals of the City's General Plan and Open Space Plan.

The General Plan designates the Mission Valley corridor in which this site is located as an "urbanized" area. This designation conceives of the area as becoming more diversified in land use, in employment opportunities, and in housing variety. The land use proposal of a multiple-use development on the

site is similar in concept to the General Plan's recommendation for urbanized areas in the city.

The General Plan identifies Mission Valley as a potential mass transit corridor. The Levi-Cushman Specific Plan includes provisions for accommodating transit proposals. Accordingly, the specific plan is supportive of the General Plan's transportation goals.

7.3 THE MISSION VALLEY COMMUNITY PLAN

The Mission Valley Community Plan was adopted by the San Diego City Council in June of 1985. The Plan guides future new development in the Mission Valley area, an area of 1,982 acres bound on the north by Friars Road, on the south by a 150-foot contour line south of Interstate 8, on the east by the San Diego River east of I-15, and on the west by I-5.

The Mission Valley plan recommends a development concept for the entire planning area known as "Moderate Development - Integrated Use Emphasis." The key features of this concept are as follows:

- (a) a deliberately planned multiple-use approach to development;
- (b) an emphasis on an integration of commercial-retail, commercial-recreation, office, and residential uses;

- (c) encouragement of residential development in order to complement the commercial and office development presently prevalent in Mission Valley;

- (d) the addition of resident-oriented community facilities and services;

- (e) a comprehensive transportation system with an emphasis on achieving a viable internal circulation network; and

- (f) a natural appearing soft-bottomed floodway solution to flood protection in order to contain a 100-year flood under year 2000 conditions.

Multi-use development is further defined by the Mission Valley Community Plan, on pages 81-88, as follows:

A "multi-use development" means a relatively large-scale real estate project characterized by:

- *two or more significant revenue-producing uses (such as retail, office, residential (either as rentals or condominiums and which are financially supportive of the other uses), hotel/motel, and recreation - which in well-planned projects are mutually supporting);*
- *significant functional and physical integration of project components including uninterrupted pedestrian connections including relationships, if available, to adjacent developments;*

- *development in conformance with a coherent plan (which frequently stipulates the type and scale of uses, permitted densities, and related items); and*
- *public transit opportunities and commitments.*

This definition clearly differentiates multi-use development from other forms of land use and also identifies "common denominator" characteristics of multi-use projects with a minimum number of criteria.

These two or more uses should be significant (e.g., retail should be more than site-serving convenience facilities) and revenue-producing (e.g., to amortize cost over time and provide a reasonable return). In most multi-use projects, revenue-producing uses consist of retail, office, residential, and/or transient (hotel/ motel) facilities. Two or more revenue-producing uses in the project usually imply large scale.

Another defining characteristic of multi-use development is a significant physical and functional integration of project components. All project components should be interconnected by pedestrian ways, although (physically) this integration can take many forms:

- a vertical mixing of project components into a single structure, often occupying only one parcel;

- careful positioning of key project components around centrally-located focal points (e.g., a shopping gallery or hotel containing a large central court);
- interconnection of project components through an elaborate pedestrian circulation network (e.g., subterranean concourses, walkways and plazas at grade, and aerial bridges between buildings, or "skyways");
- extensive use of escalators, elevators, moving sidewalks, bridges and other mechanical or structural means of facilitating horizontal and vertical movement by pedestrians.
- permanent pedestrian linkages to public transit systems.

Whatever their form, "coherent" plans for multi-use development typically set forth at a minimum the types and scale of land uses, permitted densities, and those areas on the site where different kinds of development are to occur. Plans for project entailing substantial public improvements should specify respective responsibilities and financial obligations (e.g., for provision of on-site and off-site improvements) on the part of public and private sectors. These documents guide - and in the case of some projects, govern - development as to scale, timing, type, and density of buildings and relationships among project components, open space, and public improvements on the site. This distinguishes such projects from unplanned mixing of uses often resulting from the separate, unrelated actions of several different developers. In Mission Valley, multi-use projects (in the form of specific plans) are

proposed for the majority of the large undeveloped parcels and redevelopable areas.

There are four significant revenue-producing land uses in Mission Valley. They are: 1) Commercial-Retail; 2) Commercial-Office; 3) Commercial-Recreation; 4) Residential. The four revenue-producing uses in a single project create a "multi-use" development usually found in a large-scale project.

Multi-use projects may also include separate structures on separate parcels of land providing that the creation of parcels and designation of uses is the result of a plan approved for the entire designated project and it meets the three basic criteria for a multi-use project.

Multi-use is an option for developers. It may be applied for through a Planned Commercial Development (PCD) Permit or through a Specific Plan. In general, the Specific Plan should be used for projects of ten or more acres. This may vary, however, and should be determined on a case-by-case basis. An application for multi-use project should include:

- Location, scale, size, and proposed use of all buildings.
- A schematic plan of pedestrian areas (plazas, courtyards, etc.) and interconnecting usable paths.
- Vehicular access plan including streets, parking, goods delivery, and linkages to the public circulation system (freeways and major surface streets).

- A landscaping plan to tie the various uses together.
- A financing and maintenance plan for any and all public facilities or improvements.
- Linkages to the public transit system.

Other land use controls as may be required to conform to the urban design guidelines included in the Urban Design Element of this Plan.

This multi-use option is intended to encourage comprehensive developments which will minimize the need for an over reliance on automobile access and emphasize pedestrian orientation and proximity to public transit. Density bonuses may be given to such developments if they can incorporate some of the bonus provisions included in the Development Intensity Element. Additional development intensity based upon increased traffic generation may be permitted if it can be shown that: 1) the additional traffic generation can be accommodated; or 2) additional improvements can be made to the circulation/transportation system which will accommodate the increase in traffic generation.

Objective

- Provide new development and redevelopment which integrates various land uses into coordinated multi-use projects.

Proposals

- Include a variety of revenue-producing uses in each large scale multi-use project.
- Ensure functional and physical integration of the various uses within the multi-use project and between adjacent uses or projects.
- Combine uses within a multi-use project to create a 24-hour cycle of activity.

Development Guidelines

- Multi-use development projects should include all of the following design elements:

Separate vehicular access and delivery loading zones.

People-oriented spaces.

Compatibility with adjacent development.

Uninterrupted pedestrian connections.

- Encourage activity on a 24-hour basis within a development project by including one or more of the following types of uses in addition to office and retail:

Restaurants

Theaters

Hotels

Residences

- Multi-use development projects should be processed and evaluated through the use of Planned Commercial Development (PCD) permits and/or Specific Plans.

Land Use Mix

The Mission Valley Community Plan recommends that the Levi-Cushman site be developed as multiple-use according to a specific plan. The development mix as presented in the Levi-Cushman Specific Plan is well-mixed with residential and nonresidential uses. Residential, hotel, retail, and office uses, closely linked as discussed in the Urban Design and Development section of this plan, can each utilize open space and specialty commercial resources, allowing the development to have activity around the clock. Also, multiple-use is desirable from a traffic point of view since trip generation is at different peak times and directions. A multiple-use project also allows associated uses to share parking facilities, so that uses with different peak hours can overflow into each other's parking. This creates a more efficient use of land and resolves the problem of parking inefficiency identified in the Mission Valley plan.

The Urban Design and Development section of the Specific Plan describes in detail the integration of the multiple-use

development within the Levi-Cushman project area. The central core of office and specialty commercial uses directly connected to residential use, hotels, the light-rail transit station, bus lines, and the San Diego River provides the ideal definition for a multiple-use project.

Floodplain Management

The Mission Valley Community Plan identifies the San Diego River as a potential aesthetic and economic asset to the community, one which provides visual and physical relief from the intensifying urbanization of the valley. This potential is one which has largely been ignored by existing development, which has been oriented away from the river. In addition, the river poses a potential flood hazard to the surrounding area.

The San Diego River laterally divides the site, with the result that much of the property falls within the floodplain fringe. The floodplain fringe delineates the entire area of inundation in a 100-year storm, as established by the Army Corps of Engineers in 1973. Under existing conditions, the floodplain fringe limits the extent and nature of development which is allowed unless pad areas are created at a level two feet above potential flooding limits. The Levi-Cushman project is channelizing a portion of the San Diego River and modifying the 100-year water surface within the project. All development in the project area intended for permanent human habitation will be at least two feet above this floodplain elevation.

The Mission Valley plan recommends that a flood management facility be constructed the entire length of the San Diego

River in the planning area. The plan also recommends that additional study be undertaken, including a Wetlands Management Plan.

The floodplain fringe areas within the Levi-Cushman site will be developed in accordance with both City zoning and applicable state and federal regulations.