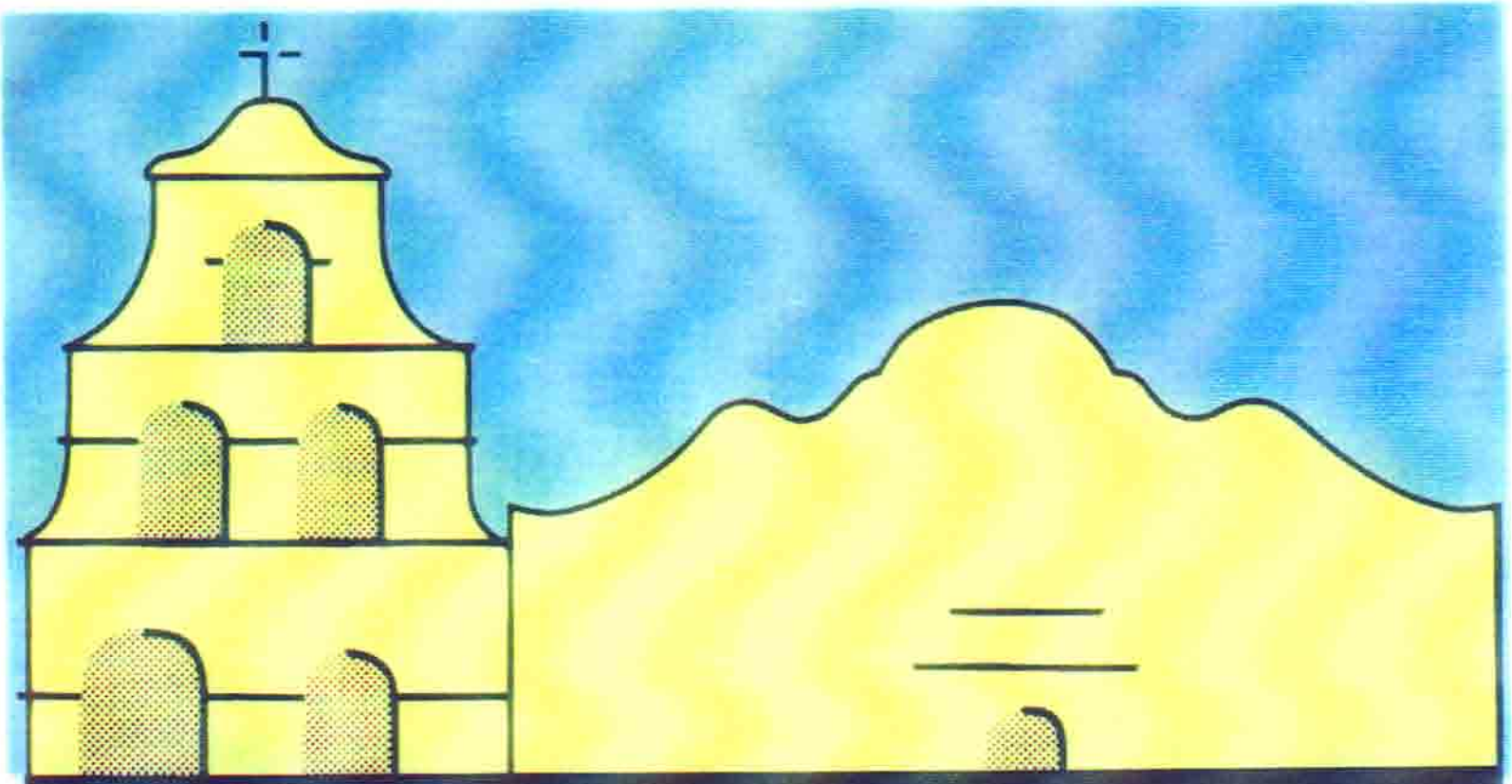

MISSION CITY

SPECIFIC PLAN

H. G. FENTON COMPANY

MISSION CITY SPECIFIC PLAN

Prepared for:

H.G. FENTON COMPANY
7220 Trade Street, Suite 300
San Diego, California 92121

Prepared by:

T&B PLANNING CONSULTANTS, INC.
5897 Oberlin Drive, Suite 208
San Diego, California 92121
(619)546-8366

In Association with:

DAVID EVANS & ASSOCIATES, INC.
URBAN SYSTEMS & ASSOCIATES
LETTIERI-McINTYRE & ASSOCIATES

City Council Public Hearing
April 21, 1998
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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

I. INTRODUCTION

A. PURPOSE AND INTENT

1. Document Purpose

This document serves as a Specific Plan of development for *Mission City*, an approximately 225.2 acre area located in the City of San Diego, California. This Specific Plan amends the Northside Specific Plan approved for the project site in 1984. It provides detailed text and exhibits describing the range of residential uses, the variety of multiple uses, retail commercial, office and business park opportunities, recreational amenities and open space features which can occur in *Mission City*. Formulated upon guidelines which promote a contemporary mix of land uses and efficient circulation system, this document will guide the build-out of *Mission City* in a manner which is consistent with City policies and standards and State requirements.

The purpose of this Specific Plan is to allow for development of a high quality project. This Specific Plan achieves this goal through the establishment of land uses and design guidelines, and through the development of a specific set of zoning regulations applied to *Mission City*. When adopted by City legislative action, the Specific Plan document will serve both planning and regulatory functions.

2. Specific Plan Goals and Objectives

Mission City will include a range of Medium-Low and Medium density residential products, together with commercial and office land uses, in a well planned arrangement. Project goals and objectives were developed early in the planning process and include the following:

- Responding to market demand for residential products, office and commercial uses in the Mission Valley area.
- Develop Specific Plan land uses which provide for compatibility with adjacent development and natural features surrounding the project site.
- Respond to goals and objectives of the Mission Valley Community Plan.
- Facilitate efficient vehicular, bicycle and pedestrian flow within and through the project area.
- Respond to the manufactured site conditions.

These goals create the framework from which this Specific Plan is based.

The *Mission City* Specific Plan has been designed with an overall theme that supports individualized, complementary land uses in each planning area. *Mission City* will provide an integrated working and living environment with an emphasis on a sense of community and balanced lifestyles. The project is designed to implement the following specific project objectives:

- To serve as a multiple use area in accordance with the community plan land use designation, providing a variety of uses including residential, commercial, office, recreation and entertainment uses.

- To reflect anticipated market needs and public demands by providing a diversity of housing types.

- To provide a range of high-quality small lot detached and attached housing to serve a spectrum of buyers and renters.

- To complete reclamation and reuse of the site as the post mining phase.

- To attract commercial uses oriented to serve neighborhood and community needs, those of persons employed on-site, and off-site users accessing the site from the surrounding circulation system.

- To attract commercial and business park and office users that will provide employment opportunities for area residents.

- To create a strong, pedestrian, bicycle and vehicular linkage from the planned LRT station at the southern edge of the property through the site in a safe environment which will encourage use and accessibility.

- To phase development with respect to the logical extension of infrastructure and services.

- To develop a strong community identity that enhances the value and quality of the project site and the existing surrounding development.

- To create a visually attractive development by consistent application of architectural and landscape guidelines.

- To serve as an important revenue source to the City of San Diego through sales taxes, property taxes and project-related fees.

3. Authority and Scope

The *Mission City* Specific Plan document has been prepared and established under the authority granted to the City of San Diego by the California Government Code, Title 7, Division 3, Articles 8 and 9, Sections 65450 and 65507. The State of California, under the authority of these code sections, encourages cities to adopt Specific Plans either by resolution to establish a policy document, or by ordinance to establish a regulatory document. This Specific Plan document is intended to be a regulatory document and is subject to City Council approval. When adopted by City legislative action, the Specific Plan document will serve both planning and regulatory functions. The *Mission City* Specific Plan contains the standards, procedures and guidelines necessary to accomplish this purpose.

Concurrent with this Specific Plan, zoning regulations will be applied to *Mission City.* These include those established within the City's Land Development Code (September 9, 1997) and the *Mission City* Overlay. Zoning is described in Chapter IX, IMPLEMENTATION, of this Specific Plan.

Adoption of the *Mission City* Specific Plan by the San Diego City Council will establish the City's official development policy for *Mission City*. All future development plans, tentative parcel and/or subdivision map(s), or other similar entitlements for properties located within the boundaries of this Specific Plan shall be consistent with the regulations set forth in this document and with all other applicable City regulations and ordinances.

All regulations, conditions and programs contained herein shall be deemed separate, distinct and independent provisions of the *Mission City* Specific Plan. In the event that any provision is held invalid or unconstitutional by a state or federal court of competent jurisdiction, the validity of all remaining provisions of this Specific Plan shall not be affected.

B. LOCATION AND ACCESS

The *Mission City* project site is located within the city limits of the City of San Diego, San Diego County, California, as shown in Figure I-1, *Regional Map*. The project's vicinity is illustrated on Figure I-2, *Vicinity Map*. Located between Interstate 15 (I-15) and I-805 and north of I-8, the *Mission City* project site is afforded excellent regional accessibility. Friars Road traverses the center of *Mission City* and, via off-ramps at I-15 and I-805, provides a local connection to these regional highways as well as direct access to *Mission City*.

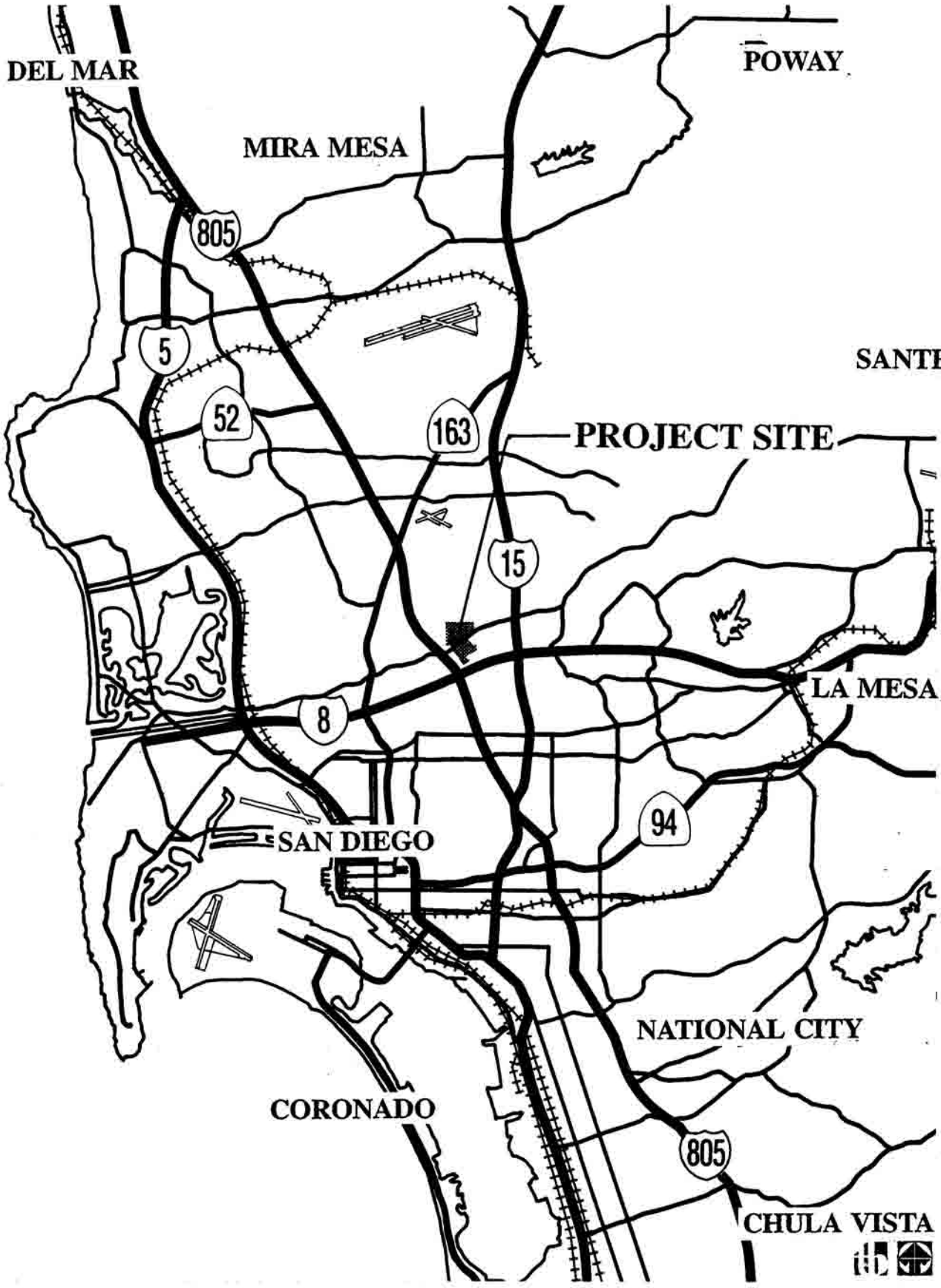
The circulation system planned to serve *Mission City* is depicted in Figure I-3, *Mission City Vehicular Circulation System*. As shown on Figure I-3, development is served primarily by Northside Drive and "A" Street, two roughly parallel public streets which intersect Friars Road. South of Friars Road, additional access connections will be provided, including a connection between the southern terminus of Northside Drive to intersect with "A" Street. Rio San Diego Drive will connect the adjacent River Run development to "A" Street. An extension of the Rio San Diego Drive connection will continue easterly and connect with Northside Drive at Mission City Court in the existing adjacent office complex. With the exception of "A" Street, Rio San Diego Drive and Northside Drive which will be constructed as public streets in roughly the alignments shown in Figure II-3, other internal access routes in Planning Area 6 may be constructed as public streets, private streets or private drives. The exact alignment of these connections will be determined at the time of site planning for projects in Planning Area 6.

"A" Street will continue through the southern portion of the project site to Milly Way. "I" Street connects with Milly Way, south of the project site. Milly Way crosses the San Diego River and provides local access to *Mission City* form areas within the *Mission City* community located south of the project site.

A portion of the Mission Valley West Light Rail Transit (LRT) follows the southern boundary of the project site. An LRT station occurs at *Mission City*'s southern boundary. "A" Street will provide a direct connection to the LRT station, serving pedestrian, bicyclists and automobiles.

C. BACKGROUND AND HISTORY

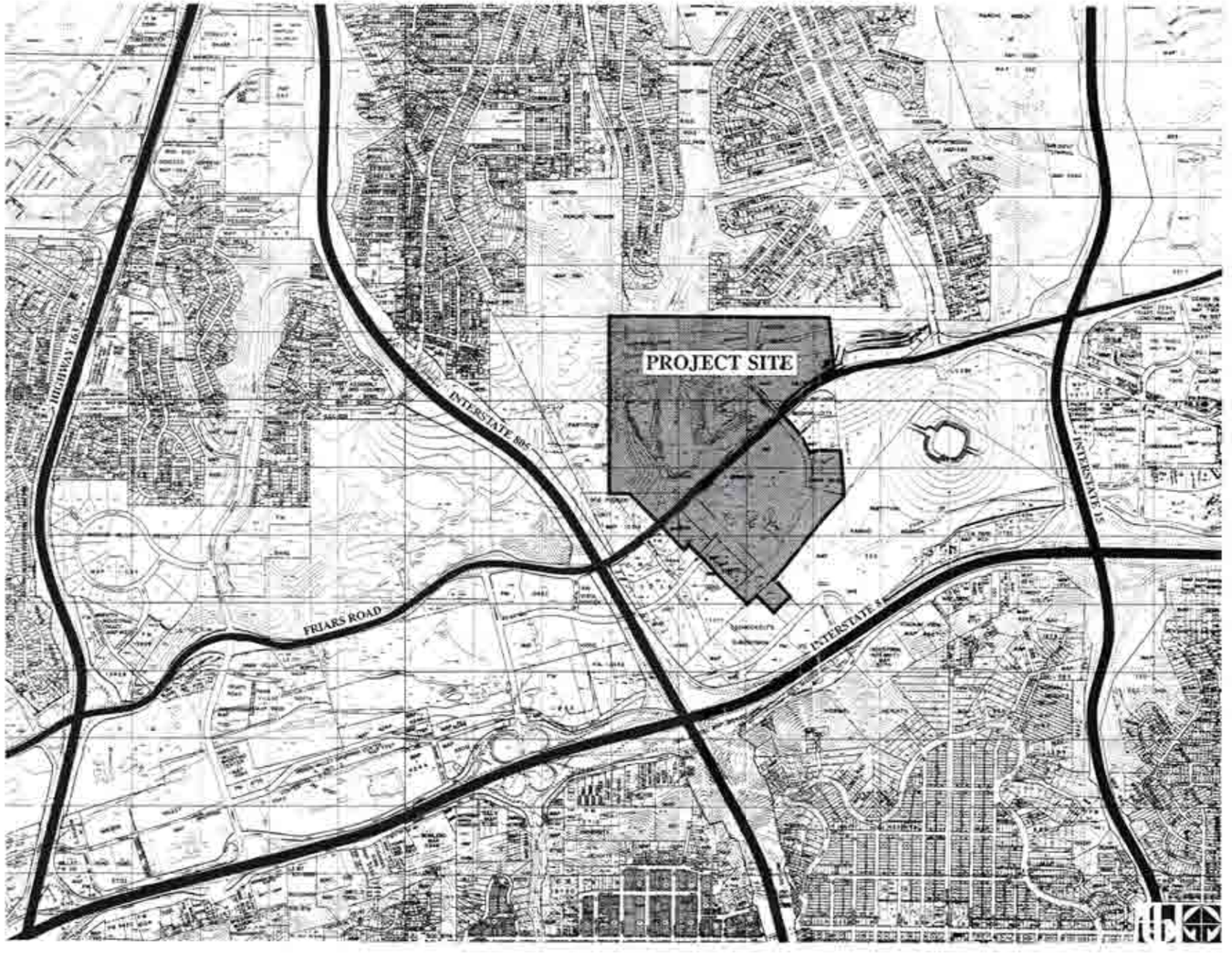
Mission City is located in an area where an approved Specific Plan has been adopted. In November 1984, the City of San Diego approved the Northside Specific Plan for a 241-acre site. A portion of the 241-acre site have developed into an office park in accordance with the approved Northside Specific Plan. The remaining approximately 225.2 acres are the site of the *Mission City* Specific Plan. For the remaining 225.2-acre *Mission City* Specific Plan area, the *Mission City* Specific Plan amends development approvals



REGIONAL MAP

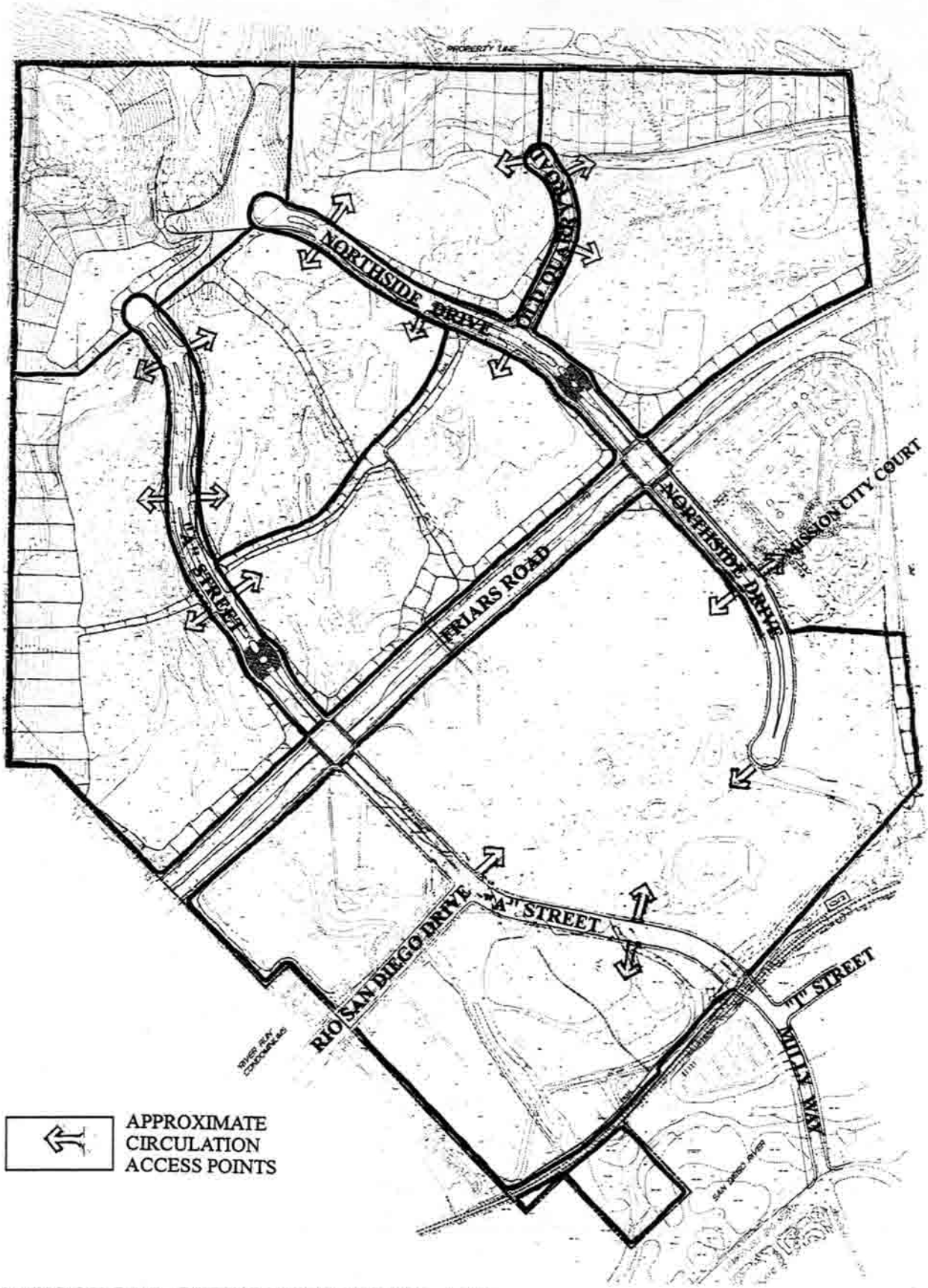
FIGURE I-1

MISSION CITY



VICINITY MAP

FIGURE 1-2



MISSION CITY VEHICULAR CIRCULATION SYSTEM

FIGURE I-3

MISSION CITY

in effect under the Northside Specific Plan. Also approved for the project site is Conditional Use Permit No. 82-0014 (CUP No. 82-0014) which permits resource extraction on the project site. The approved Reclamation Plan, included as Appendix B to this Specific Plan, will provide interim erosion control until specific development proposals for *Mission City* are implemented. The details of the approved Reclamation Plan as they relate to revegetation of mined slopes have been incorporated into this Specific Plan as an important component of the Conceptual Landscape Plan for *Mission City* (see Chapter VII, Section J, LANDSCAPE GUIDELINES). *Mission City* represents the end use for the Reclamation Plan.

D. PLANNING CONTEXT

Mission City lies along the northern slopes of the Mission Valley community and is situated in the eastern portion of the community plan area. As shown in Figure I-4, *Mission Valley Community Plan Land Use Plan*, the Mission Valley Community Plan designates the *Mission City* Specific Plan area as "Multiple Use", defined by the community plan as *"a relatively large-scale real estate project characterized by:*

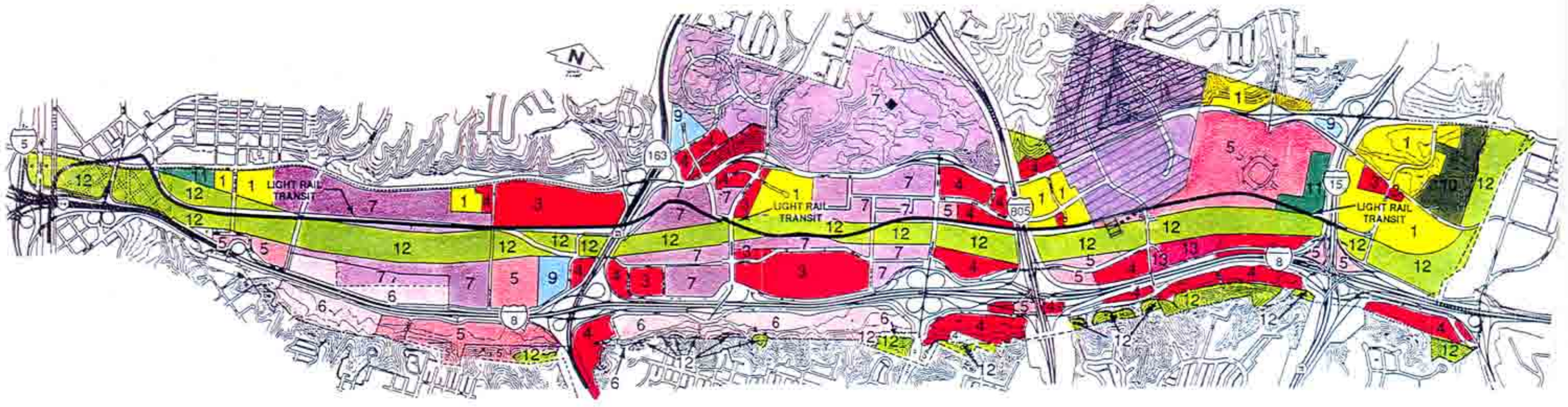
- *two or more significant revenue-producing uses;*
- *significant functional and physical integration of project components;*
- *development in accordance with a coherent plan; and*
- *public transit opportunities and commitments."*

The *Mission City* Specific Plan and resultant development is in accord with the community plan Multiple Use land use designation.

Included as Appendix G to the Mission Valley Community Plan is the San Diego River Wetlands Management Plan. As an integral part of the community plan, the San Diego River Wetlands Management Plan was created to implement goals of the community plan which place a strong emphasis on environmental quality, flood protection and land use adjacent to the San Diego River. The principal objectives of the management plan are threefold: 1) to protect development from flood hazard; 2) to preserve sensitive biological habitats such as wetland and riparian corridors; and 3) to enhance the aesthetic and recreational qualities associated with the river corridor as part of an open space system. The purpose of the Management Plan is to *"define a means of maintaining and improving the overall quality of the wetlands associated with the San Diego River while allowing for development in Mission Valley."* Biologic and hydraulic parameters are integrated to design a flood-control channel including wetlands habitats upon which build-out of the community can occur. The Management Plan identifies sections along the river, addresses the techniques for managing resources in the individual sections and describes the process for reviewing land use proposals in the Management Plan study area. *Mission City* is located in Section 5 which covers that portion of the San Diego River east of I-805 and west of I-15.

E. SITE CHARACTERISTICS AND DESIGN INFLUENCES

The *Mission City* Specific Plan area is characterized by its visibility from adjacent areas and its high degree of disturbance associated with the mining and processing of sand and gravel. Contrasting with the highly disturbed nature of the Specific Plan area is its location between natural open space to the north and the San Diego River to the south. This combination of site disturbance and nearby natural elements provides a unique opportunity to develop *Mission City* in a manner which links the built environment with open space experiences.



1	RESIDENTIAL	7	MULTIPLE USE	13	PUBLIC FACILITIES
2	RESIDENTIAL/OFFICE MIX	8	BUSINESS/INDUSTRIAL PARK	◆	SUBJECT TO DEPLETION OF SAND AND GRAVEL RESOURCES
3	COMMERCIAL-RETAIL	9	INDUSTRIAL	---	MISSION VALLEY COMMUNITY PLAN BOUNDARY
4	COMMERCIAL-OFFICE	10	MISSION & SCHOOL		PROJECT SITE
5	COMMERCIAL-RECREATION	11	COMMERCIAL-RECREATION		
6	OFFICE OR COMMERCIAL REC	12	PUBLIC RECREATION		

MISSION VALLEYCOMMUNITY PLAN – LAND USE MAP FIGURE 1-4

This Specific Plan responds to the unique characteristics of the *Mission City* project site through the evaluation of a full range of site opportunities and environmental conditions which have been considered in developing the land use plan for *Mission City*. The characteristics described below are provided to establish a general physical setting for the Specific Plan.

1. Surrounding Land Uses

As shown in Figure I-5, *Aerial Photograph*, the area surrounding *Mission City* contains a variety of land uses that have been developed over the past few years. Perhaps the most prominent adjacent land use is Qualcomm Stadium, located immediately east of *Mission City*. Home to the San Diego Padres professional baseball team and the San Diego Chargers professional football team, the stadium is the location of sports events as well as off-season events, such as concerts and large group outdoor conventions. The parking lot for the stadium provides the venue for car shows, recreational vehicle shows, boat shows and other similar outdoor exhibitions of large size products.

While Qualcomm Stadium provides one of the most intensive uses for the community, particularly on an intermittent basis when events are scheduled, the San Diego River, forming *Mission City's* adjacent land use along the southern property boundary, is perhaps the least intensive use in the urban community of Mission Valley. The San Diego River has its beginning in the Cuyamaca Mountains in the eastern portion of San Diego County and flows through the Mission Valley community to the Pacific Ocean. In 1982, the City established the First San Diego River Improvement Project (FSDRIP) and Specific Plan for the purpose of enhancing Mission Valley as a regional commercial center by providing compatible commercial visitor and recreational uses which maintain the San Diego River as a focal point and major flood control facility while allowing private developments adjacent to the restored flood control channel. The boundaries of the FSDRIP Specific Plan lie to the west of *Mission City*. The portion of the San Diego River which abuts *Mission City*'s southern border is not planned for flood control improvements. Instead, the floodway in this area is designated for conservation due to the quality of existing wetland habitats. A 50-foot-wide pilot channel occurs in this area and carriers storm waters from I-15 westward.

The City of San Diego, in conjunction with the Metropolitan Transit Development Board (MTDB), is extending a light rail transit (LRT) line through Mission Valley. This transit line has been designated by MTDB as the Mission Valley West LRT. It is planned as a 6.2-mile segment. This element is part of a regional rail plan which, when complete, is anticipated to connect San Diego and the San Diego International Airport to the southwest; to Mission Gorge and Santee/Lakeside to the east; and to Carmel Valley/Escondido to the north. Specifically, the Mission Valley West LRT segment extends north from the Old Town segment of the North Line (near Taylor Street), across the San Diego River, then continues eastward through Mission Valley to Qualcomm Stadium. A portion of the Mission Valley West LRT follows the southern boundary of *Mission City*. In conjunction with development of the Mission Valley West LRT segment, a trolley station is planned just south of *Mission City*.

Located west of the *Mission City* Specific Plan area and south of Friars Road is the River Run residential development. River Run includes "for sale" condominiums, rental apartments and other amenities typical of multi-family residential developments. Rio San Diego Drive traverses River Run and terminates at the western border of *Mission City*. As part of development in *Mission City* Rio San Diego Drive would be extended to connect with Street "A".

AERIAL PHOTOGRAPH FIGURE 1-5

As part of the *Mission City* project, pedestrian access will be extended from River Run to connect with the Mission Valley West LRT station. This linkage will also provide residents in River Run access to the variety of land uses planned for *Mission City* south of Friars Road.

Along the project site's western border north of Friars Road are existing office buildings and an approximate 85-acre area owned by the San Diego Gas and Electric (SDG&E) company. This area contains major transmission lines, a substation and SDG&E training facilities. SDG&E powerlines cross the northwest corner of the Specific Plan area, and a high pressure gas line borders the Specific Plan area on the south.

Adjacent to *Mission City*'s northern boundary, lies the Serra Mesa Community Plan area. Residential and open space uses occur in this area of the Serra Mesa community. Open space abuts the project site on the north providing a natural separation between *Mission City* and the developed areas in Serra Mesa.

2. Site Topography, Visual Features and Degree of Disturbance

Figure I-5, *Aerial Photograph*, depicts existing site conditions at the time this Specific Plan was prepared. As evident in this photograph, the *Mission City* Specific Plan area is the site of an on-going resource extraction operation (CUP No. 82-0014). The entire site has undergone or will undergo a considerable degree of disturbance as a result of the existing mining activities. The mining of sand and gravel occurring on-site results in site topography which is in constant flux. The *Mission City* Specific Plan represents the ultimate re-use of the reclaimed site.

The approved Reclamation Plan, included as Appendix B to this Specific Plan, will leave the northern portion of the site as a series of development pads rimmed by manufactured cut slopes reaching approximately 180 feet in height. These slopes will be revegetated in accordance with the approved Reclamation Plan of the CUP. CUP No. 82-0014 will leave the southern portion of the project as one large development pad. For this area, finish grading for *Mission City* South may involve the creation of internal slopes to allow elevational changes between actual land uses selected for *Mission City*. In this manner, finish grading provides an opportunity to create topographic variety while separating selected land uses in the Multiple Use area.

F. DISCRETIONARY ACTIONS

1. Specific Plan

This Specific Plan document is a discretionary action and is subject to City Council approval. When adopted by City legislative action, the Specific Plan document will serve both planning and regulatory functions. The *Mission City* Specific Plan contains the standards, procedures and guidelines necessary to accomplish this purpose.

2. Community Plan Amendment

A Community Plan Amendment is being processed in conjunction with approval of the *Mission City* Specific Plan primarily to modify the community's circulation network. The community plan identifies a northern extension of Milly Way which loops through the project site, crossing Friars Road as an overpass. This Specific Plan replaces the loop road with parallel road elements in the northern portion of

the site which intersect Friars Road at grade. An extension from Northside Drive, the easternmost of these parallel roads, will provide a connection to "A" Street. Rio San Diego Drive will extend from its current terminus to intersect with "A" Street. This extension of Rio San Diego Drive will continue through the center of the site and connect with Mission City Court in the adjacent existing office development. With the exception of Northside Drive, Rio San Diego Drive and "A" Street which will be constructed as public streets, the internal access connection routes may be constructed as public streets, private streets or private drives. The internal access connection routes shall be considered public streets for the purposes of calculating building setbacks.

The Mission Valley Community Plan shows optional pedestrian bridges and/or tunnels at three locations in *Mission City*. The *Mission City* amendment to the Mission Valley Community Plan modifies the circulation system by allowing two at-grade crossings of Friars Road at Northside Drive and "A" Street. Additionally, a pedestrian undercrossing of Friars Road will occur as part of the *Mission City* Trail. At-grade pedestrian access will also occur in the southern portion of the project providing a pedestrian connection between River Run and the Mission Valley West LRT.

An amendment to Appendix G of the community plan (the *San Diego River Wetlands Management Plan*) will also be necessary. Modifications to Appendix G reflect the *Mission City* Specific Plan areas of development, areas where conservation will occur, and areas where improvements to wetlands habitat can occur based upon the results of the Environmental Impact Report prepared for *Mission City*.

3. Zoning

In conjunction with the Specific Plan, areas within the plan boundary will require application of specific zones to implement land uses adopted as part of the plan. Zoning for *Mission City* is addressed in Chapter IX, IMPLEMENTATION. Zones identified in the City's Land Development Code (September 1997) will be applied to *Mission City*. Additionally, the *Mission City* Overlay Zone will be applied to the Specific Plan area. The purpose of the Overlay Zone is to provide supplemental development regulations for property located in *Mission City*. The supplemental development regulations ensure, among other provisions, that a mix of land uses occurs in Planning Area 6, that development is adequately attenuated for noise impacts, that the development has a transit and pedestrian orientation, and that overall development intensity for *Mission City* does not exceed the traffic limits defined in this Specific Plan.

4. Tentative Subdivision Map

Development in *Mission City* will occur in accordance with the *Mission City* Tentative Map approved in concert with approval of this Specific Plan. The *Mission City* Tentative Map details actual land development and grading, as well as necessary infrastructure, and has been prepared in accordance with guidelines and development intensities presented in this Specific Plan, the State Subdivision Map Act and City of San Diego requirements. The range of residential uses which can occur in *Mission City* North includes single family homes as town homes and/or on small lots where the home and lot are privately owned. Such development may occur on privately owned lots created through resubdividing the development area. Resubdivision of lots created in *Mission City* would require revisions to the *Mission City* subdivision map.

5. Street Actions

The *Mission City* Specific Plan requires the vacation of several public streets which are identified as occurring on the project site. In *Mission City* North, Questor Place and Old Quarry Road will be vacated and reverted to a private street.

6. Conditional Use Permit Amendment

As stated previously, the site of the *Mission City* Specific Plan is the location of an on-going resource extraction operation for the mining and processing of sand and gravel. As resources are depleted and this operation is phased out, the Reclamation Plan, included as Appendix B to this Specific Plan, is implemented to serve as an interim control until the Specific Plan area builds out as anticipated by this Specific Plan. In concert with adoption of this Specific Plan, CUP 82-0014 will be amended to extend the termination of the CUP to December 31, 2014. When development permits are issued for development areas within *Mission City*, these areas shall automatically be removed from the boundaries of CUP No. 82-0014.

7. Environmental Impact Report

Concurrent with the Specific Plan document and associated discretionary actions, an Environmental Impact Report (EIR) has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA). The EIR (LDR No. 96-0544; SCH No. 96111039) evaluates the land use plan, circulation and infrastructure improvements associated with the *Mission City* Specific Plan and the potential impacts that would result from their implementation. The EIR is intended to serve as the project-wide master environmental document for the *Mission City Specific Plan* functioning as a "Program EIR." All subsequent development projects which do not conform to the development regulations for *Mission City* as expressed in this Specific Plan and the *Mission City* Zoning Ordinance shall be reviewed against the Program EIR to determine if subsequent environmental documentation will be required. Together, the *Mission City* Specific Plan, Tentative Map and EIR provide a path to properly develop the project site, taking into account all local goals, objectives and environmental considerations.

II. LAND USE ELEMENT

The *Mission City* Specific Plan is a 225.2 acre planned development located within the city limits of the City of San Diego. The project is planned to combine different housing products with a variety of commercial uses linked together by a functional pedestrian, bicycle and vehicular circulation plan. Reflecting and connecting natural open space systems to the north and south of the project, landscape elements will provide bands of interlinking green space, framing residential and commercial structures. In addition to passive and visual open space opportunities provided by landscape features of the project, active recreational uses will be available to residents of *Mission City* concentrated in an expanded private recreation facility. Figure II-1, depicts the *Specific Plan Land Use Plan.* Table II-1, *Mission City Land Use Summary*, provides a tabulation of land uses, acreages and development intensity for *Mission City.*

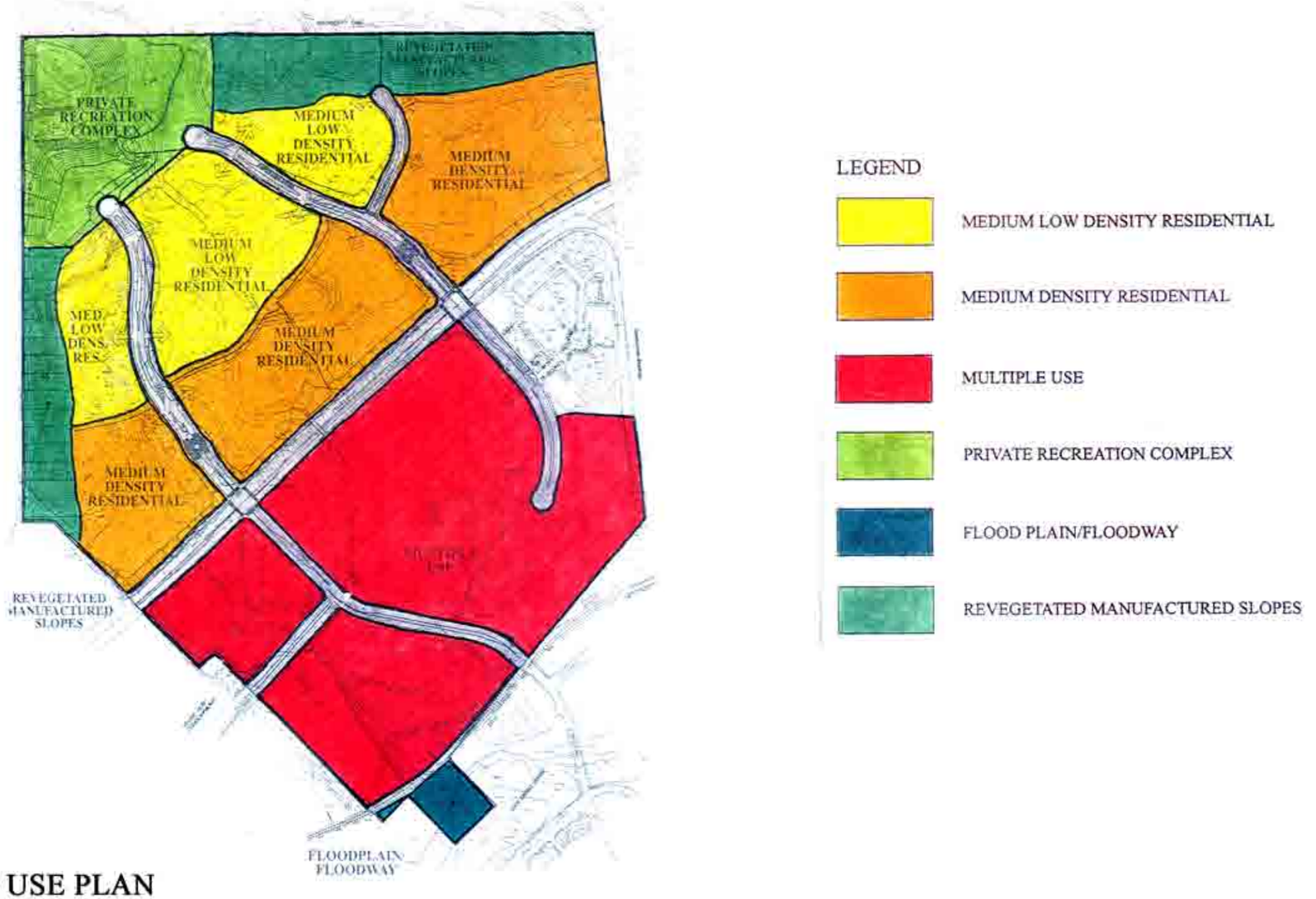
TABLE II-1
MISSION CITY LAND USE SUMMARY

PLANNING AREA	LAND USES	DENSITY RANGE [1] (DU/AC)	APPROXIMATE GROSS AREA (ACRE)[2]	APPROXIMATE NET AREA (ACRES)[2]	DEVELOPMENT INTENSITY RANGE		
					RESIDENTIAL	COMMERCIAL	OFFICE
Mission City North Development Areas							
P.A. 1	Medium Density Residential	8 - 30	27.1	20.0	600 DU	Planning Areas in Mission City North are limited to residential development.	
P.A. 2	Medium Low Density Residential	8 - 30	16.5	7.9	63-237 DU		
P.A. 3	Medium Low Density Residential	8 - 30	17.6	17.6	141-510 DU		
P.A. 4 4a	Medium Density Residential	8 - 30	16.5	10.2	82-306 DU		
P.A. 4 4b	Medium Low Density Residential	8 - 30	13.4	9.0	72-270 DU		
P.A. 5	Medium Density Residential	8 - 30	21.3	16.4	131-492 DU		
	Mission City North Subtotals		**112.4**	**81.1**	**1,089 - 2,415 DU**		
Mission City South Development Areas							
P.A. 6	Multiple Use ***Minimum Development Requirements:*** Residential 20% Commercial 10%	18 - 30	76.3	76.3	275-2,060 DU	163,350 -400,000 sq. ft.	87,120 sq.ft.-174,240 sq.ft.
	Mission City South Subtotals		**76.3**	**76.3**	**275-2,060 DU**	**163,350 - 400,000 sq. ft.**	**87,120 sq.ft.-174,240 sq.ft.**
Other Areas							
P.A. 7	Private Recreation Complex / Open Space Easement	N/A	19.5	19.5	No Development Intensity has been assigned to these areas.		
P.A. 8	Floodway	N/A	2.5	2.5			
	Roads	N/A	14.5	14.5			
	Other Areas Subtotals		**36.5**	**36.5**			
	SPECIFIC PLAN TOTALS		**225.2[3]**	**193.9[3]**	**1,364-4,475 DU**	**163,350 - 400,000 sq.ft.**	**87,120 sq.ft.-174,240 sq.ft.**

[1] This Specific Plan establishes a "Minimum Average Density" for the residential land uses which will occur in Mission City North. For the Medium Density Residential Planning Areas (Planning Areas 1, 4a and 5), a Minimum Average Density of 15 dwelling units pr net acre applies. The development intensity of all of the Medium Density Residential Planning Areas, when considered together as a whole will average 15 dwelling units per net acre which results in a minimum 699 units for the Medium Density Residential land use category. For the Medium Low Density Residential Planning Areas (Planning Areas 2,3 and 4b), a Minimum Average Density of 10 dwelling units per net acre applies. The development intensity of all of the Medium Low Density Residential Planning Areas, when considered together as a whole, will average a minimum of 10 dwelling units per net acre which results in a minimum of 345 units for the Medium Low Density Residential land use category.

[2] Rounded to the nearest tenth of an acre.

[3] Does not include Friars Road (7.24 acres).



SPECIFIC PLAN LAND USE PLAN

FIGURE 1I-1

A. LAND USE PLAN OVERVIEW

Mission City provides a unique opportunity to integrate urban intensities with natural elements to the north and south. *Mission City's* complementary multiple uses will provide residential development and commercial and office space in two distinct areas on the project site: *Mission City* North and *Mission City* South. *Mission City* North will allow for a range of Medium and Medium Low Density residential products, in a variety product types. A private recreational complex in the northern portion of *Mission City* North will provide future residents with active and passive recreational opportunities without needing to travel off-site for these important amenities. Beyond the Private Recreation Complex, an open space easement will be placed on approximately 20 acres connecting with preserved off-site open space areas to the north. A primary objective of the land use plan is to provide a safe community for future residents. Gated entries to *Mission City* North will provide security for future residents and limit intrusion of unauthorized parking. The area south of Friars Road, referred to as *Mission City* South in this Specific Plan, will provide a variety of land uses focusing on the opportunity for a strong commercial influence for *Mission City*. The majority of this area will be developed as a Multiple Use planning area, allowing for a mix of residential, commercial, office/business park and public uses.

The location, design, configuration and mix of uses in *Mission City* are intended to emphasize pedestrian elements and reinforce the use of public transportation. Connections to transit (including bus routes and the LRT) will enable residents and employees within *Mission City* to easily access the variety of uses planned for *Mission City* or to "catch" a trolley, accessing other areas of San Diego.

The complement of land uses planned for *Mission City* will be tied together with a pedestrian/bicycle trail network and functional circulation system, strengthening the cohesiveness of the mix of land uses. The non vehicular circulation linkages through the site and the strong residential influences of the planned land uses in *Mission City* North underscore the importance of pedestrian elements and compatible land uses. The *Mission City* trail network will allow for connection to the LRT and other surrounding land uses, such as the River Run residential development and Qualcomm Stadium.

Natural influences will be woven through the site as an open space easement in the north and as landscaped slopes and expanded parkways throughout *Mission City*. These bands of green space will link the natural open space north of the site with the river environment to the south. The design guidelines provided later in this document ensure a lively interaction of people, place and the built environment while consciously respecting the site's surrounding natural elements.

B. PLANNING AREAS

For purposes of this Specific Plan, *Mission City* has been divided into two roughly equal parts, with *Mission City* North lying north of Friars Road and *Mission City* South lying south of Friars Road. The *Mission City* Specific Plan is further subdivided into eight separate planning areas to facilitate and focus the discussion of development opportunities in a manner which relates specific land uses, important off-site considerations and opportunities for internal integration of land uses and/or product types. By dividing the 225.2-acre *Mission City* Specific Plan area into smaller areas, it is easier to identify special conditions, such as the treatment of edges between planning areas and circulation elements, the location of project entries, special landscape treatment of internal and/or perimeter slopes and vehicular access points on the project site, which are relevant to a particular planning area.

Planning Areas 1 through 5 comprise the bulk of the *Mission City* residential neighborhoods and occur within *Mission City* North. The Private Recreational Complex and open space easement planned for the northern portion of *Mission City* are also located in *Mission City* North. The Private Recreation Complex and open space easement are identified as Planning Area 7 in this Specific Plan so that this Planning Area's role in serving the adjacent residential planning areas (Planning Areas 1 through 5) and as an open space connection can be expressed.

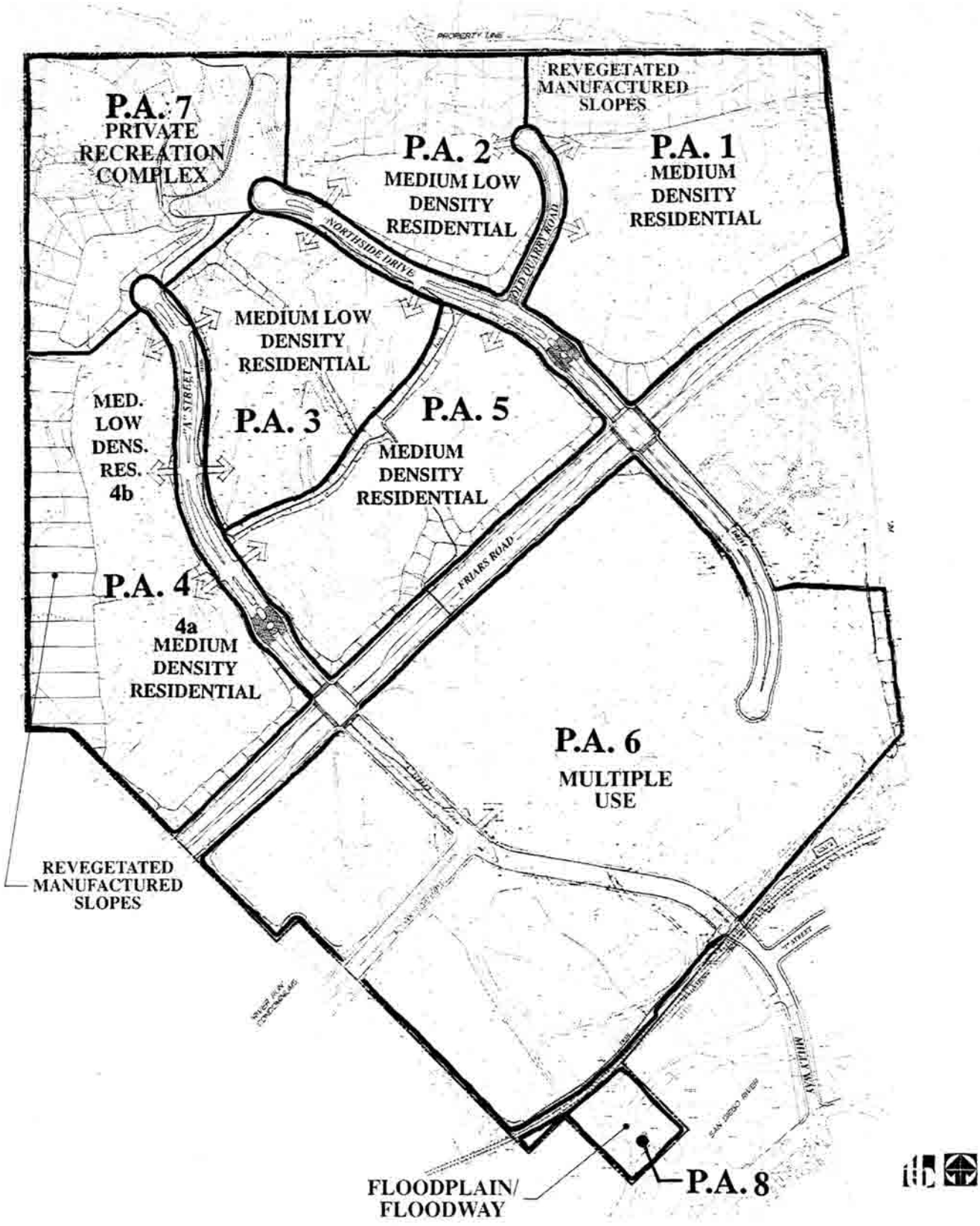
Mission City South is formed by Planning Area 6, *Mission City*'s Multiple Use area occupying the majority of the area south of Friars Road Planning Area 8 is also included within *Mission City* South. Planning Area 8 encompasses the floodway portion of the project site and lies in the extreme southern edge of *Mission City*, surrounded on three sides by the San Diego River, with the LRT forming Planning Area 8's northern boundary.

Figure II-2, *Planning Areas*, shows the location of the various Planning Areas addressed in this Specific Plan. The details of each planning area are presented in the remainder of this chapter. The discussion contained under each planning area identifies specific design measures and features that pertain to that particular planning area. In some cases, such as with Planning Areas 1 through 5, similar design features will apply, while in other planning areas, such as Planning Areas 6, 7, and 8, the standards will be distinct and apply almost exclusively to the specific planning area under discussion. Graphic representations conceptualizing typical building placements for residential planning areas in *Mission City* North are provided to reflect the range of product types which can occur in these Planning Areas. For Planning Area 6, the Multiple Use Area, two conceptual site plans are provided to illustrate typical site development in this area based upon criteria established for development of the Multiple Use area. These exhibits are provided for conceptual purposes only and to facilitate overall planning of each planning area. They serve as a general guide to assist developers, designers and decision makers in the design, planning approval and construction processes.

C. DENSITY TRANSFER

This Specific Plan provides for the ability to transfer development intensity between the various planning areas within *Mission City* to allow flexibility in response to a potentially changing market. Typically, density transfers would occur between residential planning areas in *Mission City* North. Residential development can also be transferred into and out of the Multiple Use planning area (Planning Area 6). Development intensity can be transferred into the Multiple Use area from residential areas in *Mission City* North in response to market trends which dictate a greater focus on commercial land use types for the Specific Plan area.

The criteria controlling the transfer of development intensity is described in detail in Chapter IX, IMPLEMENTATION, of this Specific Plan. The transfer of development intensity shall be permitted in *Mission City* without requiring an amendment to this Specific Plan, provided that the overall intensity of development does not exceed a cumulative traffic volume of 40,940 ADT, and will not lower the level of service at study intersections below that anticipated in the *Mission City* Specific Plan traffic study, dated November 18, 1997 and supplements (February 2, 1998; February 20, 1998).



PLANNING AREAS

FIGURE II-2

MISSION CITY

The maximum allowable development intensity for Planning Area 6 of *Mission City* shall generate no more that **30,406** ADT. When density/ADT transfers occur, a minimum amount of development must remain available in the Planning Areas 1-5. The following table shows the minimum development intensities for these planning areas.

MINIMUM DEVELOPMENT INTENSITIES FOR PLANNING AREAS 1 – 5

PLANNING AREA	MINIMUM DEVELOPMENT INTENSITY (UNITS)[1]	GENERATION RATE (ADT)	TOTAL ADT
1	600	6 trips per dwelling unit	3,600
2	63	8 trips per dwelling unit	504
3	141		1,128
4	154		1,232
5	131		1,048
Minimum ADT assigned to Mission City North			**7,512**

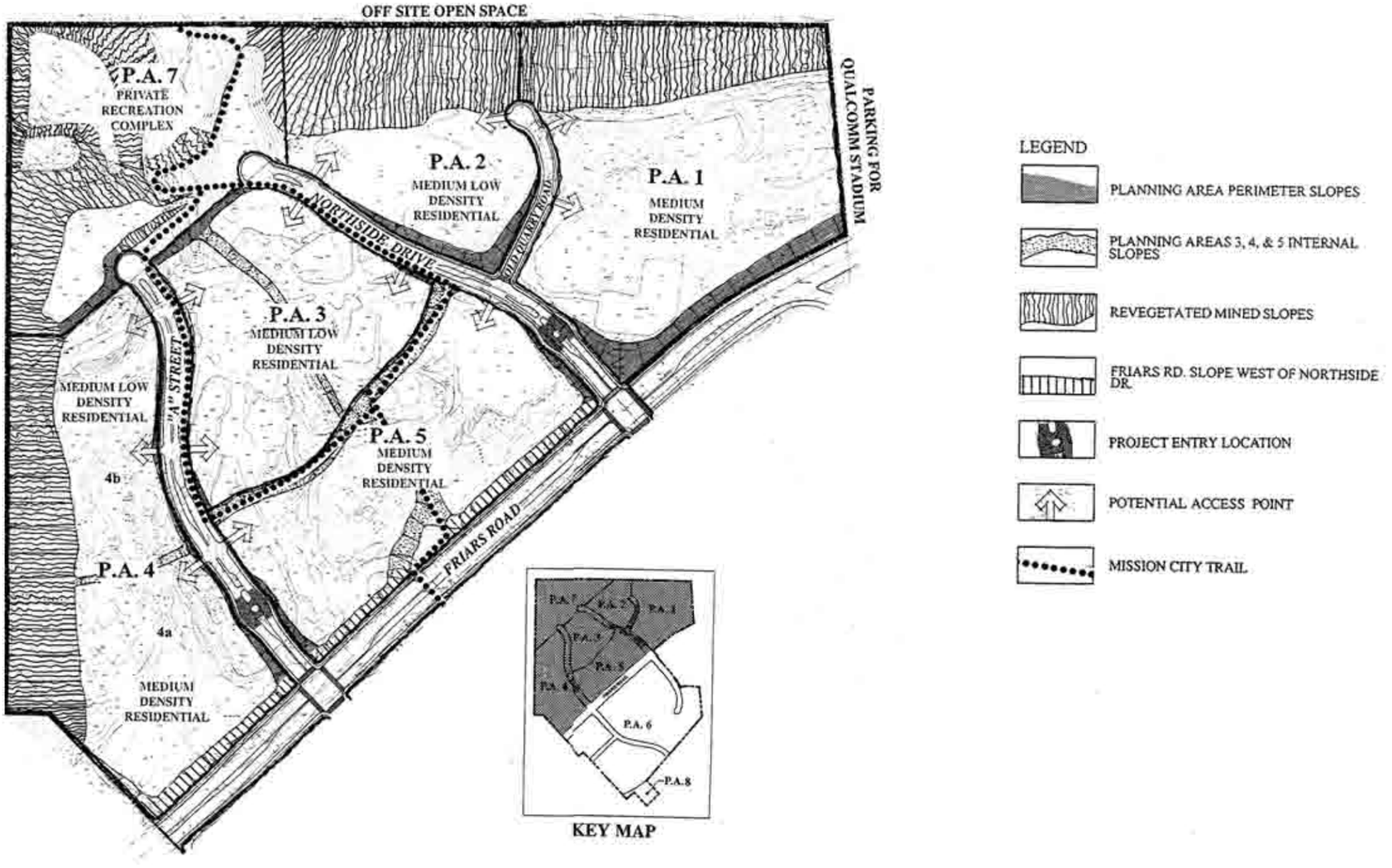
[1]The minimum development intensity for Planning Areas 1-5 when added together shall total at least 1,044 dwelling units.

D. *Mission City* North

Six planning areas make up the northern portion of *Mission City*; five planning areas (Planning Areas 1 through 5) are planned as residential developments, and one planning area (Planning Area 7) will be developed as a private recreational complex to serve residents in *Mission City*. Topographically, these planning areas are set against on-site revegetated mining slopes and off-site open space slopes. The northern portion of Planning Area 7 will be placed in an open space easement adding to and connecting with off-site open space areas to the north. The landscape treatment of the revegetated slopes and natural vegetation of the on- and off-site open space areas provide a pleasant backdrop for residential development. Figure II-3, *Mission City North Planning Areas*, shows the location of the planning areas which make up *Mission City* North. Also depicted in this illustration are important land use relationships and interfaces within and between planning areas and between on-site and off-site land uses.

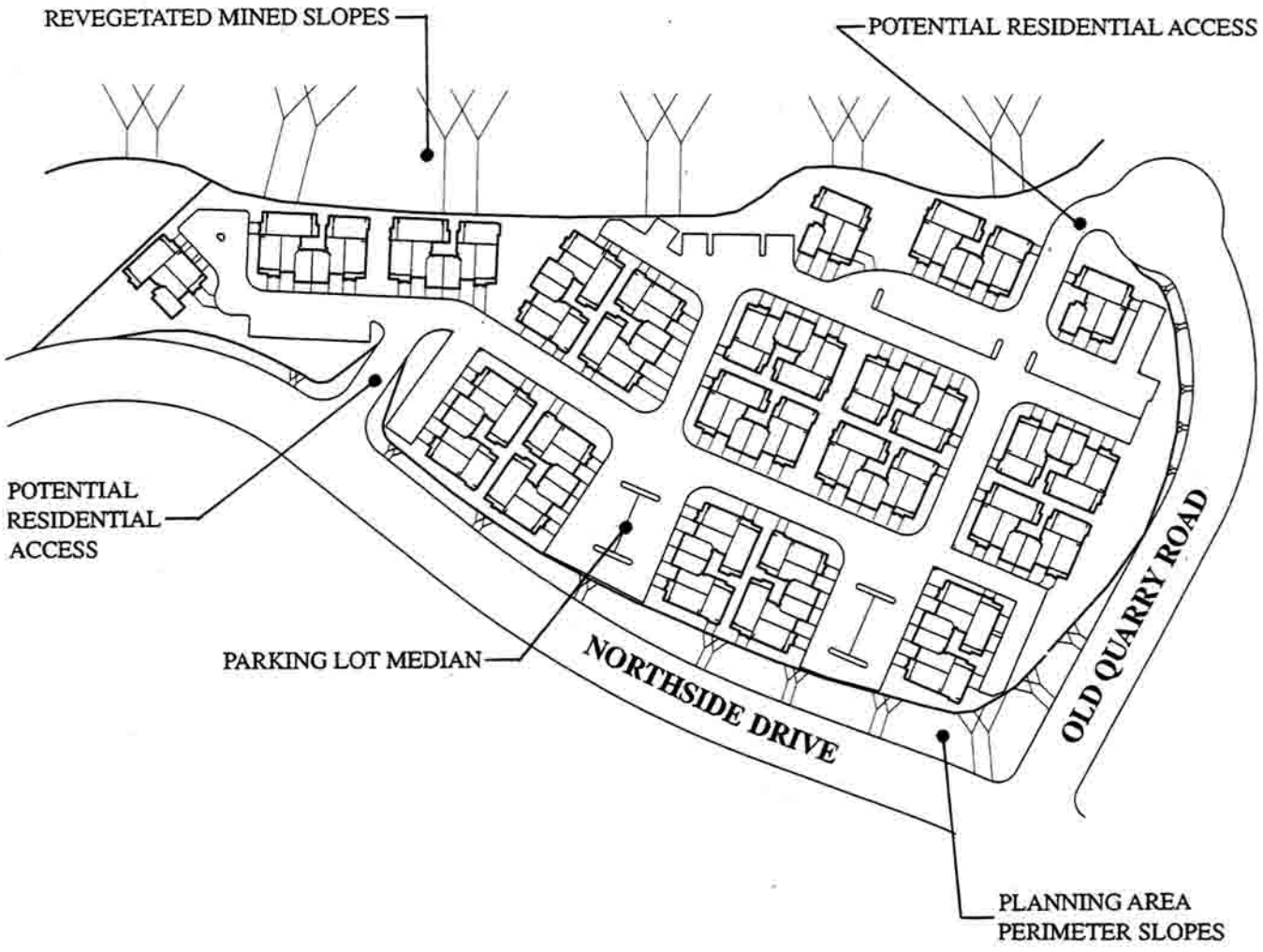
Figures II-4, II-5, II-6, II-7 and II-8 show some of the conceptual building layouts for a variety of residential products which can occur in Planning Areas 2 through 5 for *Mission City* North. Planning Area 2 was used for the design of these conceptual layouts, and it is understood that the actual design for each planning area may vary. Planning Area 1 covers a portion of *Mission City* where lots have been recorded in accordance with the Northside Specific Plan. Development within this area can proceed prior to approval of the *Mission City* Specific Plan in accordance with approved building permits.

Development pads created within *Mission City* North will be separated by internal slopes creating a terracing effect. Residential parcels adjacent to Friars Road are set at an elevation of approximately 25 feet to 40 feet above Friars Road, providing a topographic separation between vehicular traffic on Friars



MISSION CITY NORTH PLANNING AREAS

FIGURE II-3

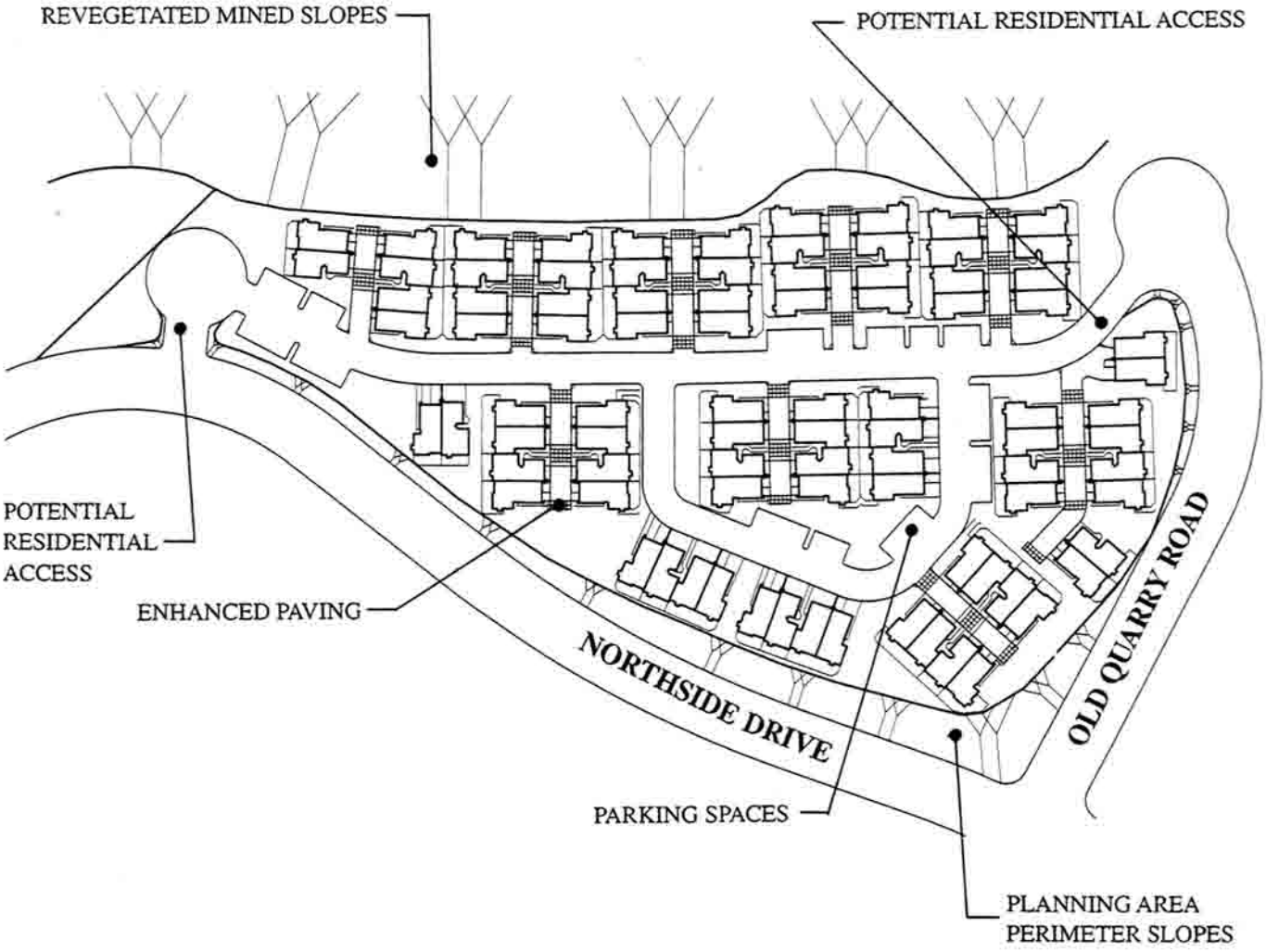


- **ATTACHED MULTIPLEX (4 UNIT & 8 UNIT)**
- **NO PRIVATE YARD**

THIS IS A CONCEPTUAL DESIGN FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL LOT DESIGN, BUILDING FOOTPRINTS, PARKING, AND CIRCULATION MAY VARY FROM THESE TYPICAL REPRESENTATIONS.

BUILDING PLACEMENT - CONCEPT A

FIGURE II-4



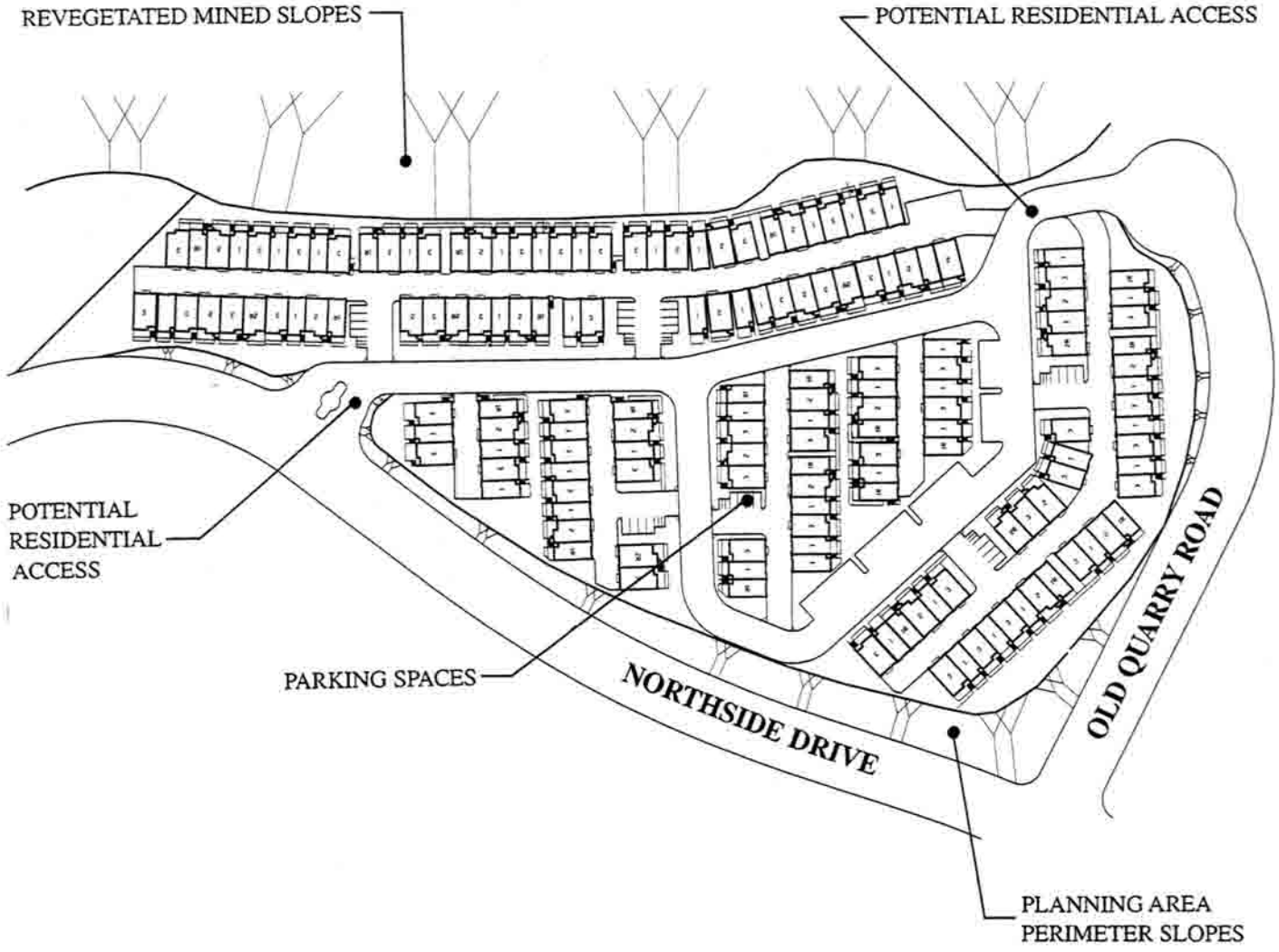
- **ATTACHED TOWNHOME CLUSTER**
- **NO PRIVATE YARD**

THIS IS A CONCEPTUAL DESIGN FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL LOT DESIGN, BUILDING FOOTPRINTS, PARKING, AND CIRCULATION MAY VARY FROM THESE TYPICAL REPRESENTATIONS.

BUILDING PLACEMENT - CONCEPT B

FIGURE II-5

MISSION CITY



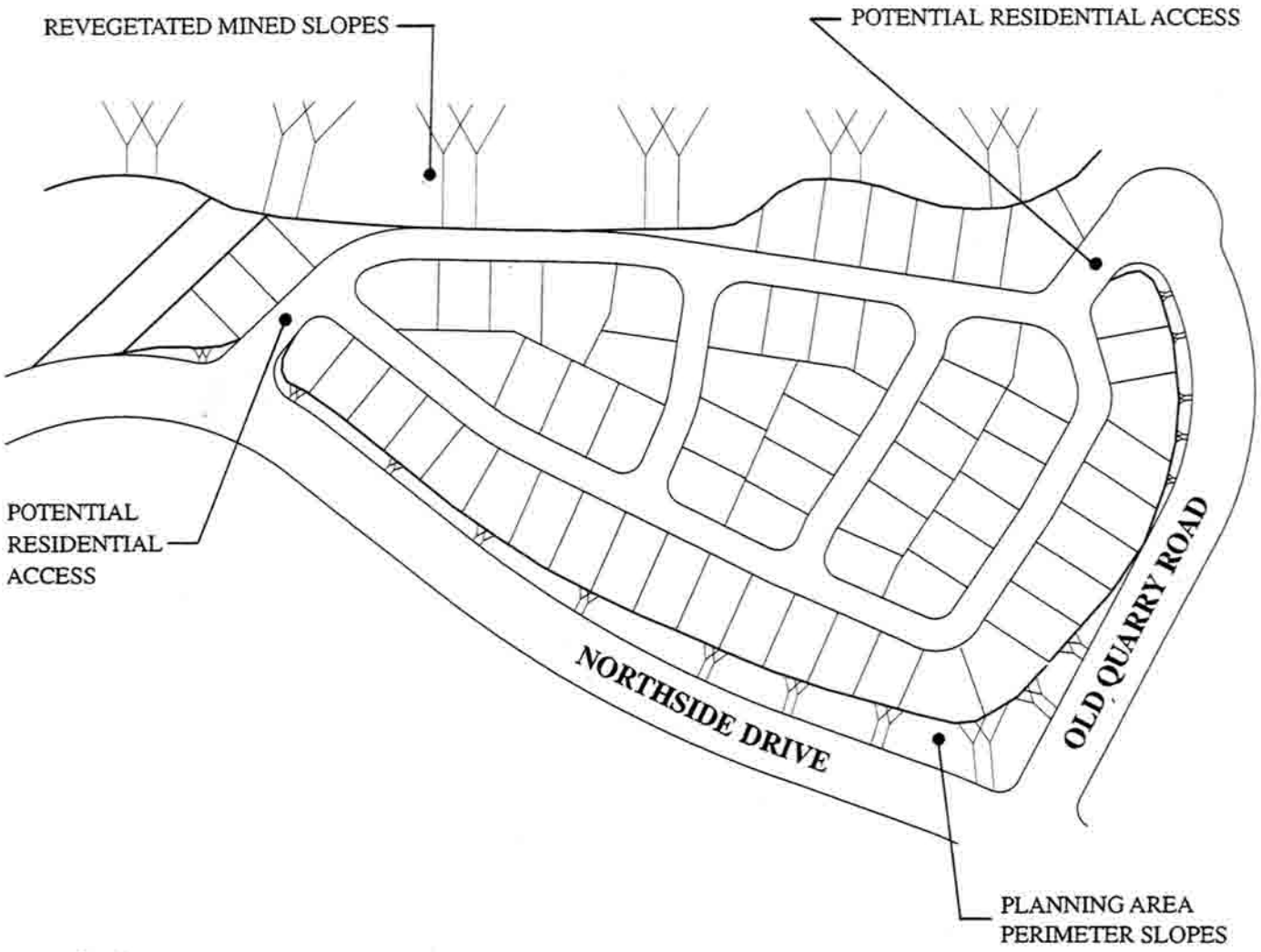
- **ATTACHED TOWNHOME**
- **NO PRIVATE YARD**

THIS IS A CONCEPTUAL DESIGN FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL LOT DESIGN, BUILDING FOOTPRINTS, PARKING, AND CIRCULATION MAY VARY FROM THESE TYPICAL REPRESENTATIONS.

BUILDING PLACEMENT - CONCEPT C

FIGURE II-6

MISSION CITY

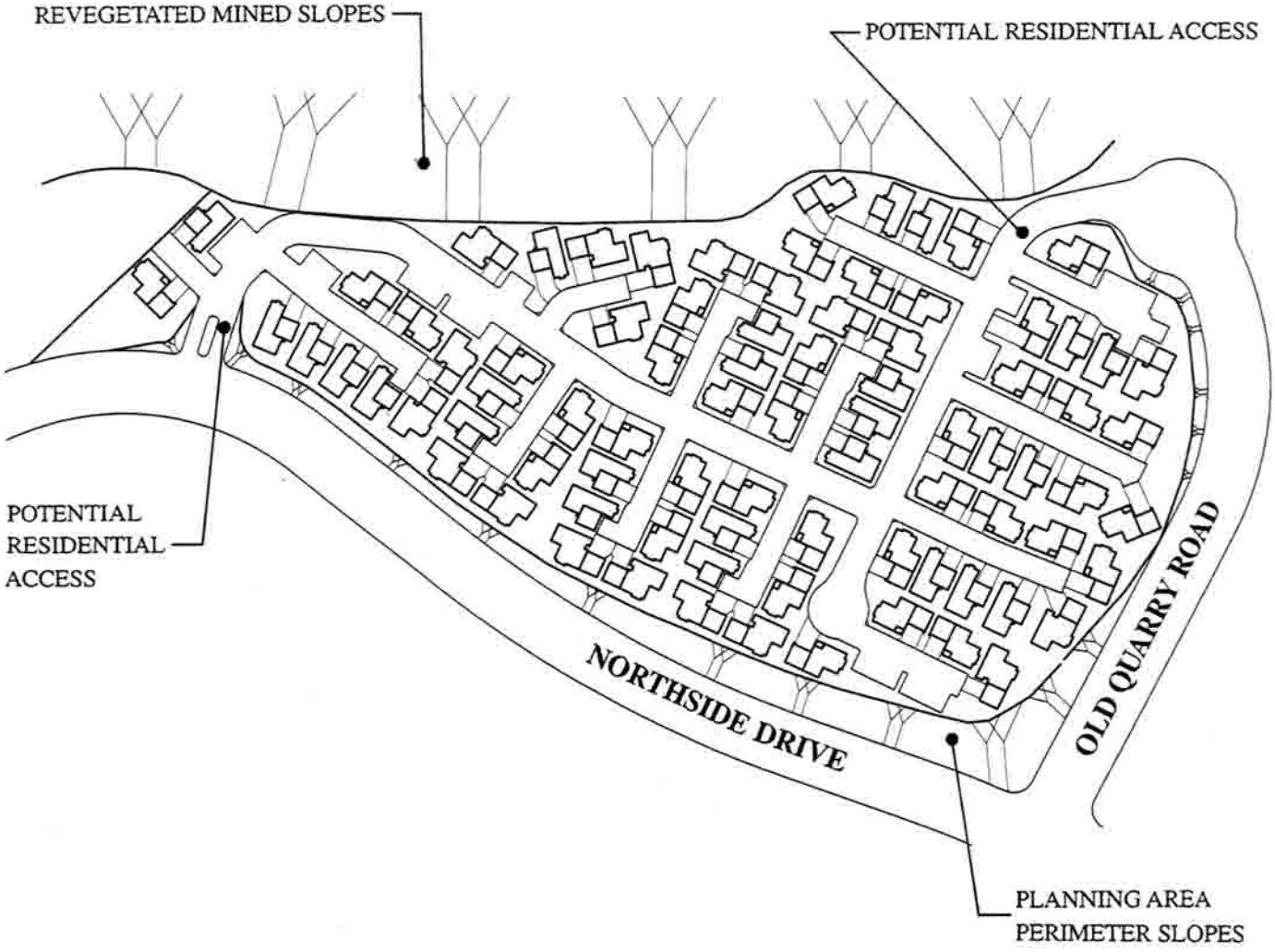


- SINGLE FAMILY DETACHED HOMES
- WIDE/SHALLOW LOT
- FEE SIMPLE

THIS IS A CONCEPTUAL DESIGN FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL LOT DESIGN, BUILDING FOOTPRINTS, PARKING, AND CIRCULATION MAY VARY FROM THESE TYPICAL REPRESENTATIONS.

BUILDING PLACEMENT - CONCEPT D

FIGURE II-7



- **SINGLE FAMILY DETACHED**
- **CLUSTER/COURTYARD DESIGN**
- **PRIVATE YARD POSSIBLE**

THIS IS A CONCEPTUAL DESIGN FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL LOT DESIGN, BUILDING FOOTPRINTS, PARKING, AND CIRCULATION MAY VARY FROM THESE TYPICAL REPRESENTATIONS.

BUILDING PLACEMENT - CONCEPT E

FIGURE II-8

Road while affording many residential units view opportunities to the south, east and west. A special streetscape treatment along Friars Road and expanded entries at "A" Street and Northside Drive will integrate development with the natural backdrop and revegetated perimeter slopes. (For a detailed discussion of streetscapes and slope treatments, please refer to Chapter VII, LANDSCAPE ELEMENT. Entry treatments are addressed in Section D, CIRCULATION AND ACCESS GUIDELINES, of Chapter IV.)

Mission City Trail has its beginning in *Mission City* North and is an important element of *Mission City* North. It provides a continuous pedestrian connection between the private recreation complex in the north of *Mission City* and the trolley station on the south, with an undercrossing of Friars Road in Planning Area 5. It also provides a trail linkage through the private recreation complex to off-site open space areas in the adjacent Serra Mesa community. (Please refer to Chapter III, RECREATION AND OPEN SPACE ELEMENT, for a discussion of pedestrian access and the *Mission City* Trail system.)

1. Minimum Average Density for *Mission City North*

This Specific Plan requires that a "Minimum Average Density" occur in the residential neighborhoods planned for *Mission City* North. For the Medium Density Residential Planning Areas (Planning Areas 1, 4a and 5), a Minimum Average Density of 15 dwelling units per net acre applies. The development intensity of all of the Medium Density Residential Planning Areas, when considered together as a whole will average 15 dwelling units per net acre which results in a minimum 699 units for the Medium Density Residential land use category. For the Medium Low Density Residential Planning Areas (Planning Areas 2,3 and 4b), a Minimum Average Density of 10 dwelling units per net acre applies. The development intensity of all of the Medium Low Density Residential Planning Areas, when considered together as a whole, will average a minimum of 10 dwelling units per net acre which results in a minimum of 345 units for the Medium Low Density Residential land use category.

The following table summarizes the Minimum Average Density requirements for *Mission City* North. The *Mission City* Overlay Zone includes requirements to ensure that the Minimum Average Density established by the Specific Plan occurs for residential neighborhoods in *Mission City* North.

RESIDENTIAL LAND USE CATEGORY	PLANNING AREAS	MINIMUM AVERAGE DENSITY FOR LAND USE CATEGORY (DU/AC)	MINIMUM DEVELOPMENT INTENSITY FOR LAND USE CATEGORY (DU)
Medium Density Residential	1,4,5	15	699
Medium Low Density Residential	2,3,4b	10	345

2. Zoning for *Mission City* North

Mission City North will be zoned for residential development allowing for development of single and multiple dwelling units, as well as active and passive recreation uses. A range of City-based residential zones may be adopted for *Mission City* North. These zones are RX-1-1, RX-1-2, RT-1-1, RT-1-2, RT-1-3, RT-1-4, RM-1-1, RM-1-2, RM-1-3, RM-2-4, RM-2-5 and the RM-2-6 zones. One of these zones will be selected and referenced in the resolution of a lot's final map. The selected zone will then become effective upon the recording of the Final Map. If an RX or RT zone is selected which provides for a small lot or

townhome product on individually owned lots, then a resubdivision of the *Mission City* Subdivision Map may be required.

3. *Mission City* North Planning Area Development Summaries

a. Planning Area 1

Planning Area 1 encompasses approximately 27.1 acres and is located in the northeast corner of *Mission City* North. Its boundaries are formed by Friars Road on the south, Northside Drive and Planning Area 5 on the west, Planning Area 2 and off-site open space slopes on the north, and an off-site parking area for Qualcomm Stadium on the east. This planning area is designated for Medium Density Residential, and approved development plans show a total of 600 dwelling units for Planning Area 1. The 600 dwelling units in Planning Area 1 are under construction and are being implemented in accordance with the Northside Specific Plan in effect at the time building permits were approved this area. Revegetated perimeter slopes occur in the northern portion of this planning area. These slopes will be revegetated in accordance with the approved Reclamation Plan (see Chapter VII, LANDSCAPE ELEMENT, for a discussion of revegetation for mined slopes). This planning area fronts on Friars Road. A landscaped slope approximately 35 feet in height provides a separation between the roadway and residential development. Access to Planning Area 1 will be provided from Old Quarry Road, a cul-de-sac beginning at Northside Drive and terminating at the base of the revegetated perimeter slope.

Table II-2, *Planning Area 1 - Land Use Summary*, provides a tabulation of the development area and its various components.

TABLE II-2
PLANNING AREA 1 - LAND USE SUMMARY

LAND USE	ACREAGE	DENSITY
Medium Density Residential	20.0	600 DU
Revegetated Mined Slopes	7.1	N/A
TOTALS - PLANNING AREA 1	**27.1**	**600 DU**

Development of Planning Area 1 shall comply with building permits issued by the City of San Diego for this site.

■ Circulation and Access

Access into Planning Area 1 should be provided at two locations off Old Quarry Road. The access point nearest Northside Drive should be spaced in a manner which provides for safe ingress and egress.

■ Development Program and Product Types

Residential development in this planning area is planned as 600 residential units on an approximate pad size of 20.0 acres.

■ **Open Space**

Open space within Planning Area 1 occurs as perimeter slopes, including the landscaped slope along Friars Road and the revegetated mining slope along the northern perimeter. Internal to Planning Area 1, useable open space areas may occur as balconies and patios.

■ **Special Treatment Areas**

Special Treatment Areas have been applied in two locations within this Planning Area: perimeter slopes along Friars Road and revegetated mined slopes in the northern portion of this Planning Area. No residential development may occur in these areas. Perimeter slopes along Friars Road would be landscaped in accordance with building permits approved by the City for Planning Area 1. The mined slopes would be revegetated in accordance with the Reclamation Plan. (See Chapter VII, LANDSCAPE ELEMENT, for a discussion of landscape treatment on perimeter slopes and the mined slope face.)

b. Planning Area 2

Planning Area 2 encompasses approximately 16.5 gross acres and is located west of Planning Area 1, south of the Private Recreation Complex (Planning Area 7) and east of Northside Drive. Planning Area 2's strategic location adjacent to the *Mission City* Private Recreation Complex offers future residents easy and convenient access to recreational opportunities. Off-site to the north of Planning Area 2 is a natural open space area located within the Serra Mesa community planning area.

This planning area is designated for Medium Low Density Residential development. Product types which can occur in Planning Area 2 include small lot detached homes (including wide and shallow lot homes and courtyard homes), townhomes, apartments, or condominiums. Development may occur as a single product type or as a variety of these product types.

Similar to Planning Area 1, mined slopes which form the north perimeter for this planning area will be revegetated in accordance with the approved Reclamation Plan. (See Chapter VII, LANDSCAPE ELEMENT, for a discussion of the revegetation plan for mined slopes). Perimeter slopes, which occur along Northside Drive and Old Quarry Road will be landscaped in accordance with the slope treatment landscape requirements presented in Chapter VII, Section J. Access to Planning Area 2 will be available from Northside Drive as well as Old Quarry Road.

Figures II-4 through II-8 illustrate typical arrangements of a variety of residential products which can occur within this development area. Planning Area 2 was used for the design of the conceptual layouts in Figures II-4 through II-8, but the actual design for each planning area may vary. Table II-3, *Planning Area 2 - Land Use Summary*, provides a tabulation of the development area and its various components.

TABLE II-3
PLANNING AREA 2 - LAND USE SUMMARY

LAND USE	ACREAGE	DENSITY RANGE
Medium Low Density Residential	7.9	63 DU - 237 DU
Revegetated Mined Slopes	8.6	N/A
TOTALS - PLANNING AREA 2	**16.5**	**63 DU - 237 DU**

Development of Planning Area 2 should comply with the following general planning standards:

■ **Circulation and Access**

Access to Planning Area 2 should be provided from the northern extension of Northside Drive and from the Old Quarry Road cul-de-sac. The access into Planning Area 2 from Northside Drive should be placed adequate distance from the entrance to the *Mission City* Private Recreation Complex to minimize vehicular and pedestrian conflicts accessing the Private Recreation Complex.

■ **Development Program and Product Types**

Residential development in this planning area will provide residential units on an approximate pad size of 7.9 acres. Product types which can occur in this planning area include the following: small lot detached homes (including wide and shallow lot homes and courtyard homes), townhomes, apartments, or condominiums.

■ **Open Space**

Open space within Planning Area 2 occurs as perimeter slopes, including the landscaped slopes along Northside Drive and Old Quarry Road and the revegetated mined slope along the northern boundary of this planning area. Internal to Planning Area 2, useable open space areas would occur as required in the selected City-based residential zone and include patios and balconies.

■ **Special Treatment Areas**

Special Treatment Areas occur in three locations within Planning Area 2: perimeter slopes along Northside Drive, perimeter slopes along Old Quarry Road and revegetated mined slopes in the northern portion of this planning area. No residential development may occur in these areas. The mined slopes would be revegetated in accordance with the Reclamation Plan. (See Chapter VII, LANDSCAPE ELEMENT, for a discussion of landscaped treatment on perimeter slopes and the mined slope face.)

c. <u>Planning Area 3</u>

Planning Area 3 is located in the center of *Mission City* North. As shown in Figure II-3, *Mission City North Planning Areas*, it encompasses 17.6 acres and is anticipated to be graded as two pads, approximately seven acres and 10 acres in size. A manufactured internal slope, approximately 20 feet to

25 feet in height, will provide elevational separation between the two development pads and allow for view opportunities for many units. This Specific Plan does not require that the intervening manufactured slope be constructed in the precise location shown in Figure II-3, but the provision of some elevational relief to this relatively large planning area is encouraged to provide the stepping down of development within *Mission City* from the northern off-site open space slopes to Friars Road. Additionally, the east and west portions of this planning area may develop as separate projects with the provision of adequate infrastructure and circulation improvements necessary to serve the individual development areas.

Planning Area 3 is centrally located, not only in relation to the residential neighborhoods planned as part of *Mission City* North but also in relationship with important site features and amenities. The *Mission City* Private Recreation Complex (Planning Area 7) is situated directly north of Planning Area 3. The *Mission City* Trail begins as two linkages at the Private Recreation Complex, with the western link occurring along Street "A" and paralleling the western border of Planning Area 3, and the eastern link occurring along Northside Drive paralleling the eastern border of this planning area. These two links traverse the southern boundary of this planning area converging at a midpoint. From this point, *Mission City* Trail continues south through Planning Area 5, under Friars Road, traversing Planning Area 6 within *Mission City* South and ultimately terminating at the Mission Valley West LRT. Site planning along the perimeter of Planning Area 3, including building placement, should consider the trail linkages as primary elements of design, encouraging accessibility, visibility and safety for users. The proximity of the trail as well as this planning area's location immediately south of the *Mission City* Private Recreation Complex would provide future residents with access to recreational amenities. (See Chapter III, RECREATION AND TRAILS ELEMENT, Section B; Chapter IV, TRANSPORTATION ELEMENT, Section C; and Chapter VII, LANDSCAPE ELEMENT; for a discussion of the trail system, site planning and design considerations.)

This planning area is designated for Medium Low Density Residential development. Development may occur as a single product type or as a variety of residential product types. Additionally, in accordance with project phasing, development of Planning Area 3 may occur at different times and as stand-alone projects. (See Chapter IX for a discussion of project phasing.)

Perimeter slopes occur along Street "A" and Northside Drive and would be landscaped in accordance with the slope treatment landscape requirements presented in Chapter VII. Additionally, a Land Use Transition area occurs along the northern boundary of this planning area adjacent to the Private Recreation Complex. Special landscape treatment would occur in this area to ensure compatibility of residential and recreational land uses. Access to Planning Area 3 would be available from Street "A" and from Northside Drive.

Figures II-4 through II-8 illustrate typical arrangements of residential products which can occur within this development area. Planning Area 2 was used for the design of the conceptual layouts in Figures II-5 through II-8, but the actual design for each planning area may vary. Table II-4, *Planning Area 3 - Land Use Summary*, provides a tabulation of the development area and its various components.

TABLE II-4
PLANNING AREA 3 - LAND USE SUMMARY

LAND USE	ACREAGE	DENSITY RANGE
Medium Low Density Residential	17.6	141 DU - 510 DU
TOTALS - PLANNING AREA 3	**17.6**	**141 DU - 510 DU**

Development of Planning Area 3 should comply with the following general planning standards:

- **Circulation and Access**

Access into Planning Area 3, should be provided from both "A" Street and Northside Drive. Access points into Planning Area 3 proximate to the *Mission City* Private Recreational Complex should be placed adequate distance from the entrances to the *Mission City* Private Recreation Complex to minimize vehicular and pedestrian conflicts with access into the Private Recreation Complex.

- **Development Program and Product Types**

Residential development in this planning area is planned to occur as residential units on an approximate pad size of 17.6 acres. Product types which can occur in this planning area include the following: small lot detached homes (including wide and shallow lot homes and courtyard homes), townhomes, apartments, or condominiums.

- **SPECIAL TREATMENT AREAS**

Special Treatment Areas occur in four locations within Planning Area 3: perimeter slopes along "A" Street and Northside Drive; the internal slopes located in roughly the middle of this Planning Area; linkages to the *Mission City* Trail system along the east, west and south borders; and the land use transition area along the north border. No residential development may occur in these areas. A discussion of the landscape treatment of each of these locations is provided in Chapter VII, LANDSCAPE ELEMENT.

d. Planning Area 4

Planning Area 4 is located in the western portion of *Mission City* North and is bounded by Friars Road on the south, the *Mission City* Private Recreation Complex on the north, and "A" Street and Planning Areas 3 and 5 on the east. Most of this planning area is bounded on the west by an approximate 85-acre area owned by the San Diego Gas and Electric (SDG&E) Company. West of Planning Area 4 and immediately north of Friars Road is an existing office development. Figure II-3, *Mission City North Planning Areas*, depicts design features of this planning area as well as its relationship to adjacent land uses.

Planning Area 4 encompasses 29.9 acres. Two land use designations have been applied to the development pads in Planning Area 4. The northern development pad adjacent to the *Mission City* Private Recreation Complex (Subarea 4b) is designated for Medium Low Density Residential development, while the southern development pad adjacent to Friars Road (Subarea 4a) is designated for Medium Density Residential development. Development may occur as a single product type or as a variety of residential product types.

A variety of manufactured slope types occur within Planning Area 4. Perimeter slopes occur along Friars Road and along "A" Street. A manufactured slope approximately 145 feet in height remaining from the mining of the site in conjunction with CUP 82-0014 occurs within Planning Area 4 along the western perimeter. Similar to Planning Area 3, construction of internal manufactured slopes is encouraged to create an elevational separation between development pads. In this manner, development will appear to be stepping down to Friars Road and will be afforded view opportunities toward the south. This Specific Plan does not require that this intervening manufactured slope be constructed in the precise location shown in Figure II-3, *Mission City North Planning Areas*, but the provision of some elevational change within this Planning Area is encouraged. The internal slope will also provide a topographic break between the two land use designations applied to Planning Area 4. Perimeter slopes and the primary internal slope will be landscaped in accordance with the Perimeter and Internal Slope Treatments landscape requirements presented in Chapter VII, LANDSCAPE ELEMENT.

Access to Planning Area 4 occurs along "A" Street. The first access point would occur just beyond the "A" Street entry off Friars Road. This access point should be placed an adequate distance from the entry gate to allow safe ingress and egress. The northernmost access into Planning Area 4 should be adequately spaced to avoid conflicts with vehicular and pedestrian access into the *Mission City* Private Recreational Complex.

Figures II-4 through II-8 illustrate typical arrangements of a variety of residential products which can occur within this development area. Planning Area 2 was used for the design of the conceptual layouts in Figures II-4 through II-8, but the actual design of each planning area may vary. Table II-5, *Planning Area 4 - Land Use Summary*, provides a tabulation of the development area and its various components.

TABLE II-5
PLANNING AREA 4 - LAND USE SUMMARY

LAND USE	ACREAGE	DENSITY RANGE
Medium Density Residential (4a)	10.2	82 DU - 306 DU
Medium Low Density Residential (4b)	9.0	72 DU - 270 DU
Perimeter Slopes Along Friars Road and Revegetated Mined Slopes	10.7	N/A
TOTALS - PLANNING AREA 4	**29.9**	**154 DU - 576 DU**

Development within Planning Area 4 should comply with the following general planning standards:

- **Circulation and Access**

Access into Planning Area 4 should be provided from "A" Street. Access points into Planning Area 4 proximate to the entry gate off Friars Road in the southern part of this planning area and proximate to the *Mission City* Private Recreation Complex in the northern part of this Planning Area should be placed an adequate distance to minimize circulation conflicts.

■ **Development Program and Product Types**

Residential development in this Planning Area will occur as two density ranges. Optional product types which can occur in Subarea 4a include one of the following: townhomes, apartments, or condominiums. Subarea 4b may be developed with any of the following product types: small lot detached homes (including wide and shallow lot homes and courtyard homes), townhomes, apartments, or condominiums.

■ **Open Space**

Open Space within Planning Area 4 occurs as perimeter slopes, including the landscaped slopes along "A" Street and Friars Road, the revegetated mined slope along the northwest edge of this planning area, and the primary internal slope to occur in roughly the middle of this planning area. The construction of this internal slope may vary from the location depicted in Figure II-3, *Mission City North Planning Areas*; however, the provision of some elevational relief of this relatively large planning area is encouraged to reinforce the stepping down of development within *Mission City* from the northern off-site open space slopes to Friars Road. Internal to development areas within Planning Area 4, useable open space would occur as required in the selected City-based residential zone and may include patios and balconies.

■ **Special Treatment Areas**

Special Treatment Areas occur in five areas within Planning Area 4: perimeter slopes along Friars Road; perimeter slopes along "A" Street; the land use transition area between residential development in Subarea 4b and the adjacent *Mission City* Private Recreation Complex; the internal slope located in roughly the middle of this planning area, separating Subareas 4a and 4b; and the revegetated mined slopes in the northwest border of this planning area. No residential development may occur in these areas. A discussion of the landscape treatment at each of these locations is provided in Chapter VII, LANDSCAPE ELEMENT.

e. Planning Area 5

Planning Area 5 is centrally located within the middle of *Mission City* North with its southern border formed by Friars Road. Planning Area 5 is also the location of the *Mission City* Trail undercrossing at Friars Road and incorporates a primary link of the planned trail system. The primary entries into *Mission City* North occur along Planning Area 5's east and west borders. The high visibility of Planning Area 5 and its relationship with pedestrian and vehicular access place exceptional importance on this planning area as cornerstone for development in *Mission City* North. Additionally, the east and west portions of this planning area may develop as separate projects with the provision of adequate infrastructure and circulation improvements necessary to serve the individual development areas.

Planning Area 5 encompasses 21.3 acres. As shown in Figure II-3, *Mission City North Planning Areas*, the boundaries of this planning area are formed by "A" Street and Planning Area 4 to the west, Planning Area 3 and a portion of the *Mission City* Trail to the north, Planning Area 1 and a small portion of Planning Area 2 to the east, and Friars Road on the south. This planning area is designated for Medium Density Residential land uses in this Specific Plan. Development may occur as a single product type or as a variety of residential product types. In accordance with project phasing, development of Planning Area 5 may occur at different times and as stand-alone projects. (See Chapter . IX for a discussion of project phasing.)

Mission City Trail occurs along the northern border of Planning Area 5 and traverses the central portion of this planning area, bisecting it into two development pads of similar size and configuration. Within Planning Area 5, the *Mission City* Trail culminates as a landscaped access node just before it crosses

beneath Friars Road and enters Planning Area 6, the Multiple Use Planning Area south of Friars Road. (See Chapter III, RECREATION AND OPEN SPACE ELEMENT, for a discussion of the *Mission City* Trail.) Perimeter slopes occur within this planning area along "A" Street, Northside Drive and Friars Road. Internal slopes occur along the northern border of this planning area and through the middle of this planning area to accommodate the *Mission City* Trail. Landscape treatments of perimeter and internal slopes are described in Chapter VII, LANDSCAPE ELEMENT.

Access to Planning Area 5 occurs at two locations. An entry off "A" Street would allow access to development in the western portion of the planning area, and another access off Northside Drive would provide access to development in the eastern portion of this planning area opposite Old Quarry Road. Both access points occur inside the entry gates for *Mission City* North and should be placed an adequate distance from the entry gates to allow safe ingress and egress.

Figures II-4 through II-8 illustrate typical arrangements of a variety of residential products which can occur within this development area. Planning Area 2 was used for the design of the conceptual layouts in Figures II-4 through II-8, but the actual design of each planning area may vary. Table II-6, *Planning Area 5 - Land Use Summary*, provides a tabulation of the development area and its various components.

TABLE II-6
PLANNING AREA 5 - LAND USE SUMMARY

LAND USE	ACREAGE	DENSITY RANGE
Medium Density Residential	16.4	131 DU - 492 DU
Perimeter Slopes Along Friars Road	4.9	N/A
TOTALS - PLANNING AREA 5	**21.3**	**131 DU - 492 DU**

Development within Planning Area 5 should comply with the following general planning standards:

- **Circulation and Access**

Access into Planning Area 5 should be provided from "A" Street and Northside Drive. Access points into Planning Area 5 are proximate to the entry gates off Friars Road and should be placed an adequate distance to minimize circulation conflicts.

- **Development Program and Product Type**

Residential development in this planning area is planned to occur as residential units on two pads approximately equal in size. Optional product types which can occur in this planning area as: small lot detached homes, townhomes, apartments, or condominiums.

A portion of the *Mission City* Trail system traverses this planning area. The trail will be designed to at least eight feet in width. The southern portion of the trail terminates as a landscaped access node providing a sense of openness and arrival for trail users. From this point, the trail continues south under Friars Road and into Planning Area 6, the Multiple Use area within *Mission City* South.

■ **Open Space**

Open Space within Planning Area 5 occurs as perimeter slopes, including the landscaped slopes along "A" Street, Friars Road, and Northside Drive, and internal slopes which occur to accommodate a portion of *Mission City* Trail. The construction of internal slopes to accommodate the trail system may vary from the general location depicted in Figure II-3, *Mission City North Planning Areas*, as long as the trail remains generally consistent in alignment. Internal to development areas within Planning Area 5, useable open space would occur as required in the selected City-based residential zone and may include patios and balconies.

■ **Special Treatment Areas**

Special Treatment Areas occur in three areas within Planning Area 5: perimeter slopes along Friars Road, "A" Street, and Northside Drive; internal slopes associated with the *Mission City* Trail; and the trail itself including the access node at the Friars Road undercrossing. No residential development may occur in these areas. A discussion of each of these Special Treatment Areas and specific requirements are provided in Chapter VII, LANDSCAPE ELEMENT.

f. Planning Area 7

The final Planning Area in *Mission City* North is the *Mission City* Private Recreation Complex. This area includes approximately 3.5 acres as useable open space and 16 acres of passive open space. This planning area provides a location for the concentration of recreational opportunities for residents of *Mission City*, as well as an open space connection to off-site preserved open space areas within the Serra Mesa community. Planning Area 8 is addressed in detail in Chapter III, the RECREATION AND OPEN SPACE ELEMENT, of this Specific Plan.

E. *Mission City* South

Mission City South encompasses Planning Areas 6, and 8. It is separated from *Mission City* North by Friars Road, a 6-lane arterial roadway. To the east of *Mission City* South is Qualcomm Stadium. Portions of the stadium parking lot directly abut *Mission City*'s eastern border in this area. An existing office park also lies east of *Mission City* North and south of Friars Road. This area was originally a part of the Northside Specific Plan previously in effect on the project site and has been constructed in accordance with the requirements of that Specific Plan. It is not a part of the *Mission City* Specific Plan.

The San Diego River lies just south of the southern boundary of *Mission City* South as well as the *Mission City* Specific Plan area. In this portion of Mission Valley, the San Diego River is characterized by existing wetland habitats. A 50-foot-wide pilot channel occurs in this area and carries storm waters from in the vicinity of I-15 westward. The Mission Valley West LRT follows the southern boundary of *Mission City*. In conjunction with development of the Mission Valley West LRT, a 6.2-mile segment extending from Old Town to Qualcomm Stadium, a trolley station is planned just south of *Mission City*.

West of *Mission City* South lies the River Run residential development. River Run is comprised of "for sale" condominium units and rental apartments. Rio San Diego Drive extends from River Run and terminates at the western boundary of *Mission City*. As part of development in *Mission City* Rio San Diego Drive would be extended to connect with Street "A". As part of this Specific Plan, a pedestrian link will

be constructed within *Mission City* South to provide a direct connection from River Run to the Mission Valley West LRT and trolley station.

Figure II-9, *Mission City South Planning Areas*, shows the various development areas in *Mission City* South and their relationship to off-site land uses. Land uses surrounding *Mission City* South (the Mission Valley West LRT, passive recreation opportunities afforded by the San Diego River, adjacency of the stadium and the River Run residential development) allow for a pedestrian focus with linkages and connections which enhance mobility within and through *Mission City* South. Planning Area 6 provides the greatest opportunities to create a lively urban core with a variety of land uses. It is essential that land uses within Planning Area 6 enforce and enhance the important linkages established by the *Mission City* Trail system in *Mission City* North through the provision of easily accessible connections as part of the development of this multiple use area. Planning Area 6 also will allow for an expansion of the office/business park use established by the existing adjacent office park and will provide an employment base which can help support land uses within the multiple use area. Planning Area 8 is within the floodway of the San Diego River. No development is to occur within Planning Area 8.

1. Zoning for *Mission City* South

Planning Area 6, within *Mission City* South shall be zoned CR-1-1 and CC-3-5, City-based commercial/ mixed use zones providing for development with an auto-oriented and high intensity pedestrian orientation, respectively. Residential use and residential parking may occur in this planning area on a separate lot or lots or as part of a commercial project on the same lot. Also permitted in this area are office/business park and scientific research and development uses.

After building permits for 75 percent of Planning Area 6's gross area (76.3 acres) have been issued, the mix of land uses represented by those building permits shall be determined. If the mix of land uses includes less than 10 percent of commercial land uses (based on net usable area) and/or less than 20 percent of residential land uses (based on net usable acres), no further building permits shall be issued in Planning Area 6 except building permits which raise the percentage of commercial land uses to 10 percent (based on net usable area) or raise the percentage of residential land uses to 20 percent (based on net usable area). When the 10 percent and 20 percent are achieved, the City shall again issue building permits in compliance with all relevant regulations regardless of the land uses represented by those permits.

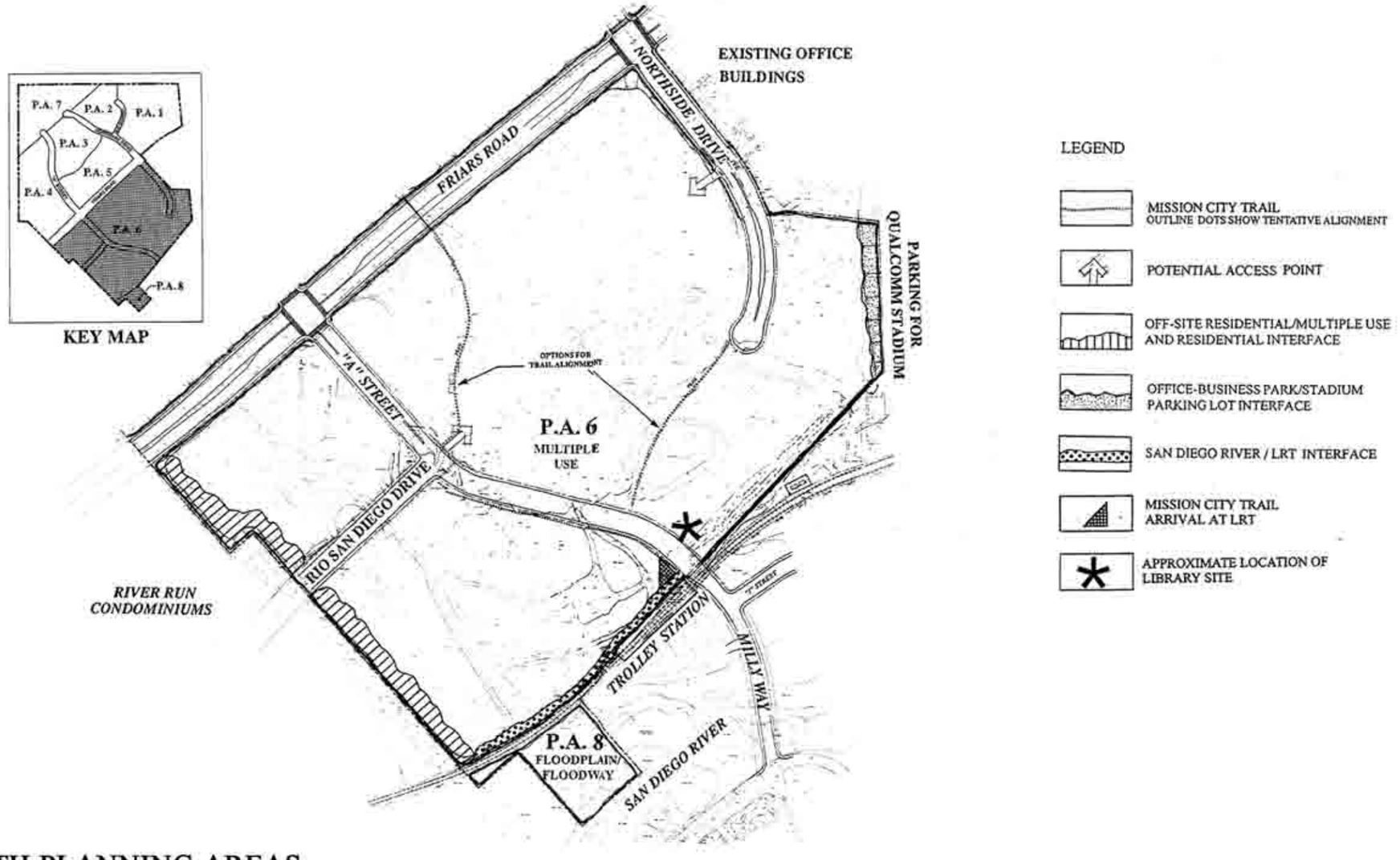
Planning Area 8 shall be zoned OF, a City-based zone for open space protection. It applies to Planning Area 8 for protection of land located within the San Diego River floodway.

2. *Mission City* South Planning Area Development Summaries

a. Planning Area 6

Planning Area 6 is the largest of all planning areas within *Mission City*. It encompasses 76.3 acres, lying directly south of Friars Road; west of the southern extension of Northside Drive and the Qualcomm Stadium parking lot to the east; north of "I" Street, the San Diego River and the Mission Valley West LRT; and east of River Run. An existing office park is located off-site to the east. Figure II-9, *Mission City South Planning Areas*, shows Planning Area 6 and its relationship to adjacent land uses.

A mix of land uses will occur within Planning Area 6, with commercial (such as retail, office, recreation, destination-oriented theme parks, or family entertainment uses) and residential being the dominant land



MISSION CITY SOUTH PLANNING AREAS

FIGURE II-9

use types. Included within Planning Area 6 is an opportunity to expand the office uses offered by the adjacent off-site business park. Access through and uses planned for Planning Area 6, particularly in the southern portion of this planning area, should emphasize the adjacent LRT and San Diego River corridor as important elements in site planning for this area. Development of the *Mission City* Paseo, as well as the LRT arrival plaza, should focus on a human-scale environment and the interrelationship with the variety of uses planned for Planning Area 6 and the adjacency of the LRT station. Final grading in Planning Area 6 may incorporate internal slopes to provide vertical separation between land uses.

In order to ensure that a mix of land uses will occur in a manner which complements planned land uses in the surrounding community and recognizes the importance of existing and planned transit options, minimum development criteria apply to this planning area. The minimum percentages of multiple use development which can occur in Planning Area 6 are presented below:

MINIMUM LAND USE MIX OF PLANNING AREA 6

LAND USE COMPONENT	MINIMUM PERCENT OF PLANNING AREA
Commercial	10%
Residential	20%

Outside these minimum development areas, the balance of Planning Area 6 may develop as commercial, residential, office/business park, open space, public use or a mix of these uses. The minimum land use components are described in greater detail below.

Commercial Use - The minimum ten percent (10%) portion of the development area in Planning Area 6 shall contain commercial uses. Commercial uses permitted in Planning Area 6 are as specified in the City's CR-1-1 and CC-3-5 zones and the *Mission City* Overlay Zone.

Residential Land Use - The residential land use component in Planning Area 6 shall encompass a minimum of 20 percent (20%) of the development area. Residential land uses may occur as a single product type or as a variety of product types.

The remainder of Planning Area 6 will contain a variety of land uses to complete the Multiple Use designation. Uses may include residential at a density of 18 to 30 dwelling units per acre, office use, retail commercial and public spaces. Additionally, paseos, plazas, green belts for passive recreational enjoyment, community halls and civic uses (such as libraries and day-care centers), the planned arrival feature at the LRT station, as well as expanded pedestrian trails (such as the *Mission City* Paseo) and sidewalks which function as an integral connection linking other public spaces and land uses will provide for public areas.

A Land Use Transition should occur at the interface of development within Planning Area 6 and the adjacent off-site residential uses in River Run. The Land Use Transition should vary in size and treatment depending on what land uses occur within *Mission City*. For example, if residential land uses of a similar type and density as River Run occur along this interface, then a minimum 20-foot wide building setback should occur to provide a sense of privacy to adjacent residential projects. If a commercial land use occurs along this interface, the building setback should be increased in width and varied in width to provide

separation to residential units within River Run. Circulation roadways, private recreation facilities, carports, parking, service drives and uses accessory to development (such as trash receptacles and recreation areas) may occur within the building setback area, provided that a minimum landscape buffer 10 feet in width is provided along the western boundary of *Mission City*. Along the interface of Planning Area 6 and Qualcomm Stadium, special landscape treatment shall be implemented, as identified in Chapter VII, LANDSCAPE ELEMENT, to provide an aesthetic land use transition.

An Interface Treatment should be provided along the southern boundary of this Planning Area where the Mission Valley West LRT/San Diego River abut. In this area, a landscaped buffer a minimum of 15-feet in width should separate urban uses within *Mission City* South from the LRT/San Diego River.

A primary focus for Planning Area 6 and *Mission City* is the *Mission City* Paseo, which will function as the primary public land use in this Multiple Use planning area. Planned as an expanded pedestrian plaza and promenade, the *Mission City* Paseo begins as the *Mission City* Trail emerges from the Friars Road undercrossing and continues a distance into Planning Area 6. The intent is to provide an interesting and exciting arrival for pedestrians using the trail system from the residential neighborhoods of *Mission City* North to access uses within *Mission City* South or to access off-site uses such as the LRT, the San Diego River or Qualcomm Stadium. It is not intended that the Paseo be extended from the Friars Road undercrossing to the southern border of *Mission City*. Instead, the *Mission City* Trail will continue from the Paseo to "A" Street. At its arrival at the LRT, a Special Treatment Area will be provided as a broadening of the trail and a resting area for pedestrians. Additionally, a trail connection would be provided from Northside Drive to "A" Street. The Paseo, *Mission City* Trail and the trail connected to Northside Drive can occur as a separated pedestrian link, sidewalks along streets which will be constructed as part of the uses developed within Planning Area 6 and/or enhanced paving through parking areas.

Primary access to Planning Area 6 would be at a southern extension of "A" Street and from Northside Drive. Class II bikelanes along "A" Street and sidewalks, separated from the travel way by a landscapedparkway, will provide a connection to the LRT. An additional point of access will be provided by Rio San Diego Drive which will be extended from its terminus at the western boundary of Planning Area 6 to "A" Street. Other points of access should be determined in conjunction with site planning for selected land uses within Planning Area 6.

The City's CR-1-1 and CC-3-5 zones shall be applied to Planning Area 6. The City's Land Development Code (September 9, 1997) provides a list of the types of land uses, as well as applicable development standards for potential uses which can occur in Planning Area 6 under the CR-1-1 and CC-3-5 zones. The anticipated development intensity for Planning Area 6 is presented in Table II-7, *Planning Area 6 - Land Use Summary*.

TABLE II-7
PLANNING AREA 6 - LAND USE SUMMARY

LAND USE	ACREAGE	DENSITY RANGE
Multiple Uses (which may include such uses as residential, retail, entertainment, destination-oriented theme parks, recreation, office, etc.)	76.3	275 DU - 2,060 DU 163,350 - 400,000 SQ. FT. COMMERCIAL USES 87,120 SQ. FT.-174,240 SQ.FT. OFFICE/BUSINESS PARK USES
TOTALS - PLANNING AREA 6	76.3	

Development of Planning Area 6 should comply with the following general planning standards:

■ **Circulation and Access**

Access into Planning Area 6 should occur from the southern extension of "A" Street and off the southern extension of Northside Drive. Rio San Diego Drive will be extended into Planning Area 6 to connect with "A" Street, providing an additional access point for vehicles, pedestrians and bicyclists.

■ **Development Program and Product Types**

Permitted development within Planning Area 6 shall be in accordance with land use types and development standards specified for the City's CR-1-1 and CC-3-5 zones and the Mission City Overlay Zone. Development of land use components in Planning Area 6 must develop at the minimum established by this Specific Plan and the *Mission City* Overlay.

■ **Open Space**

Open Space within Planning Area 6 should occur as landscaped Land Use Transition areas, landscaped Buffers and the *Mission City* Trail and Paseo. Selected land uses may also incorporate other passive or active useable open space areas such as outdoor courtyards, plazas and, in conjunction with residential uses, patios and balconies. Open space also occurs as a perimeter slope separating development within Planning Area 6 and the adjacent stadium parking lot and as a landscape treatment along Northside Drive.

■ **Special Treatment Areas**

Special Treatment Areas occur in seven locations within Planning Area 6: a Land Use Transition along the interface of Planning Area 6, the off-site River Run residential development, a landscaped Buffer along the southern edge of Planning Area 6 where the Mission Valley West LRT abuts the *Mission City* Paseo, the *Mission City* Trail System, the enhanced arrival statement at the LRT, and a ten- to thirty-foot tall manufactured slope between the eastern edge of Planning Area 6 and the Qualcomm Stadium parking lot. (See Chapter VII, LANDSCAPE ELEMENT, for a discussion of these Special Treatment Areas and requirements for implementation.)

b. Planning Area 8

Planning Area 8 encompasses 2.5 acres and lies within the floodway of the San Diego River. The Mission Valley West LRT traverses the northern border of this Planning Area, functioning as a physical demarcation between urban land uses planned for *Mission City* and the San Diego River. No development is proposed for Planning Area 8. As recommended by the City's Land Development Code (September 9, 1997), the OF zone should be applied to this planning area to provide for flood control and habitat protection within the San Diego River environment.

III. RECREATION AND OPEN SPACE ELEMENT

For *Mission City*, recreation and open space opportunities will occur in many forms. A minimum useable 3.5-acre private recreation area, the *Mission City* Private Recreation Complex, is planned in the northern part of *Mission City* to serve active and passive recreational needs of residents in *Mission City*. Approximately 14.5 additional acres north of the private recreation complex would be placed in an open space easement, functioning as a continuation of the off-site open space area provided within the Serra Mesa community. Development of the Multiple Use area in *Mission City* South (Planning Area 6) will include additional areas for public spaces, which will include an arrival feature at the LRT station, the *Mission City* Paseo/Trail and associated pedestrian links, as well as variety of walkways and plazas constructed to serve the mix of uses in Planning Area 6. The pedestrian trail system and privates streets planned throughout *Mission City* will provide a means for pedestrians and bicyclists to pass through the various planning areas in a pleasant environment, as well as opportunities for jogging and a linkage for the various land uses by way of a green belt tying together off-site open space slopes to the north with the San Diego River corridor on the south. Within *Mission City*, open space will occur as areas of natural habitat and as manufactured slopes. The Specific Plan preserves as open space the San Diego River floodway and its associated biological communities. Other bands of open space would occur as manufactured slopes within the Specific Plan area and as revegetated mined slope faces.

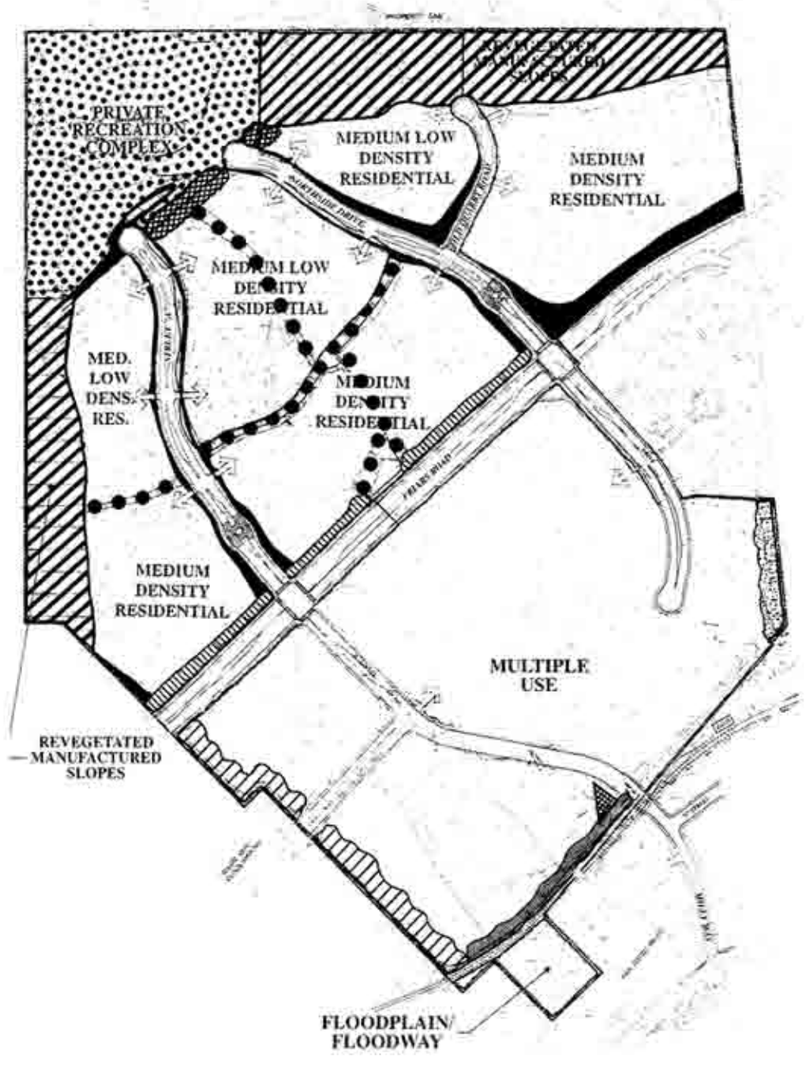
The various components of the *Mission City* Recreation and Open Space Element are illustrated in Figure III-1, *Recreation and Open Space Plan*. Area devoted to each of the major open space elements is identified in Table III-1, *Recreation and Open Space - Land Use Summary*. Area devoted to the *Mission City* Trail, revegetated mined slopes and landscaped manufactured slopes is included within planning area acreages described in Chapter II, LAND USE ELEMENT.

A. RECREATION AMENITIES

1. Mission City Private Recreation Complex

As part of development in *Mission City* North, the *Mission City* Private Recreation Complex planned for Planning Area 7 provides active and passive recreational opportunities for residents in *Mission City*. As shown in Figure III-2, *Private Recreation Complex Conceptual Development Plan*, approximately 3.5 of useable recreation area and 16 acres of passive open space will be provided in this area Active uses, in this area could potentially include basketball courts, tennis courts, a swimming pool, a spa, a recreation building, and parking. The *Mission City* Trail will originate at the Private Recreation Complex and will provide a pedestrian connection through the open space easement preserved as part of *Mission City* into the Serra Mesa Community Plan open space area off-site to the north. From the Private Recreation Complex, the *Mission City* Trail will also continue in a southerly direction through *Mission City*, linking with the Mission Valley West LRT to the south. (The *Mission City* Trail System is described in greater detail below, in Section B of this Chapter.)

Vehicular access to the Private Recreation Complex would be available at the northern terminus of "A" Street and Northside Drive. The *Mission City* Private Recreation Complex will be a private facility to serve residents of *Mission City* and will not be open to the public.



LEGEND

SLOPES

- FRIARS RD. SLOPE WEST OF NORTHSIDE DR.
- PLANNING AREA PERIMETER SLOPES
- PLANNING AREAS 3, 4, & 5 INTERNAL SLOPES
- REVEGETATED MINED SLOPES

LAND USE TRANSITIONS

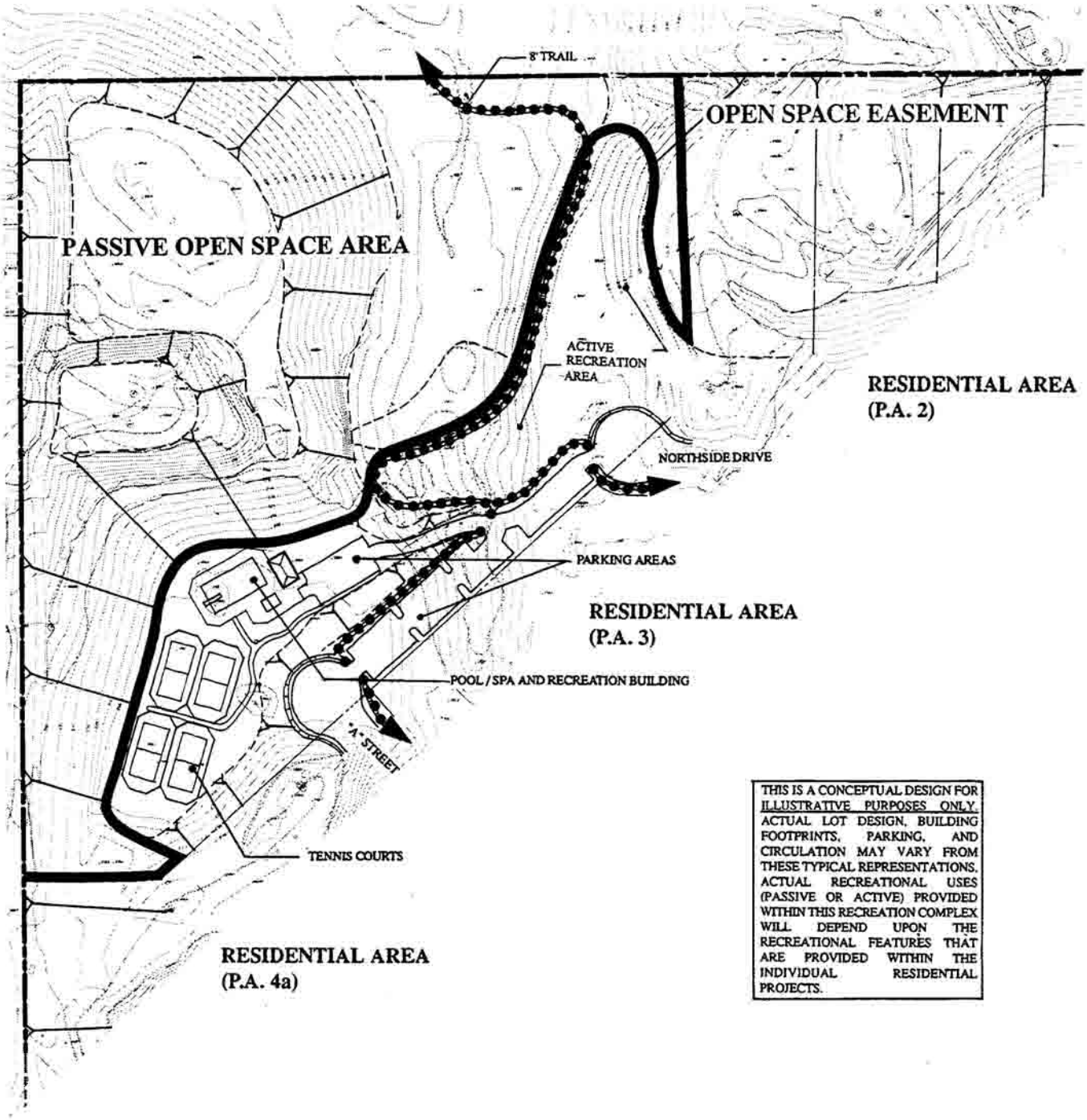
- RESIDENTIAL/PRIVATE RECREATION COMPLEX INTERFACE
- OFF-SITE RESIDENTIAL/MULTIPLE USE AND RESIDENTIAL INTERFACE
- STADIUM PARKING LOT INTERFACE
- SAN DIEGO RIVER / LRT INTERFACE

RECREATION

- PRIVATE RECREATION COMPLEX * INCLUDES NON-RESIDENTIAL USE AREA
- MISSION CITY TRAIL ARRIVAL AT LRT

RECREATION/OPEN SPACE PLAN

FIGURE III-1



PRIVATE RECREATION COMPLEX (P.A. 7) CONCEPTUAL DEVELOPMENT PLAN

FIGURE III-2

MISSION CITY

TABLE III-1
RECREATION AND OPEN SPACE - LAND USE SUMMARY

LAND USE	AREA
Mission City Private Recreation Complex, including useable recreation areas and passive open space areas	3.5 acres
Mission City North Passive Open Space	16.0 acres
Revegetated Mined Slopes	23.70 acres
Landscaped Slopes	17.60 acres
Trails and Access Node North of Friars	1.73 acres
LRT arrival	0.40 acres
Landscape Setbacks, Parkways and Medians	4.10 acres
San Diego River Floodway	2.50 acres
Development Area Recreation Facilities	To be determined in conjunction with development applications
Usable Open Space for Residential Units	To be determined in conjunction with development applications
Other Public Areas Provided in *Mission City* South	To be determined in conjunction with development applications for Planning Area 6
TOTAL	69.53 ACRES + PUBLIC AREAS+ DEVELOPMENT AREA RECREATION FACILITIES AND USABLE OPEN SPACE FOR RESIDENTIAL UNITS

2. Development Area Recreation Facilities

The *Mission City* Private Recreation Complex is intended to satisfy some recreational requirements for residential developments in *Mission City*. However, builders may also choose to provide recreation facilities within individual development areas to serve residents of that specific development. Therefore, in addition to the recreation opportunities within the *Mission City* Private Recreation Complex, as an option to builders in *Mission City*, residential developments planned for Planning Areas 1 through 5 in *Mission City* North, as well as Medium Density Residential development which can occur in Planning Area 6 of *Mission City* South as part of the multiple uses planned for that planning area, may contain private recreation centers or complexes for use by residents of projects in which they occur. The location of these optional recreation facilities should be identified as part of project proposals for individual development areas. A typical development area private recreation facility may contain such uses as a pool, spa, restrooms and showers, lounging and barbeque areas, and a concrete patio. Development area private recreation facilities should be placed as focal points on private project entry drives, externally located along the edges of residential project areas to take advantage of views, or placed as an interior element where residential units are centered around this feature. Pools within private recreation complexes should be surrounded by a five-foot high security enclosure.

B. OTHER PUBLIC AREAS

Development in Planning Area 6, the Multiple Use area in *Mission City* South, will provide opportunities to create additional public spaces. Public uses may include paseos, plazas, green belts provided for passive recreational enjoyment, community halls and civic uses (such as libraries and day-care centers). The planned system of expanded pedestrian trails and sidewalks will function as a cohesive element, linking other public spaces and land uses.

C. TRAILS AND LINKAGES

A unique feature of *Mission City* will be the ability for pedestrians and bicyclists to traverse the entire Specific Plan area, from north to south, via an identified trail system. The *Mission City* Trail which will connect the variety of uses planned in *Mission City* and provide a continuous pedestrian/bicycle connection to the LRT.

1. Mission City North Trail

The *Mission City* Trail begins at two locations within the *Mission City* Private Recreation Complex. An eight-foot wide sidewalk within a 20-foot wide landscaped parkway will occur along the east of the northern part of "A" Street. A similar trail will also occur along the west side of the northern part of Northside Drive. At roughly the midpoint of these two roadways, the trails will traverse the central portion of *Mission City* North in a 30 to 50-foot wide benched slope along the interface of Planning Areas 3 and 5. Converging in the center of the benched slope, the two trail linkages will become one and continue south. As the trail approaches the Friars Road undercrossing, it will broaden into a landscaped access node, created as an arrival point on the north side of the undercrossing. A gated entrance to the trail at this location will restrict unauthorized access.

2. Mission City South Paseo and Trails

Similar to the access node on the north side of the Friars Road under crossing, an arrival point will also occur on the south side of the Friars Road undercrossing in the form of a formal plaza (the *Mission City* Paseo). As the trail enters *Mission City* South, it will continue through the plaza as a paseo of trees and hardscape features framing development within Planning Area 6. The Paseo may occur as sidewalks alongside internal streets and may also connect through parking lots, provided access is clearly identified and defined in a manner which promotes pedestrian safety and minimizes conflicts with automobiles. "A" Street will accommodate a primary link of *Mission City* Trail within *Mission City* South and will be designed as a pedestrian sidewalk separated from the vehicle travelway by a landscaped parkway. In this manner, a continuous pedestrian and bicycle linkage is provided from the residential planning areas of *Mission City* North, through *Mission City* South, to the LRT and the San Diego River corridor. Two other trail linkages will be provided in Mission City South. One will connect the paseo to "A" Street and the other will connect the Northside Drive cul-de-sac to "A" Street. Additional connections are encouraged and should be considered in conjunction with development proposals for public land uses planned in Planning Area 6.

3. River Run Linkage

A connection also will be made to the adjacent River Run development. A 12-foot wide easement will allow construction of a trail extension at the southeast corner of River Run, parallel to the north side of the LRT, and ending at the LRT arrival statement provided as part of development plans for Planning Area 6. The extension of Rio San Diego Drive to connect with "A" Street, will provide an additional trail connection as sidewalks along this roadway extension.

D. OPEN SPACE

1. San Diego River Floodway

Planning Area 8 is located in the southern portion of the *Mission City* Specific Plan area and is designated as an open space preserve for the protection of wetland and riparian habitats associated with San Diego River floodway which occur within this portion of the Specific Plan area. The Mission Valley West LRT traverses the northern border of this planning area, functioning as a physical demarcation between urban land uses planned for *Mission City* and the San Diego River.

2. Mission City Open Space

Passive open space areas in Planning Area 7, would be placed in open space. No development would occur in this area with the exception of the *Mission City* Trail through Planning Area 7 to the off-site open space area in the Serra Mesa community. The *Mission City* North Open Space Easement would expand open space preservation in this area of the City. The extension of *Mission City* Trail through this area would provide hiking and nature viewing opportunities, expanding the passive open space experience for area residents.

3. Manufactured Slopes

Manufactured slopes occur throughout *Mission City* and, once landscaped, will appear as greenbelts connecting land uses and tying together the built environment with natural features to the north and south of the site. Three types of manufactured slopes will occur and include the following:

- **Perimeter Planning Area Slopes** add definition to planning areas. Landscaping of these slope areas will soften the appearance of the built environment.

- **Internal Slopes** promote elevational changes, particularly in Planning Areas 3, 4 and 5, and allow for enhanced view opportunities for residential developments. These slopes assist in conveying a stepping down of the landform from steeply sloping areas on the north to the broad, relatively flat floodplain of the San Diego River.

- **Mined Slopes** reaching heights of 180 feet remain in *Mission City* North as a result of extraction operations. These slopes will continue to be a dominant feature of site development. Revegetation in accordance with the Reclamation Plan will soften their appearance, providing a pleasant backdrop for residential neighborhoods planned for *Mission City* North.

4. Land Use Transition Areas

Several Special Treatment Areas occur throughout the Specific Plan area to provide a transition between adjacent land uses. The location of these Land Use Transition Areas include:

- Along the northern perimeter of Planning Areas 2, 3, and 4 where residential land uses interface with the *Mission City* Private Recreation Complex.

- The western edge of development in Planning Area 6 where residential and/or commercial land uses planned for *Mission City* South interface with existing off-site residential development (i.e., the River Run development).

- Along the eastern edge of Planning Area 6, where office/business park land uses interface with the off-site Qualcomm Stadium.

No development shall occur in Land Use Transition areas. Special landscape treatment required for these areas add to the band of green space which weaves through the site as perimeter and internal slopes.

IV. TRANSPORTATION ELEMENT

Mission City is afforded excellent vehicular accessibility by an established roadway system and a variety of mobility options. The circulation system planned for *Mission City* will meet the vehicular circulation needs of the project as well as complementing alternative modes of transportation available to future residents and employees in *Mission City*. The planned roadway network serves to achieve the goals and objectives of the Mission Valley Community Plan as evaluated by the *Mission City* Traffic Study prepared by Urban Systems Associates (November 18, 1997 and supplements February 2, 1998 and February 20, 1998).

A. EXISTING CIRCULATION NETWORK

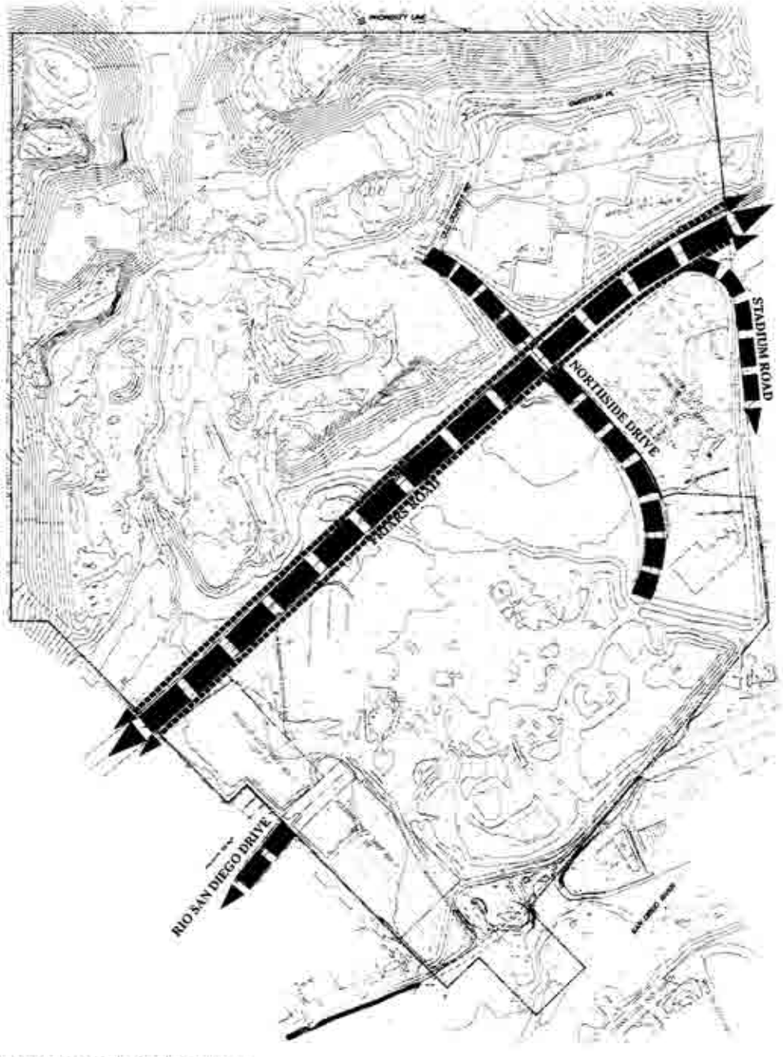
As shown in Figure IV-1, *Existing Circulation System, Mission City* is easily served by existing and planned public streets which connect to and through the Specific Plan area. The primary east-west local access is provided by Friars Road, which traverses the central portion of the Specific Plan area dividing *Mission City* North from *Mission City* South. Rio San Diego Drive terminates at *Mission City* South's western border. North-south access is available from Northside Drive in the eastern portion of *Mission City*. Regional circulation in the project area is provided by the I-15, I-8 and I-805 freeways. I-15 and I-805 serve motorists traveling in a north-south direction, while I-8 serves east-west travelers. A brief description of these existing roadways, their classifications and functions is provided below.

- **Friars Road:** Friars Road begins at Mission Gorge Road in the Allied Gardens community and terminates at Sea World Drive in the coastal portion of the City. In the project vicinity, Friars Road functions as a six-lane primary arterial providing east-west access through the project site.

- **Northside Drive:** Northside Drive is a four-lane urban major providing north-south access in the eastern portion of *Mission City*. It has been partially improved south of Friars Road and provides access to the existing office park immediately east of *Mission City*.

- **Milly Way:** Milly Way is a two-lane collector planned to cross over Interstate 8 (I-8) and the San Diego River. The extension of Milly Way over the San Diego River has not been constructed.

- **Rio San Diego Drive:** Rio San Diego is a four-lane major that extends east-west and terminates at the western border of *Mission City* South. It provides access to River Run office use in Rio Vista East and the Mission Valley Marriott located just east of Stadium Way. Rio San Diego Drive has recently been extended into the Rio Vista West development, located west of Stadium Way.



LEGEND

6 LANE PRIMARY ARTERIAL
FRIARS ROAD - 116' R.O.W

4 LANE MAJOR
RIO SAN DIEGO DRIVE - 98' R.O.W

4 LANE MAJOR
NORTHSIDE DRIVE - 92' R.O.W

PRIVATE DRIVEWAY
STADIUM ROAD

CLASS II BIKEWAY

EXISTING CIRCULATION SYSTEM

FIGURE IV-1

- **Interstate 15 (I-15):** I-15 is a north-south freeway with 8-10 lanes that lies east of *Mission City*, beyond Qualcomm Stadium. I-15 Provides regional access across San Diego County, beginning in southeast San Diego and continuing north of the San Diego border into Riverside County.

- **Interstate 8 (I-8):** I-8 is an east-west freeway with 8-10 lanes, located south of *Mission City*. It provides regional freeway travel from the coast to the east beyond the San Diego County limits.

- **Interstate 805 (I-805):** I-805 is a north-south freeway with 8-10 lanes, located west of the project site. I-805 provides freeway access from Sorrento Valley to the United States/Mexico border.

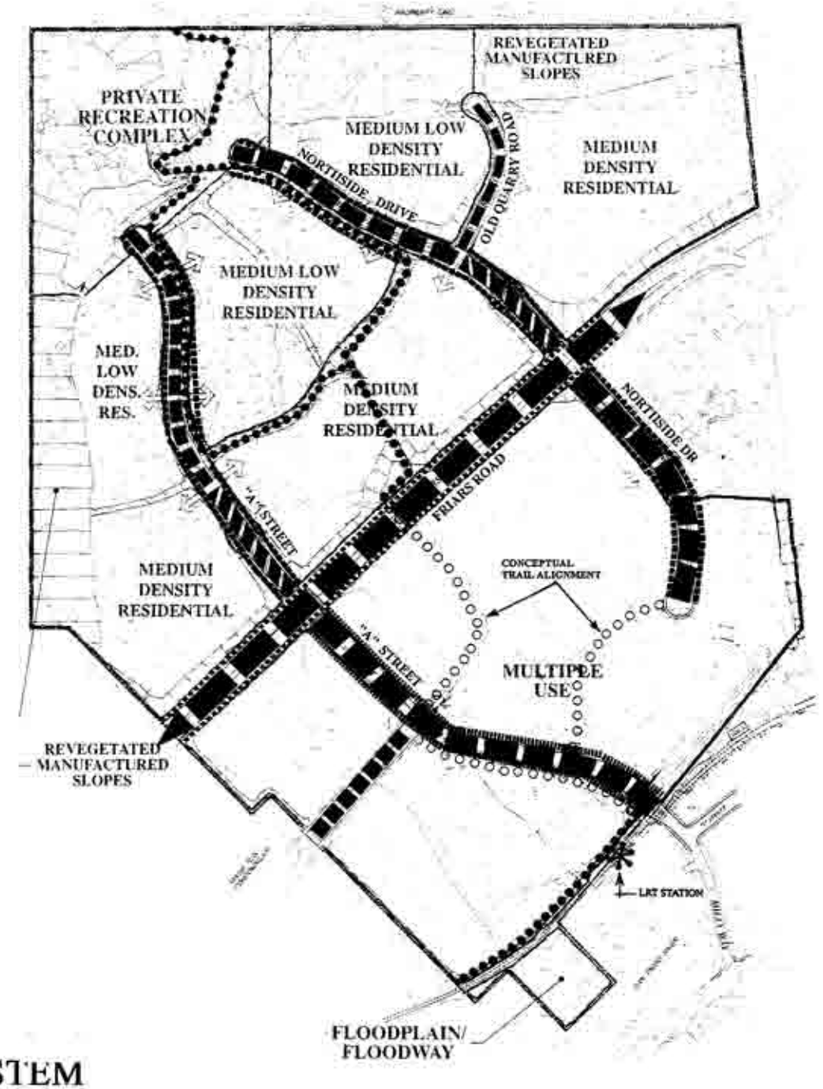
B. PROJECT CIRCULATION NETWORK

Vehicular circulation within *Mission City* is achieved through connections to the primary network established by existing city streets. The internal street system of local roads and private drives would be designed in association with future development proposals to efficiently serve all land uses in *Mission City*. Figure IV-2, *Circulation Plan*, depicts the circulation plan for *Mission City* and designates the classification of roads designed to serve *Mission City*. Cross-sections which show the design and improvement to each classification of roadway in *Mission City* are presented later in this chapter in subsection "D", CIRCULATION AND ACCESS GUIDELINES. The landscape treatment of these roadways is described and illustrated in Chapter VII, LANDSCAPE ELEMENT.

Friars Road traverses the project site, separating *Mission City* North from *Mission City* South. It exists as a six-lane arterial. *Mission City* would provide improvements to Friars Road, including the addition of a raised center median, sidewalks and parkways and two signalized intersections. Acceleration and deceleration lanes would be provided at "A" Street and Northside Drive to provide efficient ingress and egress for motorists.

Primary access points to residential neighborhoods and the *Mission City* Private Recreation Complex planned for *Mission City* North would be provided as part of the project through extensions of "A" Street and Northside Drive into the neighborhoods of *Mission City* North. These streets would occur as four-lane collectors with landscaped medians and parkways as they enter *Mission City* North, north of Friars Road. Once inside the gated entries, Northside Drive and "A" Street would become two-lane private collector streets with center medians and parkways.

Vehicular access to the Multiple Use area (Planning Area 6) planned for *Mission City* South would be provided as part of the project as the southerly extensions of "A" Street and Northside Drive. South of Friars Road, "A" Street and Northside Drive would be constructed as four-lane collectors with landscaped parkways and raised center medians. Northside Drive would terminate at "A" Street in Planning Area 6. (A portion of this street may be a private street or drive.) "A" Street would continue through *Mission City* South to Milly Way. As described previously, additional internal circulation will be provided in *Mission City* South and may be constructed as public streets, private streets or private drives. The western leg of "I" Street terminates at Milly Way, south of *Mission City*. The construction of "I" Street and Milly Way is the responsibility of others and is not a requirement of developers in *Mission City*. Additionally, Rio San Diego Drive would be extended into Planning Area 6, a modified four-lane collector, to connect with "A" Street.



LEGEND

- 6 LANE ARTERIAL
  FRIARS ROAD - 136' R.O.W.
- 4 LANE COLLECTOR
  NORTHSIDE DRIVE - 96' R.O.W. &
  "A" STREET - 108' R.O.W. (SOUTH OF FRIARS RD.)
- 4 LANE COLLECTOR
  ENTRIES TO MISSION CITY NORTH
- MODIFIED 4 LANE COLLECTOR
  RIO SAN DIEGO DRIVE (98' ROW)
- 2 LANE ENHANCED COLLECTOR (PRIVATE)
  NORTHSIDE DRIVE (NORTH OF FRIARS RD.) - 82' R.O.W.
- 2 LANE ENHANCED COLLECTOR (PRIVATE)
  "A" STREET (NORTH OF FRIARS RD.) - 80' R.O.W.
- 2 LANE RESIDENTIAL (PRIVATE)
  OLD QUARRY ROAD - 60' R.O.W.
- EXISTING CLASS II BIKEWAY
- 8' WIDE TRAILS
  (SOLID DOTS SHOW ALIGNMENT, OUTLINE DOTS SHOW TENTATIVE ALIGNMENT)
  (ACTUAL ALIGNMENT TO BE DETERMINED AS PART OF DEVELOPMENT PLAN IN THIS AREA)
- PROPOSED CLASS II BIKEWAYS
- PROPOSED CLASS III BIKEWAYS

CIRCULATION SYSTEM

FIGURE IV-2

C. ALTERNATIVE CIRCULATION SYSTEMS/MOBILITY OPTIONS

In addition to roadways for vehicular use, the circulation system for *Mission City* accommodates transit services and provides a network for pedestrian and bicycle travel to serve as a safe and convenient alternative to motor vehicle use. Alternative circulation and mobility options for the *Mission City* project include bus service, light rail transit, pedestrian trails and linkages, and bicycle access. These modes of transportation are described below.

1. Mass Transit

a. LIGHT RAIL TRANSIT

The MTDB is extending a light rail transit (LRT) line through Mission Valley. The Mission Valley West LRT extension is 6.2 miles in length and provides a direct connection to Old Town and the international border. Specifically, the Mission Valley West LRT extends north from the end of the Old Town Segment of the Blue Line (near Taylor Street), across the San Diego River terminating at the intersection of Rancho Mission and Ward Roads east of *Mission City*. Within the Mission Valley community, the LRT tracks run from Mission Center Road on the south side of the San Diego River corridor and cross over the river at approximately Camino del Este, west of the *Mission City* Specific Plan area. Gradually rising over Qualcomm Way, the LRT continues along the north side of the San Diego River valley then eastward through Mission Valley past Qualcomm Stadium. A trolley station will be constructed adjacent to the southern boundary of *Mission City*. The trolley station will provide a park-and-ride facility and is expected to include platforms, telephones, seating, trash receptacles, ticket vending equipment, a public address system, and lighting.

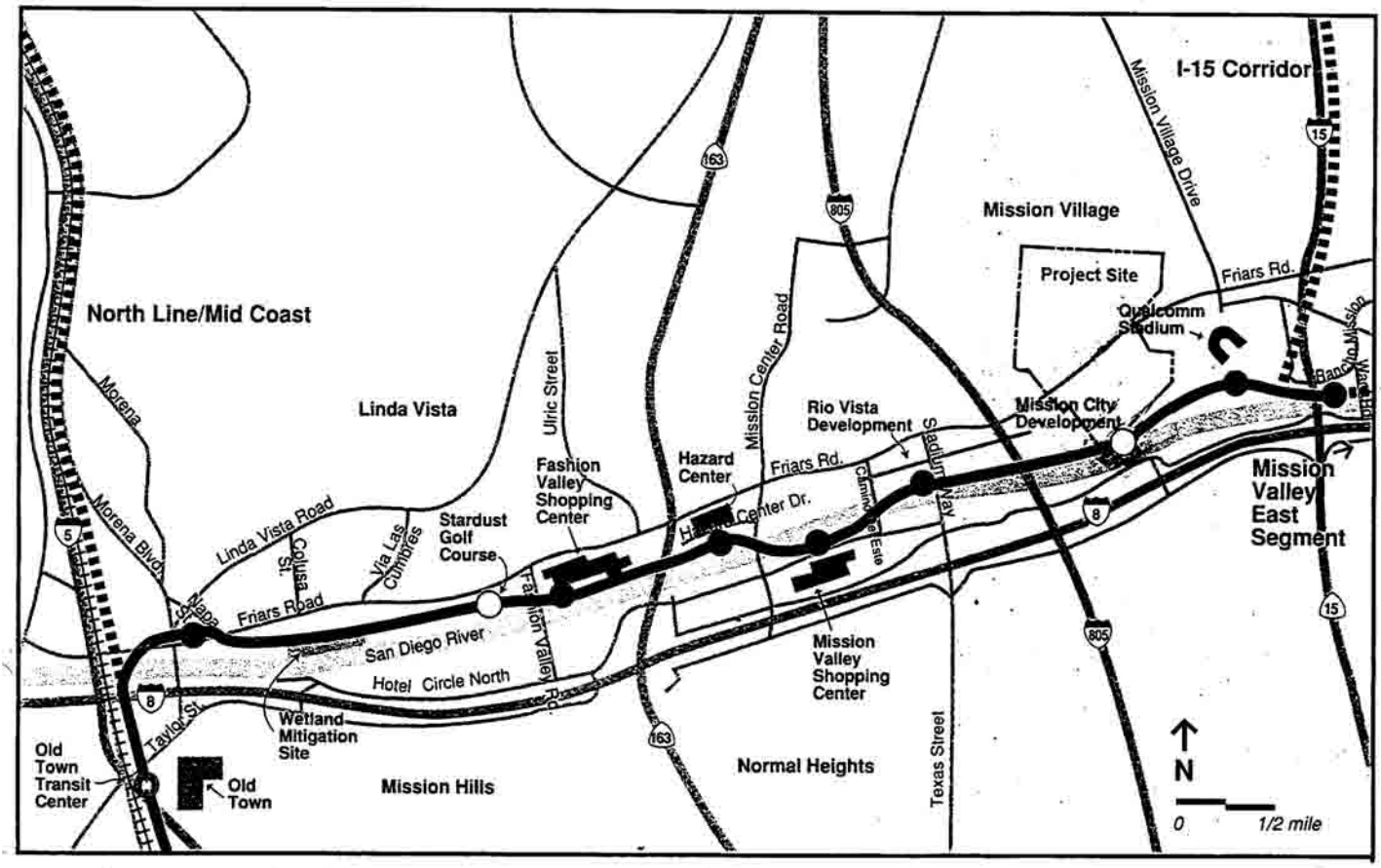
The alignment of the Mission Valley West LRT and the trolley station location proximate to *Mission City* is shown in Figure IV-3, *MTDB Light Rail Transit Plan for Mission Valley*. The Mission Valley West LRT began operations in November 1997.

b. BUS SERVICE

The Metropolitan Transit System (MTS) provides bus service to the Mission Valley area, with Route 13 directly accessing the project site via Friars Road. Route 13 provides connections to other areas throughout the City through transfer points located at the transit station in Fashion Valley, west of *Mission City*, and within the Allied Gardens community, to the east. Bus routes in the project area are shown in Figure IV-4, *MTS Bus Routes for Mission Valley*.

2. Pedestrian Linkages

Pedestrian access is available through *Mission City* as sidewalks along both sides of Friars Road. As described in Chapter III, RECREATION AND OPEN SPACE ELEMENT, the *Mission City* Specific Plan also provides for expanded pedestrian linkages throughout the project. The *Mission City* Trail begins at the *Mission City* Private Recreation Complex, with linkages to the north, within the *Mission City* North Open Space Easement, and to the south, through development areas within *Mission City*. The northern trail linkage occurs along the northern portion of "A" Street and Northside Drive meeting in roughly the center of *Mission City* North. From this point, the trail continues south under Friars Road, emerging at the



LEGEND

- Approved Alignment
- Station Sites
- Future Stations
- Future LRT Extensions
- LRT Extensions Under Construction
- Coaster Express Rail/Amtrak

MTDB LIGHT RAIL TRANSIT PLAN FOR MISSION VALLEY

FIGURE IV-3

MISSION CITY

MTS BUS ROUTES FOR MISSION VALLEY FIGURE IV-4

MISSION CITY

Mission City Paseo. The *Mission City* Paseo is planned as a public use area and activity node for *Mission City* South. *Mission City* Trail will meander through the Paseo and continue alongside streets and drives or through parking areas. From this point, the trail will continue south to the LRT arrival plaza. A trail linkages will also be provided along "A" Street, as a pedestrian sidewalk separated from the vehicular travelway by a landscaped parkway, from the Mission City South Paseo to "A" Street and from the Northside Drive cul-de-sac to "A" Street. In this manner, pedestrians will be able to traverse *Mission City* and connect with the LRT station. At this point, pedestrians may board the trolley for travel to other areas in the City. A trail will also be provided from the River Run development through *Mission City*, allowing a pedestrian link for residents in River Run to access the Mission Valley West Trolley Station. Figure IV-2, *Circulation Plan*, depicts the alignment of the *Mission City* Trail. (See Section VII.I for figures that illustrate the conceptual trail design and features.)

3. Bicycle Access

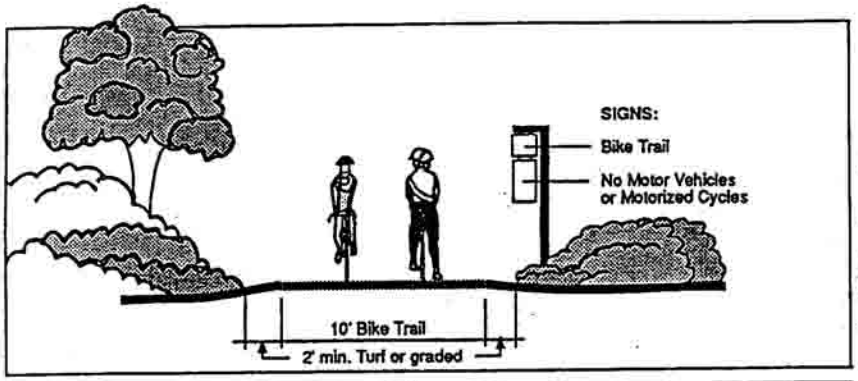
Bikeways are classified into three general categories based on the degree or extent of their improvements. *Bicycle Facilities Classifications* are shown in Figure IV-5 and defined below.

- **Bicycle Path**. A completely separate right-of-way for the exclusive use of bicycles. (Class I)
- **Bicycle Lane**. A restricted right-of-way located on the paved road surface of the traffic lane nearest the curb, and identified by special signs, land stripping, and other pavement markings. (Class II)
- **Bicycle Route**. A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with pedestrian and motor vehicles. (Class III)

The Mission Valley community contains a major segment of the city-wide bikeway system. The city-wide bikeway system is designed to extend from Quivira Way (Mission Bay) to I-15 with connections from Mission Valley to Hillcrest and Mission Hills. As part of the city-wide bikeway system, a Class II bicycle trail is located along Friars Road. Additionally, a 12-foot-wide easement running along the southern boundary of Mission City will include a bike path to provide a bicycle access and pedestrian connection from River Run to the Mission Valley LRT. A Class II bike lane will be provided on "A" Street, south of Friars Road, and a Class III bicycle route will be provided on Northside Drive, north and south of Friars Road, and on Street "A" north of Friars Road.

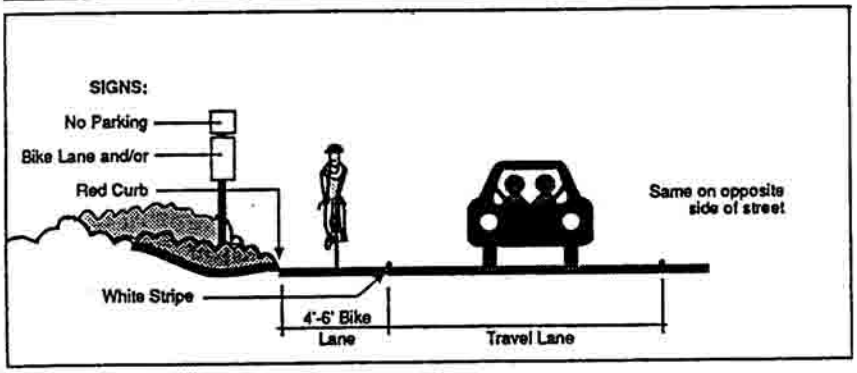
D. CIRCULATION AND ACCESS GUIDELINES

The combination of land uses provided in *Mission City* will support a variety of mobility options including walking, bicycling, transit use and automobiles. The *Mission City* Circulation Element provides for a street network and trail system which will provide direct and convenient connections within the site and into surrounding areas.



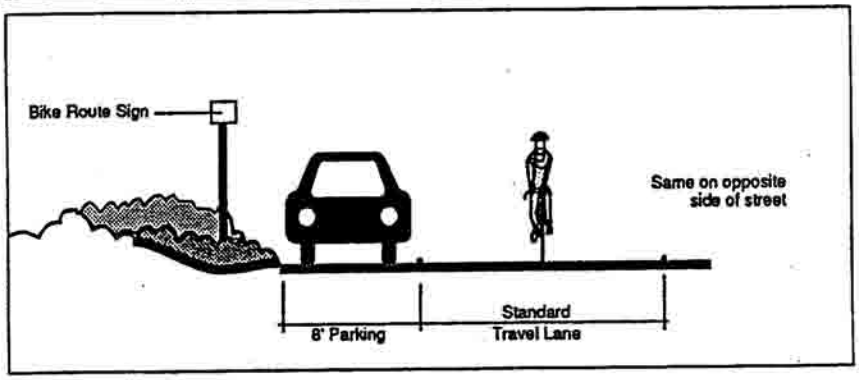
CLASS I
(Typical Location - open space)

Bicycle Path
A completely separate right-of-way for the exclusive use of non-motorized vehicles



CLASS II
(Typical Location - major street)

Bicycle Lane
A restricted right-of-way located on the paved road surface alongside the traffic lane nearest the curb, and identified by special signs, lane striping, and pavement markings.



CLASS III
(Typical Location - neighborhood street)

Bicycle Route
A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with motor vehicles.

The dimensions illustrated are subject to change.

BIKEWAY FACILITIES CLASSIFICATIONS

FIGURE IV-5

MISSION CITY

As required in the LANDSCAPE ELEMENT of this Specific Plan (See Chapter VII), internal streets and the *Mission City* Trail should be landscaped and lined with trees. The *Mission City* Paseo should be integrated into the surrounding mix of commercial uses blending landscaping features with the hardscape of buildings. Convenient street connections and pedestrian access to adjacent areas are emphasized. Residents of the River Run residential development will be able to access the trolley station via a foot path through *Mission City*.

The *Mission City* Trail will connect to the Mission Valley West LRT. Residents in both *Mission City* and River Run will be able to access the multiple use area of *Mission City* South where commercial uses are planned.

1. Automobile Circulation

The street network for *Mission City* is formed by a framework of streets including Friars Road, Northside Drive, "A" Street, Old Quarry Road, and located south of *Mission City*, Milly Way and "I" Street. "I" Street and Milly Way will be constructed by others and are not requirements of the *Mission City* Specific Plan or Tentative Map. The development standards for Friars Road, Northside Drive, "A" Street and Old Quarry Road, as well as residential project entries, are presented below.

a. FRIARS ROAD (See Figure IV-6, *Roadway Cross-Sections [A]*)

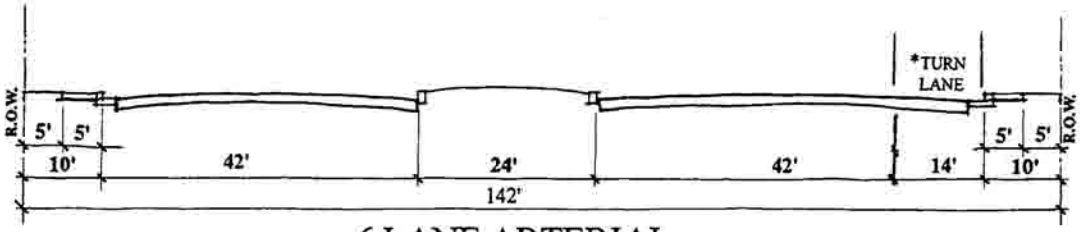
Friars Road exists as a six-lane arterial within a 116-foot right-of-way through the middle of the Specific Plan area, separating *Mission City* North and *Mission City* South. *Mission City* would provide improvements to Friars Road, including the addition of a raised center median and acceleration/ deceleration lanes at "A" Street and Northside Drive. The right-of-way would be expanded to 142 feet to allow for the six travel lanes, acceleration/deceleration lanes, a 24-foot wide center median, a Class II bikeway, and ten-foot wide sidewalk/parkway treatments. Signalized intersections at "A" Street and Northside Drive would also be provided as part of the project.

b. NORTHSIDE DRIVE (See Figure IV-6 and IV-7, *Roadway Cross-Sections [A] and [B]*)

Where Northside Drive enters *Mission City* North, north of Friars Road, it should be designed as a four-lane collector, with a curb-to-curb width of 76 feet within a 96-foot right-of-way. A 24-foot wide landscaped median should separate opposing travel lanes. A five-foot wide landscape parkway contiguous with the roadway and a five-foot wide sidewalk should be provided on each side of the Northside Drive entry (see Figure IV-8, *Entries to Mission City North.*) Each leg of Northside Drive and Friars Road shall be designed to allow complete left and right turning improvements.

Once inside the entry gate, Northside Drive should be designed as a two-lane enhanced collector constructed as two lanes, each 20 feet in width, and a 20-foot median within an 82-foot right-of-way. On the east side of Northside Drive, an 16-foot landscaped setback should be provided to accommodate a portion of *Mission City* Trail. The west side of Northside Drive should include a four-foot wide sidewalk contiguous with the street.

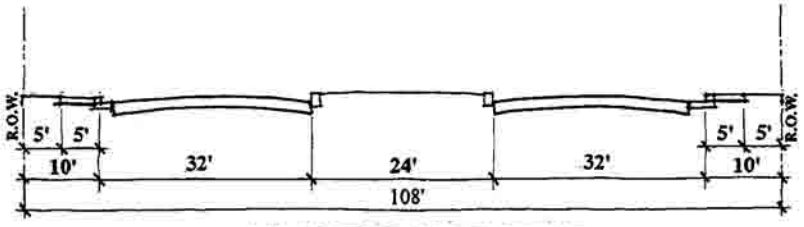
South of Friars Road, Northside Drive should be constructed as a four-lane collector with a curb-to-curb width of 76 feet within a 96-foot right-of-way. A 24-foot median with enhanced paving should separate north and south travel lanes. A landscaped parkway of five feet in width should occur along the east and



6 LANE ARTERIAL

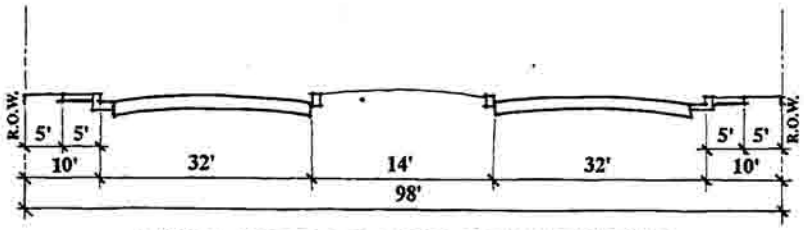
FRIARS ROAD

* WHERE NECESSARY



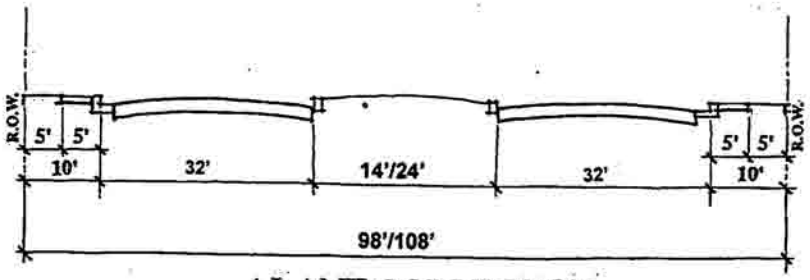
4 LANE COLLECTOR

"A" STREET (SOUTH OF FRIARS RD.)



MODIFIED 4 LANE COLLECTOR

RIO SAN DIEGO DRIVE

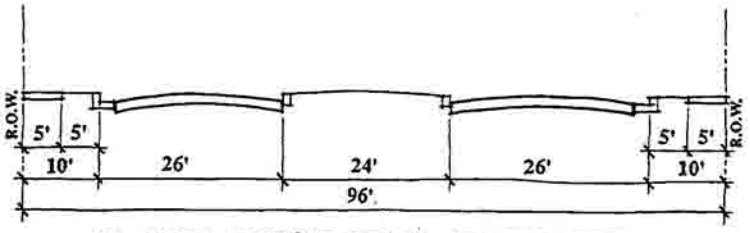


4 LANE COLLECTOR

NORTHSIDE DRIVE (SOUTH OF FRIARS RD.)

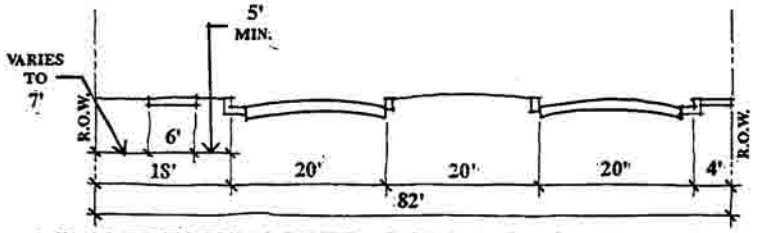
ROADWAY CROSS-SECTIONS (A) FIGURE IV-6

MISSION CITY



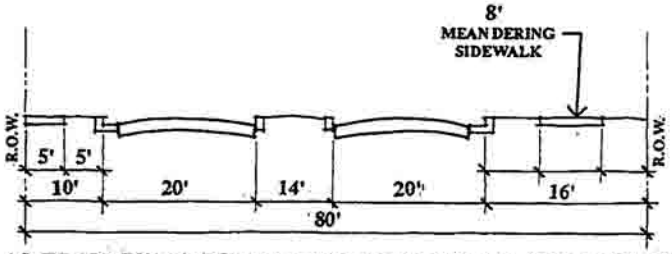
4 LANE COLLECTOR (PRIVATE)

ENTRIES TO MISSION CITY NORTH



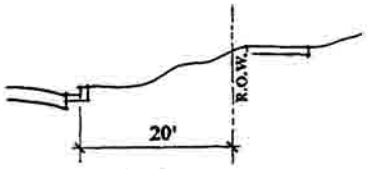
2 LANE ENHANCED COLLECTOR (PRIVATE)

NORTHSIDE DRIVE (NORTH OF FRIARS RD.)

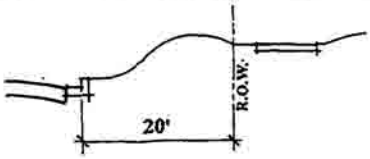


2 LANE ENHANCED COLLECTOR (PRIVATE)

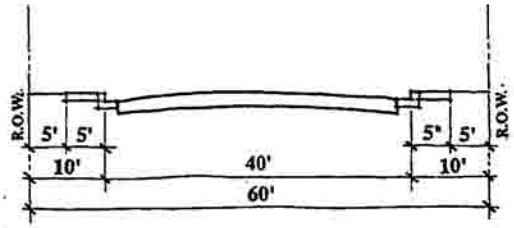
"A" STREET (NORTH OF FRIARS RD.)



OPTION 1 - EXPANDED PARKWAY



OPTION 2 - EXPANDED PARKWAY



2 LANE RESIDENTIAL (PRIVATE)

OLD QUARRY RD.

ROADWAY CROSS-SECTIONS (B)

FIGURE IV-7

MISSION CITY

west sides of the roadway, separating pedestrians from motorists. A five-foot wide sidewalk should be provided on both sides of the street. Northside Drive will terminate at "A" Street within the Planning Area. A portion of this road may be built as a private street or drive that would provide both vehicular and pedestrian access. Signage would identify the street as an access point to Northside Drive/ "A" Street. Northside Drive, including the extension which may be built as a private street or drive, shall be considered as a public street for purposes of calculating building setback requirements.

c. "A" STREET (See Figures IV-6 and IV-7, *Roadway Cross-Sections [A] and [B]*)

Similar to the Northside Drive project entry, where "A" Street enters *Mission City* North, north of Friars Road, it should occur as a four-lane collector. The right-of-way width should be 96 feet with a curb-to-curb width of 76 feet. A 24-foot wide landscaped median should separate opposing travel lanes and a five-foot wide landscaped parkway contiguous with the roadway and a five-foot sidewalk should be provided on each side of the entry. Each leg of the intersection of Northside Drive and Friars Road shall be designed to allow complete left and right turning movements.

Once within the entry gate, "A" Street should be constructed as a two-lane private collector with a curb-to-curb width of 54 feet within an 80-foot right-of-way. A 14-foot wide center median should separate travel lanes. Along the west side of "A" Street, a 16-foot wide landscaped setback should be provided. Within this area, *Mission City* Trail should be constructed as an eight-foot wide meandering sidewalk. As shown on Figure IV-7, *Roadway Cross-Sections (B)*, optional treatment of the 20-foot wide setback can occur in order to provide interest for motorists and pedestrians. On the west side of "A" Street, a five-foot wide landscaped parkway adjacent to the street and a five-foot wide sidewalk should be provided.

South of Friars Road, "A" Street should be constructed as a four-lane collector with a curb-to-curb width of 88 feet within a 108-foot right-of-way. A 24-foot median with enhanced paving should separate north and south travel lanes. A landscaped parkway of five feet in width should occur along the east and west sides of the roadway, separating pedestrians from motorists. A five-foot wide sidewalk should be provided on both sides of the street.

d. RIO SAN DIEGO DRIVE (See Figure IV-7, *Roadway Cross-Sections [B]*)

Within Mission City Rio San Diego Drive should be designed as a modified four-lane collector with a curb-to-curb width of 78 feet within a 98-foot right-of-way. A 14-foot center median should separate travel lanes. A five-foot-wide parkway should separate a five-foot-wide sidewalk on both sides of the street from lanes of travel.

e. OLD QUARRY ROAD (See Figure IV-7, *Roadway Cross-Sections [B]*)

Old Quarry Road should be designed as a two-lane residential street with a curb-to-curb width of 20 feet and a right-of-way of 60 feet. Five-foot wide sidewalks, contiguous with the street, should occur on both sides of Old Quarry Road. A five-foot wide landscaped parkway should occur adjacent to the sidewalk.

f. LOCAL STREETS

Local streets and drives may be utilized to provide access from the primary roadways described above through individual residential and commercial developments. Five-foot wide contiguous sidewalks and five-foot wide parkways should occur on both sides of local streets and drives used for vehicular access.

Other internal access connection routes provided in *Mission City* South may be constructed as local public streets, private streets or private drives. These local streets or drives shall be considered public streets for purposes of calculating building setback requirements.

2. Project Entries

a. MISSION CITY NORTH

For *Mission City* North, primary project entries occur as entry gates on "A" Street and Northside Drive and will set the initial impression for visitors and residents to *Mission City* North. Upon turning north from Friars Road, formally landscaped streetscenes extend along both sides of the roads. Large evergreen upright trees and flowering medium round headed trees are combined with groundcover and shrubs at the north side of the intersection of Friars Road and Northside Drive and "A" Street. Medium evergreen street trees line the roads while enhanced paving and a formal planting of flowering deciduous round headed trees are used within a landscaped median. Behind the street trees, a backdrop of flowering deciduous round headed trees, small round headed evergreen trees, shrubs and groundcover completes the landscape design for the entries. An entry kiosk may be constructed in the median at the same location as the gates to provide for the safety of visitors and residents alike. Figure IV-8, *Entries to Mission City North*, represents the typical concept of the gated project entries on "A" Street and Northside Drive within *Mission City* North.

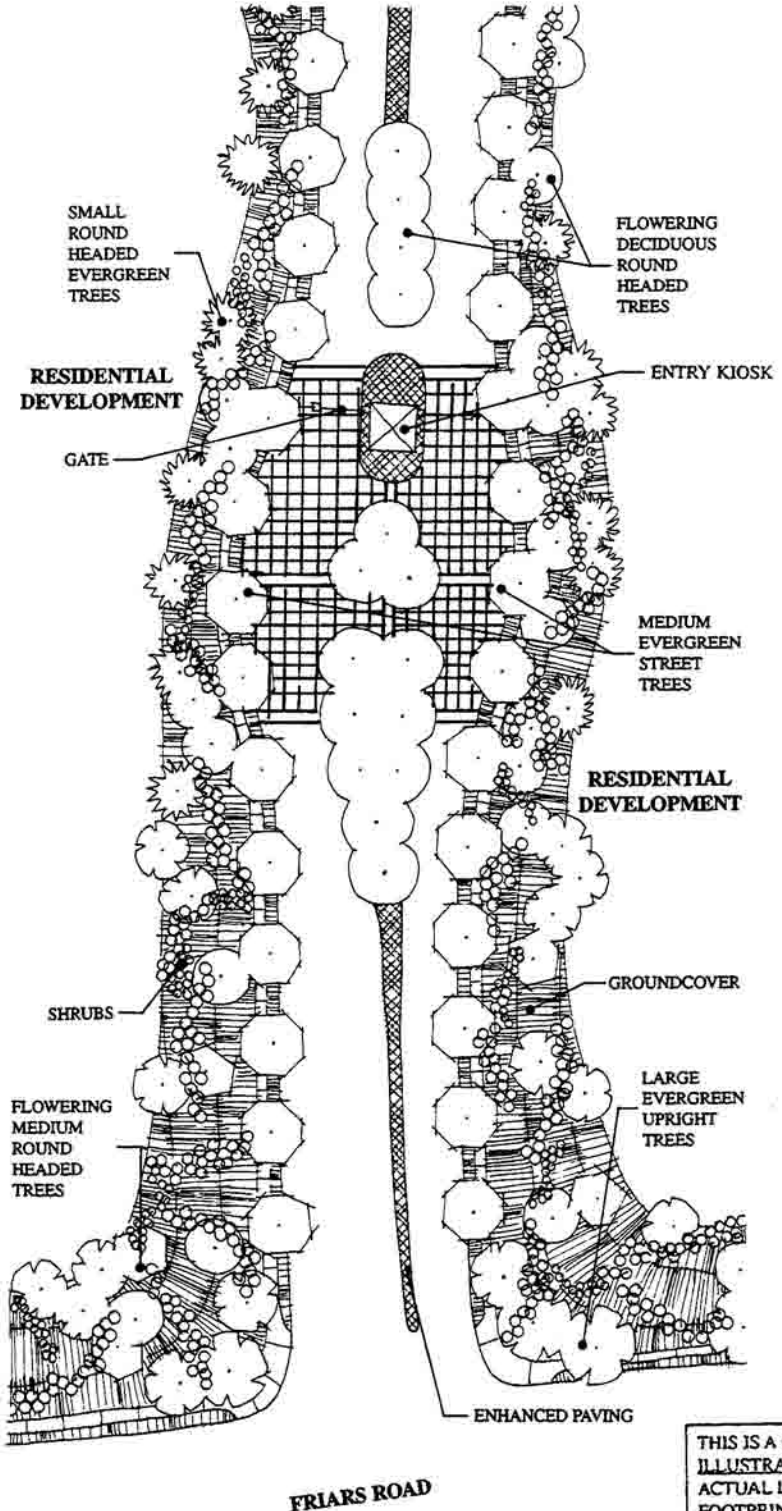
Secondary project entries may occur in conjunction with development proposals for residential areas in *Mission City* North. These should be of lesser scale, may not be gated, and will identify specific residential developments as well as direct traffic. It is also envisioned that an entry treatment will occur at the entries to the *Mission City* Private Recreation Complex. This would identify the Private Recreation Complex and its various amenities.

b. MISSION CITY SOUTH

Project entries into *Mission City* South should be determined in conjunction with development proposals for the Multiple Use area (Planning Area 6). It is envisioned that a primary project entry would occur on the south side of Friars Road where "A" Street extends into Planning Area 6. "A" Street will continue through *Mission City* South to Milly Way, provide a direct connection to the LRT. Northside Drive will terminate at a cul-de-sac within the Planning Area creating opportunities for an enhanced arrival statement and secondary project entries.

3. Transit Opportunities

Mission City will incorporate a variety of land uses which are intended to integrate with the adjacent LRT and LRT station. The mix of land uses, the comprehensive trail system and the circulation network will expose *Mission City* residents, workers and visitors to a variety of easily accessible mobility options. Of particular importance to *Mission City* will be the proximity of the LRT and bus routes which provide connections to other areas in San Diego without use of the automobile.



THIS IS A CONCEPTUAL DESIGN FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL LOT DESIGN, BUILDING FOOTPRINTS, PARKING, AND CIRCULATION MAY VARY FROM THESE TYPICAL REPRESENTATIONS.

ENTRIES TO MISSION CITY NORTH
("A" STREET AND NORTHSIDE DRIVE BETWEEN FRIARS ROAD AND GATED ENTRIES)

FIGURE IV-8

a. LIGHT RAIL TRANSIT

Pedestrian access to the Mission Valley West LRT, located along the southern boundary of *Mission City*, should be provided as part of the *Mission City* Trail system. The southern portion of the *Mission City* Trail will occur through the *Mission City* Paseo, along "A" Street and ending at an arrival point proximate to the LRT. The arrival point should function as an attractive and pleasant gathering or meeting place for transit users. Vehicular access and parking for the LRT is located off-site to the south of *Mission City* and will be provided by MTDB as part of the Mission Valley West LRT. Figure IV-3, *MTDB Light Rail Transit Plan for Mission Valley*, depicts the relationship of the LRT to the *Mission City* Specific Plan Area.

b. BUS ROUTES/STOPS

The MTS bus route 13 follows Friars Road through *Mission City*. A bus stop is located on the north side of Friars Road. See Figure IV-4, *MTS Bus Routes for Mission Valley*, for an illustration of all MTS bus routes in Mission Valley.

4. Pedestrian Access and Facilities

For *Mission City*, pedestrian access takes the form of a comprehensive internal trail system (*Mission City* Trail) and sidewalks.

a. SIDEWALKS AND WALKWAYS

Streetside sidewalks occur as non-contiguous pedestrian elements along "A" Street and Northside Drive. Contiguous sidewalk elements should occur along local streets constructed in conjunction with future development proposals. Walkways provide access through development areas and may occur along drives or through parking areas. Sidewalks should be a minimum of five feet in width and paved with a lightly textured, light colored concrete. Walkways should be identified with a scoring pattern or enhanced paving.

b. MISSION CITY TRAIL—NORTHERN LINKAGES

As it traverses *Mission City* North, the *Mission City* Trail occurs both as sidewalks and as separate linkages through the residential planning areas. Where it occurs on sidewalks, the *Mission City* trail should be constructed in accordance with the guidelines for *Sidewalks and Walkways*, presented under "a" above. Where the trail occurs as a separate element, it should be a minimum of eight feet in width and composed of compacted aggregate or concrete. A minimum three-foot high privacy wall may be placed along the trail edge where it traverses residential areas.

c. MISSION CITY TRAIL—SOUTHERN LINKAGES

The southern linkages of the *Mission City* trail system occur in three primary locations: 1) within the *Mission City* Paseo; 2) along "A" Street extending to the LRT arrival plaza, 3) from the River Run residential area to the LRT arrival plaza, within a 12-foot wide easement. Along "A" Street, the trail shall occur as a four-foot wide sidewalk separated from the roadway by a four-wide landscape parkway. Secondary linkages occur as connections between the Paseo and "A" Street and between the Northside Drive cul-de-sac and "A" Street.

d. MISSION CITY PASEO

An important link for the *Mission City* Trail passes through the *Mission City* Paseo. The *Mission City* Paseo should be designed in concert with development proposals for Planning Area 6. It should be a minimum of 50 feet in width and incorporate a mixture of pedestrian elements including landscape and hardscape treatments. The Paseo is intended to allow integration of automobiles and pedestrians in a safe manner. Street crossings of the Paseo are permitted. Parking areas may occur within the Paseo as an element of adjacent land uses or as on-street parking spaces. Within the Paseo, the pedestrian trail should be a minimum of six feet in width and integrated, in both material and alignment, with other hardscape and landscape elements of the Paseo. The Paseo may connect with other trail linkages in *Mission City* South or may continue through the mixed use core in Planning Area 6 as a separate trail connection to the LRT.

e. MISSION CITY TRAIL AND PLAZA

The *Mission City* LRT Plaza in the southern portion of the Specific Plan area will create a similar enjoyable experience as that afforded paseo users north and south of the Friars Road pedestrian undercrossing. In this area, low maintenance landscape and hardscape treatments should convey a feeling of excitement as the pedestrian arrives at the natural corridor created by the San Diego River environment and the urban amenity of the LRT station. Hardscape areas may be used as visual elements to enhance the LRT platform and provide opportunities to enjoy the out-of-doors while awaiting a trolley. This area could also be the location of vendor carts underscoring the arrival plaza and creating a lively pedestrian scene.

5. Bicycle Access and Facilities

A Class II bike route is located on Friars Road, "A" Street and Rio San Diego Drive as shown on Figure IV-5, *Bicycle Facilities Classifications*. Class III bicycle facilities should be provided on internal streets within *Mission City*.

In order to support bicycle travel as an alternate mode of transportation, secure bicycle parking facilities should be provided adjacent to every retail, employment or common area (such as the *Mission City* Paseo), in conjunction with the *Mission City* arrival statement at the LRT, and at the *Mission City* Private Recreation Complex. Bicycle parking facilities should include either bicycle racks or bicycle lockers. Bicycle lockers should be provided for employees and located proximate to entrances of major activity centers.

V. PUBLIC UTILITIES ELEMENT

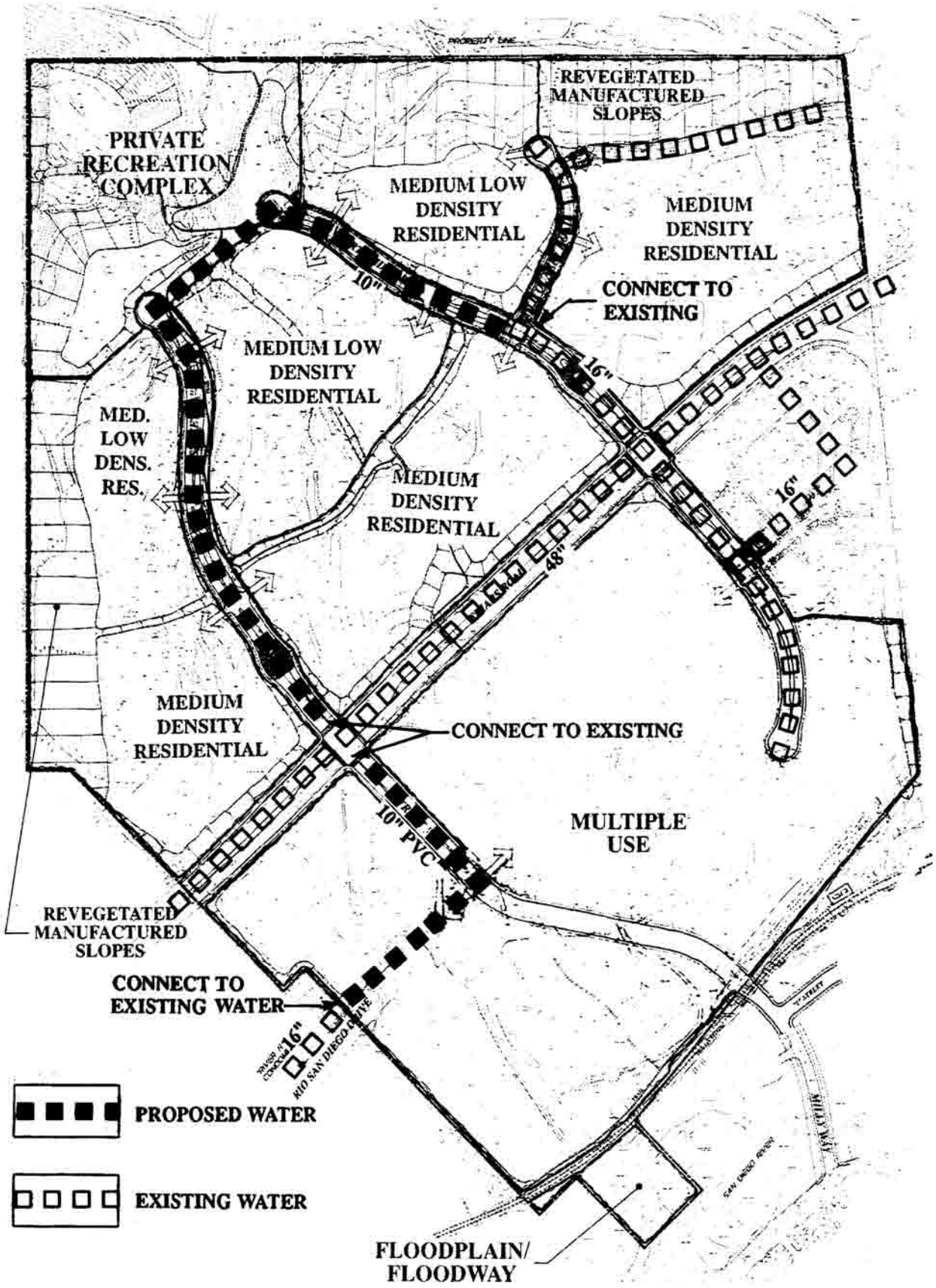
Public utilities which will serve development in *Mission City* are addressed in this element. *Mission City* is located within the urbanizing community of Mission Valley. As such, public utilities, including water, sewer, gas and electricity are readily available to serve the project. Development within *Mission City* would provide the necessary connections to these existing utilities. As part of the *Mission City* Tentative Map, a drainage plan has been developed to control runoff and carry storm water. Implementation of the storm water and drainage system is a requirement of the Tentative Map.

A. WATER SERVICE AND FACILITIES

The City of San Diego Water Utilities Department provides water to the site as part of the Metropolitan System. An existing 16-inch water line occurs along Northside Drive and its planned extension, extending from the northeast corner of the site to the cul-de-sac of Old Quarry Road, continuing south along Old Quarry Road and Northside Drive to its connection to the existing 48-inch water line located beneath Friars Road. A 16-inch water line also branches south from the 48-inch line under Friars Road and passes under the office buildings located at the southeast corner of the intersection of Friars Road and Northside Drive. This 16-inch line turns southwest toward Northside Drive and then continues southeast along the portion of Northside Drive that has already been constructed. A 16-inch water stem also exists at the terminus of Rio San Diego Drive at the southwest boundary of the Specific Plan area. An additional water line is planned to extend from the stem at the southwest boundary of the Specific Plan area, continuing northeast to the southern cul-de-sac of "A" Street, following the northwestern extension of "A" Street to its northernmost terminus. From the northern terminus of "A" Street, the water line angles to the northeast before turning south along Northside Drive to the existing 16-inch water line at the intersection of Old Quarry Road and Northside Drive. Figure V-1, *Water Facilities*, depicts the existing facilities. Figure V-1 also shows connections which would be necessary to serve full build out of *Mission City*. Phasing of necessary water facilities would be tied to each individual development project.

B. SEWER SERVICE AND FACILITIES

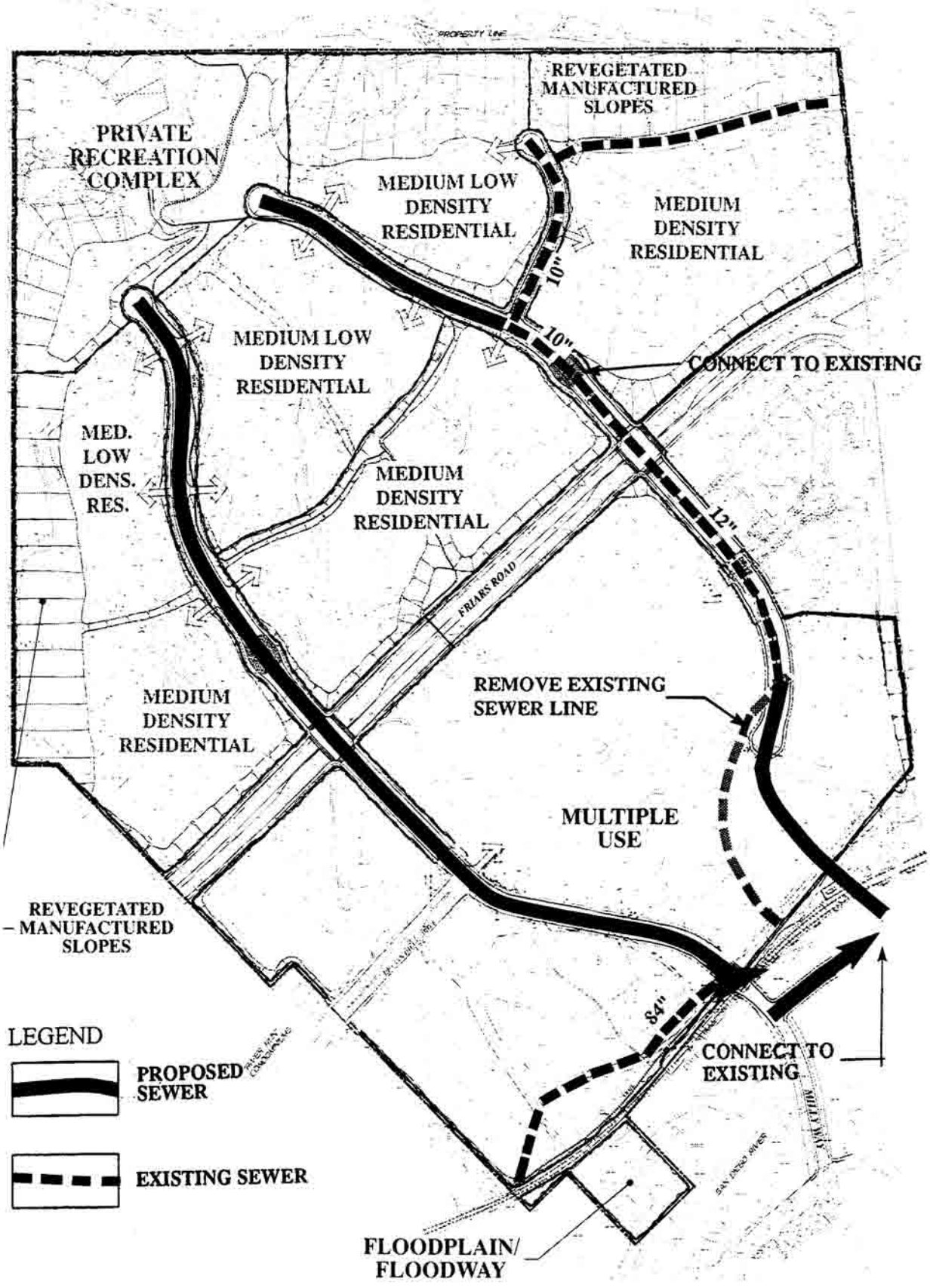
Sewer service will also be provided by the City. Figure V-2, *Sewer Facilities*, depicts the existing sewer facilities and connections which would be necessary to serve development in *Mission City*. Sewage generated by the project would be transported via two sewer lines originating from the northern cul-de-sacs of "A" Street and Northside Drive. The line under "A" Street would extend southeast within the right-of-way of the street, continue southeast beyond the southern cul-de-sac until its connection with an existing 84-inch sewer line located just inside the southeastern boundary of the Specific Plan area. This existing line runs northeast-southwest between Northside Drive and the southwestern corner of the property and a 12-inch extension from this line branches to the north along Northside Drive where it terminates at the intersection of Old Quarry Road and Northside Drive and the terminus of an existing 10-inch sewer line. This existing sewer line extends west from the just inside the northeastern corner of the project site and then continues south along Old Quarry Road until its intersection with Northside Drive. Another sewer line would continue northwest from Old Quarry Road along Northside Drive until it reaches the northern cul-de-sac of Northside Drive. An extension of the sewer line within Northside Drive would continue



WATER FACILITIES

FIGURE V-1

MISSION CITY



SEWER FACILITIES

FIGURE V-2

MISSION CITY

south from the boundary of the specific plan area where it would connect with an existing line located south of the LRT.

C. STORM WATER SYSTEM AND DRAINAGE

The drainage plan prepared for the project as part of the *Mission City* Tentative Map is shown in Figure V-3, *Storm Drain Facilities*. Drainage from the project site would be transmitted via a system of two stormdrain pipes linked to seventeen headwalls that traverse the Specific Plan area from north to south. The western drain system would begin near the northern boundary of the property and continue in a generally southeasterly direction along the right-of-way of "A" Street. At that point, it would pass beyond the southern boundary of the Specific Plan area and into the San Diego River Floodway. The eastern drain system would begin at the northern cul-de-sac of Northside Drive and continue southeast within the right-of-way of Northside Drive until it reaches the existing storm drain located south of Friars Road, which continues to the edge of the southeastern boundary of the Specific Plan area.

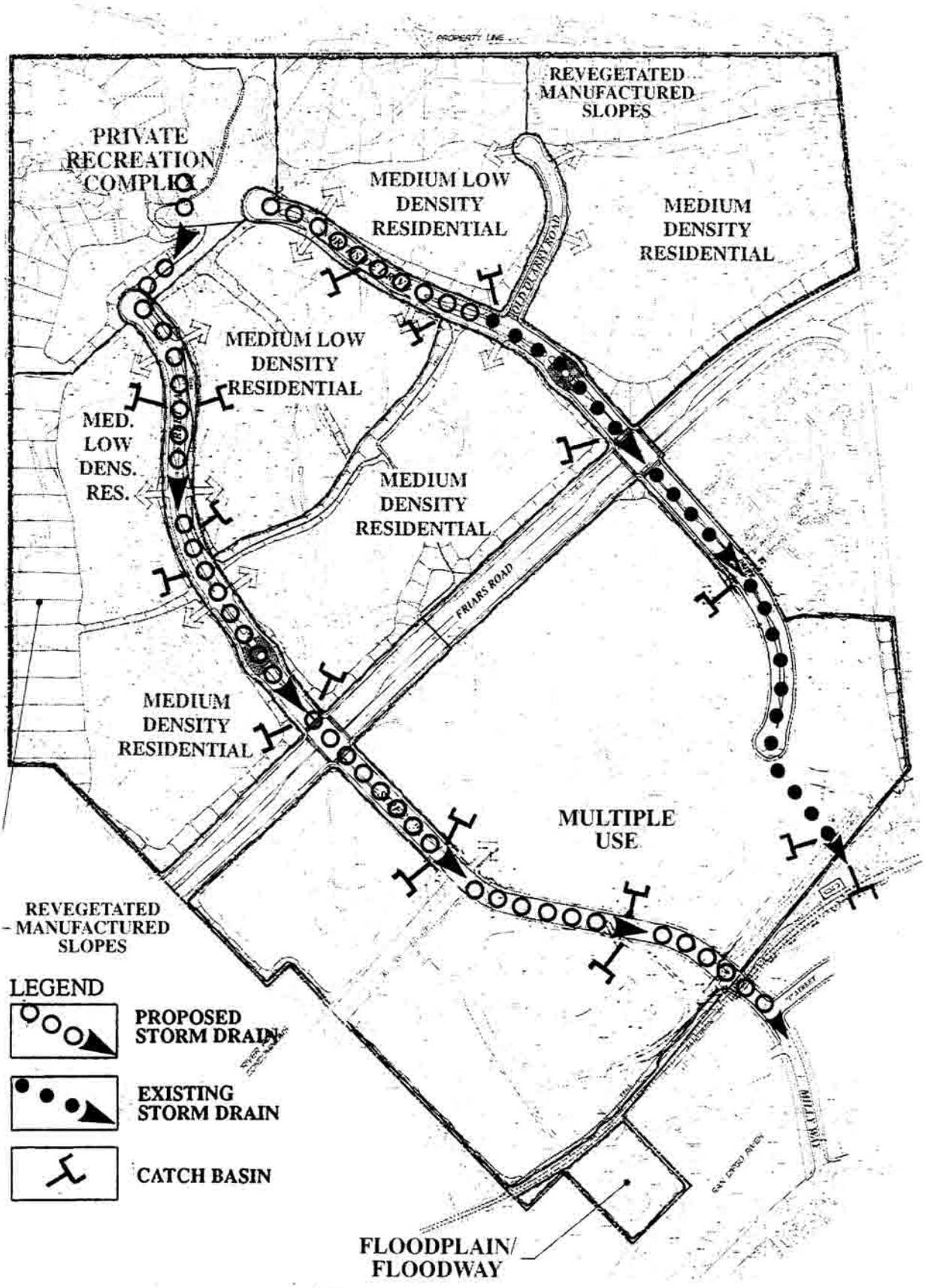
Construction of any project in the City of San Diego is subject to the requirements of erosion control in the City's Grading Ordinance, and is also required to comply with the Clean Water Act. Conformance with the Clean Water Act is established through compliance with the requirements of the State Water Resources Control Board's (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000002. For this permit, the SWRCB issued Order No. 92-08-DWQ, "Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction Activity." To comply with the permit, the applicant for a construction permit must file a complete and accurate Notice of Intent with the SWRCB. Compliance requires conformance with applicable best management practices (BMPs) and development of a Storm Water Pollution Prevention Plan (SWPPP) and monitoring program plan. When construction is completed, the applicant must file a Notice of Termination with the SWRCB.

Runoff flowing across developed sites can pick up contaminants from landscaping, such as pesticides and fertilizers, and areas used by motor vehicles, such as parking lots, driveways, and streets. Pollutants from such areas can include oils, fuel residues, heavy metals (associated with gasoline), fertilizers, and pesticides. For the management of stormwater, municipalities in the San Diego region, including the City of San Diego, must comply with the Regional Water Quality Control Board's (RWQCB) NPDES Permit No. CA0108758, which consists of wastewater discharge requirements for stormwater and urban runoff. When the Notice of Termination for construction is filed, implementation of stormwater discharge BMPs, including maintenance and monitoring, is required by the City of San Diego under Permit No. CA0108758.

D. NATURAL GAS AND ELECTRICITY

Gas and electricity are provided by the San Diego Gas and Electric Company (SDG&E). Several gas and electric lines cross the property. Development of *Mission City* would require the relocation of several of these facilities. Figure V-4, *Gas and Electric Lines and Relocations*, identifies the lines to be relocated as development occurs in *Mission City*. These facilities are described below.

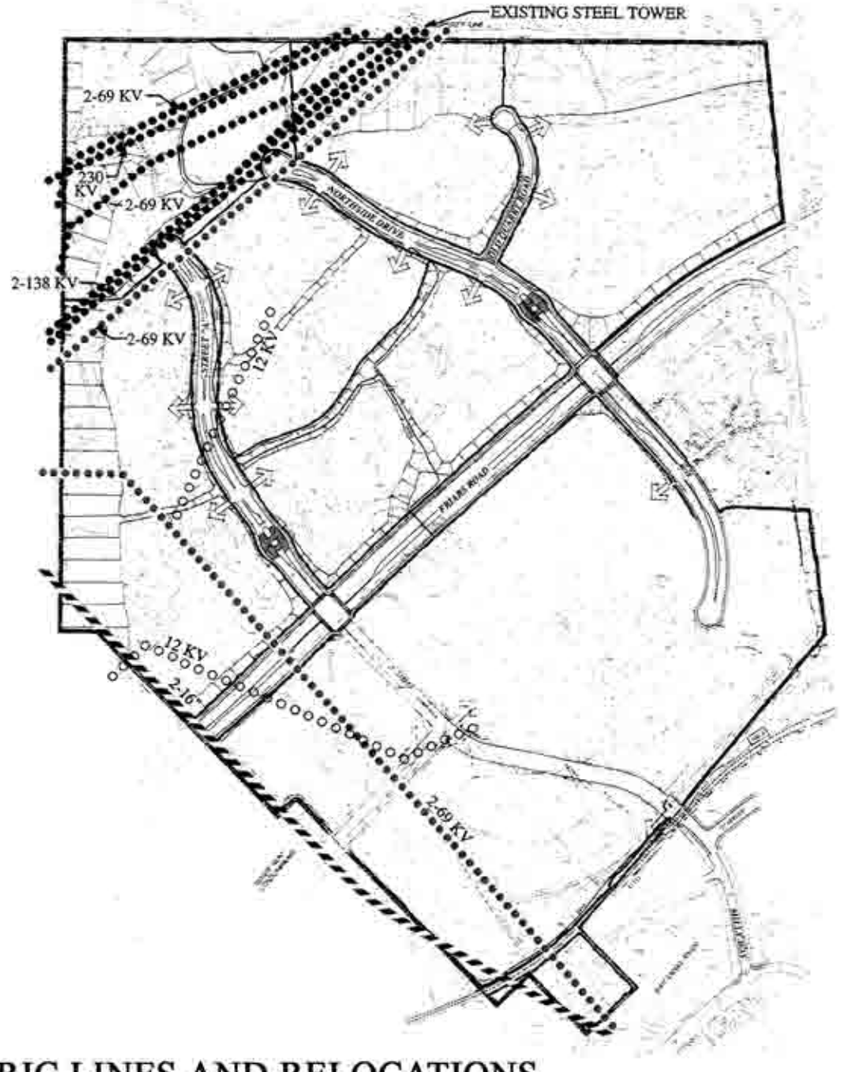
- All existing overhead electrical transmission lines that cross the northwest corner of the project site would remain in their current state, with the exception of the two 69 kilovolt (kv) lines that are located farthest south in this grouping which would be relocated. Two existing 69 kv overhead electrical transmission lines extend from off-site into the western portion of *Mission City* before angling southeast and beyond the southernmost tip of the



STORM DRAIN FACILITIES

FIGURE V-3

MISSION CITY



LEGEND

- EXISTING OVERHEAD ELECTRICAL TO REMAIN
- EXISTING OVERHEAD ELECTRICAL TO BE RELOCATED
- EXISTING OVERHEAD ELECTRICAL TO BE REMOVED
- EXISTING GAS LINE TO REMAIN

GAS AND ELECTRIC LINES AND RELOCATIONS

FIGURE V-4

project. These lines are proposed to be relocated to the east under the right-of-way of the proposed Street "A".

- An existing 12 kv overhead electrical transmission line that branches north from the two 69 kv transmission lines in the western portion of the property would be removed. The existing 12 kv electrical transmission line that extends southeast from the southwest edge of the site is also planned to be removed.

- Two existing 16-inch natural gas transmission lines will remain along the southwestern boundary of the *Mission City* site. The lines extend southeast from the western border of the site and continue southeast, roughly along the boundary line of the project. Some portions of these lines are located off-site to the immediate southwest of *Mission City*.

VI. PUBLIC SERVICES ELEMENT

Public services are those institutional responses to basic human needs such as health, safety, welfare and education. The PUBLIC FACILITIES ELEMENT for *Mission City* describes the provisions necessary for public facilities and services such as schools, libraries, fire and police, solid waste disposal, etc.

A. SCHOOLS

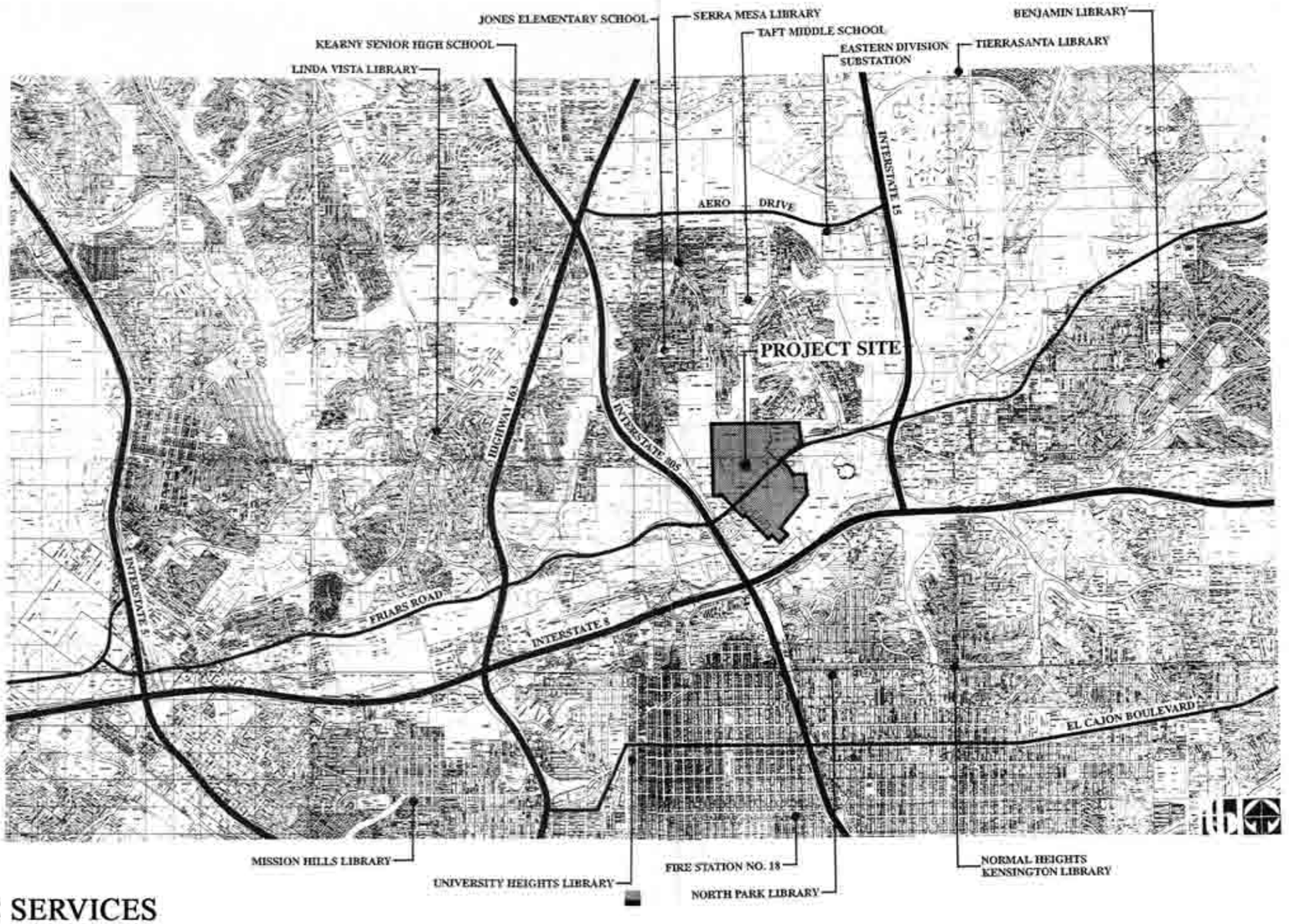
Schools located within the San Diego Unified School District would provide elementary and secondary public education to students generated by residential development in *Mission City*. The closest elementary schools which serve the project area are shown in Figure VI-1, *Surrounding Public Facilities*, and include Jones Elementary, Cubberley Elementary and Juarez Elementary. The middle/junior high school which serves the project area is Taft Middle School, and Kearny Senior High School is the closest high school serving the project area.

Transportation to schools serving the project site is not provided by the school district, and pedestrian access may be infeasible due to safety, distance and topographic barriers. Therefore, students generated by the project would need to provide their own transportation. The developer of *Mission City* (H.G. Fenton Material Co.) is committed to working with the San Diego Unified School District to address methods which may enhance public school access for students residing in *Mission City*. Such methods may include expanded bus service, a trail connection from the northern property boundary with the Serra Mesa street grid surrounding Juarez Elementary School, a sidewalk along Friars Road and Mission Village Drive, etc. The exact method will be determined by the school district.

A schools facilities fee, which provides funding for school construction, has been authorized by Senate Bill (SB) 1287. Developers of residential projects would be responsible for the payment of fees associated with public school services based on size of residential units and as established by the school district in accordance with SB 1287. Present City policy requires that verification of payment of school fees be made prior to issuance of building permits.

B. LIBRARIES

A new library is planned for the Mission Valley community and is needed as the community approaches 18,000 to 20,000 residents. Currently, the City of San Diego is served by a library system which has a Central Library located at 820 "E" Street in downtown San Diego and 33 branch libraries located throughout the City. These facilities are accessible in person but also accessible and interconnected electronically through an on-line catalog. The location of the facilities located proximate to the Mission Valley area are shown in Figure VI-1, *Surrounding Public Facilities*, and include Serra Mesa Branch Library in the Serra Mesa community planning area and the Linda Vista Branch Library in the Linda Vista community planning area both to the north of *Mission City*; the Tierrasanta Branch Library, located northeast of *Mission City* in the Tierrasanta community; and Benjamin Library, located east of *Mission City* in the southwestern part of the Navajo community. Additional library facilities are located south of the Mission Valley community plan area, including the Normal Heights Kensington Branch Library, the North Park Branch Library, the University Heights Branch Library and the Mission Hills Branch Library. Although residents of Mission Valley could visit libraries which serve adjoining communities, the libraries



SURROUNDING PUBLIC SERVICES

FIGURE VI-1

in surrounding communities are separated by major geographic and transportation-related barriers from Mission Valley. Further, these facilities are already "at capacity" in serving the communities for which they are the primary resource.

The City of San Diego Libraries Department recommends a new branch library when there are at least 20,000 residents in the community. When the Mission Valley Community Plan was adopted in 1985, the projected population for the community was estimated to be 11,200. However, the development trend in Mission Valley is changing from predominantly office, retail and hotel developments to an increase in residential projects. This trend will affect the estimated residential population in Mission Valley increasing the need to provide a branch library in the community. As the community's population reaches the 20,000 resident threshold and existing branch library facilities become more impacted due to increases in population in surrounding areas, the City will be assessing the need to locate a site and construct a new branch library.

The Specific Plan provides for the dedication of a library site within Planning Area 6. The tentative location of the library site is shown in Figure II-9, *Mission City South Planning Areas.* The library site shall be approximately two acres in size.

C. FIRE PROTECTION

Fire protection is provided by the City of San Diego Fire Department. The nearest station serving the project area is Station No. 28 located at 3880 Kearny Villa Road in San Diego, approximately 2.5 miles to the northwest of the project site (see Figure VI-1, *Surrounding Public Facilities*). Paramedic services are provided through 9-1-1 activated calls.

In 1984, the EIR for the Mission Valley Community Plan concluded that significant adverse impacts to response times of the fire and police departments would occur as a result of the traffic congestion within the planning area. The City has considered the need for a fire station in Mission Valley. A location for Station 45 has been selected at the west end of Mission Valley near the San Diego Police Department western substation. This station was originally intended to be funded through developer impact fees. The actual availability of these funds is far less than what is necessary to complete the improvements. At this time there are no plans to build Station 45. The City is also considering a new station in the east end of Mission Valley near Grantville. The site and funding source have not yet been determined for the eastern station.

D. POLICE PROTECTION

Police protection for the project would be provided by the City of San Diego Police Department - Eastern Division. The Eastern Division Substation is located at 9225 Aero Drive, approximately three miles from the project site (see Figure VI-1, *Surrounding Public Facilities*) and services the Mission Valley community east of Highway 163.

E. SOLID WASTE

The City of San Diego is responsible for solid waste disposal in the project area. Solid wastes generated at *Mission City* are transported to the Miramar Landfill which is owned and operated by the City of San

Diego. The landfill encompasses approximately 1,093 acres, with 729 acres of the total area used for disposal purposes. Various projects have been initiated to increase the landfill capacity and thus extend the life of the landfill. Taking these projects into account, as of June 1995, total remaining capacity is projected to be 14.3 million cubic yards. This total capacity also reflects the assumption that the City will meet certain recycling and diversion goals. Additionally, the City is investigating potential landfill sites (Upper Sycamore, Oak, and Spring Canyons) to meet the City's future disposal needs after the closure of the Miramar Landfill.

F. PUBLIC PARKS AND RECREATION FACILITIES

The Mission Valley Community Plan area is primarily developed with office and commercial uses. Residential development which has more recently occurred in Mission Valley is in the form of attached dwelling units with private recreation areas.

There are no public parks located in Mission Valley. Two resource-based parks border the community and are readily available by automobile and bicycle. These are Presidio Park, located in Old Town San Diego at the western end of Valley, and Mission Bay Park, located west of Mission Valley, along the coast. Presidio Park provides historic resources for public viewing as well as areas for picnicking, while Mission Bay Park provides picnic areas, playgrounds and areas for aquatic activities. Mission Trails Regional Park is located northeast of the community, straddling the upper reaches of San Diego River. Mission Trails Park provides hiking and wildlife observation opportunities. At the western-most end of the community, private or semi-private recreational facilities occur. These include the Sefton Little League fields and the Mission Valley YMCA.

The project site is located immediately adjacent to the San Diego River. This Mission Valley Community Plan and the First San Diego Improvement Project Specific Plan (FSDRIP) call for the development of a river trail system along the San Diego River.

Qualcomm Stadium is located immediately to the east of *Mission City*. This regional sports facility is the home of two professional ball clubs -- the San Diego Padres Baseball Team and the San Diego Chargers Football Team -- and provides the venue of other sporting events, such as outdoor soccer.

Planned within *Mission City* North is a private recreation complex. Located at the north end of *Mission City*, this facility will provide residents with active recreational opportunities, which may include such facilities as basketball courts, tennis courts, a swimming pool, a recreation building, passive play areas, and parking as well as passive open space and extensions of the *Mission City* Trail. Additionally, development areas within *Mission City* have the option of providing additional private recreation facilities. These facilities may include such recreational amenities as a pool, spa, meeting room, barbeque areas, and turfed areas for picnicking and pick-up sports.

Within *Mission City* South, other public uses will be provided. The Multiple Use area will provide opportunities for public spaces, such as paseos, plazas, green belts provided for passive recreational enjoyment, community halls and civic uses (such as libraries and day-care centers). The planned arrival feature at the LRT station and the expanded pedestrian trails and sidewalks will further provide areas for interaction of residents, employees and visitors in *Mission City*.

VII. LANDSCAPE ELEMENT

The guidelines presented in this chapter not only set the overall tone of *Mission City* through the creation of consistent landscape design standards and guidelines, but also provide for a comprehensive and coordinated treatment for landscaping, hardscape project entries, and selected Special Treatment Areas. This chapter incorporates landscape standards and guidelines from various sources including the *Mission City* Landscape Plan and the Revegetation Plan originally established for the Northside Specific Plan. In addition, all landscaping within *Mission City* should conform with the requirements and criteria set forth in the *City of San Diego Landscape Technical Manual* and the City-Wide Landscape Regulations (see Division 7 of the San Diego Municipal Code). Where there is a conflict between the *Mission Valley Community Plan* and this Specific Plan, this Specific Plan takes precedence.

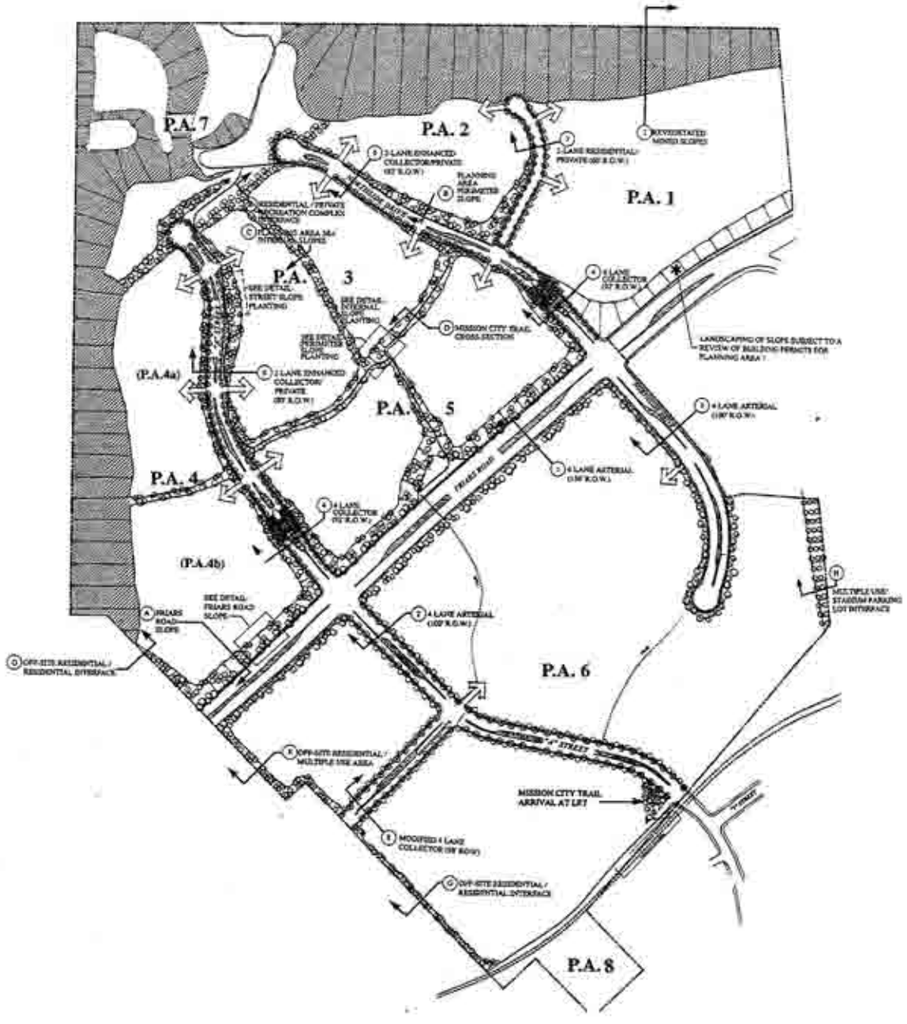
A. CONCEPTUAL LANDSCAPE PLAN

The *Conceptual Landscape Plan* for *Mission City*, presented in Figure VII-1, establishes a framework for the landscaping of future development proposals, displaying a strong, cohesive and readily identifiable community image, tying together the varying architectural styles created by different builders in *Mission City*. The primary focus of the Conceptual Landscape Plan is the landscape treatments for manufactured slopes, streetscenes and special treatment areas. Manufactured slopes along Friars Road, as well as slopes on the perimeter of planning areas, internal slopes within planning areas, and revegetated mined slopes should all receive landscape treatments. This chapter includes a comprehensive discussion of landscaping these areas in *Mission City*. Additional areas addressed in this chapter include streetscenes along primary project roads (i.e., Friars Road, Northside Drive, "A" Street and Old Quarry Road), parking lot treatments, and erosion control measures. Finally, to provide guidance to designers seeking to implement these landscape design guidelines, subsection G, RECOMMENDED PLANT MATERIALS, contains listings of plants for recommended use throughout *Mission City*.

B. STREETSCENES

The streetscene consists of the union between various elements including structures and buildings, plantings, paving, lighting fixtures and street furniture. In *Mission City*, the streetscape will be perceived at three levels: 1) from the street as a pedestrian, 2) from the street as a passenger in a motor vehicle or riding a bicycle, and 3) from the surroundings or adjacent structures and buildings. In order to appeal to all three perception levels, the streetscenes should incorporate detailed design elements for slowly moving pedestrians, as well as large, bold plant masses and hardscape materials which are visible to passing motorists traveling at high speeds.

There are primarily three distinct streetscene treatments in *Mission City*. These include themed landscaping along Friars Road, between the western project boundary and Northside Drive; on both "A" Street and Northside Drive, north of Friars Road; on "A" Street and Northside Drive, south of Friars Road; and on the extension of Rio San Diego Drive. Landscaping on "I" Street and Milly Way will be the responsibility of the City and, as such, is not discussed within this Specific Plan. In addition, landscaping within individual residential developments within *Mission City*, as well as multiple use area should be



* FOR PLANT PALETTE INFORMATION, PLEASE REFER TO PAGES VII-26 THROUGH VII-29 IN SECTION VII, LANDSCAPE ELEMENT, OF THE MISSION CITY SPECIFIC PLAN.

CONCEPTUAL LANDSCAPE PLAN

FIGURE VII-1

designed and installed by the individual merchant builder. However, these areas must comply with the standards and criteria established in the *Mission Valley Community Plan*, the *City of San Diego Landscape Technical Manual*, and the City-Wide Landscape Regulations (see Division 7 of the San Diego Municipal Code).

1. Friars Road Streetscene

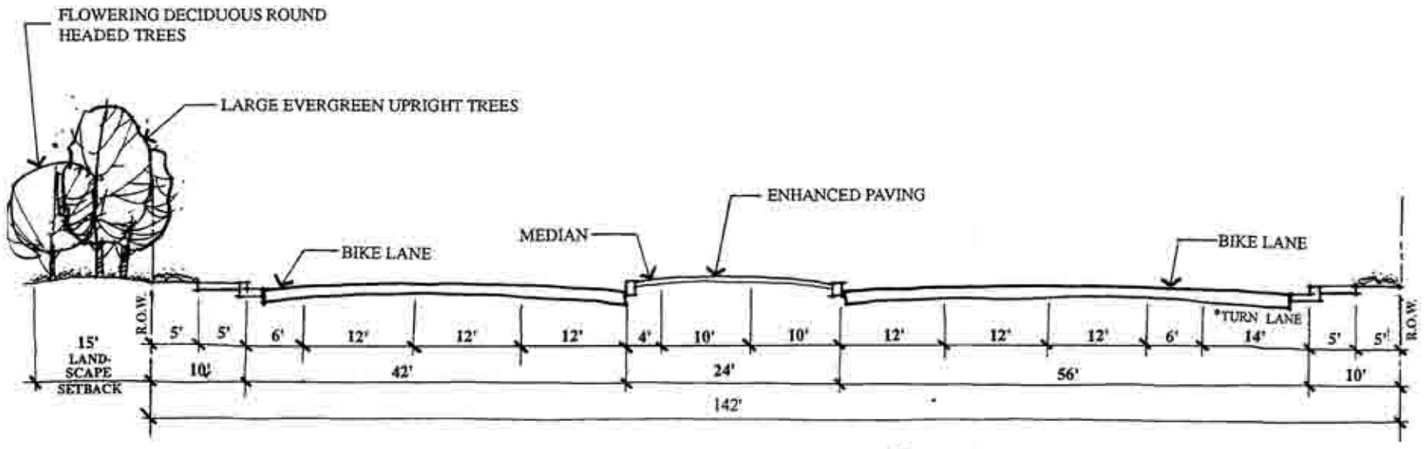
Friars Road consists of a ten foot wide parkway on either side of the street. Enhanced landscape treatments are planned on both the north and south sides of Friars Road, adjacent to the street right-of-way. The north side of Friars Road is identified as a Special Treatment Area and is discussed below in Subsection 4(a). A 15-foot wide landscape setback is planned on the south side of Friars Road, adjacent to the street right-of-way. This setback should extend from the western boundary of the Specific Plan area to Northside Drive. The primary tree species used within this landscape setback should be large upright trees such as *Cinnamomum camphora* (Camphor Tree), *Lagerstroemia indica "Muskogee"* (Crape Myrtle), and *Populous nigra italica* (Lombardy Popular). Using these types of trees will reinforce the existing landscape theme along Friars Road which has already been established by previously developed projects located to the east and west of the *Mission City* property. Additional trees to be used within the landscape setback include flowering deciduous round headed trees. The mix and sizes of the trees, as well as the specific plant species to use, are contained in Table VII-1, *Recommended Plant Palette-Trees*; Table VII-2, *Recommended Plant Palette - Shrubs*; and Table VII-3, *Recommended Plant Palette - Groundcovers/Vines*, in this Specific Plan. Figure VII-2, *Roadway Landscape Cross-Sections (A)*, depicts the typical landscape treatment of Friars Road.

Groundcover only should be planted within the street right-of-way and the landscape easement, provided that turf is permitted at and near the "A" Street/Friars Road and the Northside Drive/Friars Road intersections. The intent is to minimize maintenance and encourage uses of plant materials that do not require frequent and extensive watering. Turf should be limited to areas that have the strongest visual impact. Shrubs should not be planted within the street right-of-way because of their potential to screen motorists' sight lines, and are limited to the landscape setback area. Additionally, shrubs may be planted either in sprawling drifts and masses, or in formal rows and hedges, as desired.

2. "A" Street Streetscene, South of Friars Road

Trees within the "A" Street right-of-way, south of Friars Road, should be planted in a formal pattern, at equal spacing, to create a boulevard effect. Only one variety of street tree should be used within the street right-of-way. This tree should be a typical evergreen tree such as *Podocarpus gracilior* (Fern Pine). Additional trees should be planted outside of the street right-of-way, within the ten foot wide landscape setbacks. The type of tree to be used within this setback should include a flowering deciduous trees with a rounded shape such as *Jacaranda mimosifolia* (jacaranda). These trees should be planted at equal intervals to create a triangular spacing pattern with the trees within the street right-of-way. Please refer to Figure VII-2, *Roadway Landscape Cross-Sections (A)*, for a typical representation of a landscape cross-section for "A" Street, south of Friars Road.

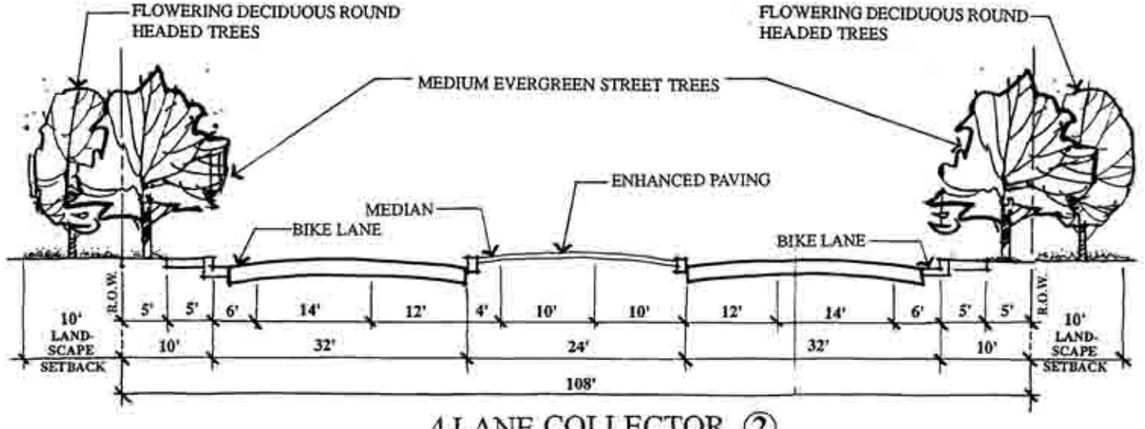
Turf is appropriate for use within the street right-of-way and the landscape setbacks. Shrubs should be limited to use within the landscape setback areas and may be planted either in formal hedges or informal drifts, as desired. Groundcovers should consist either of finely textured plant materials such as *Clytosoma*



6 LANE ARTERIAL ①

FRIARS ROAD

* WHERE NECESSARY



4 LANE COLLECTOR ②

"A" STREET (SOUTH OF FRIARS RD.)

ROADWAY LANDSCAPE CROSS-SECTIONS (A)

FIGURE VII-2

callistegioides (Violet Trumpet Vine), or *Delosperma "Alba"* (White Trailing Ice Plan), or *Gazania splendens* (Gazania), or *Lantana montevidensis* (Lantana), or *Western floribunda* (Japanese Wisteria).

3. "A" Street Streetscene, North of Friars Road

The portion of "A" Street north of Friars Road includes a five-foot parkway on one side of the road with a 16-foot-wide landscape setback with a meandering sidewalk abutting and running parallel to the east side of the roadway. The street right-of-way should be planted with formally spaced evergreen trees, while the landscape setback should contain flowering deciduous round-headed trees planted in groupings of two, three and five. It is intended that medium sized evergreen trees be used as the street trees. Typically, only one or two species of trees should be used within the street right-of-way. The suggested evergreen tree species that may be used is the *Podocarpus gracilior* (Fern Pine). The landscape setback should be planted with two or more species of trees to create visual interest along the street; these trees should be planted in groups of two, three or more trees. The roadway medians at the entrance of "A" Street should be landscaped with flowering deciduous trees with a rounded shape such as *Jacaranda mimosifolia* (jacaranda). These flowering trees should serve as a colorful visual accent at the entries. Figure VII-3, *Roadway Landscape Cross-Sections (B)*, illustrates a typical landscape cross-section of "A" Street, north of Friars Road.

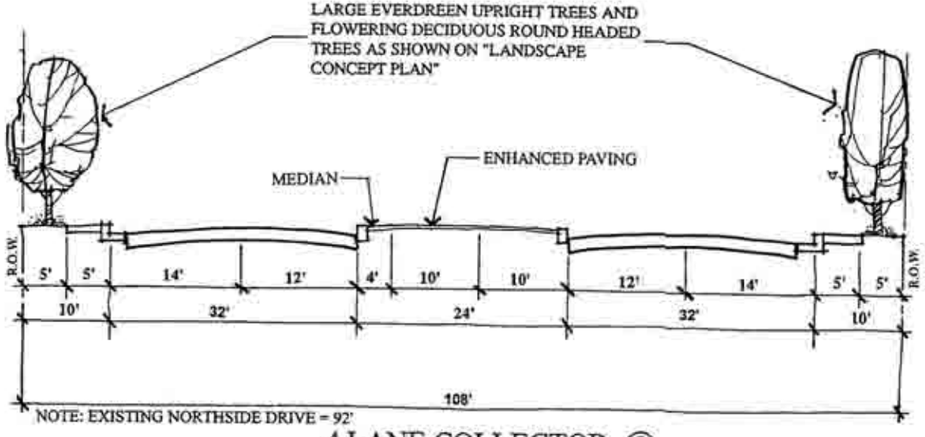
Groundcover should be used along streets and in the landscape setbacks to minimize landscape maintenance. Groundcovers should be selected for durability, appearance, texture, growth habits, and ability to resist droughts. Turf may be used at the intersection of Friars Road/"A" Street, leading into the gated entry. Shrubs should not be planted within the street right-of-way to minimize potential interference with motorists' sight distance.

In addition, enhanced paving should be provided on the portion of "A" Street which lies north of Friars Road. This hardscape area may consist of colored concrete, stamped concrete, brick or stone pavers, or other similar materials which are approved by the City of San Diego for use in streets.

4. Northside Drive Streetscene, North of Friars Road

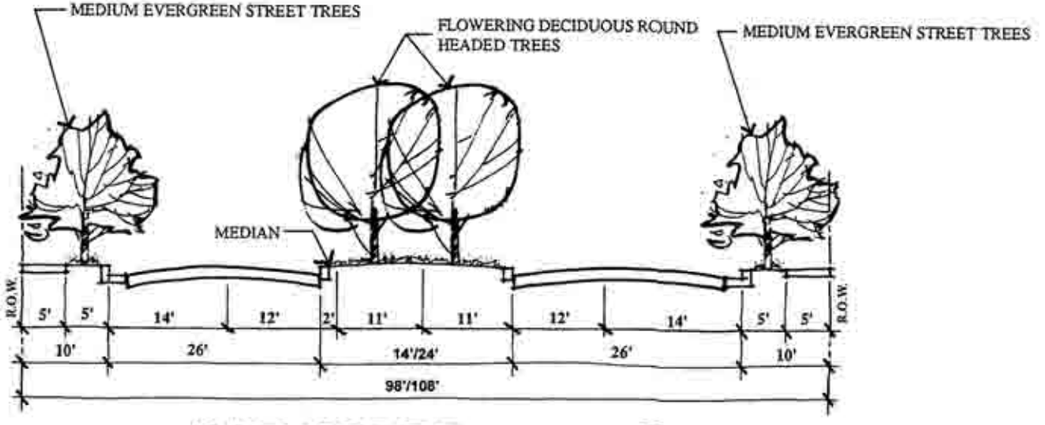
A ten-foot wide landscaped parkway is located on either side of Northside Drive, north of Friars Road. In addition, an 18 foot wide landscape setback with a meandering sidewalk should be provided on the west side of the street. The street trees within the right-of-way should be planted in a formal, evenly-spaced pattern to create a boulevard effect. Appropriate tree species within the right-of-way include evergreen street trees such as *Podocarpus gracilior* (Fern Pine). The trees within the landscape setback are intended to be planted in groupings of two, three or more trees. The landscape setback should be planted with flowering deciduous round headed trees (see Table VII-1, *Recommended Plant Palette - Trees*). Figure VII-3, *Roadway Landscape Cross-Sections (B)*, illustrates a typical landscape cross-section for the portion of Northside Drive located north of Friars Road.

Groundcovers, other than turf, should be planted within the street right-of-way and the landscape setback. Groundcovers should be selected for durability, appearance, texture, growth habits, and ability to resist droughts. Turf should be limited primarily to the Friars Road/Northside Drive intersection where it will have the largest impact. Limited use of turf is encouraged because turf requires intensive maintenance and frequent watering. Shrubs should be planted in drifts within the landscape setback areas; no shrubs should be permitted to be planted within the street right-of-way for safety reasons.



4 LANE COLLECTOR ③

NORTHSIDE DRIVE (SOUTH OF FRIARS RD.)



4 LANE COLLECTOR (PRIVATE) ④

ENTRIES TO MISSION CITY NORTH

ROADWAY LANDSCAPE CROSS-SECTIONS (D)

FIGURE VII-5

5. Old Quarry Road Streetscene

There is a ten foot wide landscaped parkway on either side of Old Quarry Road. A total of 4½ feet adjacent to the curb should be landscaped with groundcovers, turf and trees. No landscape setback is planned or required along Old Quarry Road. No shrubs should be permitted within the street right-of-way so as not to visually obstruct motorists' sight lines. Trees should be planted at regular intervals to create a boulevard effect. Street trees which should be selected include *Koelreuteria bipinnata* (Chinese flame tree) and *Liquidambar styraciflua "Palo Alto"* (American sweet gum). Figure VII-4, *Roadway Landscape Cross-Section (C)*, depicts a typical landscape cross-section of Old Quarry Road.

6. Northside Drive Streetscene, South of Friars Road

This portion of Northside Drive consists of a ten foot wide parkway with adjacent manufactured slopes rising up to the building pads on both sides of the Northside Drive right-of-way. The planting area within the right-of-way consists of a five-foot area adjacent to the curb. Next, there is a five foot wide sidewalk, then the manufactured slope which varies in height. The plantings on Northside Drive, south of Friars Road, should be aesthetically compatible with the landscaping in the existing office park located on the east side of Northside Drive. Currently, portions of the existing office park landscaping consists of clusters of eucalyptus trees underlain by *Delosperma 'Alba'* (white trailing ice plant), interspersed with massings of *Acacia redolens* (acacia) shrubs.

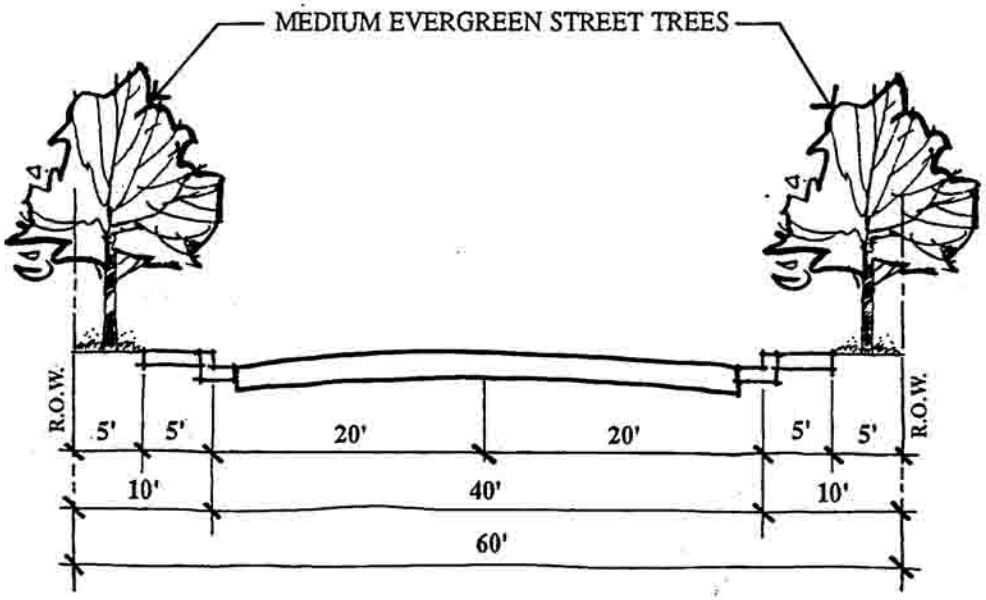
Trees used along Northside Drive, south of Friars Road, should be arranged in large groupings of two, three and five trees with an undercover of shrubs and groundcover. The trees should include groupings of evergreen trees such as *Podocarpus gracilior* (Fern Pine), interspersed by large groupings of flowering deciduous round-headed trees such as , *Jacaranda mimosifolia* (Jacaranda). Turf, if used at all, should be limited, primarily to near the intersection of Friars Road/Northside Drive. Plantings on both the east and west side of Northside Drive should use similar plant materials in order to tie the office/business park parcel with the Multiple Use area. A typical landscape cross-section for the portion of Northside Drive located south of Friars Road is shown in Figure VII-5, *Roadway Landscape Cross-Sections (D)*.

7. Rio San Diego Drive

Trees within the Rio San Diego Drive right-of-way should be planted in a formal pattern, at equal spacing, to create a boulevard effect. The planting area within the right-of-way consists of a five-foot area adjacent to the curb. The street right-of-way should be planted with a typical medium sized evergreen tree, such as *Podocarpus gracilior* (Fern Pine). Groundcovers, including turf, is appropriate for use within the street right-of-way and should consist of those recommended in Table VII, *Recommended Plant Pallete - Groundcovers/Vines*. No shrubs should be planted in the street right-of-way to minimize potential interference with motorists line of sight. Please see Figure VII-4, *Roadway Landscape Cross-Section (C)*, for a typical landscape cross section for Rio San Diego Drive.

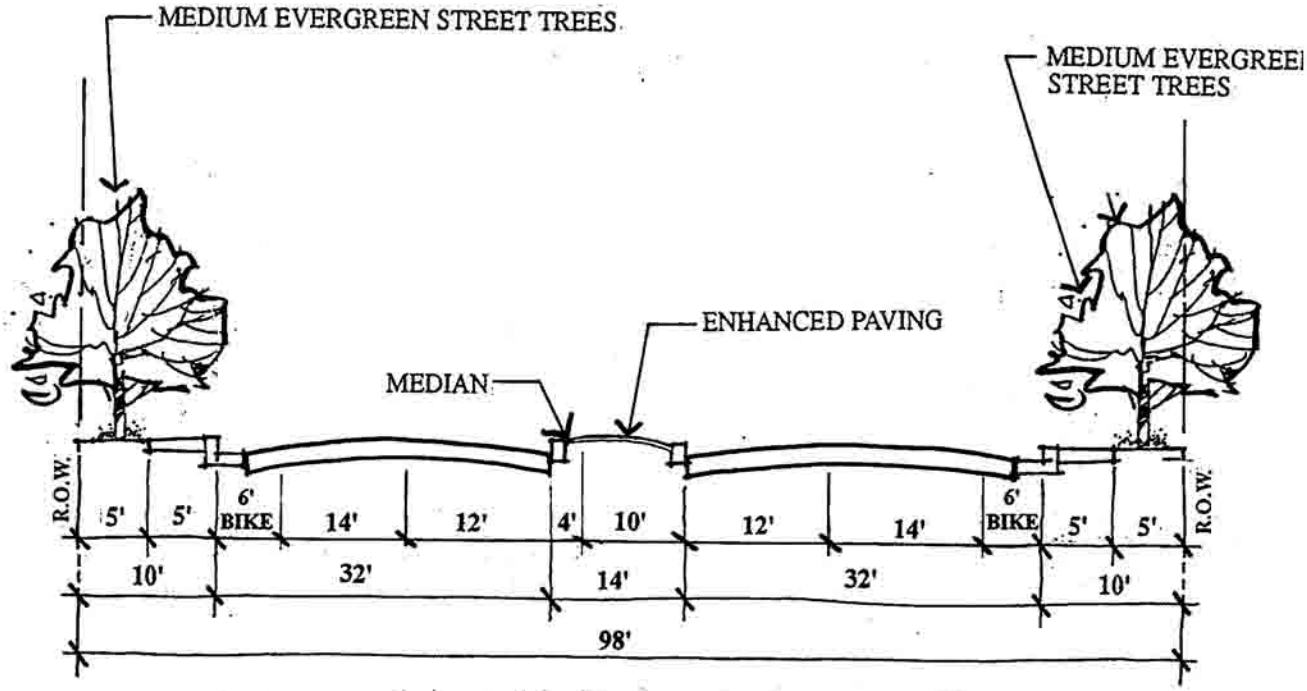
C. PARKING LOT LANDSCAPING

Round-headed trees, rather than upright trees, should be used in parking areas and lots. These trees are intended to provide a natural vegetative canopy to portions of the parking lot which will help to shield cars and pavement from the hot sun. At least 50 percent of the trees used in each parking lot should be



2 LANE RESIDENTIAL (PRIVATE) ⑦

OLD QUARRY RD.

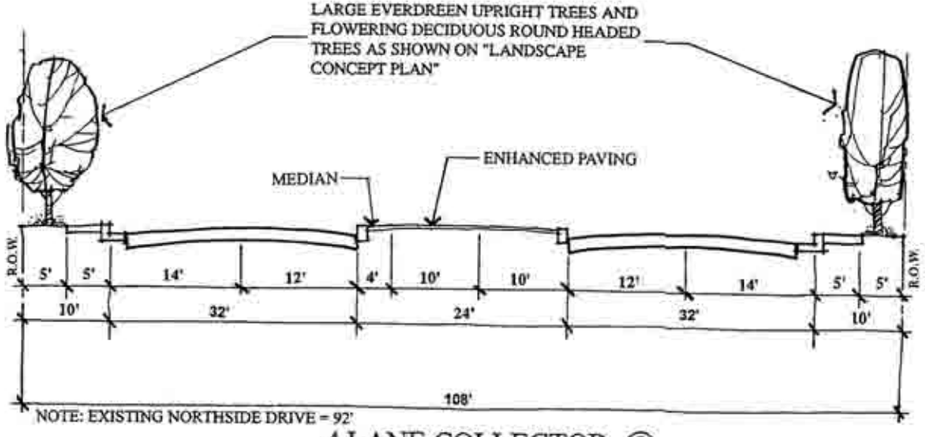


MODIFIED 4 LANE COLLECTOR ⑧

RIO SAN DIEGO DRIVE

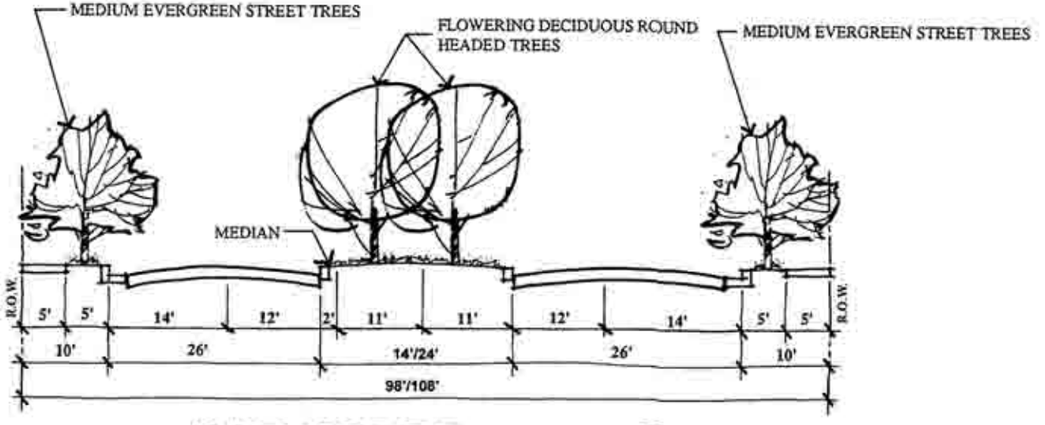
ROADWAY LANDSCAPE CROSS-SECTION (C)

FIGURE VII-4



4 LANE COLLECTOR ③

NORTHSIDE DRIVE (SOUTH OF FRIARS RD.)



4 LANE COLLECTOR (PRIVATE) ④

ENTRIES TO MISSION CITY NORTH

ROADWAY LANDSCAPE CROSS-SECTIONS (D)

FIGURE VII-5

evergreen trees. Eucalyptus trees and other typically "messy" trees should be limited to the perimeters of parking lots and should not be permitted within parking aisles. Also, plant materials with known surface root problems should not be used in vehicular use area. In addition, parking lot trees should have mature height and spread of at least 30 feet. Trees should be selected and maintained such that scaffold branches are a minimum of 60 inches above the finish grade as measured at the trunk; this distance will allow for parking underneath the trees. And lastly, trees should be long-lived (40 years or more), relatively clean, require little maintenance (e.g., trees should be structurally strong, insect and disease resistant, and require little pruning). For additional criteria regarding parking lot landscape requirements see Sections 142.0406, 142.0407 and 142.0408 in the *San Diego Municipal Code Land Development/Zoning Code Update*.

Parking lots which are directly visible from Friars Road should be screened from the views of passing motorists and pedestrians. Acceptable screening techniques include using 30-inch high solid block walls, low earth berms, landscaping (at least 30-inches high at maturity), or combination thereof, to partially screen parked motor vehicles. Landscape materials should be carefully selected and walls and berms designed so as not to obscure views of buildings in the Multiple Use area, particularly retail structures.

Landscape improvements, including, but not limited to, plants, berms, signs, and structures should be selected, positioned, and maintained to avoid obstructing views of motorists near intersections of parking lot aisles, drives and pedestrian walkways.

Loading docks and parking areas in the Multiple Use area and the Office/Business Park area should be screened from ground level views if they face Friars Road, Northside Drive, "A" Street or "I" Street. Acceptable screening techniques include walls, earth berms, landscaping, or combination thereof. Special attention should be given to making sure the screening used is aesthetically pleasing and in harmony with the overall theme of the development.

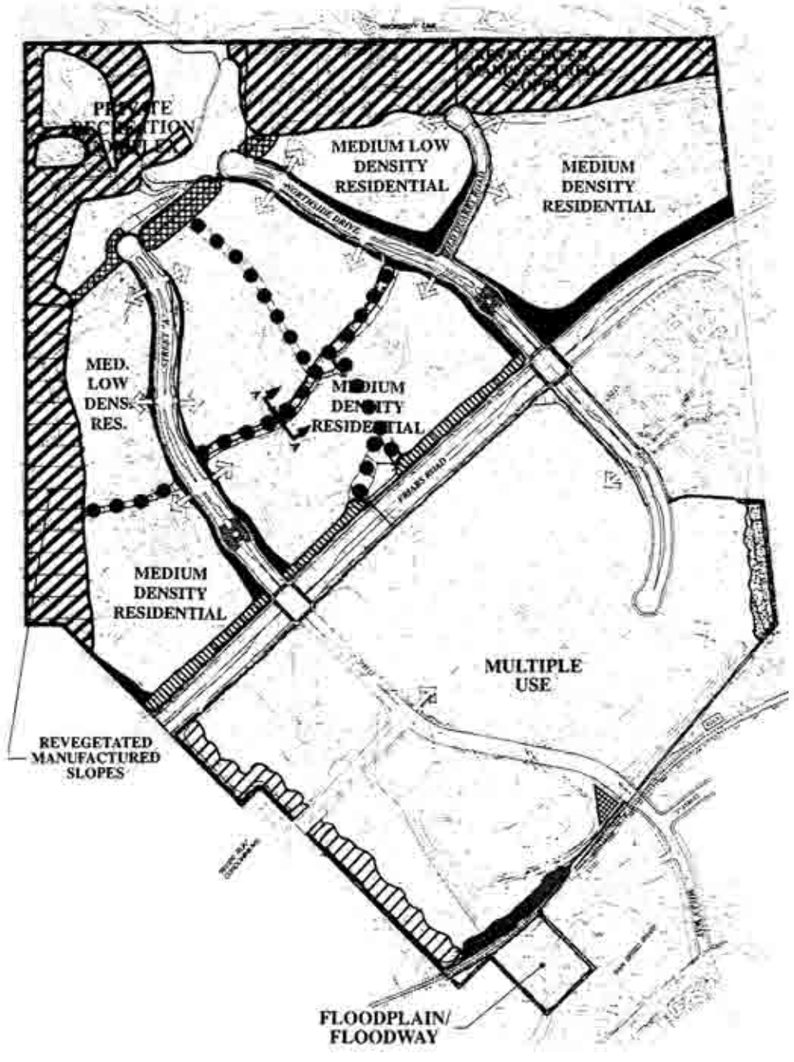
D. SPECIAL TREATMENT AREAS

The *Mission City* Specific Plan provides for special landscape treatment in several locations within *Mission City*. These "Special Treatment Areas" can be subdivided into Slope Treatments, Trail Features, the Mission City Paseo, Land Use Transitions, and the San Diego River/LRT Buffer. The locations of Special Treatment Areas are identified in Figure VII-6, *Location of Special Treatment Areas*, and described below.

1. Slope Treatments

Special slope treatments will occur along roadways of high visibility, along the perimeters of planning areas, and as internal and revegetated mined slopes. As described below, these special treatment slope areas are essential project elements which frame the development area, enhance the pedestrian experience, and promote the aesthetic features of the development.

a) Friars Road Slope Treatment. The *Mission City Specific Plan* calls for a varied slope treatment along the north side of Friars Road, west of Northside Drive. A manufactured slope approximately 35 feet in height will provide an elevational separation between the heavily traveled Friars Road and residential development in Planning Areas 1, 4a and 5. The manufactured slope along the north side of Friars Road, east of Northside Drive, will be uniform in design, at a 2:1 slope ratio and landscaped with evergreen trees such as *Eucalyptus nicholii* (Nicholas willow



LEGEND

SLOPES

- FRIARS RD. SLOPE WEST OF NORTHSIDE DR.
- PLANNING AREA PERIMETER SLOPES
- PLANNING AREAS 3, 4, & 5 INTERNAL SLOPES
- REVEGETATED MINED SLOPES

LAND USE TRANSITIONS

- RESIDENTIAL/PRIVATE RECREATION COMPLEX INTERFACE
- OFF-SITE RESIDENTIAL/MULTIPLE USE AND RESIDENTIAL INTERFACE
- OFFICE-BUSINESS PARK/STADIUM PARKING LOT INTERFACE
- SAN DIEGO RIVER / LRT BUFFER

TRAILS

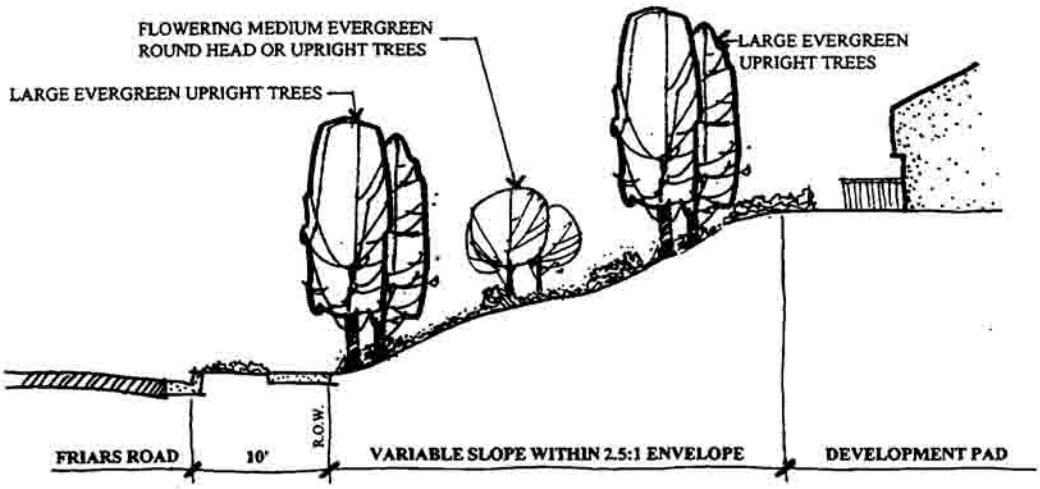
- MISSION CITY TRAIL CROSS SECTION (NORTH OF FRIARS RD.)
- MISSION CITY TRAIL ARRIVAL AT LRT

LOCATION OF SPECIAL TREATMENT AREAS

FIGURE VII-6

leafed peppermint) and *Schinus molle* (California pepper tree). The slope should be planted in sporadic drifts of shrubs along the slope. Groundcovers, excepting turf, should be planted on the slope as well.

West of Northside Drive, however, this Specific Plan calls for a varied slope treatment, enhancing views and providing interest to vertical elements of the landscape plan. The Special Treatment Area along this portion of Friars Road should utilize a varied slope ratio of 1½:1 to 3:1 within a 2½:1 defined area as shown below.



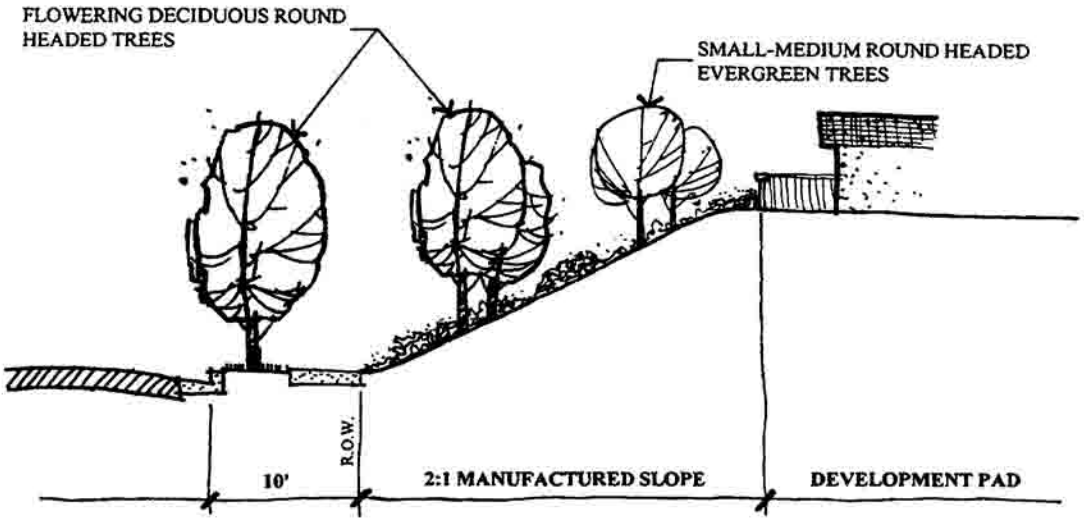
FRIARS ROAD SLOPE Ⓐ

(NORTH SIDE, WEST OF NORTHSIDE DRIVE)

The slope face should be undulated with varied contours and the top and toe of slope should be rounded to soften and blend the manufactured landform. To further reflect a natural site feature, landscaping should occur in informal clusters to resemble natural groves of trees. In particular, sporadic clusters of evergreen trees such as *Eucalyptus nicholii* (Nicholas willow leafed peppermint) and *Schinus molle* (California pepper tree) should be planted on the lower half of the slope along length of the slope. A series of smaller trees should serve as background trees. These trees should be informally spaced and should be located primarily in the lower 2/3 of the slope. The typical background trees may consist of medium deciduous round headed trees such as *Lagerstroemia indica "Muskogee"* (Crape Myrtle). The upper 1/3 of the slope should be fairly free of trees in order to accommodate view opportunities from residential lots in Planning Areas 4 and 5.

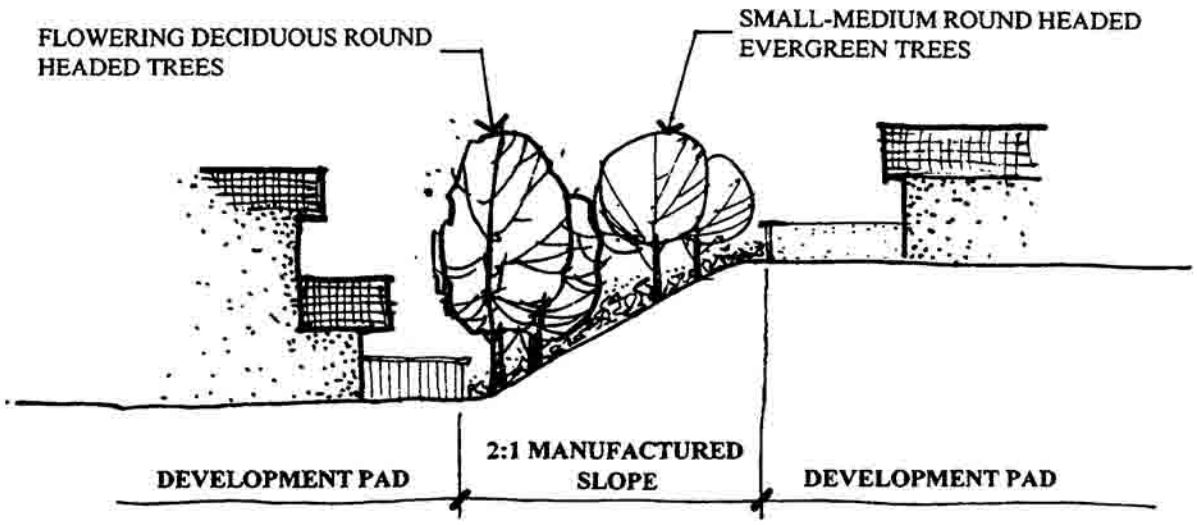
b) Planning Area Perimeter Slopes. A Special Treatment Area has been identified for perimeter slopes which define the planning areas in *Mission City* North. These slopes range in height of five to thirty feet and should be constructed with maximum slope ratios of 2:1. Contour grading is not a requirement of these slopes; instead, special landscape treatments should be utilized to import a feeling of variation in terrain. This should be accomplished by planting trees, shrubs and groundcovers in informal clusters and groupings which undulate across the slopes. Flowering deciduous round headed trees should be planted in the lower ½ of the slopes, while small-medium round headed evergreen trees should be planted on the upper ½ of the slopes. Special

consideration should be given to clustering trees to allow for view opportunities through the trees from the residential lots at the top of the slopes. Shrubs and groundcovers should be designed in informal drifts. Turf is not permitted on Planning Area Perimeter Slopes for maintenance and erosion-control reasons.



PLANNING AREA PERIMETER SLOPES Ⓑ

c) Planning Area 3 and 4 Internal Slopes. Internal slopes created in Planning Areas 3 and 4 will provide elevational separations and topographic relief to residential development in these areas. These slopes will be constructed at heights of between ten and twenty feet and at a maximum slope ratio of 2:1. Internal slopes will be essential in extending project landscape elements through development areas and will provide a pleasant backdrop visible from within and outside residential units. Landscaping of internal slopes should consist of flowering deciduous round headed trees near the base of the slopes, with small-medium round headed evergreen trees planted in the upper ½ of the slope. Trees should be planted in informal groupings of two, three and five trees. Shrubs and groundcovers should be designed in informal drifts. Turf is not permitted on these internal slopes for maintenance and erosion-control reasons.

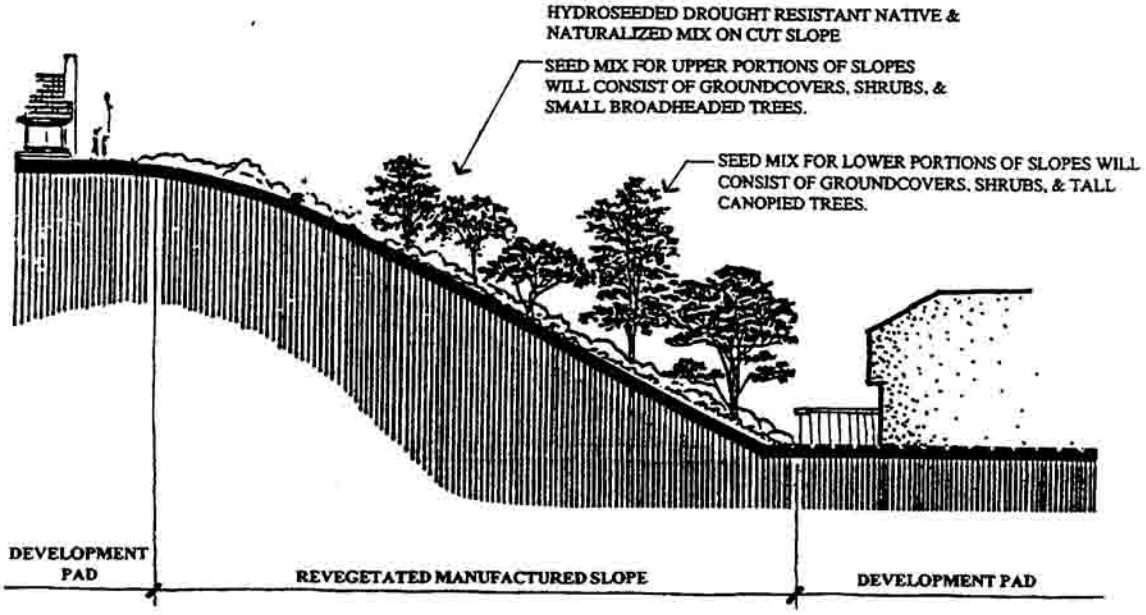


PLANNING AREA 3 & 4 INTERNAL SLOPES ©

d) Revegetated Mined Slopes. Mined Slopes extending to heights in excess of 175 feet rim development areas in *Mission City* North. In accordance with the approved Reclamation Plan, the landscaping on these slopes should be divided into upper slope landscaping and lower slope landscaping. The upper slopes should be hydroseeded with a drought resistant native and naturalized seed mix. The seed mix for the these areas should consist of groundcovers, shrubs and small broadheaded trees. This seed mix should not include heavily flowering species to provide a transition to the native plant communities adjacent to the top of the slopes and to not attract as much attention. In order to preserve the view potential of both the off-site and on-site residential areas, the seed mix should not include any large tall growing tree species. Rather, the seed mix should include large shrubs and low growing trees which will be visually compatible with adjacent areas of native vegetation.

The lower portions of the slopes (approximately the bottom 60 feet or so) should be seeded with a mix of groundcovers, shrubs and tall canopied trees. The seed mix should contain colorful flowering groundcovers such as gazania and sweet alyssum, as well as large flowering shrubs such as rockrose and penstemon mix. Also included in these plantings should be rapidly growing tall canopied trees which will eventually provide visual screening and scale of the large slopes for off-site views, such as drivers on the I-805 and I-8 freeways.

All species to be used in the reclamation effort should be either native or naturalized drought resistant species capable of surviving and thriving on little or no supplemental watering. Each seed mix should contain one or more nurse crop species such as Plantago indica to provide quite vegetative cover until the slower germinating species have sprouted. Nitrogen fixing legumes such as rose clover also should be included in some of the seed mixes, thereby providing valuable nitrogen for successive plantings.



REVEGETATED MINED SLOPES (I)

Landscape treatment of the mined slopes acts as a connecting element throughout development, linking bands of landscaping throughout development areas with natural open space areas off-site to the north. Successful revegetation of mined slope will ensure integration into the built environment as a positive landscape feature.

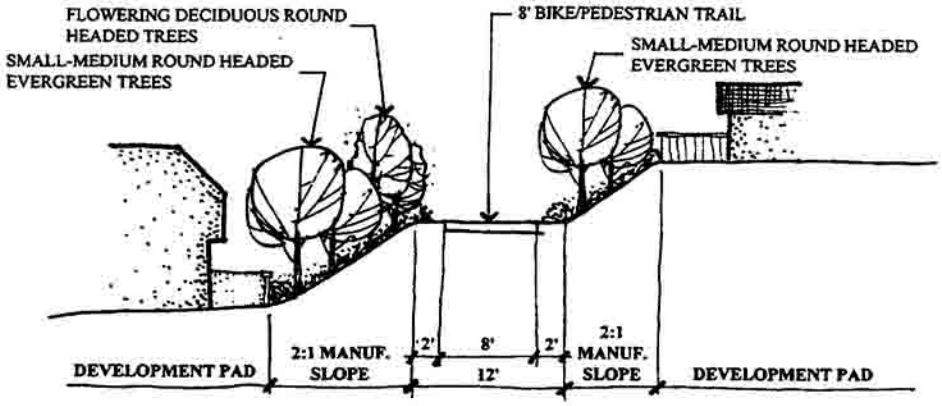
2. Trail Features

Mission City promotes an expanded system of pedestrian trails to link adjacent neighborhoods and the various land uses which will occur within the project. Trail linkages will also connect with adjacent land uses, including the Qualcomm Stadium and the Mission Valley West LRT, adding to pedestrian access opportunities for residents, visitors and workers within *Mission City*. As described below, in addition to the *Mission City* Trail, other trail features which will occur as part of development in the Specific Plan area will further enhance the pedestrian experience.

a) *Mission City* North Trail System. As described elsewhere in this Specific Plan, the *Mission City* Trail will begin at the *Mission City* Private Recreation Complex, meander through *Mission City* North and traverse *Mission City* South through the Mission City Promenade and along "A" Street and ending at the San Diego River/LRT in the southern portion of the Specific Plan area. In *Mission City* North, portions of the trail follow "A" Street and Northside Drive and are depicted in the streetscape cross sections for those roadways (See Figure VII-3, *Roadway Landscape Cross-Sections (B)*). *Mission City* trail will cross the central portion of *Mission City* North as a eight-foot-wide path on a bench along an internal slope separating Planning Areas 3 and 5. In *Mission City* South, the *Mission City* Trail will occur as three linkages, adding to portions of the Trail in *Mission City* North and providing continuous pedestrian/bicycle access from all areas in *Mission City* to the LRT/San Diego River corridor. Trail connections from the Friars Road under crossing will occur within the Mission City Promenade. Pedestrian sidewalks within landscape parkways

along "A" Street will connect the Mission City Promenade linkage to the LRT. From the adjacent River Run residential area, trail improvements will occur within a 12-foot wide easement.

Along these trail segments, landscaping should include informal clusters of trees in groupings of two, three or more. Typically, groundcovers should include a mix of both flowering and non-flowering plant materials. Treatments of the trail linkage in the Mission City Promenade may focus on hardscape features, rather than plant materials, to create a lively pedestrian scene. Some areas along the trail, particularly in areas where the trail system widens into a small open space, should be planted in turf to allow for dog walking, frisbee throwing, benches, etc.. Shrubs should be limited to use in non-turf areas and should be planted in small groups of five or more shrubs.

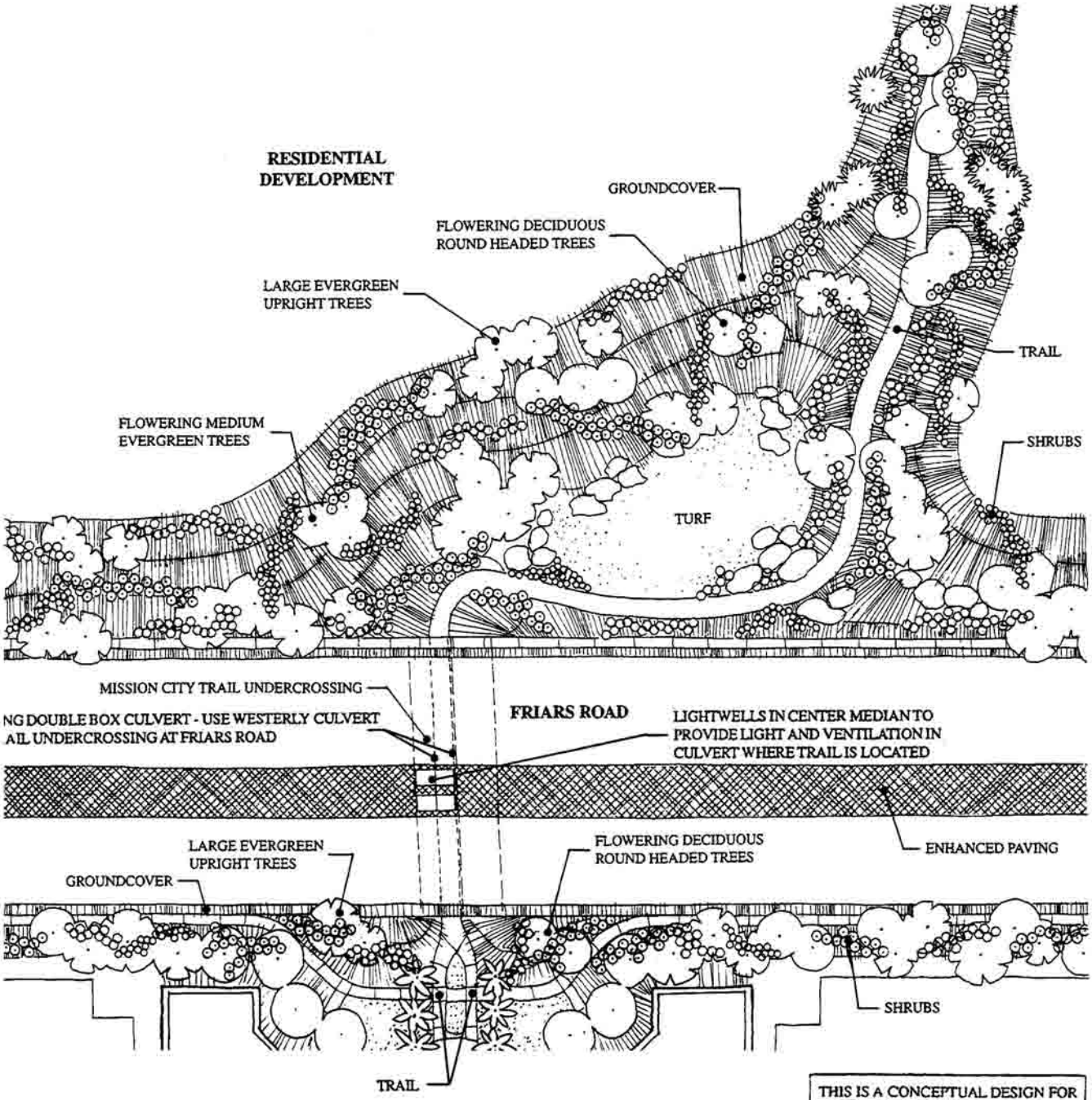


MISSION CITY TRAIL CROSS SECTION Ⓓ

(NORTH OF FRIARS ROAD)

b) *Mission City* Trail Access Nodes at the Friars Road Undercrossing. As *Mission City* Trail meanders through Planning Area 5, it arrives at an access node, north of the Friars Road pedestrian under crossing, where special landscape treatment provides for a resting place or meeting area in a manner which invites passage by trail users. In this area, landscape should consist of informally spaced flowering round headed trees and shrubs. These access nodes should be landscaped with turf, with flowering groundcovers used around the perimeters of the spaces. The conceptual design of the access nodes and the Friars Road undercrossing can be seen on Figure VII-7, *Mission City North Trail/Pedestrian Access*.

On the south side of the Friars Road pedestrian undercrossing, pedestrians will be received in a similar enhanced environment where landscaping should consist of large expanses of turf with formally spaced trees arranged in lines around the edges of the turf areas. The turf areas should be predominantly geometric in shape. Shrubs, if used at all, should be limited to formal hedges. The intent is to give the south access node a more formalized appearance in keeping with the higher intensity of the uses on the south side of Friars Road. This Special Landscape Treatment will blend into the hardscape features of the *Mission City* Paseo. (See description of the *Mission City* Paseo, below). Together, the northern access node, the southern access node and the *Mission City* Paseo create a pleasant pedestrian experience inviting use in a safe environment.



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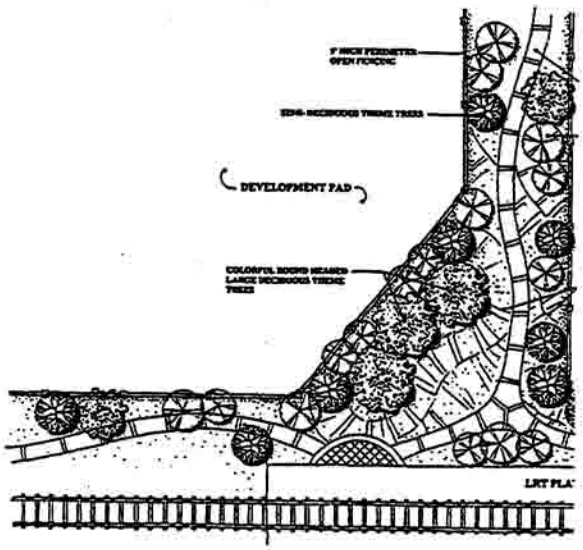
MISSION CITY NORTH TRAIL/PEDESTRIAN ACCESS

FIGURE VII-7

MISSION CITY

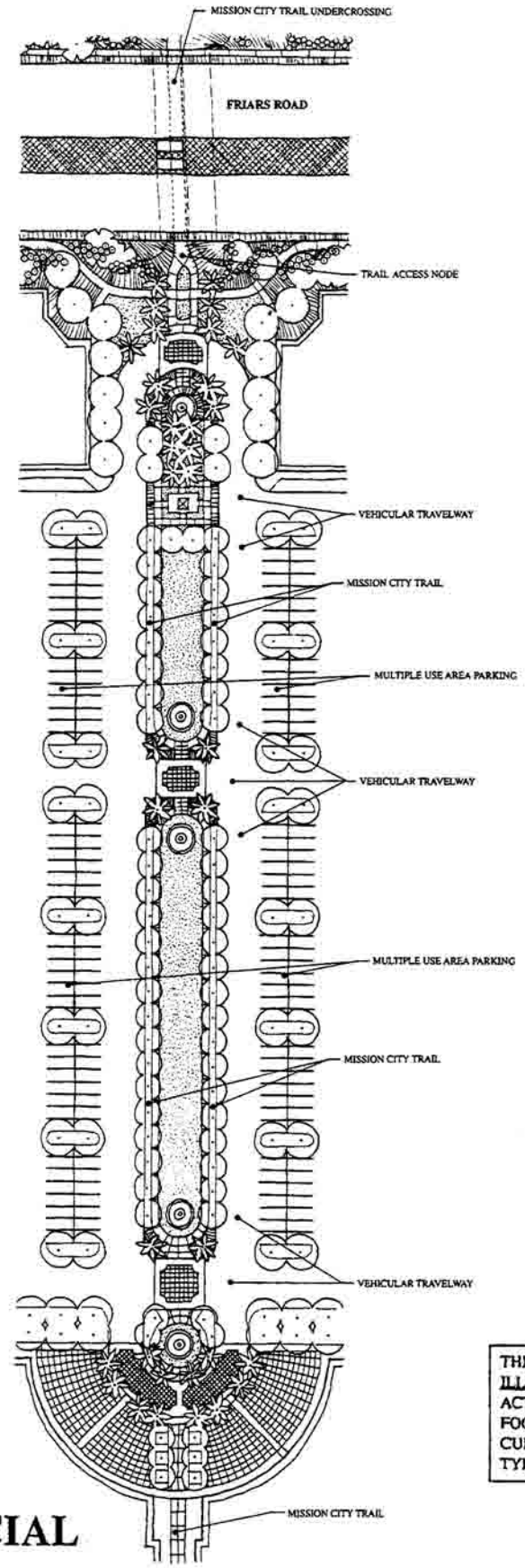
c) Mission City Trail Arrival at LRT. At a much more informal scale, the *Mission City* Trail Arrival in the southern portion of the Specific Plan area will create a similar enjoyable experience as that afforded trail users north and south of the Friars Road pedestrian under crossing. In this area, a low maintenance landscape treatment should convey a feeling of excitement as the pedestrian arrives at the lush landscape edge natural corridor created by the San Diego River environment. Mounded turf or hardscape areas may be used as a visual element to downplay the LRT platform provide opportunities to enjoy the out-of-doors while awaiting a trolley. This area could also be the location of vendor carts underscoring the arrival plaza and creating a lively pedestrian scene. This mound should be planted with a mixture of large evergreen upright trees and flowering deciduous round headed trees. The Open canopy trees should be planted in an informal arrangements which opens up vistas and reflects the natural riparian environment of the adjacent San Diego River, while providing shade for pedestrians and LRT riders.



MISSION CITY TRAIL ARRIVAL AT LRT Ⓙ

3. Mission City Paseo

As shown in Figure VII-8, *Mission City South Commercial Center Paseo*, the *Mission City* Paseo is planned as a public use core area for *Mission City* South. It should connect with the LRT/San Diego River corridor as a separate trail linkage or as a continuation of other trail linkages planned for *Mission City* South along side "A" Street. At a width of approximately 50 feet, the *Mission City* Paseo is designed to encroach into the Multiple Use area, providing open space and passive recreational activities for the commercial patrons, office workers and residents. The Paseo is intended to allow integration of automobiles and pedestrians in a safe manner. Street crossings of the Paseo are permitted. Parking areas may occur within the Paseo as an element of adjacent land uses or as on-street parking spaces. This area should include turf areas, sitting areas with benches and an area of ornamental shrubs and plantings. The *Mission City* Paseo may also include an area for public events and push carts. The grassy areas and pedestrian hardscape will serve as places where residents and employees of project area businesses will be able to take advantage of eating lunch, people watching and enjoying the activities in the area.



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MISSION CITY SOUTH COMMERCIAL CENTER PASEO

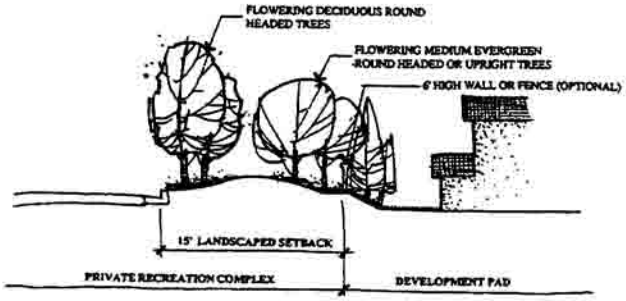
FIGURE VII-8

4. Land Use Transitions

Land use transitions are Special Treatment Areas which provide for the integration of adjacent land uses in a manner which minimizes conflicts. As described below, they will occur in three specific locations within *Mission City*: 1) Residential / Private Recreation Complex Interface; 2) Planning Area 6 / Stadium Interface; and 3) Off-site Residential / Planning Area 6 Interface.

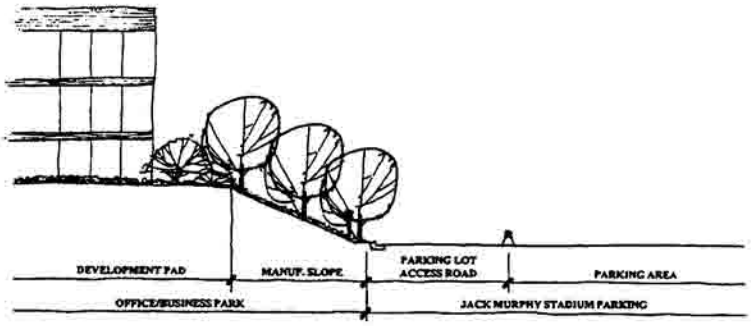
a) Residential/Private Recreation Complex Interface. Land use transitions adjacent to the *Mission City* Private Recreation Complex occur along the northern interface of Planning Areas 2 and 3 as shown in Figure VII-6, *Locations of Special Treatment Areas*. In these areas, special landscape treatment will ensure transition of residential land uses and the Private Recreation Complex. This interface will consist of a 15-foot wide landscape setback to be provided on the private recreation complex property. The landscape setback should include plantings of informal trees, shrubs, and groundcovers. Turf also is permitted within the landscape buffer. The trees should consist of a mix of: 1) flowering deciduous round headed trees and 2) flowering medium evergreen round headed or upright trees.

In addition, an optional wall or fence may be constructed on the residential property line if desired for security, noise, or privacy reasons. This wall or fence, if constructed, should be six feet in height. The wall/fence may be constructed either as an open fence, a solid block wall, or a combination solid wall base with an open fencing top.



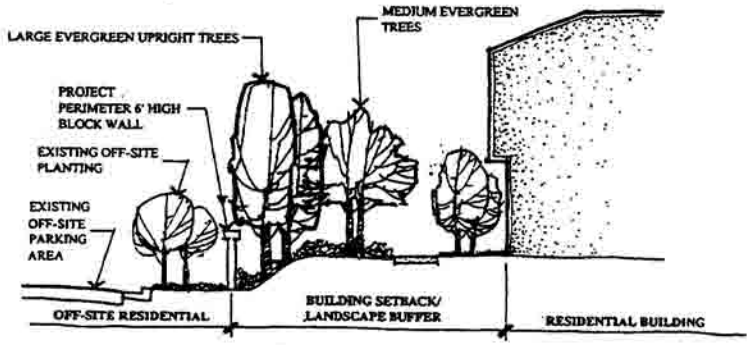
RESIDENTIAL/PRIVATE RECREATION Ⓔ
COMPLEX INTERFACE

b) Planning Area 6/Stadium Interface. Planning Area 6 in *Mission City* is planned for a variety of uses, including commercial, residential, scientific research and development and office/business park. The *Mission City* Tentative Map will result in the construction of a manufactured slopes approximately 25 feet in height along the edge of Planning Area 6 adjacent to the Qualcomm Stadium parking lot. Special slope landscaping should consist of a grove of small-medium round headed evergreen trees which will provide an aesthetic buffer to the stadium parking lot. These trees should be spaced evenly in a pattern reminiscent of a citrus grove. Evergreen trees are used to provide year-round visual screening.



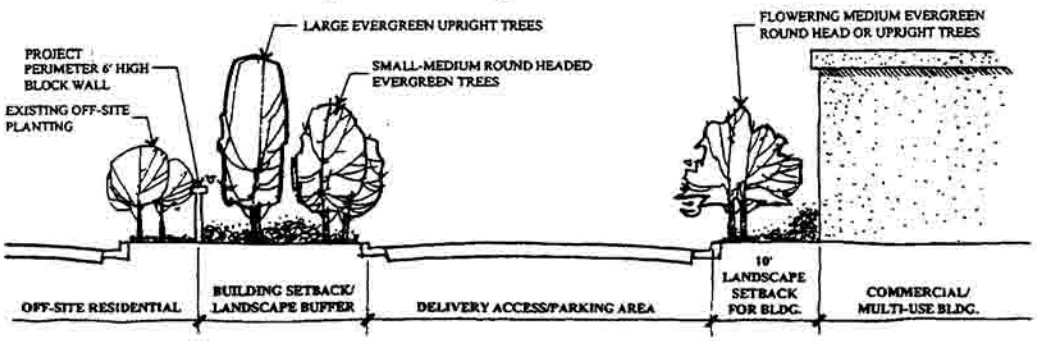
OFFICE/BUSINESS PARK/ STADIUM PARKING LOT INTERFACE Ⓗ

c) Off-Site Residential/Multiple Use Interface. The multiple use area identified for Planning Area 6 within *Mission City* South is planned to develop with a variety of land uses. It is anticipated that predominant land uses will be retail commercial, residential and/or business park. Adjacent to Planning Area 6's west border is the existing River Run residential development. A special treatment of the interface between Planning Area 6 and the off-site residential development will vary depending on the actual multiple uses developed in this portion of Planning Area 6. For example, where residential land occurs in Planning Area 6 abutting the River Run development, the land use transition should involve a landscape setback with informal groupings of large evergreen upright trees used on the western portion of the setback. The eastern portion of the setback should include medium deciduous round headed trees. Underneath the trees, there should be a mix of groundcovers and informal drifts of shrubs. Turf is permitted near to the residential buildings on-site and on level areas, but should be limited on slopes. A six-foot high solid block wall should be constructed on the project perimeter boundary is encouraged to separate on-site residential uses from adjacent off-site residential uses.



OFF-SITE RESIDENTIAL/RESIDENTIAL INTERFACE Ⓖ

If non-residential land uses occur along the interface of Planning Area 6 and the adjacent River Run residential development, the land use transition should involve a building setback and landscape buffer. This setback should include a row of tall evergreen upright trees in the western portion of the landscape setback, with small-medium round headed evergreen trees in the eastern portion the eastern side of the setback. A mixture of shrubs and groundcovers should be used underneath the trees. Turf is not permitted within the landscape setback. On the eastern side of the landscape setback, there will either be a delivery access road or parking areas. A six foot high solid block wall should be constructed on the project perimeter boundary to separate on-site commercial uses from the adjacent existing off-site residential uses.



OFF-SITE RESIDENTIAL / MULTIPLE USE AREA INTERFACE Ⓕ

5. LRT Interface

A portion of *Mission City*'s southern border is proximate to the Mission Valley West LRT. In this area, the Mission Valley West trolley tracks separate the river from development areas. A landscape and hardscape plaza will occur in this area. The landscape area should include informal plantings of trees and the access trail from River Run. Trees should include a mix of medium deciduous round headed trees and small-medium round headed evergreen trees. Shrubs should be planted as informal hedges or groupings in a manner which allows views and access to the LRT/San Diego River corridor. A variety of groundcovers are permitted, including turf.

E. BRUSH MANAGEMENT

A brush management program will be instituted along revegetated mined slopes which abut residential development planned for Planning Areas 1, 2 and 4 in *Mission City*. No brush management will be required in Planning Areas 3, 5 and 8 in *Mission City* North or in any planing area within *Mission City* South. The purpose of the brush management program is to reduce the risks of wild fires while minimizing visual, biological, and erosion impacts to existing slope areas. The brush management program shall be in conformance with Section 6 of the City of San Diego Landscape Technical Manual and "Appendix IIA" of the Uniform fire Code.

In accordance with the City's Landscape Technical Manual, a zonal approach to reducing fuel loads will be applied to revegetated mined slopes adjacent to residential development in Planning Areas 1, 2 and 4. Table 5 of the Landscape Technical Manual shows a total Brush Management Zone of 50 feet in depth required for low fire hazard areas, establishing the following zones for brush management in *Mission City*:

1. Domestic Planting Zone

Within the immediate property area of residential development along the eastern edge of Planning Areas 1 and 2 and the western edge of Planning Area 4, planting shall be carefully placed and shall consist of species which do not readily catch fire.

2. Zone 1

Zone 1 would occur between the wall of any habitable building and the toe of the revegetated mined slopes adjacent to Planning Areas 1, 2, and 4. Zone 1 provides the greatest potential for the maximum fire protection. In all situations, Zone 1 shall be a building setback area established in conjunction with processing of building permits in these areas and shall be recorded as an easement. Zone 1 could contain parking areas, vehicular access roads and ancillary structures (such as trellises, gazebos, pool pump houses and spas), as well as permanently irrigated planting. All ancillary uses in Zone 1 shall be non-habitable and shall require approval by the City's Fire Marshall. Planting in Zone 1 would consist primarily of irrigated, fire retardant vegetation. Plants shall irrigated and weeded.

The project may employ architectural features which would allow a ten-foot reduction in width for Zone 1 as defined by the Landscape Technical Manual, Section 6.6, *Setbacks/Zone Reductions*. The architectural features which would need to be employed include:

- Roofs of fire retardant construction. Wood shake or shingles, whether fire retardant treated or untreated, are not permitted.
- Eaves and overhangs of one-hour fire resistant walls for any portion of a structure located within the minimum setback distance, established in tables of the City's Landscape Technical Manual.
- Eave vents covered with wire screen not to exceed 1/4 inch mesh.
- The ten-foot reduction in the width of Zone 1 based on the above criteria would still result in a total brush management width of 50 feet. The total width of the brush management areas would remain the same due to increases within Zone 3 as a result of Zone 1 decreases.

3. Zone 2

Zone 2 is an average of 20 feet in width and occurs along the face of the revegetated mined slopes. This zone is intermediate between the revegetated slopes and the fire retardant planting in Zone 1. Vegetation in this area will be routinely thinned and pruned to continue the control of low fuel loads.

4. Zone 3

Within Zone 3, thinning and pruning will also be implemented, although to a lesser extent that in Zone 2, in order to control the growth of woody and highly flammable plant materials. Zone 3 would be 0 to 20 feet in width and would only be required if Zone 1 is reduced in width due to the employment of specific

architectural features as described above. Thinning and selective removal within Zone 3 shall be accomplished in a manner to create a natural appearance and shall be repeated every three to five years, depending on plant growth.

F. EROSION CONTROL MEASURES

Graded, disturbed or eroded slopes that exceed a gradient of 6:1 and that have a vertical height greater than five feet should be landscaped and permanently irrigated. Temporary irrigation may be used where native or naturalized plant materials are used to revegetate the slopes such as on the Revegetated Mined Slopes Please see Figure VII-7, *Special Treatment Areas Map*, for the location of the Revegetated Mined Slopes on-site.

Any graded, disturbed or eroded slopes that do not require slope revegetation that will not be permanently paved, covered by structures, or planted for a period of more than 90 calendar days, should be temporarily covered with hydroseed, groundcover, mulches, jute netting or any combination thereof. Temporary revegetation should require temporary irrigation to establish the plant material. Slopes and disturbed or eroded areas not devoted to development or landscaping that abut undeveloped areas where native or naturalized plant material abut should be revegetated with native or non-invasive naturalized plants and irrigated in accordance with standards established in the City of San Diego's *Land Development Manual*.

To minimize the risk of erosion, all required revegetation should be completed within 90 calendar days following the completion of grading or disturbance on-site. In addition, until revegetation has occurred, all manufactured slope areas should be covered within 30 days of completion of grading with straw mulch, jute netting or other approved geotextile material capable of controlling surface soil erosion.

Cut slopes 2:1 and steeper (except rock areas that require blasting) that are to be planted with native plant materials should be stepped with the vertical and horizontal faces of the steps intercepting the theoretical planned slope. The maximum vertical height of the steps should be 12 inches. All naturalized slopes which are not stepped should be roughened or scarified.

Other erosion control practices which should be considered during the construction stage include: constructing berms at the tops and/or toes of newly created or manufactured slopes to catch water and debris; erecting temporary silt fences to catch soil and debris and prevent them from clogging up areas downstream; and protecting storm drain inlets and graded (but unpaved) streets with sandbags.

G. RECOMMENDED PLANT MATERIALS

It is the intent of these Landscape Design Guidelines to provide flexibility and diversity in plant materials, while encouraging the use of a limited palette of recommended plant materials in order to give greater unity and thematic identify to the *Mission City* project. Therefore, rather than limit permitted plant materials in *Mission City* to a narrow list of plant species, the aim of these guidelines is to encourage the use of a variety of plants which have been carefully selected for their landscape characteristics (e.g., form, color, texture, etc.). Although the following plant materials are recommended for use as the dominant plant materials in *Mission City*, additional plant materials not contained on the following plant palette lists are also permitted to supplement the recommended plant materials. These additional plants will add visual interest and variety to the landscape.

The plants are divided into three separate listings based on ultimate size and growth habits. These listings are: Table VII-1, *Recommended Plant Palette - Trees*; Table VII-2, *Recommended Plant Palette - Shrubs*; and Table VII-3, *Recommended Plant Palette - Groundcovers/Vines*. In Table VII-1, the plant materials are broken down according to their form and growth habits (e.g., large evergreen upright tree, flowering deciduous round-headed trees, etc.). The form and growth column is included for trees only, since trees have such pronounced form and growth habits, both when used as single specimens and in groups. The next two columns include specific plant materials which meet the form and growth habit requirements. Plants are identified by both their common and botanical names. The final column lists the percentage of each plant material and the size container for each plant species. For example, large upright trees are suggested for use on Friars Road and on the portion of Northside Drive, south of Friars Road. Once a particular tree or several species of trees have been selected , the landscape construction drawings must specify that at least 50 percent of the trees be grown in minimum 15 gallon containers, 25 percent of the trees in minimum 5 gallon containers, and the final 25 percent in minimum one gallon containers. Larger container sizes may be used if desired, but the tables establish minimum container sizes and minimum percentages.

Tables VII-2 and VII-3 identifies recommended plants by both their common and botanical names. The final column in each table lists the percentage of each plant material and the size container for each plant species, similar to Table VII-1. In selecting container sizes for shrubs, groundcovers and vines, large container sizes than those specified in the table may be used if desired, but the tables establish minimum container sizes and minimum percentages.

TABLE VII-1
RECOMMENDED PLANT PALLETE- TREES

PLANT MATERIAL		SIZE
BOTANICAL NAME	COMMON NAME	
Friars Road Streetscape may include such species as:		
Cinnamomum camphora	Camphor Tree	15 Gallon to 24" Box
Lagerstroemia indica "Muskogee"	Crape Myrtle	
Populus nigra italica	Lombardy Popular	
"A" Street, Northside Drive, and Rio San Diego Drive Streetscapes may include such species as:		
Jacaranda mimosifolia	Jacaranda	15 Gallon to 24" Box
Podocarpus gracilior	Fern Pine	
Old Quarry Road Streetscape may include such species as:		
Koelreuteria bipinnata	Chinese Flame Tree	15 Gallon to 24" Box
Liquidambar styraciflua"Palo Alto"	American Sweet Gum	
Friars Road Slopes		
Eucalyptus nicholii	Nicholas Willow Leafed Peppermint	15 Gallon to 24" Box
Lagerstroemia indica "Muskogee"	Crape Myrtle	
Schinus molle	California Pepper Tree	
"A" Street and, Northside Drive, and Rio San Diego Drive Slopes may include such species as:		
Geijera parviflora	Australian Willow	15 Gallon to 24" Box
Metrosideros tomentosus	New Zealand Christmas Tree	
Old Quarry Road Slopes may include such species as:		
Liquidambar straciflua var. P.A.	American Sweet Gum	15 Gallon to 24" Box
Pyrus calleryana "Aristocrat"		
Internal Manufactured Slopes may include such species as:		
Pinus eldarica	Afghan Pine	15 Gallon to 24" Box
Platanus racemosa	California Sycamore	
Quercus agrifolia	Coast Live Oak	
Quercus ilex	Holly Oak	
Schinus molle	California Pepper Tree	

SUGGESTED TREE SPACING:
All 1 gal. trees to be planted a maximum of 12 feet on center.
All 5 gal. trees to be planted a maximum of 18 feet on center.
All 15 gal. trees to be planted a maximum of 24 feet on center.
All 24" box trees to be planted a maximum of 35 feet on center.
All 36" box trees to be planted a maximum of 40 feet on center.

TABLE VII-2
RECOMMENDED PLANT PALLETE- SHRUBS

PLANT MATERIAL		SIZE
BOTANICAL NAME	COMMON NAME	
Friars Road and Project Entries Streetscape/Slopes may include such species as:		
Agapanthus africanus	Lily of the Nile	1 Gallon to 5 Gallon
Ceanothus "Ray Hartman"	NCN	
Leptospernum scoparium "Ruby Glow"	New Zealand Tea Tree	
Nandina domestica	Heavenly bamboo	
Nerium oleander	Oleander	
Pittosporum tobira "Wheelers Dwarf"	Dwarf Tobira	
Rhapiolepis indica "Ballerina"	India Hawthorne	
Rhapiolepis indica "Springtime"	India Hawthorne	
"A" Street and Northside Drive Streetscape and Slopes may include such species as:		
Ceanothus concha	NCN	1 Gallon to 5 Gallon
Grevillea noellii	NCN	
Hemerocallis hybrids	Day Lily	
Pelargonium peltatum	Ivy geranium	
Phormium tenax	New Zealand Flax	
Rhapiolepis indica "Ballerina"	India Hawthorne	
Rhapiolepis indica "Springtime"	India Hawthorne	
Strelitzia reginae	Bird of Paradise	
Xylosma congestum	Xylosma	
Old Quarry Road Streetscape and Slopes may include such species as:		
Grevillea noellii	NCN	1 Gallon to 5 Gallon
Hemerocallis hybrids	Day Lily	
Lantana montevidensis "Confetti"	NCN	
Phormium tenax	New Zealand Flax	
Pittosporum tobria variegata	Variegated Tobria	
Rhapiolepis majestic beauty	NCN	
Internal Manufactured Slopes may include such species as:		
Aloe Species		1 Gallon to 5 Gallon
Bougainvillea "San Diego Red"	Bougainvillea	
Ceanothus "Ray Hartman"	NCN	
Cenothus concha	NCN	
Cercis occidentalis	Western Redbud	

PLANT MATERIAL		SIZE
BOTANICAL NAME	COMMON NAME	
Internal Manufactured Slopes may include such species as:		
Cistus purpureus	Rock Rose	1 Gallon to 5 Gallon
Echium fastuosum	Pride of Madera	
Heteromeles arbutifolia	Toyon	
Lantana montevidensis "Confetti"	NCN	
Limonium perezii	Sea Lavender	
Rhus integrifolia	Lemonade Berry	
Abelia grandiflora	Glossy Abelia	
Ceanothus species	Wild Lilac	
Cistus hybridus	White Rockrose	
Cistus purpureus	Orchid Rockrose	
Coleonema pulchrum	Pink Breath of Heaven	
Rhus ovata	Sugar Bush	
Salvia leucophylla	Purple Sage	
Trichostema lanatum	Woolly Blue Curls	
Ribes species	Currant, Gooseberry	
Delosperma 'alba'	White Trailing Ice Plant	

SUGGESTED SHRUB AND GROUNDCOVER PLANT SPACING:
All 1 gal. shrubs to be planted a maximum of 3 feet on center.
All 5 gal. shrubs to be planted a maximum of 8 feet on center.
All 1 gal. groundcovers to be triangular spaced at 3 feet minimum.
All groundcovers from flats to be triangular spaced at 18-inch minimum.

Table VII-3
RECOMMENDED PLANT PALLETE- GROUNDCOVERS/VINES

PLANT MATERIAL		SIZE
BOTANICAL NAME	COMMON NAME	
Project Entries and Friars Road Streetscape and Slopes may include such species as:		
Begonia richmondensis		Flat Size to 1 Gallon
Bougainvillea "San Diego Red"	Bougainvillea	
Clytosoma callistegioides	Violet Trumpet Vine	
Gazania splendens	Gazania	
Myoporum parvifolium	Myoporum	
Lawn		Seed
"A" Street, Northside Drive, and Rio San Diego Drive Streetscapes and Slopes may include such species as:		
Clytosoma callistegioides	Violet Trumpet Vine	Flat Size to 1 Gallon
Delosperma "Alba"	White Trailing Ice Plan	
Gazania splendens	Gazania	
Lantana montevidensis	Lantana	
Western floribunda	Japanese Wisteria	
Lawn		Seed
Old Quarry Road Streetscape and Slopes may include such species as:		
Bougainvillea "San Diego Red"	Bougainvillea	Flat Size to 1 Gallon
Gazania splendens	Gazania- Clump form	
Lawn		Seed
Internal Manufactured Slopes (Con't) may include such species as:		
Baccharis pilularis cv. "Twin Peaks"	Dwarf Coyote Brush	Flat Size to 1 Gallon
Ceanothus griseus horizontalis	Carmel Creeper	
Rosmarinus officinalis prostratus	Dwarf Rosemary	
Ceanothus prostratus	Wild Lilac	
Delosperma 'alba'	White Trailing Ice Plant	

SUGGESTED SHRUB AND GROUNDCOVER PLANT SPACING:
All 1 gal. shrubs to be planted a maximum of 3 feet on center.
All 5 gal. shrubs to be planted a maximum of 8 feet on center.
All 1 gal. groundcovers to be triangular spaced at 3 feet minimum.
All groundcovers from flats to be triangular spaced at 18-inch minimum.

VIII. DESIGN AND SITE PLANNING CRITERIA

Future development proposals which are consistent with land uses established by this Specific Plan, applicable zones and the *Mission City* Overlay require ministerial approval, as described in Chapter IX, IMPLEMENTATION. Where development proposals require a Planned Development Permit (PDP) or other discretionary action(s), this chapter serves as a methodology for achieving a high quality, aesthetically cohesive community as development occurs on the *Mission City* project site. It is intended that these design and site planning guidelines be consulted as part of the review process for any PDP or discretionary action requested as part of the development process in *Mission City*. Through implementation of the guidelines presented in this chapter and the zone-specific development regulations contained in the City's Land Development Code (September 1997), the goals and objectives of this Specific Plan can be realized. The guidelines included in this chapter are intended to provide basic design concepts for the various types of development and residential products planned within *Mission City*. These guidelines should not, however, be so strictly applied that the design of a particular parcel in *Mission City* is pre-established or limited. Instead, creativity in product design and site planning should be encouraged to allow flexibility in site development.

A. DESIGN OBJECTIVES

Mission City is a master-planned development with a diversified mix of contemporary land uses. *Mission City* reflects a mix of land uses comprised of individual components which typify the urban landscape. The compliment of land uses anticipated in *Mission City* combine to create a viable project compatible with adjacent land uses and in support of the goals of the Mission Valley Community Plan. Development in *Mission City* is intended to occur through a ministerial approval process. If development proposals require a Planned Development Permit (PDP) or other discretionary action(s), these design and site planning guidelines should be consulted as part of the review process for any PDP or discretionary action requested as part of the development process in *Mission City*. The guidelines presented in this chapter create a framework for construction projects in *Mission City* reflecting the following project objectives:

- To provide the City of San Diego with the necessary assurances that the *Mission City* Specific Plan area will develop in the manner expressed in this document.
- To serve as a manual to developers, builders, engineers, architects, landscape architects and other professionals to maintain the desired character and appearances.
- To assist City staff in the review of future development proposals in the Specific Plan area.
- To encourage development in the Specific Plan area that is compatible with existing development in the vicinity of the project site.
- To accommodate flexibility for innovative and creative design solutions that respond to contemporary market trends.
- To create a high quality community that will maintain and enhance its economic value and generate tax revenue for the City.

- To encourage a mixture of intensive land uses near the LRT to encourage transit use and create an activity center for the project;

- To create a circulation network accessible to vehicles, bicycle and pedestrians which provides direct connections with the variety of uses planned in *Mission City* and the LRT/San Diego River corridor.

B. SITE PLANNING INFLUENCES

As described in Chapter II, LAND USE ELEMENT, this Specific Plan divides *Mission City* into two, roughly equal, areas encompassing a total of eight planning areas. With the exception of Planning Area 8, which will be preserved as the San Diego River floodway, land uses and development intensities have been assigned to each planning area with the focus of *Mission City* North being Medium and Medium Low Density residential neighborhoods, while *Mission City* South provides opportunity for a variety of urban uses and intensities. In preparing the detailed development proposals for specific parcels in *Mission City*, special consideration should be given to the following site planning guidelines for these two distinct components of the *Mission City* Specific Plan.

1. The Residential Neighborhoods of *Mission City* North

The residential neighborhoods of *Mission City* North will be comprised of Medium and Medium Low Density residential products within five different planning areas. Site design and building lay-outs should impart cohesiveness such that overall development flows together as a single community. This is not to imply that site design, architecture and density must be consistent and uniform throughout each planning area, but rather that site planning should encourage integration and connectiveness of adjacent development and planning areas through compatible landscaping palettes and building placements which encourage neighborhood linkages. Gated entries provided on "A" Street and Northside Drive will provide security to residents and restrict unauthorized access.

Pedestrian access through and between planning areas, as well as identified connections to the *Mission City* Trail where feasible, is an important element of *Mission City*. Pedestrian accessibility should be a primary focus of site planning in the residential neighborhoods of *Mission City* North.

A private recreation complex is planned as Planning Area 7 in *Mission City* North which will provide recreational opportunities for residents in *Mission City*. The private recreation complex could provide areas for passive or active play (such as basketball courts, tennis courts, a swimming pool and a spa) as well as areas for informal pick-up sports or passive recreational activities. Parking and restroom facilities could also be provided. The *Mission City* Trail begins at the Private Recreation Complex. It continues to the north, allowing pedestrian access into the adjacent off-site natural open space area, and to the south, accessing other areas within *Mission City* as well as the Mission Valley West LRT/San Diego River corridor. Site planning for the *Mission City* Private Recreation Complex should include trail identifications. Portions of the *Mission City* Private Recreation Complex interface with residential development areas in Planning Areas 2 and 3. Along this interface, special landscape treatment should occur to promote a smooth transition between land uses.

2. The Multiple Uses of Mission City South

Planning Area 6 located in *Mission City* South is planned to support a variety of land uses, based on minimum development criteria established in Chapter II, LAND USE ELEMENT, of this Specific Plan. Development proposals in this multiple use area should be designed in a manner which emphasizes pedestrian connections and linkages while de-emphasizing the preeminent role that the automobile typically plays in site planning by encouraging design that meets the physical and psychological needs of project residents, workers, and visitors.

Planning Area 6 will serve as the urban core for *Mission City*. At project build-out, it will contain a variety of uses, such as commercial retail uses, residential development, office/business park uses, scientific research and development uses, and the *Mission City* Paseo. To facilitate human activity and movement, development in Planning Area 6 should be designed with the pedestrian in mind. Careful placement of street furniture, provision of sitting areas and covered arcades for shelter against sun and inclement weather, adequate lighting and enhanced paving materials will also create a rich, functional, and aesthetically pleasing pedestrian environment.

Because Planning Area 6 is envisioned as an activity node for *Mission City*, the *Mission City* Paseo will become a focal point for resting, eating, conversing and people watching. The Paseo should be readily visible from Friars Road to attract passing motorists and pedestrians into the complex. Safe pedestrian access should be provided and encouraged between this Paseo and the uses within Planning Area 6, as well as adjacent trail linkages. The Paseo may be designed to provide a direct connection to the LRT station or may connect with other planned pedestrian/bicycle linkages which connect to the terminus of "A" Street.

C. SITE PLANNING GUIDELINES

The focus of these guidelines is the creation of cohesive neighborhoods that provide for quality development, pedestrian and vehicular circulation, access to open space, views and well designed parking areas. The result will be a balance between creating an inviting interior environment and complementing the patterns of surrounding development as well as natural features to the north and south.

1. Grading

All grading is controlled and should be in substantial conformance to the *Mission City* Tentative Map (TM No. 96-0544). The *Mission City* Tentative Map results in a series of graded pads in *Mission City* North to accommodate residential development. The elevational differences between Friars Road and residential pads, as well as internal and perimeter slopes within Planning Areas create an overall effect of development stepping down to Friars Road, affording view opportunities from within some of the residential Planning Areas. *Mission City* South will be graded as one, generally flat development pad. Planning Area 6 encompasses the majority of the land in *Mission City* South. Within Planning Area 6, final grading may include creating separate pads for selected land uses and providing vertical separation in the form of internal manufactured slopes.

2. Building Placement

a. RESIDENTIAL PROJECTS

Building placement in the residential neighborhoods planned for *Mission City* North should also consider indoor and outdoor privacy, solar access and overall aesthetic appearance. To avoid sharp edges which often occur as individual builders develop at different times within the various planning areas, buildings placement should provide see-throughs and/or passageways between buildings of adjacent development areas. Uninterrupted walls of structures should not occur. Structures may be clustered and arranged as individual residences (such as in small lot and courtyard projects) or groups of residential units occurring as staggered, informally sited clusters. Buildings should not be sited in rigid, parallel fashion in order to avoid monotony in visual appearance. Setbacks from streets should vary to maximize streetscape interest. In projects with tuck-under parking and opposing garages, individual units should be turned and oriented in a variety of ways to avoid the monotony of long unbroken corridors of garage doors.

b. MULTIPLE USE AREA

The siting of structures in the multiple use area should reflect its importance as an urbanized center for visitors and residents to congregate and interact. Residential buildings may be grouped into clusters and arranged around courtyards or small plazas to create public gathering areas and places to socialize. Retail commercial buildings should be designed with a human scale and coordinated in their individual designs to create usable and attractive spaces between them (i.e., mini-plazas, shared outdoor dining areas, etc.). Site planning for buildings should consider the planning of neighboring parcels to ensure visual and functional compatibility. If small, separate, freestanding commercial structures are planned, then the buildings should be arranged in two or more clusters to promote congregation and interaction. For example, the buildings could be arranged around a small courtyard or a plaza with fountain. If the shops in the multiple use area are designed as one contiguous structure instead of as a series of smaller, separate buildings, then the building facade should include both horizontal and vertical projections and recesses to create visual interest. For example, arcades, porches, towers and other similar architectural elements can be incorporated into the building to visually break up the linear facade into smaller components.

Building placement adjacent to the off-site office park should be reflective of this existing use. Long, linear building walls without breaks or interruptions should be avoided, particularly along the interface with the off-site office park. The use of interior courtyards which can be landscaped for the enjoyment of employees and visitors is encouraged. The use of berms, mounding and other landscape elements should be utilized to provide variety at the ground plane, integrate architectural forms and create visual interest.

D. GENERAL ARCHITECTURAL GUIDELINES

A variety of architectural styles are envisioned for structures in *Mission City*. Although various architectural styles are intended to coexist in the overall Specific Planning Area (especially in different planning areas) to provide for independent and distinct neighborhood character, architectural styles should be carefully evaluated when several different styles are planned within a single development project. In such instances, a consistent palette of building materials and complementary color schemes, in conjunction with a uniform landscape scheme, may be used to tie several architectural styles together to create a cohesive community character.

Because the popularity of architectural styles is constantly changing, the type of architecture to be constructed in each planning area in *Mission City* will be determined at the time a given parcel is slated for actual development. The design of the architecture ultimately selected for each planning area will depend upon market trends/conditions at the time of construction. As a general rule, however, architecture within the Planning Areas in *Mission City* North should have internal consistency. Because a multiple of land uses may occur in Planning Area 6 within *Mission City* South, compatibility of architectural styles and features is stressed. As a whole, it is likely that different planning areas within *Mission City* will have different architectural themes and styles, because the project will build out over an extended period of time, and market trends are expected to continue to evolve and change during the build-out time frame.

1. Building Massing and Orientation

a. BUILDING STYLE AND MASSING

Structures should relate to neighboring buildings in mass and bulk. Architecture should be of a complementary style. Heights of individual buildings should be varied by a combination of single-level and multi-story units into single buildings, through the use of different roof styles or grade variations. In row-type townhouses, buildings should be varied occasionally in setback and height to provide visual relief. Building design and scale should relate to occupant activities and reflect a diversity of façade elements.

b. BUILDING ORIENTATION

Buildings should be oriented to maximize solar access and take advantage of passive solar heating techniques. Placement of buildings in *Mission City* North should be oriented to the south, wherever feasible, to take advantage of views across Mission Valley. For *Mission City* South, buildings should be oriented to afford users and/or residents views, where available, of the San Diego River environment. As described in Chapter VII, LANDSCAPE ELEMENT, a Special Treatment Area should occur along the interface of development in *Mission City* South and the Mission Valley West LRT located to the south of *Mission City*. Placement of buildings along this interface should occur outside the buffer area.

c. BUILDING ARTICULATION

The use of variable setbacks, pronounced faceting, carving and sculpturing techniques should be used to avoid a square, flat silhouette. Projections should enhance the building appearance through the creation of shadows. Stairwells should be covered and screened from general view through the use of wing walls or other architectural treatment.

d. EXTERIOR FAÇADE TREATMENTS

All exterior wall elevations of buildings visible from and/or facing streets are to have architectural treatment to alleviate flat, void surfaces. This can be accomplished by varying setbacks, breaking buildings into segments and by incorporating landscaping into the architectural design.

e. GARAGES AND CARPORT STRUCTURES

Garage and carport setbacks may be varied to enhance the appearance of the streetscene. Garages and carports should be constructed of materials compatible with the architectural style of the adjacent primary structure.

Garages should be fully integrated into the design of the architecture. In addition, garages should be designed to have a minimal visual impact relative to the façade of the structure. Materials, roof lines, balconies and setbacks can be used to achieve this goal.

Carports may be integrated with patio walls, lattice screens and fences. When lattice screens are used, vines may be planted to soften the appearance of the carports. Any carport located near to and visible from a public street should use screens, landscaping, or walls to screen the carport from views.

f. DEVELOPMENT AREA PRIVATE RECREATION FACILITIES

Recreation facilities, if planned in residential projects, should generally be located in highly visible areas, such as project entries and model complexes, or centrally within development where units are placed around this amenity. Support buildings should continue the theme of major dwelling units within the project. Each recreation facility is encouraged to contain a focal point. All recreation facilities should contain adequate parking to support the expected usage of the site.

g. EMPLOYEE OUTDOOR EATING AREAS

Where outdoor areas are to be provided, they should be oriented for maximum solar exposure. In general, outdoor eating areas should be located contiguous to southerly building exposures. Northern exposures should be discouraged. Where possible, outdoor eating areas should be located adjacent to open space features designed to capitalize on view opportunities.

2. Building Materials, Textures and Colors

a. MATERIALS

Primary materials should be wood, stucco, brick and stone. The façade of the building at pedestrian level should provide a relationship between the building and the street; long expanses of blank walls are considered to be detrimental to this relationship.

b. COLORS

Earth tones and soft pastels should predominate, including off-whites, beiges, browns, yellows, grays and greens. The natural colors of the exterior building materials are also acceptable. Intense colors and pure hues such as stark white, black, blue and red may be used as colorful accents on buildings. Gutters and downspouts should be painted to match the surface to which attached, unless used as a major design element, in which case the color should be consistent with the color scheme of the building.

c. TEXTURES

Masonry buildings should have textured surfaces such as split-face block. Stucco buildings may be either smooth or rough finished.

d. ENERGY CONSERVING MATERIALS

Structures should be equipped with such materials and devices as low-flush toilets, low volume shower heads and adequate insulation.

e. METAL BUILDINGS

Metal buildings should be allowed only with exceptional architectural and landscape treatment.

f. WOODEN BUILDINGS

On wood frame structures using stucco, a suitable portion of the building façade should be of a complementary material and color.

g. LARGE BUILDINGS

Building surfaces should have color schemes and textures to reduce their apparent size. This can be accomplished by breaking up large façades with brightly or complementary colored canopies, balconies, terraces, cornices, small windows and other architectural details.

3. Roofs

a. ROOF TYPES

A variety of roof types is encouraged for structures in *Mission City*, including hip roofs, gable roofs and pitched roofs. Mansard, gambrel and flat roofs are generally not recommended for use on single family residential structures, but should be permitted on multi-family residences and in commercial and office/business park developments.

b. ROOF HEIGHTS AND PLANES

Roof heights and planes should vary to create interplay between the roof and the walls of the structure.

c. ROOFING MATERIALS

A wide variety of roofing materials are acceptable, provided that roofs meet Fire Department fire retardant codes. Clay or concrete tile roofing are preferred. Roofing colors may vary, but blue or green colored tiles are strongly discouraged on residential structures.

4. Screening

a. SCREENING NEAR ROADWAYS

Screening adjacent to roadways should complement the architecture, color and construction material of the primary building(s).

b. ROOF-MOUNTED EQUIPMENT

All roof mounted mechanical equipment or duct work which projects vertically more than one and one-half feet above the roof or roof parapet is to be screened with an enclosure detailed consistent with the building design, or designed and painted in a manner complementary to the building design.

c. WALL-MOUNTED EQUIPMENT

No mechanical equipment should be exposed on the outside wall surface of a building.

d. REFUSE COLLECTION AREAS

Trash enclosures should be conveniently located near to the units/buildings they are designed to serve, and in such a manner as to minimize noise and odor nuisances. All outdoor refuse collection areas should be screened by a solid screen which may include walls, fences, earth berms, hedges or a combination of these features.

5. Service, Loading, Storage and Equipment Areas

Service, loading, and storage of service vehicles should be separated from pedestrian, bicycle and private automobile circulation whenever practical.

- Service areas, loading docks, storage yards, and equipment areas should be screened from views either by locating these uses within a building or by screening them with landscaping or architectural treatments. For screening of loading, service, and/or storage areas to be effective, a treatment height of not less than six (6) feet should be used.
- Outdoor loading, service and/or storage areas should be oriented away from streets and walkways and visually screened to the maximum extent possible through use of fences or walls and landscaping.
- Storage for supplies, merchandise, and similar materials is not permitted on the roofs of any buildings.
- Merchandise, material and equipment is not permitted to be stored to a height greater than any adjacent wall, fence or building.

6. Private Open Space

Residential units should be designed to have some private outdoor space. The actual amount and location would be as required in the selected residential zones in accordance with the City's Land Development Code (January 5, 1998). Where private open space is provided for residential units, as a minimum, the following criteria should be applied.

a. PATIOS

When a private outdoor space is accommodated through an on grade patio, a minimum dimension of six feet between the building wall and the patio fence should be provided. The space should be enclosed to provide boundary and definition to the user. Each patio should be enclosed on at least two sides by patio walls 30 inches high minimum.

b. BALCONIES

When private outdoor space is accommodated as an above grade balcony, such balconies should have a minimum dimension of five-foot depth. Private balconies may be 1) fully inset from the main building wall; 2) semi-recessed with a cantilevered (unsupported) projection of two feet maximum from the main building wall or corner; or 3) attached as a building projection without a recess. When attached as a building projection without a recess, the balcony element needs to have a "substantial" presence and be treated as an integral element in the whole composition. When building façades have a large number of balconies (more than six), a mix of "open" and "closed" railing designs should be used to create variety. Balconies should not be ganged together in a continuous fashion across a façade.

7. Chimneys

Chimneys are encouraged for incorporation into residential structures. Caps on chimneys may have various profiles; however, they should not be visually distractive. Acceptable building materials may include, but are not limited to, stone veneer (unpainted), brick and used brick (unpainted), stucco and wood. Sheet metal is permitted for rain gutters, flashing and similar uses, but should be painted dark colors that do not stand out. In many cases, it is desirable to paint the metal to match the color of the fascia.

8. Doors and Windows

Doors and windows are some of the most visible and important elements of any structure. When carefully placed, doors and windows help create a well-balanced structure that avoids monotony and repetition. By varying the spacing, size, location, shape, frequency and type of windows and doors in building façades, structures may be made more visually interesting and attractive. In addition, windows and doors may be recessed into or projected out of structures to add visual interest. However, care should be taken to avoid too much variety or the end result will be a chaotic, cluttered building façade. Door and window placement on similar buildings located closely together in the same development should vary occasionally to avoid monotony.

To further enhance the individual identity of each structure, awnings, pot shelves, window boxes and built-in planters may be utilized. However, all such containers must be easily accessible for plant maintenance.

Window frames, mullions, awnings and door frames should be color coordinated with the rest of the building.

E. SPECIAL DESIGN GUIDELINES FOR PLANNING AREA 6 - MULTIPLE USE AREA

Because Planning Area 6 may have the highest density development of any planning area in *Mission City* and because it may develop with a variety of land uses, it is critical that the design of this area take into consideration its urbanized character. Structures should be oriented toward the streets and should encourage congregation and activity through the use of plazas (such as the *Mission City* Paseo) and open courtyards. The scale and massing of all structures should be pedestrian in nature in order to promote this area as an activity node for *Mission City*.

As a supplement to the General Architectural Guidelines for *Mission City*, the following guidelines describe design concepts related to architectural form, massing, aesthetics, materials and colors for commercial projects. Each building, though expressing its own individuality, also should be an integral part of the overall project and should be designed accordingly.

1. Building Massing

- Long, uninterrupted walls facing onto public streets should be avoided.

- Commercial buildings should be designed low to the ground with a horizontal emphasis to preserve views of the surrounding hillsides and San Diego River Valley. However, columns, towers, clock towers, cupolas and other similar vertical architectural elements should be permitted and encouraged, provided they serve as accent features to the architecture.

- Where a commercial/public use area abuts a residential area, the following improvements should be made to ensure compatibility:

  (a) Structures should be adequately set back from the side and rear yards, as appropriate, to avoid land use conflicts.

  (b) Buffering in the form of walls, fences, mounding or landscaping should be required along adjoining property lines.

  (c) The height, bulk and architectural style should complement and be compatible with the adjacent residential development.

  (d) Large, unarticulated, "box-like" building configurations are discouraged. Smaller structures with a variety of accents are encouraged because they offer more flexibility in site layout, intrude less on the landscape and better reflect the community character of *Mission City*. Windows, doors and other architectural elements (e.g., inset tiles, overhangs, arches, arcades, towers, etc.) should be used to accent building façades.

2. Building Entries

- Entry points to the building should be incorporated into the design. The main entry should be readily identifiable and accessible.
- All vehicle entrance drives into commercial centers should be readily visible from the street.
- Building entrances and windows should be enhanced by canopies, balconies or other architectural details that complement the building design, color and materials.

3. Textures and Colors

- Simple and uniform textures and patterns are encouraged to enhance the architecture of buildings. Too many textures and patterns on any one structure tend to make façades look cluttered.
- Buildings should be designed with materials that complement landscaping materials and elements.
- A uniform palette of colors and textures should be used on building exteriors within commercial areas. It is recommended that a palette of three or four colors be used for the majority of the building façades within a single development, with additional colors provided as visual highlights and accents.

4. Building Materials

- Materials should be durable and require minimal maintenance. All materials must meet seismic safety and fire retardant safety standards for California and the City of San Diego.
- Building materials should incorporate similar or complementary materials used in adjoining residential developments.
- Use of glass is encouraged. Showroom windows will provide opportunities for window shopping and create visual interest.

5. Equipment Screening

- All roof mounted equipment or duct work which projects vertically more than one and one-half feet above the roof or roof parapet is to be screened by an enclosure which is designed consistently with the building architecture.
- All exterior mechanical equipment which is visible from ground level should be kept to a minimum, should be installed in an orderly, compact manner and should be painted a color that blends with the surrounding materials and surfaces.

- Exterior mounted electrical equipment should be screened from public view, whenever practical and where permitted by the utility company.

F. FENCING

One of the most dominant visual elements of a community is its fencing. It is essential for this element to be aesthetically pleasing, while providing visual and thematic continuity in design that unifies the various architectural styles within individual neighborhoods into a single community theme.

Care must be exercised in the design of fences and walls in order to avoid long, monotonous or awkward sections of fencing. The available fencing types may be combined to attract interest and provide variety. Using a combination of open and solid wall fence styles which change angles and directions is encouraged. Long, straight runs of a single fence style are monotonous and should be avoided where possible.

1. General Design Elements

Walls should be made of a textured surface material that is compatible with the design of the neighborhood area. Fencing may be constructed of wood, metal, wrought iron, steel, plastic or chain link. Decorative capping is encouraged, but not required. The monotony of a long wall should be broken by visual relief through periodically recessing the wall or constructing pilasters. Fencing design should avoid long, continuous runs. Jogging the fence line to avoid monotony is encouraged. In addition, landscaping such as trees, shrubs or vines should be used to soften the appearance of the wall.

2. Perimeter Wall and Fence Conditions

Walls and fences which serve as a development exterior boundary should be five to six feet in height from the highest finished grade (unless a greater height is required for noise attenuation or safety purposes). These walls and/or fences are intended to provide physical and visual separation from an adjacent project or street. Walls are especially useful for aesthetic purposes around projects and may also serve to attenuate traffic noise on heavily traveled roadways. All perimeter walls and fences should be attractive and compatible with the community design.

3. Residential Conditions

Walls and fences used in residential yards should not exceed five to six feet in height as measured from the point of highest elevation. Front yard and side yard fence heights should be coordinated so that at their joining point they are of the same height.

4. Gates and Openings

Gates in walls and fences should be constructed of a material compatible with the fence or wall. The Specific Plan allows for the construction of gated entries into residential neighborhoods planned for *Mission City* North. Gated entries into these areas shall occur in accordance with City policies.

5. Noise Walls

Some residential development areas may be exposed to significant noise levels from arterial traffic. Measures to reduce this exposure may need to be incorporated into development projects in these areas. Prior to development within these areas, a noise study should be conducted to forecast traffic noise levels within development areas. In areas determined to have a greater noise level than that compatible with the proposed use(s), noise attenuation measures should be incorporated into the development to reduce noise exposure to acceptable levels, consistent with the City's noise standards. Sound attenuation walls and fences, if required by the noise study, should be constructed of a textured solid surface material that is compatible with the architecture of the project. A wide variety of materials including concrete block, wood, stone and other materials may be used for constructing sound attenuation walls; Plexiglas may be used where views are to be maintained, provided it is of ample thickness to attenuate anticipated noise levels.

6. Alternatives to Fencing

Earth berms to substitute and supplement the fencing should be used as practical.

G. SIGNAGE

Signage in *Mission City* should focus on creating an aesthetically pleasing community through establishing specific sign standards. Although signage in *Mission City* North may differ in type and scale from that in *Mission City* South as reflective of land uses, signage should be adequate and appropriate including project, building and tenant identification for the anticipated variety of building sizes, designs and uses. Equally important, incentive and latitude should be encouraged to achieve variety and appealing design through a harmonious blend of architecture and signage throughout the Specific Plan area. In this manner, artistic flexibility is allowed while maintaining continuity and appropriate scale to the project as a whole.

The ultimate goal of the signage for *Mission City* is to contribute in a positive manner to an environment envisioned for *Mission City*. The following design objectives should apply to signage in *Mission City*:

- All signs should be designed and constructed in conformance with City regulations.
- Coordinate all sign designs with the landscape features.
- Integrate natural materials with artificial materials.
- Create a sense of contrast (i.e., permanence/flexibility, matter/gloss, rough/smooth, bright/dull, straight/curved, primitive/civilized, no-tech/high-tech, etc.).
- Maintain a sense of permanence (substance).
- Provide a design standard that will represent *Mission City* property owners and tenants.

The size, location, lighting and height of signs shall be regulated by the City On Premises Sign Ordinance. The following provides a description of the general types of signs which can occur in Mission City:

1. On-Street Traffic Signage

All on-street identification signs and traffic signs will be provided by the City of San Diego.

2. Off-Street Traffic Signage

These signs are intended to direct the flow of traffic within driveways and parking areas, to provide directional instructions to drivers and are not intended for tenant identification. Median signs will direct vehicles to significant features of the development and to sector parking entrance/exit locations.

3. Building Signage

Building address numerals should be of a size and form consistent with surrounding identification signage and be of materials consistent with the building to which it refers. Numerals should be visible from the street.

4. Tenant Signage - Single Tenant Signage

Single tenant identification signs identify a tenant who has leased or owns an entire building. Single tenant signage may be incorporated with a portion of the exterior surface of the leased or owned tenant space. Tenant may choose to have a free-standing ground identification sign in additional to building signage. Such free-standing ground identification signage should be compatible with the predominant visual elements of the building. Low stucco walls are encouraged for mounting free-standing signs.

5. Major/Anchor Tenant Signage

Major/anchor tenant signage will identify a tenant who is so designated on the basis of one or more of the following:

- A tenant who has leased space and has been designated as a major or anchor tenant, regardless of specified space rental requirements.
- A special category tenant who has been designated as a major or anchor tenant because of the nature of business conducted and the amount of leased space contracted.

Major/anchor tenant signage within a building can be both wall mounted and free-standing. Signage should be located on the building adjacent to or at the main entrance. Signage consisting of tenant's log also can be located on the maximum of two faces of the uppermost portion of the building. If the entrance of the building is not visible from the convening street, the major/anchor tenant is allowed, in addition to the wall mounted signs, a free-standing monument sign which can be visible from the convening street. The ground sign must be of a materials, design and placement which is harmonious with the building architecture.

6. Multi-Tenant Signage

Multi-tenant signage will identify those tenants who have leased either that portion of the ground floor not leased by a major/anchor tenant or who have leased space on subsequent floors. Framing wall mounted signs within recessed panels is encouraged.

7. Special Category Tenant Signage

Special category tenant identification includes unique situations, or tenants whose business normally requires vehicular oriented signage, but who have not leased space where signage is either permitted or feasible (e.g., theaters, clubs, restaurants, art galleries, etc.). Wherever special category tenant signage requirements conflict with the intent of the signage standards, a special review of specific proposals should determine signage policy. In addition, special category signage should be positioned in a manner compatible with other identification signage. Requirements for signage approval are the same for special category tenants as for other tenants.

8. Institutional Tenant Signage

Institutional identification signs identify public service tenants such as post offices, libraries, etc. Institutional signage is subject to tenant signage restrictions; however, special situations and requirements should be reviewed and exceptions may be authorized on an individual basis.

9. Temporary Signs

Temporary signs are permitted to be used to identify property to buy or lease. They also may denote the architect, engineer, contractor, designer or developer of a specific project during construction periods. Future tenant signs may be placed on parcels to announce future use of the property and state necessary information. These signs are subject to approval for specified periods of time. Cooperative seasonal or special event signage should be permitted.

H. LIGHTING

The design issue of lighting includes street lighting, lighting for athletic playing fields, as well as building and landscape accent lighting, and sign illumination. Three basic principals should be considered in the provision of lighting:

- Street lights should provide a safe and desirable level of illumination for both motorists and pedestrians without intruding into residential areas.
- Lighting fixtures should relate to the human scale especially in pedestrian areas.
- Lighting and lighting fixtures should complement the design and character of the environment in which they are placed.

At a minimum, all street lighting should conform to City standards or an approved theme lighting program, and should be approved by the City Engineer.

Security lighting fixtures should not project above the face of the building and are to be shielded. The shield should be painted to match the surface to which it is attached. The security lighting fixtures are not to substitute for parking lot or walkway lighting fixtures.

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

IX. IMPLEMENTATION

A. ZONES

Implementation of the *Mission City* Specific Plan will require rezoning of the 228.6-acre Specific Plan area from the existing MV-M/SP and FW zones to a selection of City-based zones intended to accommodate land uses and development intensities as specified in this document. Recommended zones for *Mission City* are depicted in Figure IX-1, *Zoning Map*. These City-wide base zones are established by Chapter 13 of the San Diego Municipal Code adopted September 1997 as part of the City Land Development Code.

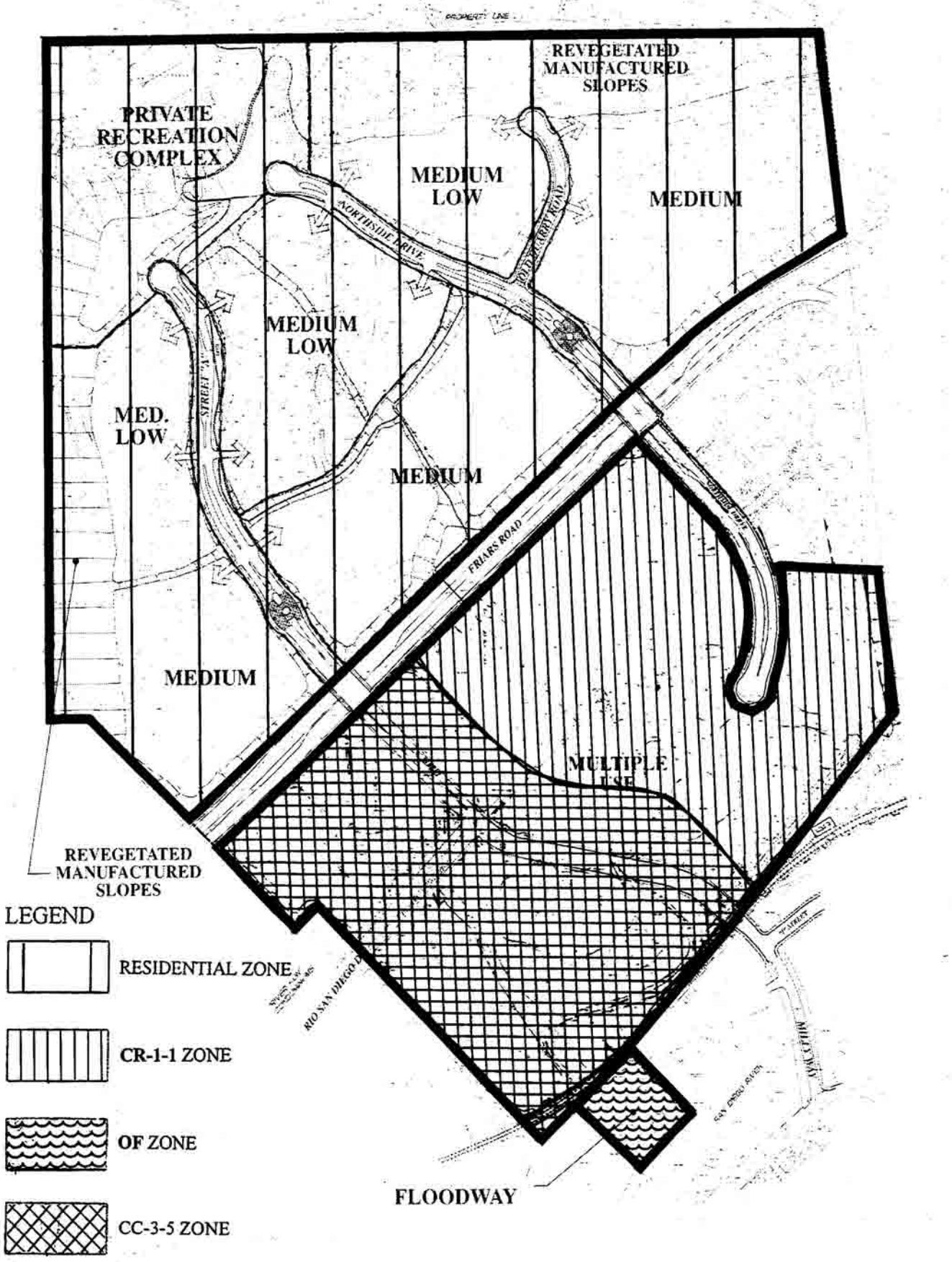
1. Mission City North

Planning Areas 1, 2, 3, 4, 5, and 7of *Mission City* North shall be rezoned to the following City-wide zones:

RESIDENTIAL—SMALL LOT ZONES:	RX-1-1	*RESIDENTIAL—MULTIPLE ZONES:*	RM-1-1
	RX-1-2		RM-1-2
			RM-1-3
RESIDENTIAL—TOWNHOUSES ZONES:	RT-1-1		RM-2-4
	RT-1-2		RM-2-5
	RT-1-3		RM-2-6
	RT-1-4		

The zone for each lot will be designated in the resolution approving the final map and will become effective with recordation of the final map. Permitted uses and development regulations of the designated zone will govern development of the lot. In accordance with the *Mission City* Overlay, no residential units may occur in Planning Area 7. Planning Area 7 shall only develop with private recreational uses.

As described in this Specific Plan, a "Minimum Average Density" applies to residential land uses which will occur *Mission City* North. For the Medium Density Residential Planning Areas (Planning Areas 1, 4a and 5), a Minimum Average Density of 15 dwelling units pr net acre applies. The development intensity of all of the Medium Density Residential Planning Areas, when considered together as a whole will average 15 dwelling units per net acre which results in a minimum 699 units for the Medium Density Residential land use category. For the Medium Low Density Residential Planning Areas (Planning Areas 2,3 and 4b), a Minimum Average Density of 10 dwelling units per net acre applies. The development intensity of all of the Medium Low Density Residential Planning Areas, when considered together as a whole, will average a minimum of 10 dwelling units per net acre which results in a minimum of 345 units for the Medium Low Density Residential land use category. The *Mission City* Overlay Zone includes requirements to ensure that the Minimum Average Density established by the Specific Plan occurs for residential neighborhoods in *Mission City* North.



ZONING MAP

FIGURE IX-1

2. Mission City South

The CR-1-1 Zone (Commercial—Regional Zone) and CC-3-5 (Commercial Community) shall apply to Planning Area 6. The CC-3-5 Zone shall apply to Lots 17-20 and to the westerly 200 feet of Lots 21-26 of the Mission City Tentative Map; the CR-1-1 Zone shall apply to the balance of Planning Area 6. The *Mission City Overlay Zone* will permit residential development on any lot subject to the regulations of the RM-2-5 zone (with minor modifications). The overlay zone permits the development of any single permitted use on any lot, but requires a mix of uses in the planning area as a whole. The OF (open space-flood plain) Zone shall apply to Planning Area 8. Regulations of these zones shall be as defined by the City of San Diego Land Development Code (September 5, 1997).

3. Mission City Overlay

In addition to application of the City-based zones described above, development in *Mission City* shall be subject to the additional requirements contained in the *Mission City* Overlay Zone which is part of this Specific Plan and is set forth as an attachment hereto. The purpose of the Overlay Zone is to provide supplemental development regulations for property located in *Mission City.* The supplemental development regulations ensure, among other provisions, that a Minimum Average Density occurs in the residential neighborhood of *Mission City* North, that a mix of land uses occurs in Planning Area 6, including at least ten percent public uses, that development is adequately attenuated for noise impacts, that a minimum amount of recreational open space is provided, and that the overall development intensity for *Mission City* does not exceed the traffic limits defined in this Specific Plan.

B. PHASING

Mission City will develop as an integrated complex of land uses tied together by a network of vehicular and pedestrian circulation elements. For the southern portion of the Specific Plan area, a variety of uses are planned and will provide a complementary mix of land uses for the Specific Plan area as a whole. Uses in *Mission City* South may include residential, office/business park, retail commercial, public spaces, destination-oriented theme parks, family entertainment centers, recreation and open space uses. In the northern part of the Specific Plan area, a variety of Medium and Medium-Low Density residential neighborhoods will occur anchored by a private recreational complex and open space at the north. Implementation of *Mission City* Specific Plan will require construction of new infrastructure and facilities, as well as improvements to existing infrastructure and facilities, as part of project implementation. Improvements will be necessary to the circulation network, drainage facilities, utilities (e.g., water, sewer, etc.), and other infrastructure. In addition, this document includes provisions for streetscape enhancement, pedestrian elements and overall design guidelines.

Major roads associated with each phase of development would be constructed in accordance with demand and the phasing of improvements discussed in the *Mission City Traffic Impact Analysis* prepared by Urban Systems Associates (November 18, 1997 and supplements February 2, 1998 and February 20, 1998) and the *Mission City* Environmental Impact Report (96-0544). This will ensure that a safe and efficient circulation system is provided as the project builds out over an extended period of time. Infrastructure improvements, including water, sewer, drainage, and utilities also would be phased in a logical progression to meet the development needs associated within each phase. It is envisioned that *Mission City* will develop in phases over a period of several years. Development would be phased in a logical manner responding to market needs and commensurate with infrastructure requirements. Figure IX-2, *Project*

Phasing Plan, provides a general representation of project phasing, and Table IX-1, *Project Phasing Summary Table*, summarizes each of the phases of development. This Specific Plan does not require that phases occur in the order depicted in Figure IX-2. Phasing may occur in any order, and more than one phase may occur at one time, provided that the necessary infrastructure is in place or occurs concurrently as specified for phase(s) of development. The following discussion on project phasing is also represented on Table IX-1, *Project Phasing Summary Table*. It is anticipated that development within *Mission City* would begin in *Mission City* North. In the eastern portion of *Mission City* North, Planning Area 1 would develop with residential uses. Old Quarry Road would be constructed in conjunction with development of Planning Area 1.

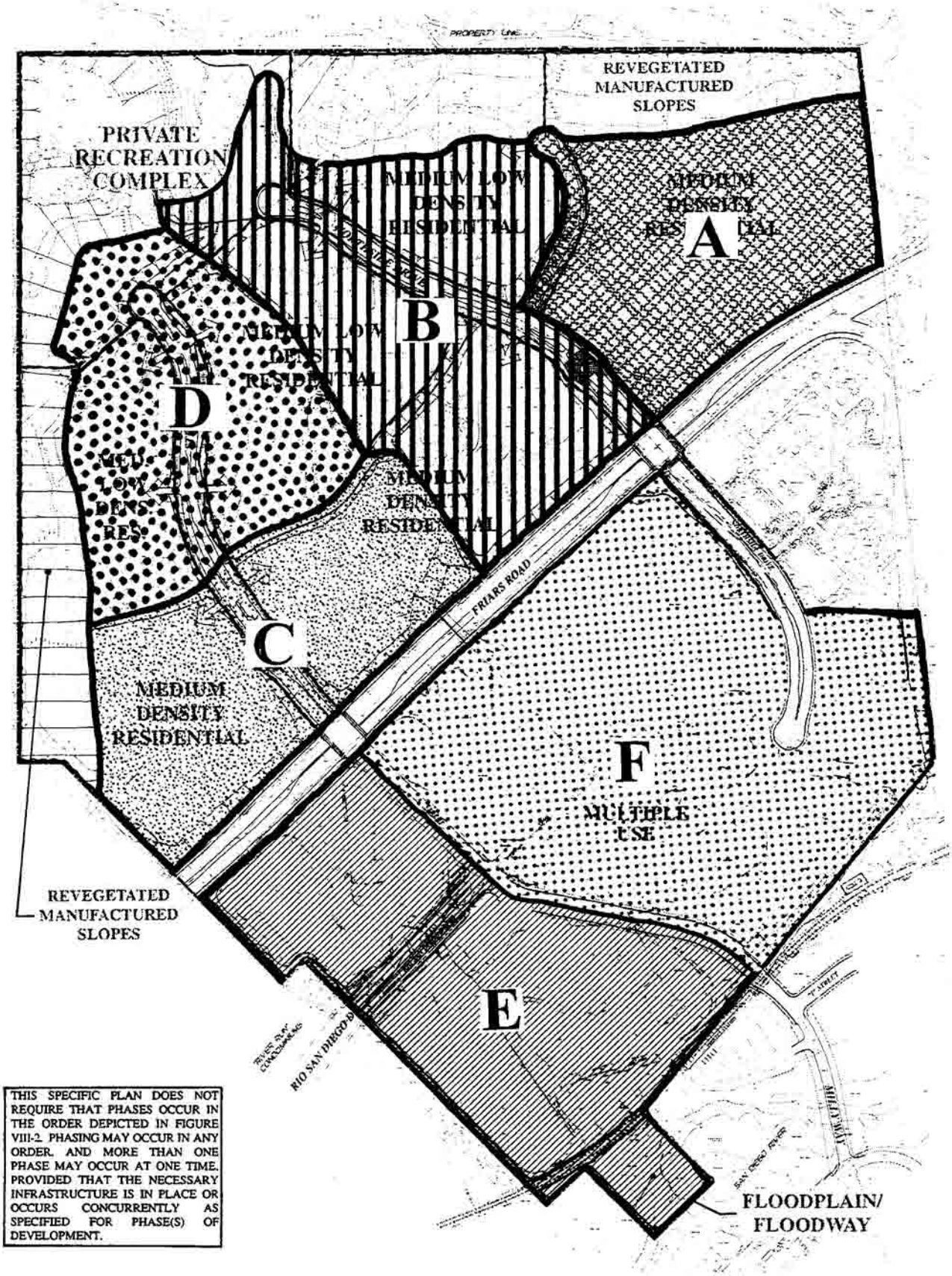
In the east-central portion of *Mission City* North, residential development in Planning Area 2 and the eastern portion of Planning Areas 3 and 5 would occur. Development in this phase would also include improvements to a portion of Friars Road where it fronts the eastern portion of Planning Area 5 and Northside Drive, including the *Mission City* Trail along the west side of Northside Drive, and the entry gates on Northside Drive. At the completion of development in the eastern portion of Planning Area 5, the eastern portion of the *Mission City* Private Recreation Complex should be constructed.

Residential development in the western portion of Planning Area 5 and the southern portion of Planning Area 4 (Planning Area 4a) would include residential uses, the construction of "A" Street and the "A" Street entry gates. Improvements to Friars Road along the frontage of the western portion of Planning Area 5 and 4b, as well as construction of *Mission City* Trail along the east-west slope separating Planning Areas 5 and 3, would also occur in this phase of development.

In the northwest portion of *Mission City* North, the completion of "A" Street and *Mission City* Trail along the east side of "A" Street would occur in conjunction with residential development in the western portion of Planning Area 3 and the northern portion of Planning Area 4 (Planning Area 4b). The completion of the *Mission City* Private Recreation Complex is also planned for this phase.

Development in *Mission City* South includes Planning Area 6. A portion of Friars Road, construction of Rio San Diego Drive, completion of Northside Drive/extension, and half-width improvements to "A" Street south of Friars Road would occur in conjunction with development in the western portion of Planning Area 6. The trail connection from "A" Street to the LRT arrival plaza, and the trail connection between River Run and the LRT would also occur in the phase of development. Development in the eastern portion of Planning Area 6 would include completion of "A" Street and Friars Road improvements as well as the completion of Northside Drive/ extension. The *Mission City* Paseo and completion of the *Mission City* Trail connection from the access node at Friars Road to the "A" Street and the LRT arrival plaza would also occur in this phase.

After building permits for 75 percent of Planning Area 6's gross area (76.3 acres) have been issued, the mix of land uses represented by those building permits shall be determined. If the mix of land uses includes less that 10% of commercial land uses (based on net useable area) and/or less than 20% of residential land uses (based on net useable area), no further building permits shall be issued in Planning Area 6 except building permits which raise the percentage of commercial land uses to 10% (based on net useable area) or raise the percentage of residential land uses to 20% (based on net useable area). When the 10% and 20% are achieved, the City shall again issue building permits in compliance with all relevant regulations regardless of the land uses represented by those permits.



PROJECT PHASING PLAN

FIGURE IX-2

MISSION CITY

TABLE IX-1
PROJECT PHASING SUMMARY TABLE

PHASE	MISSION CITY NORTH
A	•Planning Area 1 •Old Quarry Road
B	•Planning Area 2 •Eastern Portion of Planning Area 3 •Eastern Portion of Planning Area 5 •Northside Drive •Mission City Trail Along Northside Drive •Friars Road - East Portion Fronting Eastern Portion of Planning Area 5 •Eastern Portion of Private Recreation Complex at the Completion of Eastern Portion of Planning Area 5
C	•Western Portion of Planning Area 5 •Planning Area 4a •Internal Slope for the Mission City Trail and Friars Road Undercrossing Trail and Access Node Within Planning Area 5 •Southern Portion of the Northern Extension of "A" Street •Entry Gate at "A" Street
D	•Western Portion of Planning Area 3 •Planning Area 4b •Western Portion of Private Recreation Center •Northern Extension of "A" Street •Mission City Trail Along "A" Street •Friars Road - Western Portion Fronting Planning Area 4b and Western Portion of Planning Area 5
	MISSION CITY SOUTH
E	•Western Portion of Planning Area 6 •Western Portion of "A" Street •South Friars Road Frontage - from West Property Boundary to "A" Street •Trail Connection from River Run to LRT in conjunction with lots in Phase E adjacent to the LRT •Trail Connection from "A" Street to LRT in conjunction with development permits for lots south of the end of "A" Street •Extension of Rio San Diego Drive to "A" Street
F	•Eastern Portion of Planning Area 6 •South Friars Road Frontage - from "A" Street to Northside Drive •Eastern Portion of "A" Street •Northside Drive •Mission City Trail Connection and Arrival Point at LRT in conjunction with lots in Phase F adjacent to the LRT •Mission City Paseo in conjunction with development permits for lots through which the Paseo traverses

C. SELECTION OF ALTERNATIVE LAND USE TYPES AND INTENSITIES

In response to changing market and planning conditions, the *Mission City* Specific Plan allows for flexibility in the selection of the specific land use types and intensities which may occur within each planning area. Permitted uses under the *Mission City* Specific Plan may include but not be limited to commercial, retail, medium to low-medium density residential uses, family entertainment centers, recreation and office as specified in this document and regulated by the City's Land Development Code (September 5, 1997).

The selection of permitted land uses that may occur within a planning area shall be governed by the development regulations presented in the City's Land Development Code (September 5, 1997). Grading and access shall be appropriate to accommodate the selected land use type. The selected land use type and intensity must not result in exceeding the overall traffic generation assumed for the Specific Plan, and will not lower the level of service at study intersections below that anticipated in the *Mission City* Specific Plan traffic study, dated November 18, 1997 and supplements February 2, 1998 and February 20, 1998). In estimating the traffic generated by a selected land use type, trip generation rates as set forth in the Mission Valley Planned District Ordinance (Ordinance No. 0-17482 adopted on July 9, 1990) and presented in Table IX-2, *Trip Generation Rates*, below shall be used.

TABLE IX-2
TRIP GENERATION RATES

LAND USE	RATE
Residential	
Single-family	10 trips per d.u.
Multi-family (under 30 du/ac)	8 trips per d.u.
Multi-family (30 or more du/ac)	6 trips per d.u.
Offices	
Commercial Offices (under 100,000 sq.ft.gfa)	20 trips/1000 sq.ft.gfa
Commercial Office (100,000 or more sq.ft.gfa)	16 trips/1000 sq.ft.gfa
Retail	
Neighborhood Shopping Center (under 100,000 sq.ft.gfa)	60 trips/1000 sq.ft.gfa
Community Shopping Center (100,000-225,000 sq.ft.gfa)	49 trips/1000 sq.ft.gfa
Retail Regional Shopping Center	
(over 1,250,000 sq.ft.gfa)	25 trips/1000 sq.ft.gfa
(1,000,000-1,250,000 sq.ft.gfa)	30 trips/1000 sq.ft.gfa
(500,000-1,000,000 sq.ft.gfa)	32 trips/1000 sq.ft.gfa
(225,000-500,000 sq.ft.gfa)	51 trips/1000 sq.ft.gfa
Freestanding Retail/Strip Commercial	40 trips/1000 sq.ft.gfa
Restaurants	40 trips/1000 sq.ft.gfa

LAND USE	RATE
Hotel/Motel	8 trips/room
Automobile Dealer	30 trips/1000 sq.ft.gfa or building area
Health Club	45 trips/1000 sq.ft.gfa
Rental Storage	2 trips/1000 sq.ft.gfa
Industry	
Small Industry (under 100,000 sq.ft.gfa)	14 trips/1000 sq.ft.gfa
Large Industry (over 100,000 sq.ft.gfa)	8 trips/1000 sq.ft.gfa
Small Industrial/Business Park (under 100,000 sq.ft.gfa)	18 trips/1000 sq.ft.gfa
Others	
Convalescent Hospital	3 trips/bed
Four-year College	2.8 trips/student
High School	1.5 trips/student
Jr. High School	1.0 trips/student
Elementary School	1.4 trips/student

Abbreviations: du - dwelling units
sq. ft. gfa -square feet of gross floor area

D. CONSTRUCTION AND DEVELOPMENT PERMITS

Application for construction and development permits, as defined by the San Diego Municipal Code, shall be acted upon in accordance with one of five decision processes established in Division 5, Article II, Chapter 11 and depicted on Diagram 112-OSA of the San Diego Municipal Code. Applications for development consistent with the applicable City-wide base zone's permitted uses and development regulations shall be processed pursuant to Process One, a ministerial process, and issued permits. Neighborhood and Conditional Use Permits and Neighborhood and Site Development Permits shall be processed as indicated by the applicable City-wide base zones. Planned Development Permits shall be processed pursuant to Process Four. For purposes of approving or conditionally approving a Planned Development Permit within *Mission City*, the "applicable land use plan" referenced in San Diego Municipal Code Section 126.0604(a)(1) shall be the *Mission City* Specific Plan.

E. DWELLING UNIT / ADT TRANSFER MECHANISM

Identified in Table IX-3, *Development Intensity Range and Benchmark*, of this Specific Plan is a range of development intensities which can occur in the various planning areas of *Mission City* through a ministerial approval process, provided a development proposal is consistent with the City's Land Development Code (September 5, 1997). However, the traffic study prepared for the project assigns traffic to the anticipated land uses and development intensity such that the maximum number of trips associated with build-out of *Mission City* does not exceed 40,940 ADT (average daily traffic), and will not lower the level of service

at study intersections below that anticipated in the *Mission City* Specific Plan traffic study, (dated). This "benchmark" development intensity represents a typical development scenario which can occur within *Mission City* and not exceed the cumulative traffic and peak hour traffic assumptions of the *Mission City* traffic report.

As the project builds out, development and density transfers between planning areas in *Mission City* are permitted to allow flexibility in response to changing market conditions and consumer demands. The selection of product types and land uses as well as development intensity within each planning area may result in excess ADT or the need to "borrow" trips. If a development application results in an intensity greater than the benchmark development intensity assumed in the traffic study, then development intensity and/or trips can be "borrowed" from another planning area. Similarly, if less than the total permitted development intensity is constructed in any given planning area, or less than the anticipated level of traffic will be generated by development in any given planning area, then the "unused" development and/or unused trips will be available to another planning area in *Mission City*, which may develop at a greater level than the benchmark development intensity assumed in the traffic study. This borrowing and receiving of development intensity and/or trips is permitted without application of a Special Permit or other discretionary action, provided the maximum development intensity presented in Table IX-3 is not exceeded. No development units may be transferred into Planning Area 7, the *Mission City* Recreational Facility Complex, and Planning Area 8, the San Diego River Floodway.

TABLE IX-3
DEVELOPMENT INTENSITY RANGE AND BENCHMARK

PLANNING AREA	ACREAGE (NET)	DEVELOPMENT INTENSITY RANGE	BENCHMARK DEVELOPMENT INTENSITY
Planning Area 1	20.0	600 DU	600 DU
Planning Area 2	7.9	62 - 237 DU	92 DU
Planning Area 3	17.6	141 - 510 DU	196 DU
Planning Area 4a	10.2	82-306 DU	105 DU
Planning Area 4b	9.0	72 - 270 DU	186 DU
Planning Area 5	16.4	131 - 492 DU	318 DU
Planning Area 6	76.3	275 - 2,060 DU 163,350 - 400,000 SQ. FT. 87,120 - 174,240 SQ. FT.	922 DU 400,000 SQ. FT. 174,240 SQ. FT.
Planning Area 7	19.5	No Development Intensities are assigned to these planning areas. Development transfers do not apply.	
Planning Area 8	2.5		

The mechanism for achieving the density and ADT transfer is discussed below.

1. Circumstance One

If a development proposal for a planning area in either *Mission City* North or *Mission City* South results in a development intensity less than the benchmark development intensity for the planning area in question, then the unused development intensity shall be automatically transferred into a "pool" of unused dwelling units. If the reduction in development intensity also results in a reduction in trips, then the unused trips shall automatically be transferred into a pool of unused trips. Dwelling unit and trip transfers of this type shall be automatic and are consistent with this Specific Plan and permitted through the ministerial approval process; no amendment to this Specific Plan shall be required.

2. Circumstance Two

If subsequent development plans for a planning area in *Mission City* propose a total development intensity which is more than the benchmark development intensity for the planning area, then the unused residential dwelling units may be transferred out of the unused dwelling unit "pool" into the planning area to make up the difference. Similarly, if the greater development intensity results in more traffic than assigned to that planning area, then unused trips may be transferred out of the unused trips "pool" and into the planning area to make up the difference. Such a transfer of dwelling units and/or trips is permitted by this Specific Plan if a sufficient amount of unused dwelling units and/or trips is available in the respective "pools" to make up the difference in dwelling unit and/or ADT total between what is proposed and what is permitted. Such a transfer under this circumstance is consistent with the Specific Plan, is permitted through the ministerial approval process and does not require a Specific Plan amendment.

3. Circumstance Three

If subsequent development plans for a planning area in *Mission City* propose a development intensity more than the total targeted for that planning area, and if the amount of development intensity in the unused dwelling unit "pool" is insufficient to make up the difference, development intensity may be transferred out of a planning area(s) that has (have) not been developed. Similarly, if subsequent development plans for a planning area proposes an intensity of development which results in more traffic than assigned to the planning area, and if the amount of trips in the unused trips "pool" is insufficient to make up the difference, trips may be transferred out of a planning area(s) that has (have) not been developed. Any such transfer under either of these situations must leave the "donor" planning area(s) with at least enough dwelling units to allow development of the "donor" planning area at the lowest density permitted by the least dense product type permitted in the selected City-based residential zone. Such a transfer under this circumstance is consistent with Specific Plan and does not require amendment. If no dwelling units or trips are available in the respective "pools" and the intended development intensity for a given planning area leaves a "donor" planning area(s) with development potential below the minimum permitted by the underlying land use designation or less than can occur under the least dense product type for the selected City-based residential zone, then a Specific Plan Amendment is required to increase the maximum allowable density and resultant number of trips in the planning area.

4. Dwelling Unit / ADT Transfers Between Mission City North and Mission City South

A transfer of dwelling units and/or trips shall be permitted between planing areas of *Mission City* North and planning areas of *Mission City* South, and Circumstances One, Two and Three described above shall be applied in this situation.

5. Limitations on Density Transfers

The maximum allowable development intensity for Planning Area 6 of *Mission City* shall generate no more than 31,806 ADT. When density/ADT transfers occur, a minimum amount of development must remain available in the "donor" planning area(s). Any transfer(s) of density into Planning Area 6 must demonstrate, as documented in the Density Transfer Worksheet, that enough development intensity remains in all other undeveloped planning areas in *Mission City* to allow development at the minimum development intensity as presented below.

MINIMUM DEVELOPMENT INTENSITIES FOR PLANNING AREAS 1 – 5 AND 7

PLANNING AREA	MINIMUM DEVELOPMENT INTENSITY (UNITS)	GENERATION RATE (ADT)	TOTAL ADT
1	600	6 trips per dwelling unit	3,600
2	63	8 trips per dwelling unit	504
3	141		1,128
4	154		1,232
5	131		1,048

Transfers between Planning Areas shall not result in a reduction in the minimum residential development of 1,044 dwelling units in *Mission City* North.

6. Monitoring Dwelling Unit / ADT Transfers

In order to maintain administrative control of these transfer procedures, it is required that the applicant identify the required dwelling unit transfers (if any) and/or trip transfer (if any) with each subsequent development plan submittal beyond approval of this Specific Plan. Any such transfer necessitated by development greater than the target densities requires the designation of a "donor" planning area or lot (if not available in "pool") as well as written approval of the owner of the "donor" planning area or lot. This will also include submittal of the necessary update to the density transfer worksheet , noting any revised development intensity and trip totals by planning area. A density transfer work sheet is included in Appendix "A" to this document. The density transfer worksheet, printed as a single page, shall be completed and submitted with applications for construction permits and development permits. Once the Density Transfer Worksheet has been stamped as received and accepted as part of the application, a copy

of the updated *Mission City Density Transfer Worksheet* shall also be submitted to the City to be kept with the *Mission City* Specific Plan file. Properly monitored by City staff, the current approved development intensity and ADT for each planning area, and the available development intensity/number of trips contained in the respective unused "pools" at any given time during the build-out of *Mission City* can be determined based on a review of the worksheets.

F. FINANCING STRATEGIES

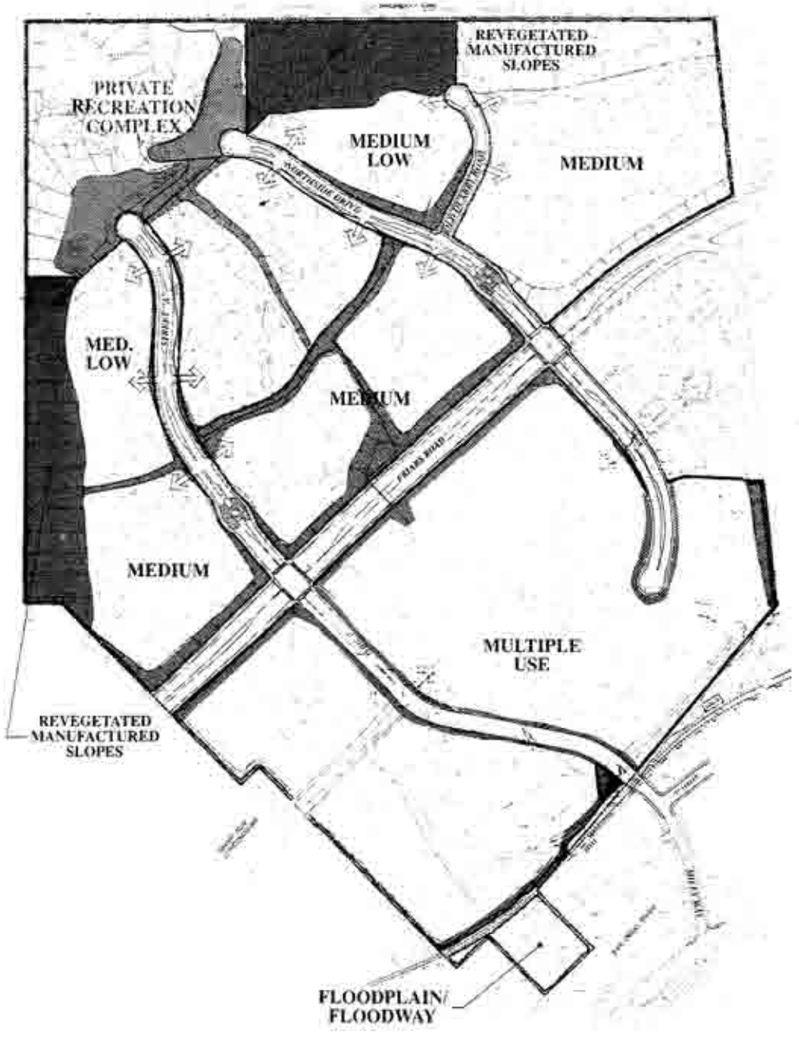
Section 65451 of the California Government Code requires that a specific plan include the financing measures necessary to implement a proposed project. Typically, a variety of financing measures can be used to finance construction of the project and include, but are not limited to, special assessment districts, general obligation bonds, city and county general fund money and various types of exactions. The *Mission City* Specific Plan differs from these traditional financing mechanisms in that specific financial requirements of the project have been established in the Settlement Agreement, dated November 21, 1995, between H.G. Fenton Material Co., the City of San Diego, and the Metropolitan Transit Development Board. Financing for the *Mission City* Specific Plan shall be as defined in the Settlement Agreement. Obligations tied to the project as a result of the Settlement Agreement include the following:

1.	**Mission Valley LRT**	Grant to MTDB right-of-way for the LRT and LRT Station at no cost to the City or MTDB. Contribute $1,465,000.00 for the cost of construction of at-grade transit facilities across the Specific Plan property. Contribute $500,000.00 for the cost of construction of the LRT Station located south of the project site.
2.	**Milly Way Bridge Over the San Diego River**	Contribute $2,660,000.00 for the cost of constructing a two lane bridge including pedestrian sidewalks across the San Diego River.
3.	**Hookramp at Stadium Way and I-8**	Fair share contribution for construction, as determined by the City Engineer.

All other improvements within *Mission City* are the financial responsibility of future builders.

G. MAINTENANCE REQUIREMENTS

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



LEGEND

PARKWAYS AND PUBLIC AREAS TO BE MAINTAINED BY A PROPERTY OWNERS ASSOCIATION OR LANDSCAPE MAINTENANCE DISTRICT

MAINTENANCE REQUIREMENTS

FIGURE IX-3

1. Parkways and Public Areas

Mission City includes development of common open space, the pedestrian tunnel under Friars Road, and public areas and landscaped parkways which promote pedestrian activities and provide an aesthetic backdrop to development. The maintenance of these common areas shall be the responsibility of the developer(s). A Property Owners Association or Landscape Maintenance District established for *Mission City* may be established for the maintenance of common areas.

2. Private Development Landscaped Areas

Landscaping, private recreational amenities and open areas will also be developed in conjunction with private development proposals. The maintenance of these areas will be the responsibility of individual property owners or a Property Owners Association.

APPENDICES

DENSITY TRANSFER PROCESS

DENSITY TRANSFER PROCESS

The density transfer process for *Mission City* will ensure that: 1) the maximum traffic assigned to the Specific Plan area (i.e. 40,940 ADT) is not exceeded; and, 2) that any deviation from morning and/or afternoon peak hour trips does not result in a lowering of the level of service for intersections within the study area evaluated in the *Mission City* Traffic Study (November 18, 1997 and supplements February 2, 1998 and February 20, 1998). The density transfer process involves identifying the amount of traffic associated with a development proposal and determining if a transfer of density from other development areas will be required. The process establishes a pool of trips and development intensity. From this pool, development intensity and trips can be transferred to a development area, as needed. A benchmark development intensity has been assigned to each planning area. This "benchmark" development intensity represents a typical development scenario which can occur within *Mission City* and not exceed the cumulative traffic and peak hour traffic assumptions of the *Mission City* traffic report.

Table 1, provided below establishes the minimum development intensity assigned to each planning area of development in *Mission City* and also identifies the benchmark development intensity, beyond which the density transfer process applies.

TABLE 1
Minimum Development Intensities and Benchmark Development Intensities Established for *Mission City*

PLANNING AREA	ACREAGE (NET)	MINUMUM DEVELOPMNET INTENSITY ASSIGNED TO PLANNING AREA[1]	DEVELOPMENT INTENSITY BEYOND WHICH DENSITY TRANSFER MECHANISM APPLIES		
			RESIDENTIAL	COMMERCIAL	OFFICE
1	20.0	600 DU	600 DU	PLANNING AREAS 1 - 5 ARE TO BE DEVELOPED WITH RESIDENTIAL LAND USES ONLY	
2	7.9	63 DU	92 DU		
3	17.6	141 DU	196 DU		
4a	10.2	82 DU	105 DU		
4b	9.0	72 DU	186 DU		
5	16.4	131 DU	318 DU		
6	76.3	163,500 SQ.FT. 275 DU	922 DU	400,000 SQ. FT.	174,240 SQ. FT.

[1]The minimum development intensity for Planning Areas 1-5 when added together shall total at least 1,044 dwelling units.

In order to monitor density transfers, applicants will be required to complete a "worksheet" which compares the development proposal with existing development and associated trips, as well as with a minimum level of development and trips assigned to undeveloped portions of the Specific Plan Area. Table 2, included on the page 2, provides the worksheet which must be submitted with ministerial applications or discretionary actions. Once the density transfer worksheet has been stamped as received and accepted as part of the development application process, a copy of the updated worksheet shall also be submitted to the City planner assigned to Mission Valley to be kept with the *Mission City* Specific Plan file.

TABLE 2
Density Transfer Process Worksheet

PLANNING AREA	DEVELOPMENT PROPOSAL						POOL OF DEVELOPMENT INTENSITY [MEASURED AS EITHER SQUARE FEET (FOR OFFICE AND COMMERCIAL USES) OR AS UNITS (FOR RESIDENTIAL USES.)]			POOL OF TRIPS (ADT)		
	INTENSITY OF DEVELOPMENT	TRIPS GENERATED BY DEVELOPMENT					AMOUNT AVAILABLE	AMOUNT BORROWED	AMOUNT REMAINING	AMOUNT AVAILABLE	AMOUNT BORROWED	AMOUNT REMAINING
		TOTAL TRIPS	AM PEAK*		PM PEAK*							
			INBOUND	OUTBOUND	INBOUND	OUTBOUND						
1												
2												
3												
4a												
4b												
5												
6												
TOTALS BEFORE TRANSFER		40,940 ADT	1,015 VPH	1,445 VPH	2,300 VPH	1,860 VPH						
TOTALS AFTER TRANSFER		40,940 ADT	1,015 VPH	1,445 VPH	2,300 VPH	1,860 VPH						

* *Deviation from AM and PM Peak Hour trips requires preparation of a traffic study prepared by a registered traffic engineer which demonstrates that proposed traffic generation will not lower the level of service at study area intersections below that anticipated in the Mission City Specific Plan traffic study, dated XXXXX.*

Prepared By: _____
(Registered Traffic Engineer)

Date: _____

GENERAL PLAN/ COMMUNITY PLAN COMPLIANCE

GENERAL PLAN/ COMMUNITY PLAN COMPLIANCE

The *Mission City* Specific Plan is a revision to the approved Northside Specific Plan. Like the Northside Specific Plan, this Specific Plan has been prepared in accordance with governing City plans and state law pertaining to specific plans. The City-adopted Mission Valley Community Plan specifies that the development of the *Mission City* project site is to be determined through a specific plan. Any specific plan adopted must comply with the objectives, proposals, and development guidelines contained within the community plan, as well as the City of San Diego's Progress Guide and General Plan. Consistency between the *Mission City* Specific Plan and previously adopted City of San Diego Progress Guide and General Plan and Mission Valley Community Plan is described within this section.

A. CITY OF SAN DIEGO'S PROGRESS GUIDE AND GENERAL PLAN

The City of San Diego's Progress Guide and General Plan (i.e., General Plan) is the City's comprehensive plan which is intended to serve as an overall guide to future development within the City. The General Plan sets forth goals and objectives for the development of San Diego, establishes the amount of land needed for various uses, and designates general locations for these uses. More specific guidelines and land uses for specific development proposals are included within the various community plans prepared within the City. The *Mission City* project is located within the Mission Valley Community Plan. The General Plan reflects the major proposals contained within the community plans. The community plans act as supplements to the General Plan with regard to specific proposals and programs.

The General Plan is divided into 13 elements, including Housing; Transportation; Commercial; Industrial; Public Facilities, Services and Safety; Open Space; Recreation; Redevelopment; Conservation; Energy Conservation; Cultural Resources Management; Seismic Safety; and Urban Design. A special section in the City's General Plan is devoted to sand and gravel resources. The goals for sand and gravel sites identified in the General Plan include the following:

> *"Planned rehabilitation of depleted mineral areas to facilitate desirable reuses compatible with local development objectives";* and
>
> *"Conservation of construction material resources to provide for the City's growth and development needs now and in the near and distant future."* [1]

The future reuse of the *Mission City* project site as described in this Specific Plan is consistent with the goals and development guidelines for sand and gravel operations as presented in the General Plan. Reclamation and development of the site will result in new uses which will be more compatible with surrounding land uses than a sand and gravel mining operation. The uses permitted by this Specific Plan also are compatible with the reuse objectives contained within the Mission Valley Community Plan.

[1] City of San Diego, Progress Guide and General Plan (1989), pg. 334.

The General Plan designates *Mission Valley* as an "urbanized" area. The urbanized area is conceptualized to be the focus of metropolitan San Diego. Land use and transportation patterns are expected to emphasize its function as a regional center. Urbanized areas are intended to become more diverse in their land use, particularly emphasizing employment opportunities and variety in housing. The uses permitted by this Specific Plan are consistent in concept with the General Plan's recommendations for urbanized areas of the City.

B. MISSION VALLEY COMMUNITY PLAN

In addition to the General Plan, each subarea of the City has a specific community plan. Community plans are intended to serve as official guidelines for specific development proposals within individual communities. Relevant sections of the Mission Valley Community Plan which apply to *Mission City* include the community plan's Overall Goal and Overall Objectives; the **Land Use Element**, as it pertains to Residential land uses, reuse of mining areas addressed under Industrial land uses, and the Multiple-Use Development Option; the **Transportation Element**; portions of the **Open Space Element**, as they relate to development adjacent to the San Diego River and hillside areas of Mission Valley and the provision of parks and recreational opportunities; the **Development Intensity Element**; the **Public Facilities Element**; and the **Urban Design Element**. The *Mission City* Specific Plan is consistent with the applicable objectives, proposals and development guidelines of the adopted Mission Valley Community Plan, as presented below.

1. Overall Goal and Overall Objectives of the Mission Valley Community Plan

The *Mission City* Specific Plan is consistent with the overall goal and overall objectives of the Mission Valley Community Plan. The overall goal states that the community plan should allow for the community's *"continued development as a quality regional urban center . . . while recognizing and respecting environmental constraints and traffic needs. . . ."* (page 18). The *Mission City* Specific Plan sets forth site-specific criteria regarding buildout of a 225.2-acre portion of the approximate 2,418-acre Mission Valley community. The *Mission City* Specific Plan establishes land development standards and zoning for the property to ensure development of quality land uses at appropriate intensities within a portion of Mission Valley's urban center, adjacent to the existing Qualcomm Stadium, San Diego River and MTDB's Light Rail Transit Line. In accordance with the community plan's designation of Multiple Use, *Mission City* will consist of a range of housing types combined with a variety of commercial uses. Uses will be linked together by pedestrian trails and project roadways. Circulation improvements implemented as part of the project will accommodate project-generated traffic and will complete important links in the community's circulation system. Steep slopes and floodways located on the *Mission City* property will be protected from development through open space easements and preservation.

2. Land Use Element

- RESIDENTIAL LAND USES

The Residential section of the community plan's Land Use Element provides objectives, proposals and development guidelines for residential land uses within Mission Valley. The *Mission City* Specific Plan promotes the objectives of providing a variety of housing types and densities and integrating residential uses with commercial and service uses. The *Mission City* Specific Plan calls

for a diversity of residential products, together with commercial, office and recreational land uses, in a well-planned arrangement. Anticipated residential products in *Mission City* include small-lot detached homes, townhomes, condominiums, and apartment units, resulting in a complementary mix of housing types. A majority of the residential development will occur north of Friars Road, with pedestrian linkages provided to commercial uses located in a Multiple Use area located south of Friars Road. Residential uses also are permitted in the Multiple Use area south of Friars Road, creating 24-hour presence to this urban core.

Proposals included in the Residential section of the Land Use Element encourage imaginative land development techniques, the provision of recreational amenities and appropriate land use transitions. The design of *Mission City* promotes pedestrian-friendly neighborhoods, as well as outdoor activity in the Multiple Use area through the provision of a paseo focal point, sitting areas, and other outdoor amenities. Pedestrian access will be encouraged throughout the Specific Plan, and connections will be provided to link areas north and south of Friars Road. North of Friars Road, a private recreational complex is planned for residents of *Mission City*. This site could provide such amenities as a pool, sports courts, and a recreational building.

The *Mission City* Specific Plan has considered all surrounding land uses during development of the project's land use plan, and has designed the plan to be compatible with all adjacent uses. In areas adjacent to existing residential development, adjacent to major roadways and adjacent to the San Diego River, land use transition elements will occur to ensure compatible land use interfaces.

■ INDUSTRIAL LAND USES - REUSE OF MINED AREAS

The *Mission City* property will be reclaimed in accordance with the California Surface Mining and Reclamation Act of 1975. Conditional Use Permit No. 82-0014 is approved for the project site, which permits resource extraction on the site until December 31, 2014. The approved Reclamation Plan provides for interim erosion control until specific development proposals for *Mission City* are implemented. The details of the approved Reclamation Plan as they relate to revegetation of mined slopes have been incorporated into the Specific Plan as an important component of the Conceptual Landscape Plan for *Mission City*. *Mission City* represents the end use of the Reclamation Plan.

Reuse development proposals for sand and gravel sites are contained within the Industrial section of the community plan's Land Use Element. The *Mission City* Specific Plan is consistent with the Reuse Development Proposals contained within the Mission Valley Community Plan. For example, the community plan states that "*All development should be oriented away from the mesa*". Development of the *Mission City* property will not face the mesa. The *Mission City* Tentative Map results in a series of graded pads to accommodate residential development. Friars Road bisects the property in a northeast to southwest direction. The *Mission City* Tentative Map incorporates elevational changes to reflect topographic elements to the north and south. The elevational differences between Friars Road and residential development, as well as internal and perimeter slopes within planning areas, create an overall effect of development stepping down to Friars Road. Additionally, the project will "*be a logical extension of existing land use.*" *Mission City* lies along the northern slopes of the Mission Valley community and is situated in the eastern portion of the community plan area. The *Mission City* property is afforded excellent accessability, located between Interstate 15 (I-15) and Interstate 805 (I-805) and north of Interstate 8 (I-8). Friars Road traverses the center of *Mission City* and provides a connection to the regional circulation

system. As part of *Mission City*, "A" Street is planned to continue through the southern portion of the project site and connect with Milly Way.

The property is located in an urban environment, with existing development occurring in various areas around the site. The Specific Plan has considered all surrounding land uses during development of the project's land use plan, and has designed the plan to be compatible with all adjacent uses. Qualcomm Stadium is located immediately east of *Mission City*. To the west of the project site and to the south of Friars Road, is a residential development referred to as River Run. Adjacent to these uses, the Specific Plan allows for the development of Multiple Use (Planning Area 6). It is anticipated that a mix of land uses will occur within Planning Area 6, with retail commercial, residential and office/business park being the dominant land use type. These uses are considered to be compatible with the event recreational uses of the stadium and the residential uses of River Run.

North of Friars Road are existing office buildings and an approximate 84-acre area owned by San Diego Gas and Electric (SDG&E). This area contains transmission lines, a substation and training facilities. Revegetated manufactured slopes will buffer this off-site use from the residential uses planned in the northern portion of *Mission City*. Adjacent to *Mission City*'s northern boundary is an area identified in the Kearny Mesa Community Plan as open space. The *Mission City* Specific Plan designates the area adjacent to this open space use as regional recreation. Regional recreation is compatible with the open space designation for the area to the north.

In accordance with the community plan, support facilities needed for new development will be provided within the new development or in adjacent areas, and no additional burden will be placed on existing schools, parks and local shopping facilities on the mesa. The *Mission City* Specific Plan calls for a diversity of residential products, together with commercial, office and recreational land uses, in a well-planned arrangement. The complement of land uses will be tied together with a pedestrian trail network and functional circulation system, strengthening the cohesiveness of the mix of land uses. Recreational opportunities will occur within *Mission City* in the form of a private recreation complex and a trail system. In addition, the project site is located adjacent to the San Diego River, which provides diverse recreational opportunities. Schools located within the San Diego Unified School District will provide elementary and secondary public education to students of *Mission City*. A schools facilities fee, which provides funding for school construction, has been authorized by Senate Bill (SB) 1287. Developers of residential projects will be responsible for the payment of fees associated with public school services based on size of residential units and as established by the school district in accordance with SB 1287. Additionally, the developer is committed to improving school access for students in *Mission City*. Working with the San Diego Unified School District, this may involve expanded bus service, construction of a pedestrian trail from neighborhoods within *Mission City* north to the area of elementary schools, etc.

Roadways serving *Mission City* will be connected to the road network. The *Mission City* property is afforded excellent accessability, located between Interstate 15 (I-15) and Interstate 805 (I-805) and north of Interstate 8 (I-8). Friars Road traverses the center of *Mission City* and provides a connection to the regional circulation system. As part of *Mission City*, "A" Street is planned to continue through the southern portion of the project site and connect with Milly Way . South of *Mission City*, "I" Street connects with Milly Way which crosses the San Diego River and provides

local access to *Mission City* from areas within the Mission Valley community located south of the project site.

Relative to Environmental Problems addressed under the Reuse Development Proposals of the community plan, the *Mission City* Specific Plan addresses environmental issues through the site design, as well as the environmental review process. The Specific Plan has been prepared to assure the highest quality of development and sensitive treatment of the environment. In addition, design guidelines and development standards have been prepared to further assure high quality, compatible development. The design of *Mission City* responds to influences of the adjacent San Diego River and existing roadways which traverse the site and considers the pattern of existing land uses surrounding project site. Concurrent with the Specific Plan document, an Environmental Impact Report (EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA). The EIR evaluates the land use plan, circulation and infrastructure improvements associated with the *Mission City* Specific Plan and the potential impacts that could result from their implementation. Together, the *Mission City* Specific Plan, Tentative Map and EIR provide a path to properly develop the project site, taking into account all local goals, objectives and environmental considerations.

As suggested in the Land Use Guidelines under the Reuse Development Proposals, the *Mission City* Specific Plan has been prepared in accordance with the land use and development guidelines of the Multiple Use Development Option of the Mission Valley Community Plan. The Multiple Use Option promotes integration of various land uses into coordinated multi-use projects. Consistent with these guidelines, the project includes at least two significant revenue-producing uses which are financially supportive of other uses planned in the Specific Plan area. Additionally, uninterrupted pedestrian connections are provided to adjacent developments and public transit options are promoted.

Implementation of this *Mission City* Specific Plan will ensure logical and cohesive development of the project site. Development will be phased and will occur in accordance with a logical extension of public facilities and services. The *Mission City* Specific Plan is formulated on guidelines which promote a contemporary mix of land uses and an efficient circulation system. Land use allocations and intensities are defined by the Land Use Element of the Specific Plan. A phasing program is included within Specific Plan, which summarizes buildout of the project. Development will be phased in a logical manner responding to market needs and commensurate with infrastructure requirements.

■ MULTIPLE-USE DEVELOPMENT OPTION

The community plan defines a multi-use development as a large project characterized by two or more significant revenue-producing uses which are financially supportive of one another. The community plan also states that multi-use developments should provide for integration of project components through uninterrupted pedestrian connections and provide public transit opportunities.

The *Mission City* Specific Plan is considered a multi-use development because it will consist of a range of housing types combined with a variety of commercial uses that are supportive of one another. Uses will be linked together by pedestrian trails, including the *Mission City* trail that will connect the private recreation complex to an open space easement and through development areas.

Additionally, a variety of alternative mobility options are available within, through and adjacent to *Mission City*, including Metropolitan Transit System bus service and the MTDB light rail transit line. The MTDB light rail transit line trolley station occurs immediately south of *Mission City* and will include a station platform, park-and-ride facility, seating, and other rider amenities.

The community plan states that a defining characteristic of multi-use development is a significant physical and functional integration of project components. The residential component of *Mission City* located north of Friars Road will be connected to the variety of uses planned in *Mission City* South not only by vehicular circulation but also through an extensive pedestrian trail system and bicycle lanes on roadways within and adjacent to *Mission City*. The *Mission City* Specific Plan establishes site planning guidelines for the Multiple Use area of *Mission City* located between Friars Road and the San Diego River. This area will serve as the urban core of *Mission City* by providing a variety of mixed uses, including commercial, residential and a pedestrian-oriented paseo. This area is designed as an activity node, integrating various uses into one cohesive development area. Site-specific siting guidelines for *Mission City* promote the siting of structures in the multiple use area to reflect the area's importance as an urbanized center for visitors and residents to congregate and interact.

3. Transportation Element

The objective of the Transportation Element of the Mission Valley Community Plan is to "facilitate transportation into, throughout and out of the Valley while seeking to establish and maintain a balanced transportation system." The *Mission City* Specific Plan accommodates this objective and the proposals of the Transportation Element by closing gaps in the surface street system, providing adequate access to land uses within *Mission City* and reducing conflicts between vehicles, bicycles and pedestrians. Friars Road traverses the project site, bisecting it into a northerly and southerly development areas. *Mission City* would provide improvements to Friars Road, including the addition of a raised center median, sidewalks, parkways, and two signalized intersections. Additionally, acceleration and deceleration lanes would be provided at "A" Street and Northside Drive. Within *Mission City*, "A" Street would be extended and improved to close the "gap" in the circulation system between Friars Road and Milly Way . Northside Drive also would be extended north of Friars Road to the project's private recreation complex. A comprehensive pedestrian circulation system will occur in *Mission City*. This system includes separated pedestrian paths, conventional sidewalks and sidewalks within landscaped parkways. Bicycle access will be available on all internal roads and will connect with bike lanes on surrounding roadways.

■ PUBLIC TRANSIT

The objectives of the Public Transit section of the community plan's Transportation Element encourages the use of public transit. The *Mission City* circulation system meets this objective by accommodating transit services as a convenient alternative to motor vehicle use. Public transit options for the *Mission City* project include bus service and light rail transit. The Metropolitan Transit System (MTS) provides bus service to the Mission Valley area, with Route 13 directly accessing the project site via Friars Road. The MTDB is extending a light rail transit (LRT) line through Mission Valley. A trolley station will be constructed adjacent to the southern boundary of *Mission City*. The trolley station will provide a park-and-ride facility and is expected to include platforms, telephones, seating, trash receptacles, ticket vending equipment, a public address system, and lighting. The Mission Valley West LRT is a fully funded project and is scheduled to

be operational by late 1997. The *Mission City* Specific Plan will promote use of the trolley station through specific pedestrian-friendly site design established for this area of the community. The *Mission City* Specific Plan calls for the development of the *Mission City* Paseo adjacent to the trolley station. The *Mission City* Paseo will provide an enhanced open space area including turf plantings, benches and ornamental landscaping.

■ PARKING AND GOODS DELIVERY

The Parking and Goods Delivery section of the community plan's Transportation Element states that adequate off-street parking for all new development should be provided and that parking and goods delivery areas should be combined to provide an efficient use of land. Development of the Specific Plan will accommodate required parking in a manner which avoids off-site parking impacts. Delivery areas for commercial uses will be sited to avoid potential conflicts with adjacent land uses.

4. Open Space Element - San Diego River, Hillsides, Parks and Recreation

■ SAN DIEGO RIVER

The Open Space Element of the Mission Valley Community Plan includes specific objectives, proposals and development guidelines for development adjacent to the San Diego River. The San Diego River is located along *Mission City*'s southern boundary line. The community plan directs development to provide protection from flood hazard and to provide for the preservation and maintenance of the river's wetlands and riparian habitats. Planning Area 8 of the *Mission City* Specific Plan encompasses 2.5 acres and lies within the floodway of the San Diego River. No development is proposed in this area of *Mission City* to provide for flood control and habitat protection within the San Diego River environment.

■ HILLSIDES

The Hillsides section of the community plan's Open Space Element is directed at preserving steep slopes in open space. Mined slopes reaching heights of 180 feet are located in the northern portion of *Mission City* from resource extraction operations that occurred on the site. These slopes will be revegetated as part of the mining operation's reclamation plan and will be preserved in open space by the *Mission City* Specific Plan. The Specific Plan designates an open space easement in this area.

■ PARKS AND RECREATION

The Parks and Recreation section of the Open Space Element encourages the provision of adequate parks and recreation areas for community residents and the utilization of the San Diego River corridor for passive recreation. For *Mission City*, recreation and open space opportunities will occur in many forms. A minimum useable 3.5-acre private recreation area within the eight acre *Mission City* Private Recreation Complex is planned in the northern part of *Mission City* to serve active and passive recreational needs of residents in *Mission City*. The area north of the private recreation complex would be placed in an open space easement, functioning as a continuation of the off-site open space area provided within the Serra Mesa community. Development of the

Multiple Use area in *Mission City* South (Planning Area 6) will include additional areas for public spaces, which will include an arrival feature at the LRT station, the *Mission City* Paseo and associated pedestrian links, as well as variety of walkways and plazas constructed to serve the mix of uses in Planning Area 6. The pedestrian trail system and privates streets planned throughout *Mission City* will provide a means for pedestrians and bicyclists to pass through the various planning areas in a pleasant environment, as well as opportunities for jogging and a linkage for the various land uses by way of a green belt tying together off-site open space slopes to the north with the San Diego River corridor on the south. A pedestrian link, connecting the adjacent River Run residential development to the LRT station, provides a trail connection along the San Diego River.

5. Development Intensity Element

The Development Intensity Element of the Mission Valley Community Plan states that the community should "*provide a level of future development intensity which will enhance and maintain a high quality of life in the community.*" The *Mission City* Specific Plan will enable the development of an integrated multiple use project, providing residential neighborhoods north of Friars Road and a variety of residential, commercial and public uses south of Friars Road. The development intensity for the project is carefully tied to a maximum number of trips (40,940 ADT). The Specific Plan includes a Density Transfer mechanism which will allow for flexibility in developing the Specific Plan area in response to changing market trends without exceeding the ADT limit for the site. Additionally, the Specific Plan and *Mission City* Zoning Ordinance include a worksheet which must be submitted with each development proposal to track and monitor the allocation of ADT within *Mission City*. In conjunction with the quality of development provided by *Mission City*, these provisions will ensure that development occurs at levels which will not put a burden on the planned and existing circulation system.

6. Public Facilities

The Public Facilities Section of the Community Facilities Element promotes the provision of high service levels for fire and police protection, water and sewer lines, and public schools. *Mission City* functions as an infill project, in that public services and facilities are--for the most part--already in place. Public facilities and services are available to serve the project without creating unmitigated impacts.

7. Urban Design Element

The Urban Design Element of the community plan contains design guidelines for development areas adjacent to the San Diego River. The design guidelines are directed at flood protection, wetlands conservation, provision of buffer areas, passive recreation areas, open space areas and view corridors. Architectural guidelines also are provided in this Element of the community plan for building siting and construction adjacent to the River. As stated under the discussion of other elements of the community plan provided above, the Mission City Specific Plan has been designed to create an urban form which complements and enhances the surrounding built environment, as well as the natural adjacent to the project site. The Mission City Zoning Ordinance will ensure that development occurs in a manner which implements the design objectives of the Specific Plan.

RECLAMATION PLAN

RECLAMATION PLAN

A. INTRODUCTION

This reclamation effort in conjunction with the Mission City Specific Plan (formerly referred to as the Northside Specific Plan) is primarily intended to serve as an interim erosion control solution until such time as the project or parts thereof are built out. The reclamation plan has been phased in accordance with the development phasing plan. Because the timing of the project phasing is not yet determined, phases 1a and 1b of the reclamation plan have been planned so as to allow for their independent functioning. In addition, since the order of development unit build-out has not been determined, the reclamation plan can only serve as a guide to future reclamation efforts. The reclamation plan provides flexibility with enough design control to ensure that the goals of this plan will be met regardless of development unit phasing.

Revegetation of barren slopes in the San Diego area has been going on for a number of years with the California Department of Transportation pioneering many of the concepts proposed in this plan. The techniques and methods described herein have been proven to be highly effective in re-establishing vegetation and controlling erosion throughout the region.

B. PURPOSE

The purpose of this reclamation plan is to present in detail, specifications for the establishment of temporary and permanent plantings and drainage improvements. The goals of this plan are slope stabilization, drainage control, erosion control and the improvement of the soil quality in as short a time as possible. The synthesis of a variety of grading techniques, planting techniques, and choice of plant materials can dramatically affect the ultimate successes of such an effort. Since most of the original on-site topsoil in has been removed through years of sand and gravel extraction, special attention must be given to the condition of the soil upon planting installation. Because of the likelihood that development will occur while sand and gravel operations continue to function, the interface between developed areas and unimproved areas becomes critical. Dust pollution, drainage and erosion could have an adverse effect on areas directly adjacent to unimproved mining operation land. The purpose of this plan is to minimize the adverse effects created by the phasing out and continuation of mining operations on proposed development and the quality of the San Diego River Wetlands environment.

C. DESIGN CRITERIA

1. Site Preparation

One of the most effective methods for assuring a good rate of seed germination is creating microclimates by varying the soil surface. This will be accomplished by a number of ways.

- All disturbed areas of less the 5:1 slope will be either ripped to a minimum depth of 12 inches, parallel to the contours at a maximum 3 feet on center or disced to a minimum depth of 6 inches parallel to the contours.

- All fill slopes will be "punched" or "tacked" with straw.

Each of these techniques creates an irregular surface which traps water and organic debris and also reduces the rate and amount of runoff. Additional site preparation techniques will include:

- All areas to receive landscape reclamation treatment will be kept free of "weeds" during the planting and plant establishment periods.
- All seeding will be done on soil, free of surficial compaction.
- Conduct specific area soil analysis to determine the need for soil amendments or revisions to the seed mix.

2. Plant Mix Selection

All species to be utilized in this reclamation effort will be native or naturalized drought resistant species capable of surviving and thriving on little or no supplemental watering. Each seed mix will contain one or more nurse crop species such as *Plantago indica* to provide quick vegetative cover until the slower germinating species have sprouted. Nitrogen fixing legumes such as rose clover are also included in some of the seed mixes thereby providing valuable nitrogen for successive plantings.

3. Runoff Control

A number of temporary runoff control devices will be necessary until the final landscape treatments are established. On those pads where the contours tend to concentrate the runoff, siltation basins constructed from sandbags will be located at critical areas. A vertical perforated stand pipe will allow for the release of excess runoff after the bulk of the sediments have precipitated from the water. Brow ditches will be constructed along the top of large slopes where the runoff from adjacent areas might cause gullying and erosion of the slope. These basins will enhance the quality of runoff water entering the river by reducing the silt content. The basins will be periodically cleaned ensuring the operation of each basin.

Before the phase 2 grading is complete, temporary swales will be constructed during phases 1a and 1b, (see Figures B-1, B-2 and B-3) wherever proposed grading would block the existing flow of surface runoff. Riprap energy dissipators will be used wherever the concentrated release of water from brow ditches or swales might produce gullies.

4. Landscape Reclamation Areas

a. TYPE 1: AREAS OF LESS THAN 5:1 SLOPE:

All areas of less than 5:1 slope, which include all of the future building pads, will be seeded with hydroseed mix no. 4, a mix of low growing native grasses and flowering herbaceous perennials. These flat areas will be ripped or disced as previously described under site preparation. The discing and ripping of pad areas will reduce sheet flow across these areas and provide an excellent germination surface for the proposed hydroseed.

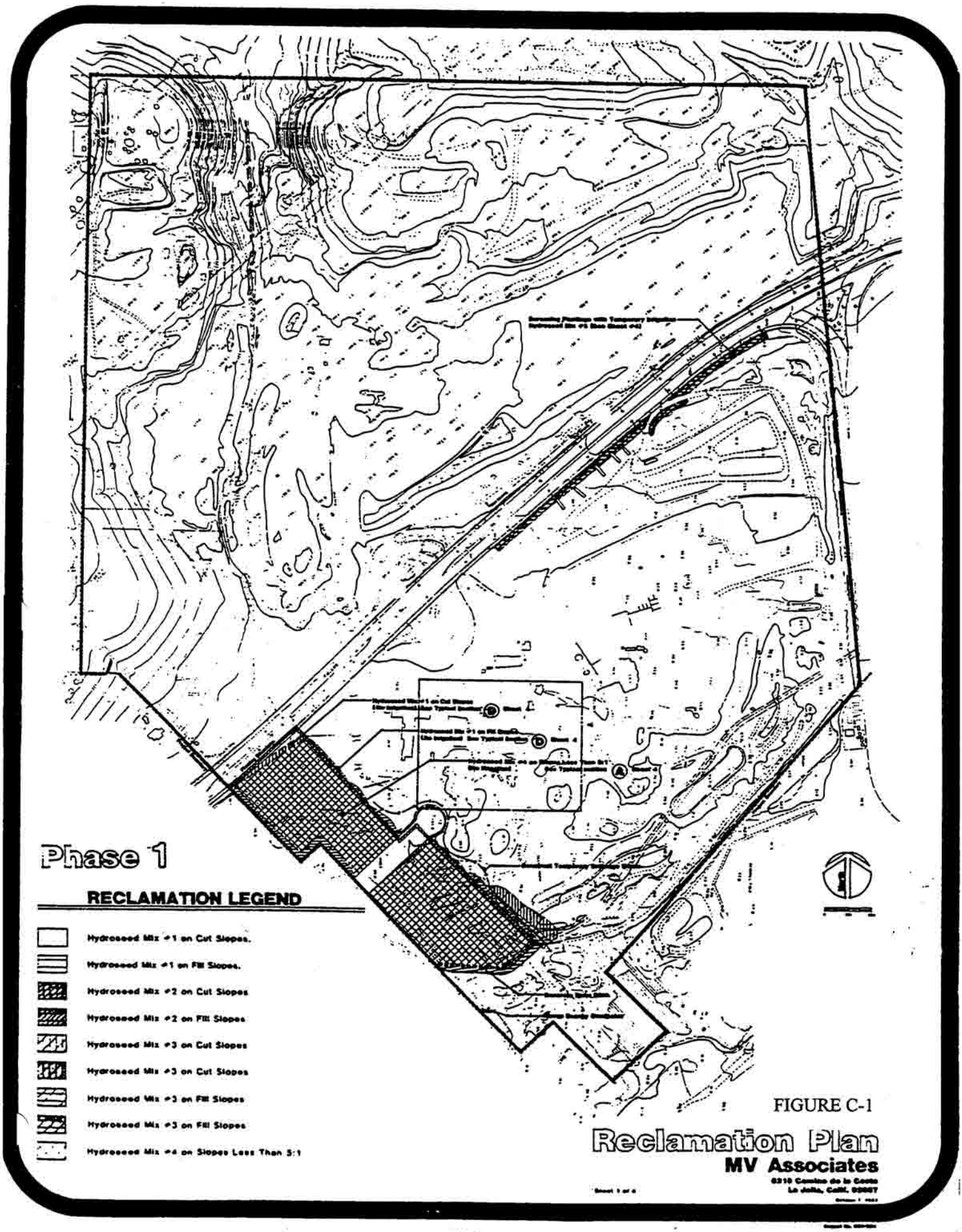


FIGURE C-1

Reclamation Plan

MV Associates

6310 Camino de la Costa
La Jolla, Calif. 92037

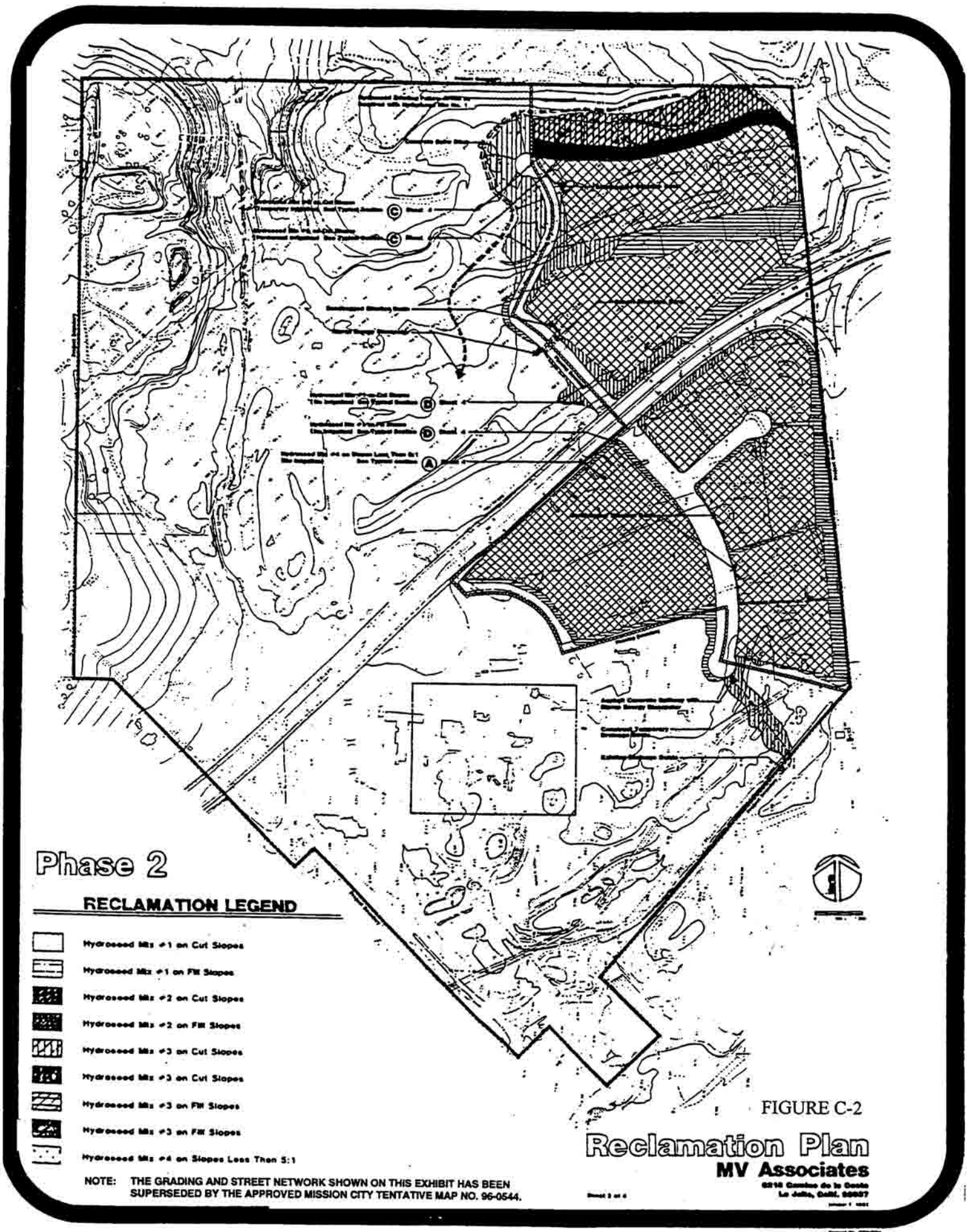
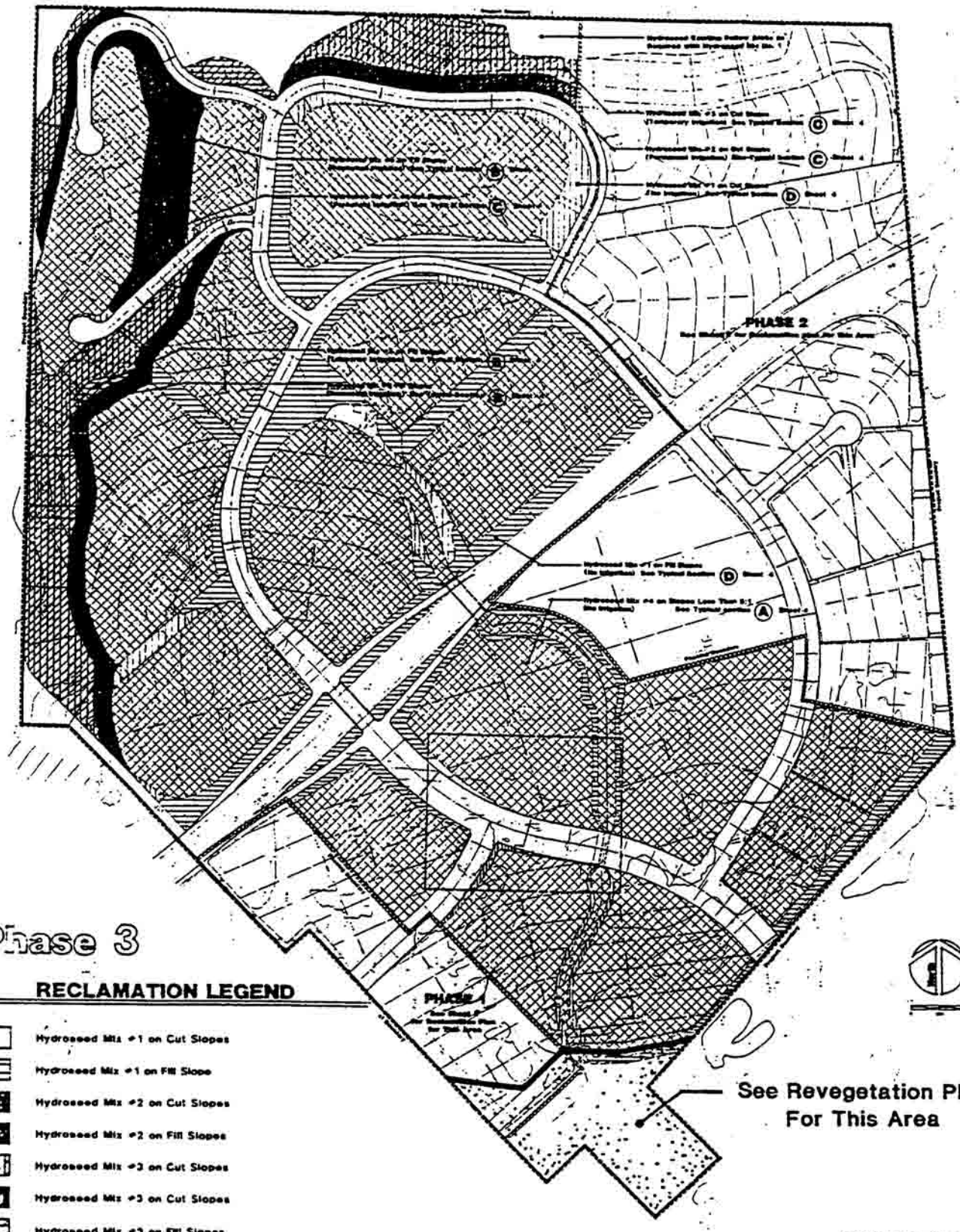

Phase 2
RECLAMATION LEGEND
Hydroseed Mix #1 on Cut Slopes
Hydroseed Mix #1 on Fill Slopes
Hydroseed Mix #2 on Cut Slopes
Hydroseed Mix #2 on Fill Slopes
Hydroseed Mix #3 on Cut Slopes
Hydroseed Mix #3 on Cut Slopes
Hydroseed Mix #3 on Fill Slopes
Hydroseed Mix #3 on Fill Slopes
Hydroseed Mix #4 on Slopes Less Than 5:1
NOTE: THE GRADING AND STREET NETWORK SHOWN ON THIS EXHIBIT HAS BEEN SUPERSEDED BY THE APPROVED MISSION CITY TENTATIVE MAP NO. 96-0544.
Reclamation Plan
MV Associates

FIGURE C-2



RECLAMATION LEGEND

- Hydroseed Mix #1 on Cut Slopes
- Hydroseed Mix #1 on Fill Slope
- Hydroseed Mix #2 on Cut Slopes
- Hydroseed Mix #2 on Fill Slopes
- Hydroseed Mix #3 on Cut Slopes
- Hydroseed Mix #3 on Cut Slopes
- Hydroseed Mix #3 on Fill Slopes
- Hydroseed Mix #3 on Fill Slopes
- Hydroseed Mix #4 on Slopes Less Than 5:1

NOTE: THE GRADING AND STREET NETWORK SHOWN ON THIS EXHIBIT HAS BEEN SUPERSEDED BY THE APPROVED MISSION CITY TENTATIVE MAP NO. 96-0544.

FIGURE C-3

Reclamation Plan

MV Associates

6218 Camino de la Costa
La Jolla, Calif. 92037

b. TYPE 2: TEMPORARY PLANTINGS ON SLOPES:

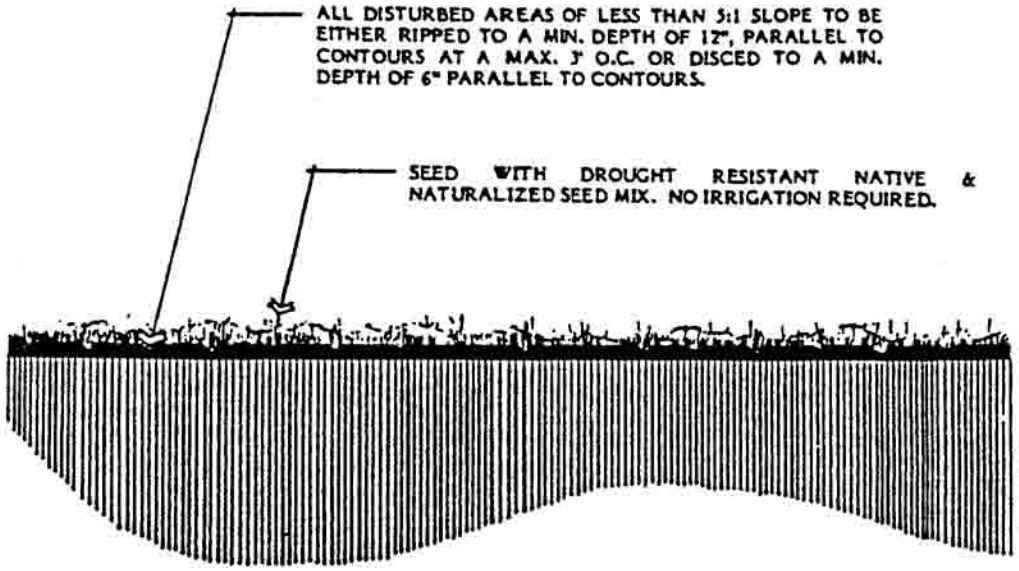
For the most part the slopes created by the rough grading will likely be modified when the pads are actually developed. The modifications may include regrading and will certainly include landscaping with conventional plantings and irrigation. With this in mind the seed mix for these slopes will not include any very large or woody plant species. A mulch of straw, either "tacked" or "punched" will be applied over seed mix no. 1. This seed mix will not require irrigation. A legume specie, Hykon Rose Clover (*Trifolion hirtum* "Hikon"), a nitrogen fixing legume will be included in the seed mix.

c. TYPE 3: PERMANENT PLANTINGS ON SLOPES:

On those slopes adjacent to native areas, where regrading will not occur and conventional landscape treatments are not required, the seed mix will include species suitable for permanent plantings. These areas are typically the large cut slopes along the north and west perimeters of the project. The bottom 60 feet (approximately) of these slopes, being highly visible from roads and occupants of the buildings, will have a seed mix which contains colorful flowering ground covers, such as gazania and sweet alyssum, as well as large flowering shrubs, such as rockrose and penstemon mix no. 2. Also included in these plantings will be rapidly growing tall canopied trees which will eventually provide visual screening and scale reduction of the large slopes for off-site viewers such as drivers on the I-805 and I-8 freeways. The seed mix for the upper portions of these slopes, mix no. 3, will not include heavily flowering species to provide a transition to the native plant communities adjacent to the top of the slopes and to not attract as much attention. In order to preserve the view potential of both the off-site and on-site residential areas, the seed mix will not include the large tall growing tree species to be located along the bottom of the slopes. Instead, the seed mix will include large shrubs and low growing trees which will be visually compatible with adjacent areas of native vegetation. A temporary irrigation system will supplement the natural rainfall to aid in the establishment of the slope plantings. In addition to new graded areas, this reclamation treatment will be applied to those existing slopes which are barren due to previous mining activities.

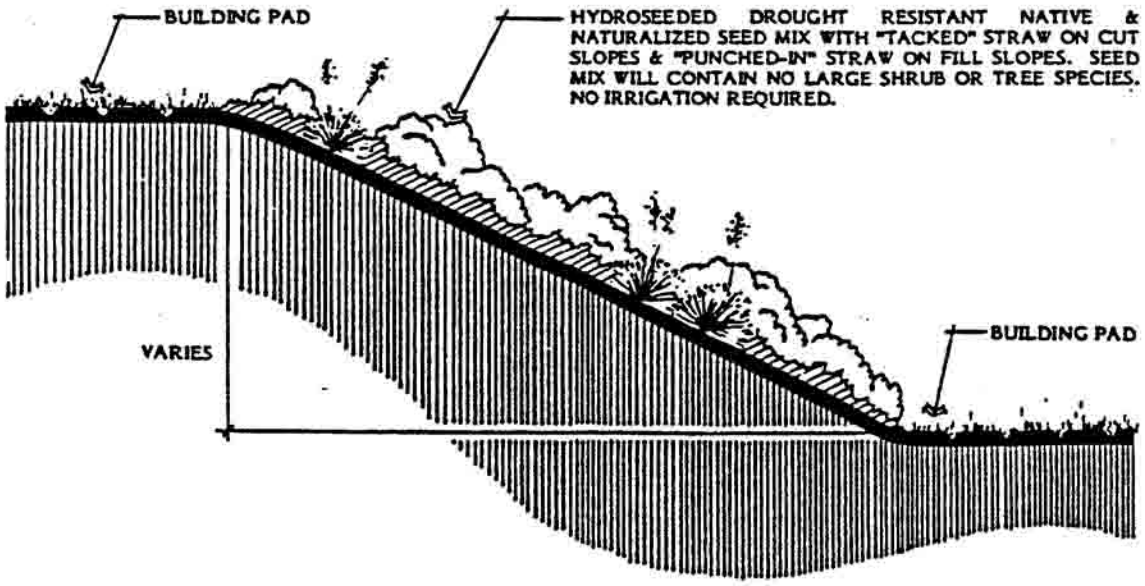
Each of the above types will not only include seed, but the appropriate amount of fertilizer and fiber necessary to insure adequate growth.

The following sketches delineate the intent of the reclamation plan.



A typical section

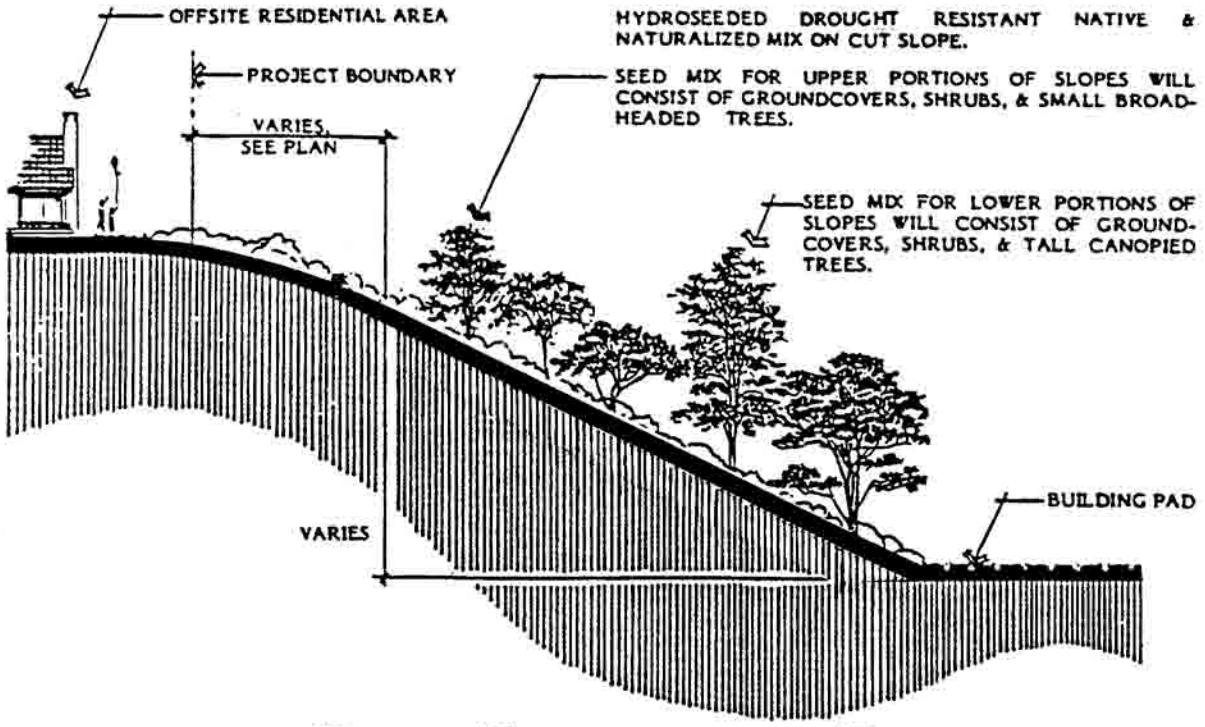
AREAS OF LESS THAN 5:1 SLOPE **NO SCALE**



B typical section **NO SCALE**

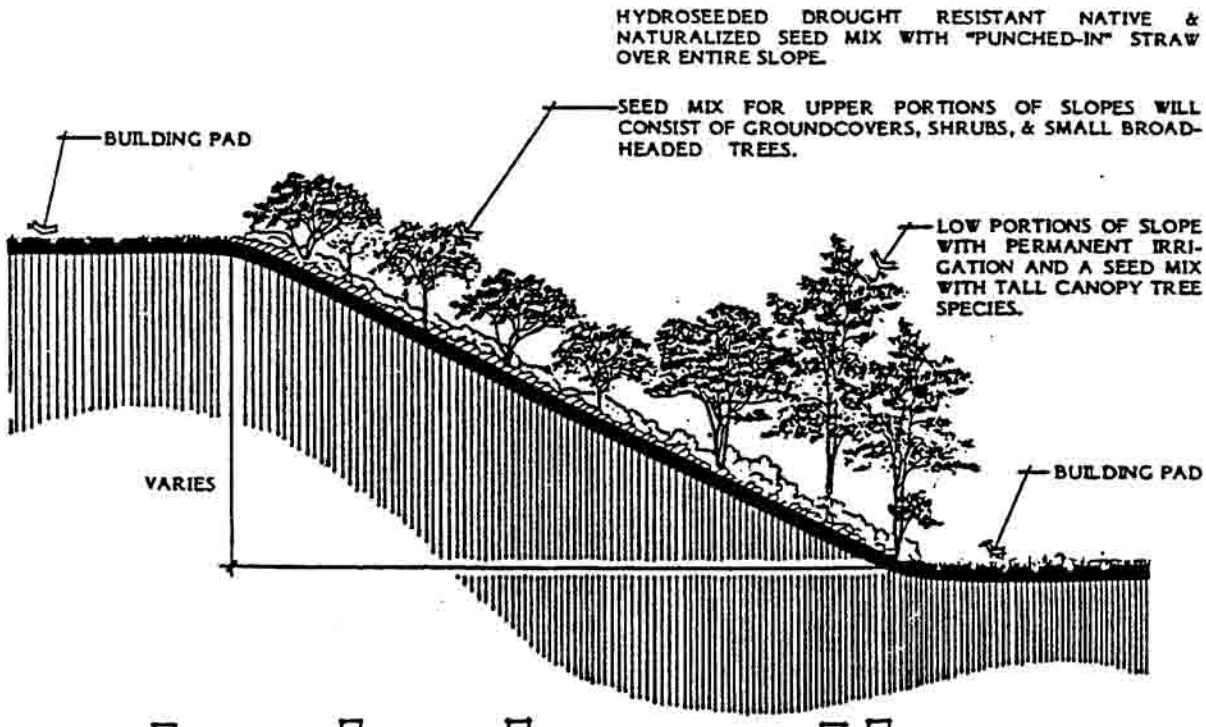
TEMPORARY RECLAMATION PLANTINGS ON CUT & FILL SLOPES

FIGURE C-4



C typical section

PERMANENT PLANTINGS ON CUT SLOPES **NO SCALE**



D typical section

PERMANENT PLANTINGS ON FILL SLOPES **NO SCALE**

FIGURE C-5

D. SUGGESTED HYDROSEED MIXES

HYDROSEED MIX #1

Artemesia californica
Atriplex canescens
Encelia californica
Eriogonum fasciculatum
Eriophyllum confertifolium
Eschscholzia californica
Lupinus succulentus
Mimulus puniceus
Plantago indica
Salvia mellifera
Trifolium hirtum "hykon"

This mix will be used on "temporary" areas that are steeper than 5:1. The plants are largely herbaceous so as to facilitate removal if necessary.

HYDROSEED MIX #2

Acacia cultiformis
Acacia redolens
Cistus corbariensis
Encelia californica
Eriogonum fasciculatum
Eschscholzia californica
Eucalyptus cladocalyx
Eucalyptus polyanthemos
Fremontodendron mexicanum
Gazania species
Lobularia maritima
Lupinus nanus
Penstemon spectabilis
Plantago indica
Rhus laurina

This mix will be used on the lower portions of the permanent slopes. It includes tall trees to help reduce the scale of the slope and more colorful plants to provide interest at the base of large slopes and draw attention from the taller portions.

HYDROSEED MIX #3

Acacia cultiformis
Acacia longifolia
Acacia redolens
Baccharis pilularis ssp. consanguinea
Cistus villosus
Adenostoma fasciculatum
Encilia californica
Eriogonum fasciculatum
Eschscholzia californica
Eucalyptus lehmannii
Fremontodendron mexicanum
Lupinus succulentus
Mimulus puniceus
Plantago indica
Rhus integrifolia
Rhus laurina

This mix is similar to mix no. 2 above, except that the majority of the colorful plants and all tall trees are eliminated. It will be used on the upper portions of permanent slopes. The trees and colorful plants are eliminated to not draw attention to the upper areas of slopes.

HYDROSEED MIX #4

Bromus mollis
Bromus rubens
Eschscholzia californica
Lupinus succulentus
Plantago indica

This mix will be used on temporary "flat" areas not exceeding a 5:1 slope. Fast growing grass and grass-like materials as well as some wild flowers will be used to provide coverage until finish grading occurs. No woody material is included in the mix to facilitate removal.

E. CONCLUSION

Note that container stock will not be required on slopes during the reclamation plan phase of the project. However, container stock shall be planted on slopes larger than 10 feet in vertical height prior to occupancy of each lot as required (See Landscape Guidelines of the Mission City Specific Plan).

ATTACHMENT

MISSION CITY OVERLAY ZONE

The following Mission City Overlay Zone is part of the Mission City Specific Plan. The Mission City Overlay provides supplemental development regulations for property located within Mission City. The Mission City Overlay Zone may be incorporated into the City's Land Development Code at some future time.

MISSION CITY OVERLAY

A. PURPOSE OF THE MISSION CITY OVERLAY

The purpose of the Mission City Overlay is to provide supplemental development regulations for property located in the Mission City Specific Plan area. The intent of these regulations is to ensure that a mix of land uses, including public uses, occurs in Mission City Planning Area 6; that the maximum setback requirement in Planning Area 6 be excused along the Friars Road frontage; that only private recreation facilities occur in Planning Area 7; that development is adequately attenuated for noise impacts; that the overall development intensity for Mission City does not exceed the traffic limits defines in the Mission City Specific Plan; and that minimum amount of recreational open space is provided.

B. WHERE THE MISSION CITY OVERLAY APPLIES

This Overlay applies to property located within the boundaries of the Mission City Specific Plan, shown on Map No. 96-0544 filed in the office of the City Clerk under Document No. RR-289995. This area is shown generally on the following figure. Table 1 shows the sections that contain supplemental regulations and the type of permit required, if any, for the types of development proposals covered by this Overlay.

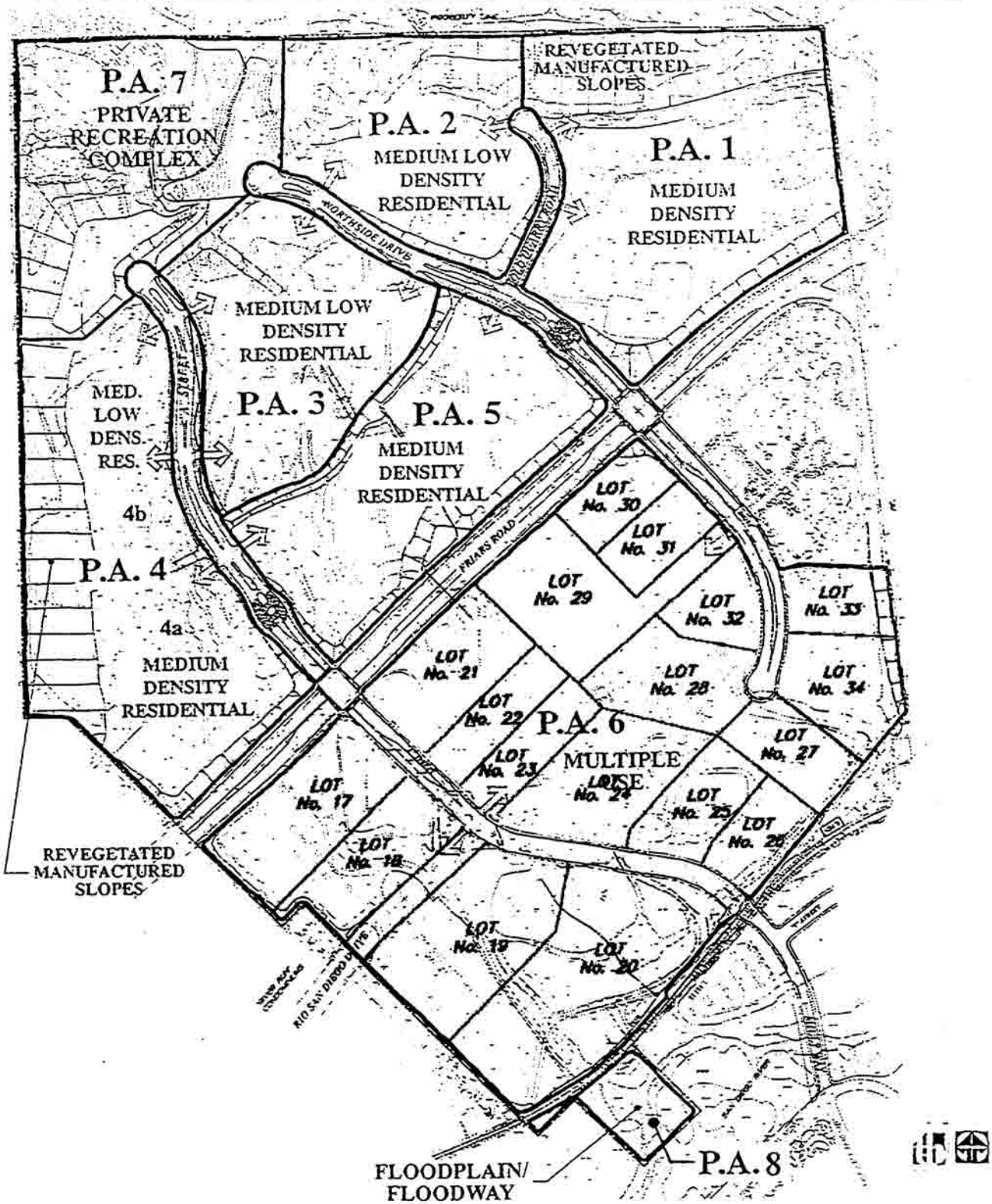
TABLE 1
MISSION CITY OVERLAY APPLICABILITY

TYPE OF DEVELOPMENT PROPOSAL	SUPPLEMENTAL DEVELOPMENT REGULATIONS	REQUIRED PERMIT TYPE/DECISION PROCESS
Any development located within this Overlay	See Sections C and D of this Overlay	No permit required (Process One)

C. SUPPLEMENTAL LAND DEVELOPMENT REVIEW OF THE MISSION CITY OVERLAY

- San Diego Municipal Code Section 126.0505(b)(6) and its related Table 126-05A shall not apply to multiple unit residential development in the Mission City Overlay.

- Development that does not comply with applicable land development code base zone regulations of the San Diego Municipal Code or the supplemental development regulations of the Mission City Overly or proposes to exceed limited deviations allowed by the San Diego Municipal Code Section 143.0402 shall require a Planned Development Permit to be decided in accordance with Process Four.


P.A. 7
PRIVATE RECREATION COMPLEX
P.A. 2
MEDIUM LOW DENSITY RESIDENTIAL
REVEGETATED MANUFACTURED SLOPES
P.A. 1
MEDIUM DENSITY RESIDENTIAL
NORTHSIDE DRIVE
MEDIUM LOW DENSITY RESIDENTIAL
P.A. 3
P.A. 5
MEDIUM DENSITY RESIDENTIAL
MED. LOW DENS. RES.
4b
P.A. 4
4a
MEDIUM DENSITY RESIDENTIAL
FRIARS ROAD
LOT No. 30
LOT No. 31
LOT No. 29
LOT No. 32
LOT No. 33
LOT No. 21
LOT No. 28
LOT No. 34
LOT No. 22
P.A. 6
MULTIPLE USE
LOT No. 23
LOT No. 24
LOT No. 27
LOT No. 17
LOT No. 25
LOT No. 26
LOT No. 18
REVEGETATED MANUFACTURED SLOPES
LOT No. 19
LOT No. 20
FLOODPLAIN/ FLOODWAY
P.A. 8

- For purposes of approving or conditionally approving a Planned Development Permit within Mission City, the applicable land use plan referenced in the San Diego Municipal Code Section 126.0606 shall be the Mission City Specific Plan.

D. SUPPLEMENTAL USE AND DEVELOPMENT REGULATIONS OF THE MISSION CITY OVERLAY

1. Development Intensity

a. Maximum Development Intensity

- Development within Mission City shall not generate more than 40,940 average daily traffic (ADT).

- No more than 31, 806 ADT shall be generated by development in Planning Area 6.

b. Minimum Development Intensity

A minimum amount of development must remain available in Mission City Planning Areas 1 - 5. Table 2 shows the minimum development intensities.

PLANNING AREA	MINIMUM DEVELOPMENT INTENSITY[1]	GENERATION RATE (TRIPS)	TOTAL ADT
1	600 du	6 per dwelling unit	3,600
2	63 du	8 per dwelling unit	504
3	141 du		1,128
4	154 du		1,232
5	131 du		1,048

[1]The minimum development intensity for Planning Areas 1-5 when added together shall total at least 1,044 dwelling units.

c. Minimum Average Development Intensity for Mission City North

A minimum average density has been established for residential development in Mission City North. In order to meet the minimum average density, the following shall apply:

- Planing Areas 2, 3, and 4b shall be developed with not less than a total 345 dwelling units. Building permits for the last vacant lot in these Planning Areas shall only be issued if the number of units requested brings the sum of the total units within these planning Areas to at least 345.

- Planning Areas 1, 4a and 5 shall be developed with not less than a total of 699 dwelling units. Building permits for the last vacant lot in these Planning Areas shall only be issued if the number of units requested brings the sum of the total units within these Planning Areas to at least 699.

b. Nonresidential Development Noise Studies

Acoustical studies based on projected (2010) roadway/LRT volumes shall be prepared prior to issuance of a building permit for nonresidential development within Mission City located within 125 feet from the edge of pavement of Friars Road.

c. Residential Noise Levels

If residential noise levels are found to exceed 65 dB CNEL, specific noise attenuation measures shall be incorporated into the building plans and be in place prior to issuance of a certificate of occupancy which will assure that:

- Exterior noise levels will not exceed 65 dB CNEL at the residential units as well as any associated noise-sensitive exterior recreation areas, including patios, courtyards, seating areas, children's play areas, and swimming pools, if such uses are used to meet minimum useable open space requirements.

- Interior noise levels will not exceed 45 dB CNEL within habitable areas of residential development.

d. Nonresidential Noise Levels

If nonresidential exterior noise levels are found to exceed 70 dB CNEL, specific noises attenuation measures shall be incorporated into the building plans and be in place prior to issuance of a certificate of occupancy which will assure that inferior noise levels will not exceed 50 dB CNEL within the nonresidential buildings.

7. Landscaping Improvements

All of the yard area of the trolley plaza, constructed pursuant to Section 3.5 of the Mission City Development Agreement located outside the vehicular use area, may consist of hardscape or unattached unit pavers. Minimum planting area will be required for trees and the planting area necessary to provide for healthy plant growth.

8. Fire Suppression

All buildings in Mission City shall include a fire suppression system that meets the requirements of the Uniform Fire Code as adopted by the City of San Diego.

2. Mission City Planning Area 6

Mission City Planning Area 6 is a mixed-use planning area. The following limitations apply to Planning Area 6:

- Residential uses and residential parking are permitted as part of Planning Area 6's mix of uses and may occur in conjunction with commercial development (i.e., on the same lot or lots as commercial uses) or on a separate lot within Planning Area 6 where no commercial uses are located.

- There are no residential ground floor restrictions in Planning Area 6.

- After building permits for 75% of Planning Area 6's gross area (77.3 acres) have been issued, the mix of land uses represented by those building permits shall be determined. If the mix of land uses includes less than 10% of commercial land uses (based on net useable area) and/or less than 20% of residential land uses (based on net useable area), no further building permits shall be issued in Planning Area 6 except building permits which raise the percentage of commercial land uses to 10% (based on net useable area) or raise the percentage of residential land uses to 20% (based on net useable area). When the 10% and 20% are achieved, the City shall again issue building permits in compliance with all relevant regulations regardless of the land uses represented by those permits.

- Residential development which occurs in Planning Area 6 on a separate lot shall comply with the Development Regulations of the RM-2-5 Zone as specified in the San Diego Municipal Code Chapter 13, Article 14, Division 4, within the following exceptions: the side setback adjacent to River Run need not exceed 20 feet; other side yard and street yard setbacks need not exceed ten feet.

- The maximum setback requirement shall not apply to Friars Road.

- Building permits shall not be issued for lots 19 and 20 unless the improvements on at least one of the lots includes an automobile and pedestrian access route (private drive, private street, or public street) from which building setback requirements will be measured as from a public street.

- Building permits shall not be issued for Lots 22 and 23 unless an alignment connecting "A" Street with Northside drive has been reserved or constructed across those lots. Building permits for Lots 28, 29 and 32 shall not be issued unless the improvements proposed therein include an automobile and pedestrian access (private drive, private street, or public street) to connect "A" Street with Northside Drive. Building setback requirements shall be measured from this access route as from a public street. The access route shall include signage identifying access to Northside Drive and "A" Street.

- Building permits shall not be issues for Lots 24, 25, 26, 27, or 28 unless the improvements contained therein include an additional automobile and pedestrian access (private drive, private street, or public street) to connect "A" street with Northside Drive. Building setback requirements shall be measured from this access route as from a public street. The access route shall include signage identifying access to Northside Drive and "A" Street.

3. Mission City Planning Area 7

The uses permitted in Mission City Area 7 shall be limited to active and passive recreation and may include privately operation recreational facilities.

4. Mission City Planning Area 8

The uses permitted in Planning Area 8 shall be limited to active and passive recreation.

5. Private Recreational Open Space Requirements

- Recreational Open Space for Mission City shall be provided at a minimum amount of 2.4 acres per 1,000 population, based on a population state of 1.95 people per residential unit, and shall be consistent with San Diego Municipal Code § 131.0455 (Private Exterior Open Space) and § 131.0456 (Common Area Open Space). In addition to the types of open space required by §§ 131.0455 and 131.0456, Recreation Open Space in Mission City may include public and private recreational uses, such as public and private parks, lawn or recreational facilities, libraries and other civic functions, community centers and meeting rooms, trails, etc. and up to 15,000 square feet of the trolley station constructed by Fenton pursuant to Section 3.5 of the Mission City Development Agreement.

- Prior to the issuance of building permits for the 3,265 residential units, the applicant shall submit a report to the City's Parks and Recreation Department and the City Manager which demonstrates a method for which the total amount of Recreational Open Space provided in Mission City will be equal to or exceed 203 square feet per residential dwelling unit of the first 3,264 dwelling units. All remaining residential development in Mission City shall be calculated at 233 square feet per dwelling unit.

6. Noise Studies

a. Residential Development Noise Studies

Acoustical studies based on projected (2010) roadway/LRT volumes shall be prepared prior to issuance of a building permit for residential development within mission City located.

- 100 feet from the top of the manufactured slope on the north side of Friars Road;
- 125 feet from the edge of pavement of Northside Drive, south of Friars;
- 125 feet from the edge of pavement of "A" Street, south of Friars Road; or
- 155 feet from the tracks of the Mission Valley LRT.