



THE CITY OF SAN DIEGO

REPORT TO THE PLANNING COMMISSION

DATE ISSUED: July 19, 2012 **REPORT NO.** PC-12-029

ATTENTION: Planning Commission, Agenda of July 26, 2012

SUBJECT: SHAWNEE/CG7600 MASTER PLAN – PROJECT NO. 174988;
PROCESS 5

**OWNER/
APPLICANT:** Shawnee Properties, LLC and CG7600, LP, Owners/ Urban Housing
Partners, Applicant

SUMMARY

Issue: Should the Planning Commission approve a request to remove existing uses and construct 996 multi-family and 27 single family residences, retail uses, and a neighborhood park through a Master Plan for development, within the Navajo Community Plan area?

Staff Recommendation:

1. Recommend the City Council **Certify** Environmental Impact Report No. 174988, **Adopt** the Mitigation Monitoring and Reporting Program, and **Adopt** the Findings and Statement of Overriding Considerations; and
2. Recommend the City Council **Adopt** the Rezoning Ordinance No. 974760; and
3. Recommend the City Council **Approve** amendments to the General Plan and the Navajo Community Plan No. 974759; and
4. Recommend the City Council **Approve** Vesting Tentative Map No. 632543 with Easement Vacations No. 974757 and Public Rights-of-Way Vacations No. 974758; and
5. Recommend the City Council **Approve** Planned Development Permit No. 632544 with a Master Plan for Development, and Site Development Permit No. 632545;

Community Planning Group Recommendation: The applicant has been working with the Navajo Community Planners, Inc. in creating a project sensitive to the existing community. A formal vote on the project is expected to take place on July 16, 2012, after the printing of this report. Staff will be prepared to report the recommendation vote to the Commission at the hearing.

Environmental Review: Environmental Impact Report No. 174988 has been prepared for the project in accordance with State of California Environmental Quality Act (CEQA) Guidelines. A Mitigation, Monitoring and Reporting Program has been prepared and will be implemented which will reduce, below a level of significance, some of the potential impacts identified in the environmental review process. The applicant has also provided Draft Candidate Findings and a Statement of Overriding Considerations to allow the City Council to adopt the project with significant and unmitigated impacts.

Fiscal Impact Statement: No cost to the City. A deposit account funded by the applicant recovers all costs associated with the processing of the project application.

Code Enforcement Impact: None

Housing Impact Statement: The proposed project would result in the addition of 1,023 residential units including single family attached townhomes and multi-family condominiums, lofts, flats and live/work units in an area that is currently designated for industrial development. The project would remove existing industrial uses on-site which include cement mixing, a junk yard, vehicle storage and trailer sales. Payment of the Inclusionary Affordable Housing Fee shall be provided in accordance with the City of San Diego Inclusionary Affordable Housing Regulations (LDC Section 142.1301 et seq).

BACKGROUND

The Shawnee/CG7600 project area is situated on four parcels comprising approximately 22.9 acres within the Navajo Community Plan area bounded by Mission Gorge Road to the east, the San Diego River and Navy property to the west, Superior Ready Mix concrete plant to the north, and a mobile home park to the south (Attachment 1). The site is currently designated for Industrial Use in the Navajo Community Plan, and is located within the Grantville Redevelopment Project Area, Subarea "B" which is intended to support mixed uses (Attachment 2).

The project site is surrounded by urban development, including single and multi-family housing of varying densities, commercial retail uses, a church, and industrial uses of varying intensities. To the east across Mission Gorge Road is the multi-family and single-family neighborhood of Allied Gardens. The project's eastern boundary is also in Subarea "B" of the Grantville Redevelopment Project Area and although currently a concrete extraction and processing plant, the land owner is processing a mixed use residential and light industrial phased project through the City. Development east of the project includes the Admiral Baker Golf Course and Recreation Area owned by the United States Navy, and to the south is a site that currently has a mobile home park, but has an approval for an apartment development (Attachment 3).

The project site has largely remained undeveloped with the exception of some small structures and grading in order to create level areas for storage and commercial activity. Much of the site serves as a temporary parking area of new vehicles for nearby automobile dealerships, concrete mixing, automobile junk yard, RV sales yard and miscellaneous enterprises.

On June 12, 2007, the City Council initiated Progress Guide and General Plan, and Navajo and Tierrasanta Community Plan Amendments for Subareas A and B of the Grantville Redevelopment Project Area for the preparation of a comprehensive Master Plan that addresses land use, circulation, parks and open space, public facilities and urban design (Attachment 4). Subarea A is undergoing a Community Plan Amendment, through contracts paid by the General Fund and Redevelopment Agency contributions to the City. Subarea B property owners have been coordinating their developments to incorporate cohesive land use, circulation, and parks and open space, public facilities and urban design planning.

The subject project site is at the southwest end of Subarea B of the Grantville Redevelopment Project Area, and the first project in the subarea to reach a decision point.

DISCUSSION

Project Description:

The Shawnee/CG7600 project proposes a General/Community Plan Amendment from Industrial Use to Mixed Use, Vesting Tentative Map with Easement and Public Right-of-Way Vacations, Planned Development Permit, Site Development Permit and Rezones from IL-2-1 & AR-1-2 Zones to RT-1-4; R-4-10 and OP-2-1 with a Community Plan Implementation Overlay zone. The project approval would subdivide a 22.9 acre site for the creation of 27 single family residential lots, 29 multi-family lots and eight (8) open space lots for the future 996 multi-family and 27 single family dwellings North of Mission Gorge Rd at Old Cliffs Road within the Navajo Community Plan. The project would include deviations to development regulations as identified in the Shawnee/CG7600 Master Plan. The project would also implement the Draft San Diego River Park Master Plan and would provide 2.57 acres of neighborhood parks.

Shawnee/CG7600 Master Plan

The Shawnee/CG7600 Master Plan was prepared for this project and is a land use document that contains the standards, procedures, and guidelines necessary to accomplish the ordered development of the Project site (Attachment 5). Requested deviations from the proposed base zones for the project area require a Planned Development Permit. Deviations are addressed below and are listed in the draft permit.

Development of the project site in accordance with the Master Plan would result in a range of land uses (mixed use, residential, open space and parks), as well as circulation routes to serve those land uses. The project also allows for the possible connections to adjacent redevelopments that have been approved (Archstone project to the west), or are in process of review (Riverpark @ Mission Gorge to the north) (Attachment 6). For planning purposes, the Master Plan is divided into planning areas and proposes development standards and intensity guidelines for build-out of each planning area (Attachment 7).

Zoning and Development Regulations

As shown in the *Shawnee/CG7600 Master Plan*, the zoning requested for this project is increasingly intense as the site moves away from the San Diego River Park (Attachments 8-9). Small Lot single dwelling unit development will be across the River Road from the Open Space with four to six story buildings close to Mission Gorge Road. The entire project site will be included in the Community Plan Implementation Overlay zone, Area A, which will require adherence to the development standards and guidelines in the Master Plan.

Table 6.1 Zones and Development Intensity

Planning Area	Land Use	Land Area	LDC Zone	Development Intensity
Riverside	Single-family attached Residential with rear access garage Open space adjacent to the River Park	1.96 Acres	RT-1-4	27 units
Village Center	Multi-Family Residential & Commercial At-grade and Subterranean Parking Neighborhood Pocket Park, 0.35 Acres	6.62 Acres	RM-3-9	471 units 15,000 sf Commercial
Mission Gorge Road	Multi-Family Residential & Commercial At-grade and Subterranean Parking	4.83 Acres	RM-4-10	525 units 22,500 sf Commercial
River Park	Population-Based Parks 2.22 Acres MHPA & Open Space Wetland Buffer, 1.55 Acres	3.77 Acres	OP-2-1/OC-1-1	

1. Acreages are approximate and may vary in final mapping.

Deviations to development regulations are listed in the Master Plan and contained in the Planned Development Permit (Attachments 10-11). These deviations include Setbacks, Height and Coverage as listed in Table A-1 in the Master Plan and below. For buildings fronting Mission Gorge Road and Old Cliffs Road, up to 100 percent of gross floor area on the ground floor may be occupied by retail and commercial uses. Thus, the Master Plan deviates from the 25 percent maximum percentage of retail and commercial uses that would apply under Section 131.0423(b)(3) of the Municipal Code. The 5-foot minimum setback is for the creation of a landscape and privacy buffer for ground floor units that may include stairs and stoops. At least 70% of the building street wall shall be placed at the minimum setback with the exception of the buildings fronting the River Road. Planned Development Supplemental regulations limit building coverage of the site area (Section 143.0420). Of parking on the ground floor is covered and treated, it would be exempt from this limitation (See figure 4.11 of Attachment 5). Even though the development regulations for the RM-4-10 zone are silent with regard to building height, Shawnee/CG7600 proposes building height

standards to step down the building mass from the Mission Gorge Road to the River, not only to reduce the scale of building but also to provide views to the River for units further to the east end of the site. Parking and loading areas shall be placed away from street frontage and screened from view. Parking shall be internalized either in a subterranean garage or if placed at grade, set behind buildings out of street view.

Table A-1 Deviations Table

Zoning and Development Regulations	Mission Gorge Rd.		Village Center		Riverside	
LDC Zone	RM-4-10		RM-3-9		RT-1-4	
	Allowed	Proposed	Allowed	Proposed	Allowed	Proposed
Setback Requirements						
Min Front Setback (feet)	varies ¹	5 ft	10 ft/20 ft ₂	5 ft	5 ft	5 ft
Mission Gorge Road	varies ¹	0 ft-15 ft				
Old Cliffs Road	varies ¹	0 ft	10 ft/20 ft ₂	0 ft		
Max Front Setback		15 ft		15 ft	15 ft	15 ft
Min Side Setback	varies ¹	0 ft	5 ft ²	0 ft	0 ft	0 ft
Max Side Setback		-		-		-
Min Street Side Setback	varies ¹	0 ft	10 ft ²	0 ft	5 ft	5 ft
Max Street Side Setback		15 ft		15 ft		15 ft
Min Rear Setback	varies ¹	0 ft	5 ft ²	0 ft	3 ft	0 ft
Max Structure Height	-	85 ft	60 ft	65 ft	21/31ft slab 25ft/35ft raised	25/35 ft
Max Lot Coverage (%)	50 interior/ 60 corner lot	See section 4.7.9	-	-	75	75
Floor Area Ratio	3.60 1/3 for parking	3.60	2.70 1/3 for parking	2.70	1.10/1.50	
Justification	Setbacks: The reduced setbacks allow the structures to address the street in an urban manner and provide entryways from the sidewalks to increase pedestrian activity. Height: Increased height allows greater architectural flexibility for building articulation and roofline variation to achieve high quality design. Increase height also allows flexibility in density and height variation from one building to another. Coverage: Exclude ground floor parking from coverage count when covered by common open space per section 4.7.9 to incentivize additional recreational and common open areas and achieve high quality design by covering parking. (Section 143.0420(d))				Setbacks: The reduced setback not needed with 26 foot private drive for automobile backup space. Height: Increase height allows greater architectural flexibility for building articulation and roofline variation to achieve high quality design.	

1. Two contiguous yards must observe 15 feet on northerly and easterly elevations per LDC section 131.0443(g).

2. See setback requirement section 131.0443 (f).

Implementation

Future construction and development permits for projects within the Master Plan area would be acted upon in accordance with the decision processes established in Division 5, Article II, Chapter 11 of the Land Development Code, as shown in the following table and as described in the Shawnee/CG7600 Master Plan:

Table 6.3 Project Review Process

Project Category	Development Project	City Review
1	-Consistency with Base Zone land uses designation and development intensity. -Consistency with Base Zone development regulations. -Consistency with allowable deviations and Design Guidelines established by this Master Plan -Consistency with Lot Reconfiguration and/or Consolidation.	Process One Substantial Conformance Review
3	-Consistency with Master Plan PDP -Separately regulated use as defined in LDC	Process Three
4	-Master Plan PDP Amendment	Process Four
5	-Requires change to Land Use Designation development intensity -Rezone	Process Five

Future individual development proposals that are consistent with the land uses and applicable zones, as modified by the development regulations contained in the Master Plan, shall be processed through the City's Substantial Conformance Review (SCR) process. The architectural design and site planning guidelines of the Master Plan shall be consulted as part of the SCR process for development in the Shawnee/CG7600 project area, through implementation of the guidelines presented in the Plan and the zone-specific development regulations contained in the City's Land Development Code.

Transportation Element

The Shawnee/CG7600 site is accessed regionally via Interstate 8, less than two miles to the south on Mission Gorge Road, and Interstate 15, also less than two miles west on Friars Road. Both Mission Gorge Road and Friars Road are prime arterials that connect to major commercial nodes both in the Grantville Community and Mission Valley. Mission Valley is home to two regional shopping malls, Qualcomm Stadium and a high concentration of commercial and retail centers. Both Interstate 8 and Friars Road run parallel through Mission Valley and are the two main circulation spines that feed the majority of roads in the Valley.

As the main access to the site, Mission Gorge Road connects to Interstate 8 to the south and runs

northeasterly to the City of Santee. Mission Gorge Road, at its southern end between Friars Road and Interstate 8, is a major street that serves a commercial district with developments that vary from retail strip centers and automobile dealerships, to a hospital complex for Kaiser Permanente. The San Diego Trolley serves this area with the Green Line that runs through Mission Valley from Old Town to SDSU and has a stop at the Grantville Transit Station next to Interstate 8, where it connects to bus routes 13 and 18. This area of Grantville is served by MTS bus routes 13, 14 and 18.

With development permits approved, Archstone is planning to build a medium-density residential project on the adjacent property to the south. Plans approved illustrate a connection between properties by way of a public road whose center line will lie on the boundary line separating the properties. This will allow both vehicular and pedestrian circulation from the Archstone building through the Shawnee site via the planned street network. This street network will continue in a northerly direction through the Shawnee project site where it connects to the River Park project site adjacent to the north. Shawnee and River Park will be joined by the River Road and "C" Street. The exact dimensions and classifications of the Shawnee road network will be realized through conditions placed in the Vesting Tentative Map (Attachments 12-14).

General Plan/Community Plan Analysis

The City's General Plan aims to redirect development away from undeveloped lands into already urbanized areas and/or areas with conditions allowing the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development within areas that have available public infrastructure.

The City's General Plan is comprised of 10 elements including: Land Use & Community Planning, Mobility, Urban Design, Economic Prosperity, Public Facilities, Services & Safety, Recreation, Conservation, Noise, and Historic Preservation. The Housing Element is a separate companion document which serves as a comprehensive plan to address the City's housing needs. Provided below is an analysis of how the project is compatible with the City's General Plan and Navajo Community Plan.

The **Land Use & Community Planning Element** contains policy direction for implementing the City of Villages strategy, provides citywide land use policies and designations, and establishes community plans as integral components of the General Plan. The Element includes goals for balanced communities, equitable development, and environmental justice. A goal is to have diverse and balanced communities with a variety of housing. The Element relies on community plans for site-specific land use and density designations and recommendations.

The project site is proposed to be designated for Mixed-Use development and would include a mix of residential densities and commercial services to support future residents (Attachment 15). The residential use would be a mix of single family, attached townhomes and multi-family condominiums, lofts, flats, and live/work units. The mix provides a variety of unit sizes and affordability for future residents.

The **Mobility Element** strives to improve mobility through development of a balanced

transportation system that addresses walking, bicycling, transit, and roadways in a manner that strengthens the City of Villages land use vision. Goals of the Mobility Element include creating walkable communities with pedestrian-friendly street, site and building design.

The proposed project would develop walkable, tree-lined streets, both internally and at the property boundaries. Internal streets and pathways would be landscaped and provide easy access to all portions of the site. A trail along the western boundary of the project site would allow residents to enjoy views of the Admiral Baker Golf Course and San Diego River. This river trail would connect to the approved Archstone at Mission Gorge development to the south and to the proposed redevelopment of the Superior Ready Mix property to the north. The project would also provide pedestrian and vehicular linkages to the south and north when those properties redevelop. The project would be lushly landscaped, with a street tree plan that would be consistent with existing street and median landscaping. This consistency would facilitate a cohesive neighborhood character and contribute to overall community quality.

The **Urban Design Element** establishes a set of design principles from which future physical design decisions can be based. Policies call for respecting San Diego's natural topography and distinctive neighborhoods; guiding the development of walkable, transit-oriented communities; providing distinctive public places; and implementing public art.

The project site is currently occupied by multiple uses. These include concrete mixing, a trucking business, an auto junk yard, vehicle storage and trailer sales. Redevelopment of the site would create an aesthetic edge along Mission Gorge Road, a heavily traveled roadway connecting the Navajo community with Santee to the north and central areas of San Diego to the south. The Shawnee Master Plan provides guidelines for development that address building placement and massing, materials, colors and entry way design. The use of street trees and parkway landscaping, together with hardscape paving, seating, and use of flowering shrubs to enhance the pedestrian experience, would provide the backbone for a comprehensive treatment of landscaped areas throughout the project. Additionally, the project would address and enhance the San Diego River, showcasing this natural feature of San Diego as a prime project amenity by providing a walking/biking trail and seating areas looking out over the river and Admiral Baker Golf Course.

The **Economic Prosperity Element** includes policies aimed at protecting prime industrial lands, supporting an innovative and sustainable local economy, and achieving a rising standard of living for San Diego's workforce.

The project site is currently designated for Industrial Use in the Navajo Community Plan. However, the site is not designated Prime Industrial by the General Plan and the redesignation of the site to Mixed Use would not impact the City's base sector economic viability. The project would provide a mixture of housing opportunities for varying income levels in an area within close proximity to both commercial and industrial employment uses. The site is also located in the Grantville Redevelopment Project Area which is undergoing significant planning efforts that could result in the provision of additional employment opportunities.

The **Public Facilities, Services and Safety Element** includes policies on the prioritization and provision of public facilities and services, evaluation of new growth, guidelines for

implementing a financing strategy, and guidelines for the provision of specific facilities. Policies call for new growth to pay its fair share, with the City and community-at-large responsible for remedying existing facilities deficiencies.

The project site would be served by Fire Station 45. Primary fire protection and advanced life support services to the proposed project would be provided by Station 45, as well as three additional fire stations (31, 18, and 14), which would also serve the project area. The two nearest fire stations that would serve the proposed project (Stations 31 and 45) would meet the national standards for response time. The national standard requires an initial response (4 firefighters) within five minutes or an effective fire force (15 firefighters) within nine minutes.

The proposed project would add service demand to an area in which the first alarm assignment is currently not meeting the national standards for an effective fire force (15 firefighters within nine minutes). The existing number of firefighters per 1,000 residents is currently 0.23, whereas the goal is 1 firefighter per 1,000 residents. Additionally, the SDFD has identified the need for an additional station in the Grantville community. Therefore, the proposed project would contribute to the need for a new fire station in the Grantville community. The applicant will be required to contribute toward construction of a new station to adequately provide fire protection through payment of a PFFP DIF. These contributions would ensure that the proposed project would have a less than significant impact on fire protection services.

The additional housing and population generated by the proposed project would result in additional demand for police service in Beat 322. Without additional officers, it is likely that police response times will increase in the project area. The police department has determined that four additional police officers would be needed to attain the citywide ratio of 1.45 officers to 1,000 residents. The proposed project would result in a need to expand modified facilities, and the addition of 2,711 new residents would require the applicant to compensate for the initial costs of providing four additional officers to offset the effect on police response time. Initial costs associated with increased police officer staffing include police vehicles, portable radios, firearms, and other related safety equipment. This one-time start-up amount totals \$14,000 per sworn officer. Salaries and other employee benefits are not included in this figure. Therefore, the one-time, start-up amount totals \$196,000 for the four additional police officers and related equipment assigned to the police department, to be consistent with optimal staffing requirements. The project would be conditioned on paying this one-time fee of \$196,000.

General Plan Policy PF-C.6, requires that the PFFP analyzed and updated if appropriate, each time a Community Plan is amended to increase density or intensity. For this project, the City of San Diego's Facilities Financing Division has determined that the Public Facilities Financing Plan for the Navajo Community does not need to be amended with this project.

Using the worst-case estimate as stated in Table 4.13-1 of the EIR, the proposed project would generate 53 elementary students, 16 middle school students, and 23 high school students. Based on these numbers and current capacity as shown in Table 2-4, the proposed project has the potential to impact local district-run schools, and perhaps to increase enrollment to the point where schools are reaching capacity, particularly at the high school level. When additional demand warrants, the provision of school facilities would be the responsibility of the SDUSD. The applicant would pay statutory school fees to accommodate the needs of public schools in the

community. Pursuant to SB 50, enacted in August 1998, the payment of these state-mandated school fees would constitute full and complete mitigation and no significant impacts would result.

The **Recreation Element** establishes a population-based park standard of 2.8 acres of population-based parks to be provided for every 1,000 residents; seeks to acquire, develop, operate/maintain, increase and enhance public recreation opportunities and facilities throughout the City; recognizes that park facilities should take a variety of forms in response to the specific needs and desires of the residents served; and while the City's primary goal is to obtain land for park and recreation facilities, alternative methods of providing recreation facilities need to be available.

The proposed project's 1,023 residential units would add to the demand for population-based parks within the Navajo Community by 5.5 useable acres based on the General Plan population-based park standards. The project proposes to provide 2.57 acres of park land within the project area, and provide payment of park fees for the balance. The project would also provide landscaped pockets of sufficient size to accommodate picnics or rest areas and interior courtyards and open space in accordance with the City's development regulations for residential development. These areas would be privately maintained by individual projects for use by the residents of those projects.

The **Conservation Element** calls for the City to be a model for sustainable development, to address climate change impacts, and to preserve quality of life in San Diego. It includes policies to: reduce the City's carbon footprint; promote sustainable development; promote clean technology industries; conserve natural resources; protect unique landforms; preserve and manage open space and canyon systems, beaches and watercourses; and prevent and reduce pollution.

The proposed project addresses the San Diego River in its site design and would be compatible with the San Diego River Park Draft Master Plan. The Draft Master Plan proposes a 35-foot wide path corridor along the San Diego River. The project would provide the 35-foot path corridor along the western boundary of the site and would allow passive recreation opportunities such as hiking, bicycling, picnic areas and interpretive/scenic overlooks. Trail furnishings and lighting would be provided for the safety and convenience of pedestrians and bicyclists as outlined in the San Diego River Park Draft Master Plan.

Several sustainable building concepts and practices have been incorporated in the design of the proposed project which would reduce potential effects associated with water and energy consumption. Landscaping would primarily have native plant species to reduce the need for potable water used for irrigation. Water conserving appliances and low flow toilets, faucets and shower heads would be used in all buildings. Energy Star appliances would be used in all buildings as well as occupancy sensors to reduce lighting and energy use. All buildings would include recycling areas and recycling programs. All buildings would be constructed with at least ten percent recycled materials and construction debris would be reduced by fifty percent through salvaging and recycling.

The **Noise Element** contains policies addressing compatible land uses and the incorporation of

noise abatement measures for new uses to protect people from living and working in an excessive noise environment. It includes a matrix that identifies compatible, conditionally compatible, and incompatible land uses by noise decibel level.

Prior to issuance of a building permit for any residential use located where exterior noise is projected to exceed 60 Community Noise Equivalent Level (CNEL) or any commercial use located where exterior noise is projected to exceed 65 CNEL, an acoustical analysis shall be completed. This analysis must demonstrate that interior noise levels due to exterior sources would be 45 CNEL or less in any habitable room of the residential units and 50 CNEL or less in the commercial uses. For residential units located where exterior noise is projected to exceed 45 CNEL and commercial uses located where exterior noise is projected to exceed 65 CNEL, architectural and structural considerations such as improved window and door acoustical performance, shall be identified. The project has been conditioned to provide a ventilation or air conditioning system to provide a habitable interior environment with the windows closed for multi-dwelling units, where it is necessary for the windows to remain closed to ensure that interior noise levels do not exceed 45 CNEL,

The **Historic Preservation Element** strives to guide the preservation, protection, restoration and rehabilitation of historical and cultural resources so that a clear sense of how the City gained its present form and substance can be maintained.

As part of the environmental analysis, a records search and field survey identified no prehistoric or historical cultural material on the project site. The project site has been heavily impacted by previous grading and terracing of the natural landform. While the western half of the project site has also been heavily disturbed by grading, it remains in a more natural state than the eastern half of the project site. Due to the location of the project site within San Diego River valley where known prehistoric and historic resources exist, there is a potential for subsurface cultural resources to exist in the western portion of the project site. Because of the possibility of existence of subsurface cultural resources, a condition of the project shall require a qualified archaeological monitor and Native American monitor to be present during construction in the western portion of the project site.

The **Housing Element** serves as a comprehensive plan with specific measurable goals, policies, and programs to address the City's critical housing needs. The Housing Element was adopted by the City Council under separate cover from the rest of the General Plan on December 5, 2006 and is currently undergoing an update.

The Housing Element has five goals: 1) provision of sufficient housing supply for all income groups, 2) maintain and upgrade the quality and safety of affordable housing stock, 3) minimizing governmental constraints while retaining a quality review process and consumer protection, 4) providing affordable housing opportunities to renters and low/mod homebuyers, and 5) facilitate compliance with applicable federal, state & local laws

The proposed project would result in the addition of 1,023 residential units including single family attached townhomes and multi-family condominiums, lofts, flats and live/work units. The mix of housing types and sizes would help meet the goals of the Housing Element and NCP to ensure diverse and balanced neighborhoods with housing available for households of all

income levels.

The NCP **Mixed-Use Element** builds upon City Council adopted policies set forth in the General Plan. A series of policies are established that set the framework for new neighborhoods designed with a mixture of land uses that promote walkability, social interaction and a sense of place. This element provides guidelines for implementation of SFE policies during the transition of land uses in areas of the Navajo community that are suitable for mixed-use development.

Mixed-use centers within the Navajo community are intended to contain commercial, office, retail and residential land uses in close proximity so as to encourage pedestrian activity, economic diversification, and increased reliance on bicycle, bus, and trolley use. These centers will include higher-density residential development to serve many market segments, along with a mix of commercial, retail, civic and recreational uses to serve the overall community. The proposed project is consistent with the NCP's policies for mixed-use by providing a mix of residential development at varying densities along with retail and commercial serving uses on the ground floor along Old Cliffs Road and Mission Gorge Road.

The Mixed-Use Element sets the framework for new infill development of these areas and provides guidelines to implement design standards to ensure compatibility with existing development in the Navajo community. In order to ensure quality site design in mixed-use developments, the NCP recommends that the Type B Community Plan Implementation Overlay Zone (CPIOZ) be applied to properties proposing mixed-use development. As part of the community plan amendment and rezone action for this project, CPIOZ would be applied to the entire project site to ensure that these objectives can be achieved. The specific issues to be addressed through CPIOZ include Architectural Design, Building Heights, Roof Treatment, Setbacks, Landscaping and Noise Walls, Traffic and Access, Parking, and Streetscape Improvements. The Shawnee Master Plan includes design standards which address all of the issues listed above and would be used to guide future development of the site.

There are three requested deviations to the development regulations of the zones to be used to implement the project. The deviations are to increase allowable height, reduce front yard setbacks and to exclude ground floor parking from the maximum lot coverage allowed per the Supplemental Planned Development Permit regulations, in some instances. The reduced setbacks would allow the structures to address the street in an urban manner and would provide entryways from the sidewalks to increase pedestrian activity. Increased height would allow greater architectural flexibility for building articulation and roofline variation to achieve high quality design. Increased height would also allow flexibility in density and height variation from one building to another. Ground floor parking would be excluded from the maximum lot coverage allowed per the Supplemental Planned Development Permit regulations, when covered by common open space to incentivize additional recreational and common open areas and achieve high quality design by covering parking (See Figure 4.11 of Attachment 5). These deviations help ensure quality site design that the NCP calls for in mixed-use developments.

Environmental Analysis

The Environmental Impact Report (EIR) analyzes the environmental impacts that would result from the proposed Shawnee project. The analysis discusses the project's potential impacts to

Land Use, Transportation/Circulation and Parking, Air Quality, Hydrology, Water Quality, Biological Resources, Historical Resources, Noise, Utilities, Visual Effects and Neighborhood Character, Population and Housing, Geology/Soils, Public Services, Public Health and Safety/Hazardous Materials, Paleontological Resources, and Greenhouse Gases.

The environmental analysis concludes that the project would result in significant but mitigable impacts associated with Land Use (MHPA Adjacency and Wildlife Species), Biological Resources, Historical Resources, Noise, and Paleontological Resources. Implementation of the proposed Mitigation, Monitoring, and Reporting Program (MMRP) would reduce these environmental effects to below a level of significance (Attachment 16).

The proposed project's significant cumulative impacts to six local roadway segments, four intersections and a freeway ramp meter could be mitigated to below a level of significance with implementation of the mitigation measure identified in Section 4.2.3.3 of the FEIR. Implementation of this mitigation measure would require the construction of the Santo Road and Tierrasanta Boulevard connections. The owner/permittee shall contribute a fair share of 1.98 percent of the estimated cost of the Tierrasanta Boulevard connection and 2.36 percent of the Santo Road connection at the time of issuance of the first construction permit. However, if the connections are never constructed, the proposed project's cumulative traffic impacts would remain significant and unmitigated.

The construction of the Santo Road and Tierrasanta Boulevard connections would relieve future traffic congestion within the vicinity of the project site. These connections would reduce traffic on Mission Gorge Road and Friars Road by allowing an alternate route for traffic flow. Although the connection of Santo Road and Tierrasanta Boulevard are shown on the City's Circulation Element of the Navajo Community Plan and General Plan, they remain unbuilt and there are presently no plans or funding for their construction. Both connections would have environmental consequences, particularly Tierrasanta Boulevard which would require crossing of the San Diego River. In addition, there is currently substantial community opposition to these connections.

MHPA Boundary Line Adjustment

As part of the project, the Multiple Habitat Planning Area (MHPA) boundary would be adjusted within the project footprint (Attachment 17). Currently, approximately 0.875 acres is protected within the MHPA. The proposed Boundary Line Adjustment would remove some areas, relocate the boundary and add sensitive areas for a new MHPA area of 1.32 acres. The area is between the San Diego River, including the wetland buffer area, and the proposed Population Based Park.

Public Utilities

The Shawnee/CG7600 Master Plan site is located within the urbanized community of Allied Gardens/Grantville. As such, public utilities including water, sewer, gas and electricity, are readily available to serve the project. Development within the site will provide the necessary connections, extensions and upgrades to the existing utilities. As part of the Vesting Tentative Map, a drainage plan and storm water control plan, including the development of a bioswale system, have been developed to control and treat runoff and carry storm water as discussed in the

Final Environmental Impact Report (EIR).

Project-Related Issues:

Community Planning Group Recommendation

The applicant has been working with the Navajo Community Planners, Inc. in creating a project sensitive to the existing community. A formal vote on the project is expected to take place on July 16, 2012, after the printing of this report. Staff will be prepared to report the recommendation vote to the Commission at the hearing.

Critical Project Features to Consider During Substantial Conformance Review

The permit, as prepared, includes specific conditions of approval requiring the owners and subsequent owner(s) to submit an application for Substantial Conformance Review (SCR), Process One depending upon design significance threshold, prior to applying for any construction permit. The Shawnee/CG7600 Master Plan includes various design guidelines for landscaping, transportation, parks and open space, and architectural and design and site planning with specific guidance related to zoning requirements, streetscape, walls and fencing, exterior lighting, and design. These are important and necessary to conclude the proposed phased development would not adversely impact the Navajo Community Plan and the Grantville Redevelopment Project Area and be consistent with the requirements of the Land Development Code.

Conclusion:

Staff has determined the proposed Shawnee/CG7600 project, with the adoption of the Navajo Community Plan Amendment and the zoning ordinance complies with the applicable sections of the Municipal Code and adopted City Council policies. Staff has determined the required findings would support the decision to approve the proposed project's Vesting Tentative Map, Planned Development Permit, and Site Development Permit. An Environmental Impact Report has been prepared for this project and the mitigation required would reduce some potentially significant impacts to below a level of significance. Findings and a Statement of Overriding Consideration must be made to certify the Environmental Impact Report regarding potential direct and cumulative impacts which remain significant and unmitigated.

ALTERNATIVES:

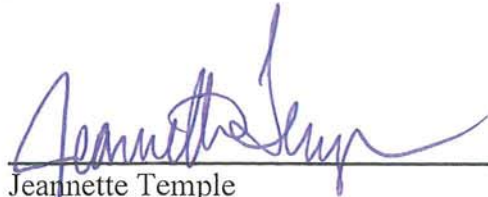
1. **Recommend Approval of the project, with modifications.**

2. **Recommend Denial** of the project, if the findings required to approve the project cannot be affirmed.

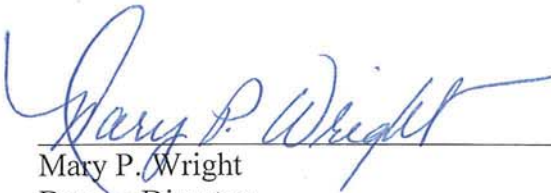
Respectfully submitted,



Mike Westlake
Program Manager
Development Services Department



Jeannette Temple
Development Project Manager
Development Services Department

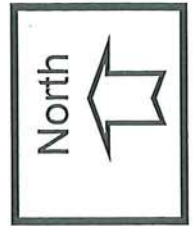


Mary P. Wright
Deputy Director
Development Services Department

WESTLAKE/WRIGHT/jt

Attachments:

1. Aerial Photograph
2. Community Plan Land Use Map and Grantville Redevelopment Project Area Map
3. Project Location Map
4. General Plan/Navajo Community Plan Amendment Initiation for the Grantville Redevelopment Project Area
5. Shawnee/CG7600 Master Plan
6. Proposed Street Classification Graphic
7. Proposed Planning Area, Land Use and Development Intensity Graphics
8. Rezone Ordinance
9. Rezone B-Sheet
10. Draft Permit Resolution with Findings
11. Draft Permit with Conditions
12. Vesting Tentative Map Exhibit
13. Draft Map Resolution with Findings
14. Draft Map Conditions
15. Draft Community Plan Amendment Resolution, Revised Land Use Graphics, and Strikeout/Underline Text
16. Draft Environmental Resolution with MMRP
17. MHPA Boundary Adjustment
18. Community Planning Group Recommendation (NOT AVAILABLE)
19. Ownership Disclosure Statement
20. Project Chronology



Aerial Photo

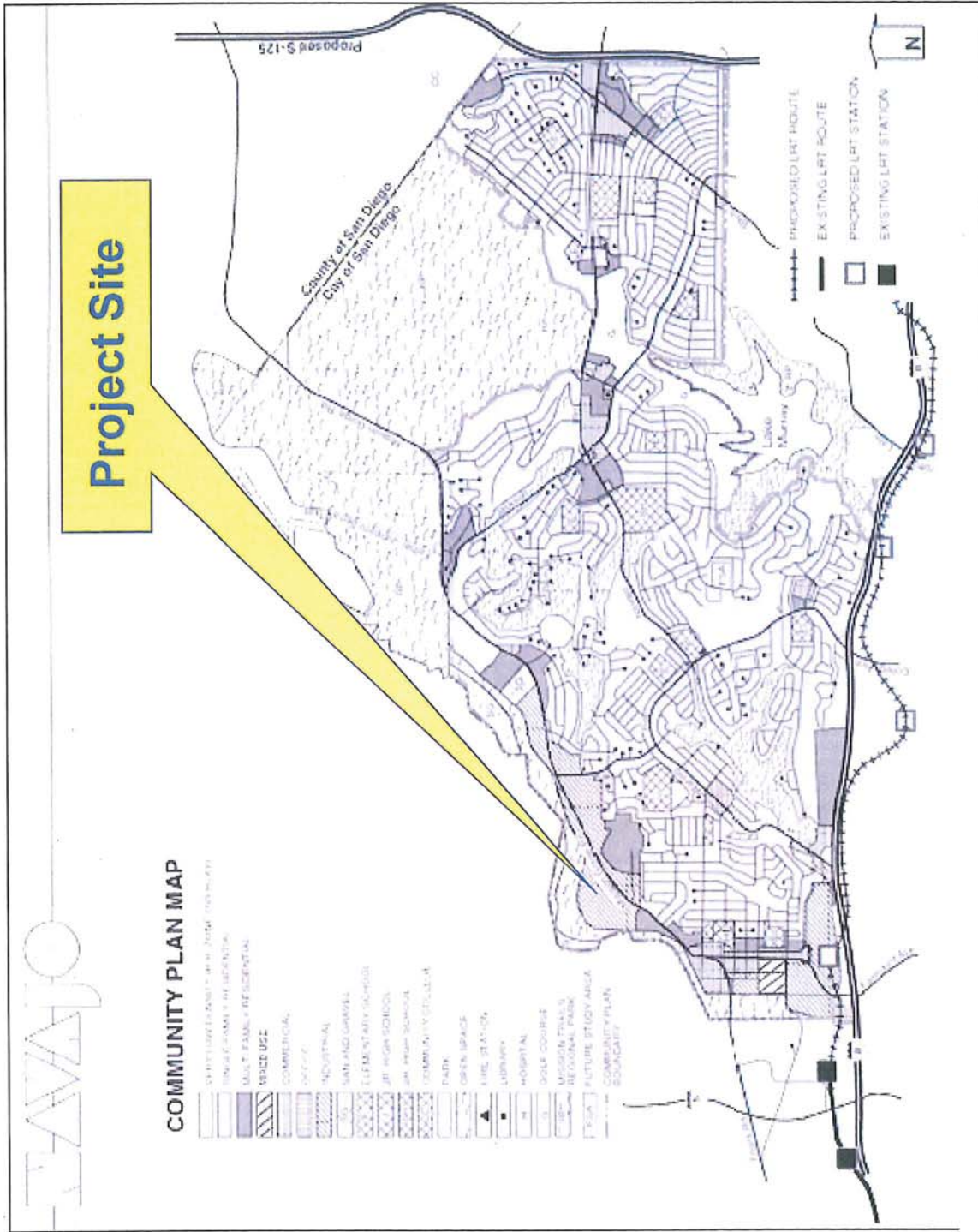
SHAWNEE/CG 7600 6910 -6980 MISSION GORGE ROAD
PROJECT NUMBER 174988

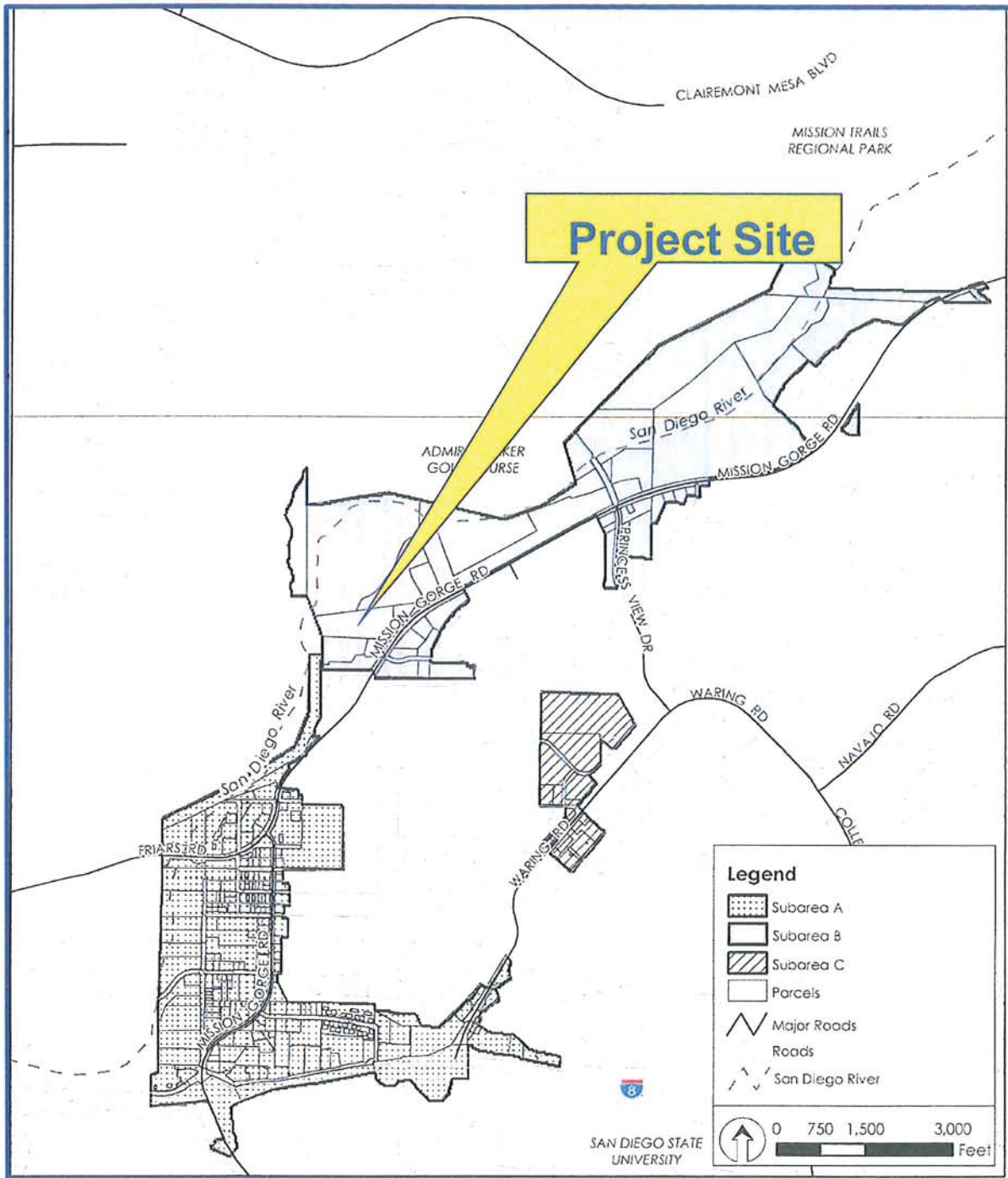




Land Use Map

SHAWNEE/CG 7600 6901 -6980 MISSION GORGE ROAD
PROJECT NUMBER 174988



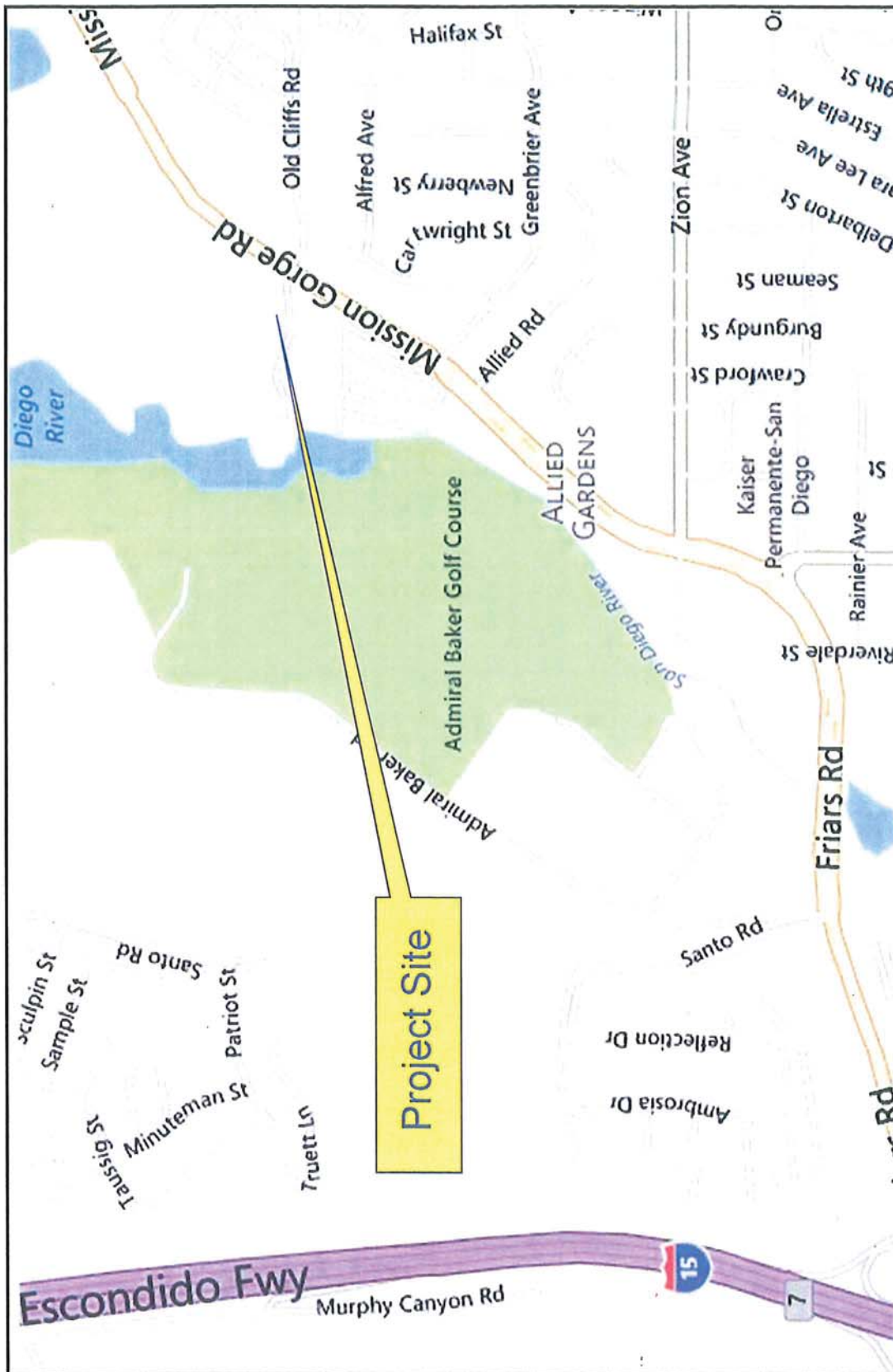


Grantville Redevelopment Project Area Map



SHAWNEE/CG 7600 6901 -6980 MISSION GORGE ROAD
PROJECT NUMBER 174988





Project Location Map

SHAWNEE/CG 7600 6910 -6980 MISSION GORGE ROAD
PROJECT NUMBER 174988



RESOLUTION NUMBER R- 302730

DATE OF FINAL PASSAGE JUN 12 2007

A RESOLUTION INITIATING A COMMUNITY PLAN AMENDMENT TO THE PROGRESS GUIDE AND GENERAL PLAN AND THE NAVAJO AND TIERRASANTA COMMUNITY PLANS FOR SUBAREAS A AND B OF THE GRANTVILLE REDEVELOPMENT PROJECT AREA FOR THE PREPARATION OF A COMPREHENSIVE MASTER PLAN THAT ADDRESSES LAND USE, CIRCULATION, PARKS AND OPEN SPACE, PUBLIC FACILITIES AND URBAN DESIGN.

WHEREAS, the request for the Progress Guide and General Plan and the Navajo and Tierrasanta Community Plans for Subareas A and B of the Grantville Redevelopment Project Area amendment originated with the Navajo and Tierrasanta Community Planning Groups in order to prepare a comprehensive master plan that addresses land use, circulation, parks and open space, public facilities and urban design; and

WHEREAS, the first step in this process is for the City Council to initiate the Progress Guide and General Plan amendment and the community plan amendment which would allow staff to proceed with the analysis of the proposals and preparation of any necessary revisions to adopted documents; and

WHEREAS, in accordance with San Diego Municipal Code section 122.0103(a) the City Council may initiate an amendment to a community plan; and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the

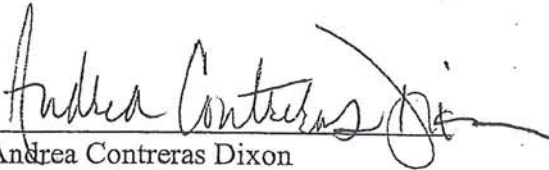
(R-2007-1079)

decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that this Council initiates the amendment to the Progress Guide and General Plan to incorporate the plan amendment to for Subareas A and B of the Grantville Redevelopment Project Area for the preparation of a comprehensive master plan that addresses land use, circulation, parks and open space, public facilities and urban design.

APPROVED: MICHAEL J. AGUIRRE, City Attorney

By



Andrea Contreras Dixon
Deputy City Attorney

ACD:pev

05/03/07

Or.Dept:Council 7

R-2007-1079

MMS #4788

PLAN AMENDMENTS AND APPROVAL Community Plan Amend - Initiate Amendment 11-01-04

Passed by the Council of The City of San Diego on JUN 12 2007, by the following vote:

Council Members	Yeas	Nays	Not Present	Ineligible
Scott Peters	☒	☐	☐	☐
Kevin Faulconer	☒	☐	☐	☐
Toni Atkins	☒	☐	☐	☐
Anthony Young	☒	☐	☐	☐
Brian Maienschein	☒	☐	☐	☐
Donna Frye	☒	☐	☐	☐
Jim Madaffer	☒	☐	☐	☐
Ben Hueso	☒	☐	☐	☐

Date of final passage JUN 12 2007

AUTHENTICATED BY:

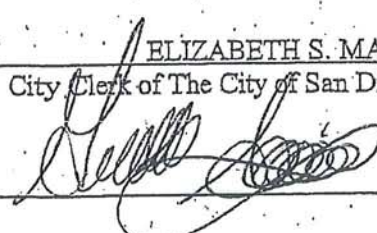
(Seal)

JERRY SANDERS

Mayor of The City of San Diego, California.

ELIZABETH S. MALAND

City Clerk of The City of San Diego, California.

By 

Deputy

Office of the City Clerk, San Diego, California

Resolution Number

R- 302730

Shawnee/CG7600 Master Plan



Draft: March 2012

Prepared for:

SHAWNEE/CG7600

Contact: Mark Silverman

Prepared by:

CARRIER JOHNSON + CULTURE

Contact: Mike LaBarre/Michael Stonehouse

In Association with:

URBAN HOUSING PARTNERS

Contact: Sherman Harmer/Michael Dunham/Jacob Schwartz

RECON ENVIRONMENTAL

Contact: Bobbi Herdes/Lee Sherwood

FUSCOE CIVIL ENGINEERING

Contact: Eric Armstrong/Stacia Bloom

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1. INTRODUCTION

1.1 OVERVIEW

The Shawnee/CG7600 site is intended to be a community that will provide future residents a comfortable and safe environment with ample amenities and convenient commercial retail businesses within a short walk. The project will have an assortment in living accommodations of town homes, condominiums, lofts and live/work units. It is intended that there be varied building heights to enrich the aesthetic quality and scale of the development as well as provide views to the San Diego River.

The San Diego River Park will be the primary amenity for residents where walking trails and river views will be enjoyed by residents and the general public alike. Strategically placed pocket parks are envisioned to serve as a pedestrian links from Mission Gorge Road to the San Diego River Park.

The site would be home of up to 1,023 households comprised of one, two, three and four-bedroom units in a variety of configurations within two to six-story buildings that will provide housing for a diversity of homes made up of singles, couples, families and those who are either working or retired. Up to 37,500 square feet of ground floor commercial is available for development that will serve the community with some basic commercial sales, services or office space.

Design guidelines in conjunction with this Master Plan will provide more detail of the development concept and design intent. Parking for residents will be hidden from view in either private garages or a subterranean structure. Curb-side street stalls will offer additional parking for residents and guests.

1.1.1 Document Purpose

The Shawnee/CG7600 Master Plan is a tool that will guide the development of the Project site using a thoughtful development plan. It provides a guide for the development of the site and the implementation of the objectives of the City of San Diego General Plan and the Navajo Community Plan.

This Plan will serve to initiate a Site Development Permit and Planned Development Permit for the site by establishing land use and development regulations that are specifically adapted to the proposed development. The provisions of this Master Plan are intended to be responsive to constraints and opportunities on the site and the objectives of the Project.

The principle of this Master Plan is to allow for the development of a unique high quality project that would be achieved through the establishment of specific land uses, design guidelines and a set of standards applied to the site.

1.1.2 Document Scope

The Shawnee/CG7600 Master Plan implements the broad policies of the City of San Diego General Plan by establishing land uses, development standards, Design Guidelines and entitlement processes for the development of the Project site.

This Master Plan provides text and exhibits describing the range of land uses, development intensities, landscape features, and circulation routes that can occur in the site. It provides design guidelines that will ensure build-out in a manner consistent with City policies and standards and State requirements.

1.1.3 Authority

This document was written under the direction of the City of San Diego Planning and Development Services Department and is intended to be a planning and policy document. This Master Plan is subject to City Council approval as a Master Planned Development Permit that provides the guidelines for development in accordance with the Master Planned Development Procedures of the Land Development Code. Once adopted by City legislative action, this document serves both planning and policy functions for the Shawnee/CG7600 site.

1.2 RELATIONSHIP TO OTHER PLANS AND POLICIES

The Shawnee/CG7600 Master Plan addresses the policies of the City of San Diego General Plan by establishing permitted uses, development standards, design guidelines and entitlement processes for the development of the Project site. The vision of the Shawnee/CG7600 Master Plan will be incorporated into the Navajo Community Plan by way of a Community Plan Amendment. The Community Plan Amendment will create a Community Plan Implementation Overlay Zone (CPIOZ) for the site area that will outline regulations governing future development.

The project site lies within Subarea B of the Grantville Redevelopment Project Area which was adopted on May 3, 2005 by the Redevelopment Agency of the City Of San Diego. The Redevelopment Plan was adopted by the Redevelopment Agency of the City of San Diego due to the blighted condition of the area, the proliferation of mismatched land uses and vehicular circulation problems.

The western boundary of the project site lies within the San Diego River Park Master Plan Area. The River Park Master Plan is a policy document for the city for all development along the San Diego River. Within the Master Plan are principles and recommendations to restore the river and provide visual and physical access to the river. Design Guidelines are provided to give clear guidance on the development of the River Corridor area (the 100 year Floodway as mapped by FEMA and 35' beyond the Floodway) and the River Influence area (200' feet out from the River Corridor).

Areas within the River Corridor and the River Influence shall implement the Design Guidelines of the San Diego River Park Master Plan. These guidelines are implemented through the Community Planned Implementation Zone (CPIOZ) for the Navajo Community Plan, found in the San Diego River sub-district section of the Navajo CPIOZ. Areas within the River Corridor and River Influence will be designed in conjunction with the Navajo Community Group, City of San Diego Staff and applicable agencies to implement the 'Vision, Principles and recommendations of the San Diego River Park Master Plan and applicable City of San Diego policy documents. Design elements within the San Diego River Subdistrict include the 'San Diego River Park Pathway', public park open space, native plantings, park access from River Road and native vegetated Multiple Habitat Planning Area. Design of these elements will follow the Design Guidelines for the River Corridor area and River Influence area.

1.3 SITE LOCATION AND SETTING

The Shawnee/CG7600 site is located in a geographic area of San Diego called Mission Gorge which is a long valley that runs from the City of Santee to Mission Valley and is formed by the San Diego River. The main thoroughfare that spans the entire length of the valley is Mission Gorge Road that also links Mission Valley and the City of Santee.

The site is bounded on the east side by Mission Gorge Road, on the west side by the left bank of the San Diego River, on the south side by a mobile home park, that is planned to be replaced by the City approved Archstone Apartment complex, and on the north side by a sand and gravel operation. The best and principal views are immediately to the west just across the river of the Admiral Baker Golf Course which is framed by a backdrop of natural slopes. The river feeds small bodies of water (ponds) that serve as golf course obstacles and attractive landscape elements. Across Mission Gorge Road are small commercial retail centers that serve the residential neighborhood to the east called Allied Gardens.

The site is occupied by multiple uses and business types. A partial list of uses include concrete mixing and trucking business, auto junk yard, temporary automobile storage and trailer sales.



Figure 1.1 Regional Map

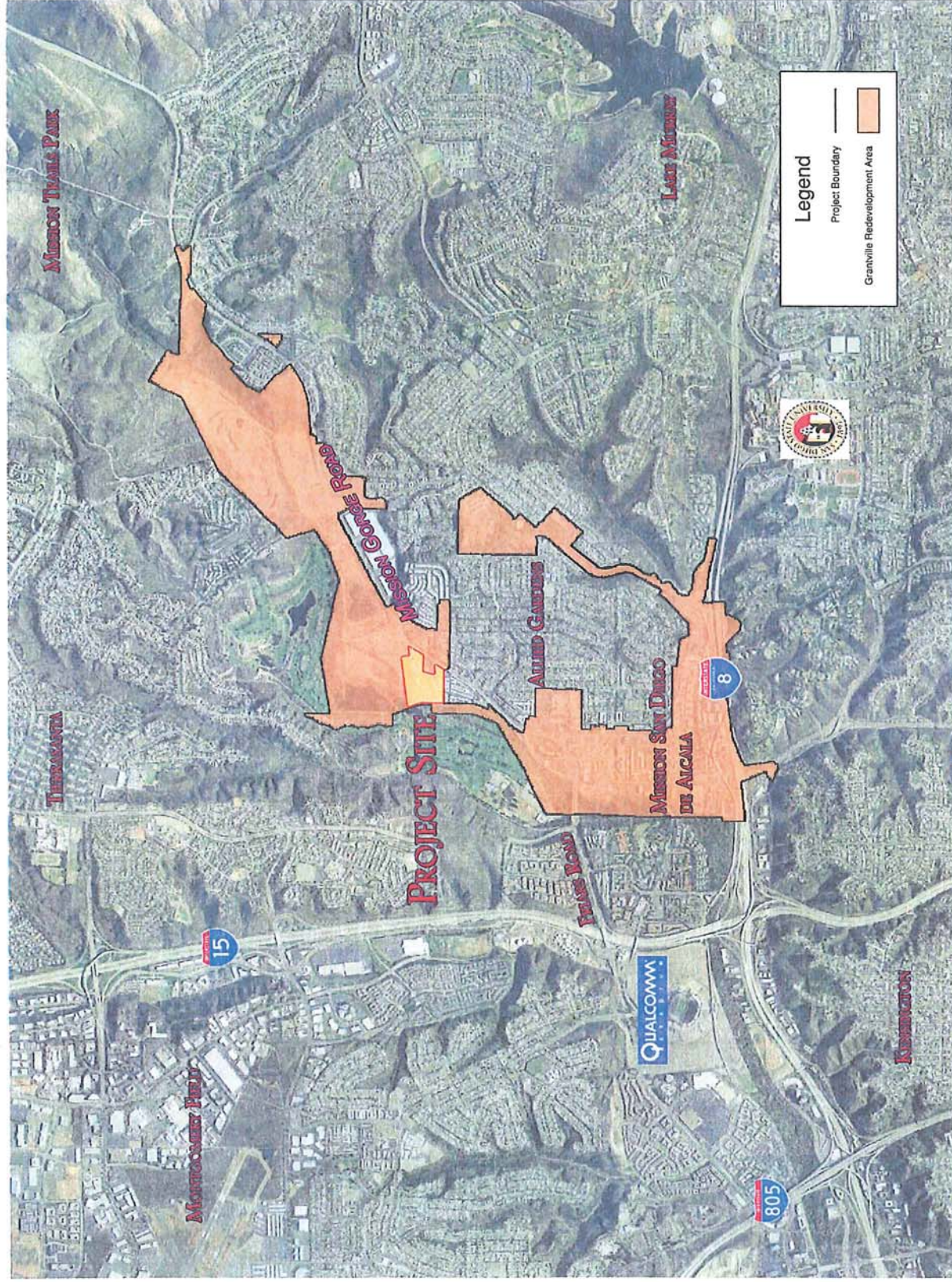


Figure 1.2 Grantville Redevelopment Area



Figure 1.3 Aerial Photograph

INTRODUCTION



View of river and golf course from site

1.4 BACKGROUND AND HISTORY

In order to get a proper perspective of the proposed Master Plan, it is important to briefly lay out the background for this site to understand how it compliments the Navajo Community Plan.

1.4.1 Grantville

This Project site falls within the boundaries of the Grantville Redevelopment Project Area and Redevelopment Plan established by the San Diego City Council on May 3, 2005. The Project Area includes portions of the San Diego River and is located in close proximity to Mission Valley, Mission Trails Regional Park and San Diego State University.

1.4.2 Site History

Although San Diego's historical center of gravity is located closer to the Pacific Ocean, in the area that we know as Old Town, the first permanent building site in California, Mission San Diego de Alcalá, was established within a mile and a half of the project site by the historical figure Fray Junipero Serra on July 16, 1769. The Mission grew to encompass an area of 58,875 acres and was the second largest Rancho in San Diego County. It extended northeasterly from La Mesa to a point north of the San Diego River above Monte Park and over the area now occupied by El Cajon, Bostonia, Santee, Lakeside and Flint Springs.

Plans were laid for a town site by the Junipero Land and Water Company in 1887 with the official name registered as Orchard but subsequently came to be called Grantville in honor of President Ulysses S. Grant.

The Grantville area experienced large subdivisions developed in the late 1940's and 1950's. These communities include San Carlos, Del Cerro, and Allied Gardens and are part of San Diego's rapid growth in the second half of 20th century. Today the Grantville area has been reduced to geographic area bounded by Interstate 8 to the south, Interstate 15 to the west the community of Tierrasanta to the north and the communities of Allied Gardens and Del Cerro to the east.

Shawnee/CG7600 Master Plan

Draft 5/7/2012

1.5 SITE CHARACTERISTICS AND DESIGN INFLUENCES

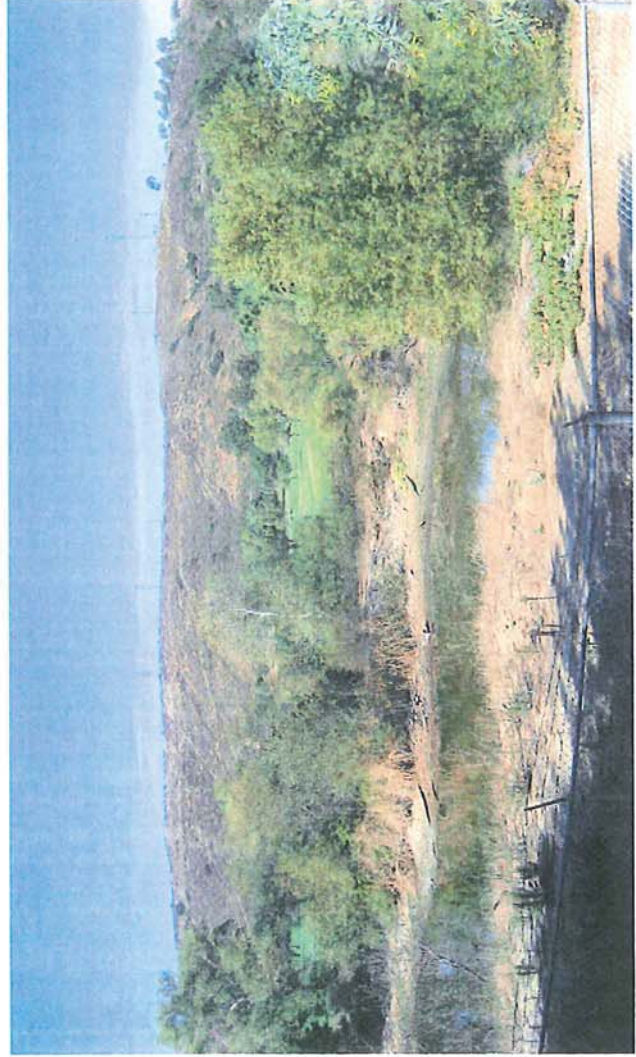
The main roads are Friars Road and Mission Gorge Road which leads into Mission Trails Regional Park to the north and continues south as Fairmont Road.

Grantville is primarily an industrial/consumer neighborhood, containing businesses ranging from sand and gravel mining, automobile dealerships to a big box retailer Home Depot, as well as dozens of small retail businesses, service firms and factories that serve the surrounding communities. Grantville is home to Kaiser Permanente Medical Center with a large complex of buildings that contain a hospital, clinics and doctor's offices.

The Project site has remained undeveloped with the exception of some small structures and grading in order to create level areas for storage and commercial activity. Much of the site is serves as a temporary parking area of new vehicles for nearby automobile dealerships, concrete mixing, automobile junk yard, RV sales and miscellaneous enterprises.

The Project site is located in an area with unique features. The primary feature of the site is its location next to the San Diego River. The lush natural vegetation of the river banks contrast with the relatively arid surrounding. The river combined with the golf course on the opposite bank to the west, complete a view of rich greenery in an area immediately surrounded by industrial and commercial properties.

Directly across Mission Gorge Road are a variety of commercial industrial buildings with open asphalt paved parking lots to support automobile parking. Directly to the south is a mobile home park that is home to approximately one hundred homes. This site is expected to be developed in the near future as an upscale apartment complex. To the north is the Superior Ready Mix site that is currently used for mining sand and gravel and the production of concrete. This site is currently being planned as a mixed use residential neighborhood and an employment center.



View looking west to Admiral Baker Golf Course, San Diego River in the foreground

Shawnee/CG7600 Master Plan

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The Project site is situated on a main arterial road that serves as a connection to residential neighborhoods, Mission Trails Regional Park and the City of Santee to the northeast and Interstate 8, just over one and a half miles to the south. Mission Gorge Road will be the point of entry to the site with a proposed traffic light to control traffic movement.

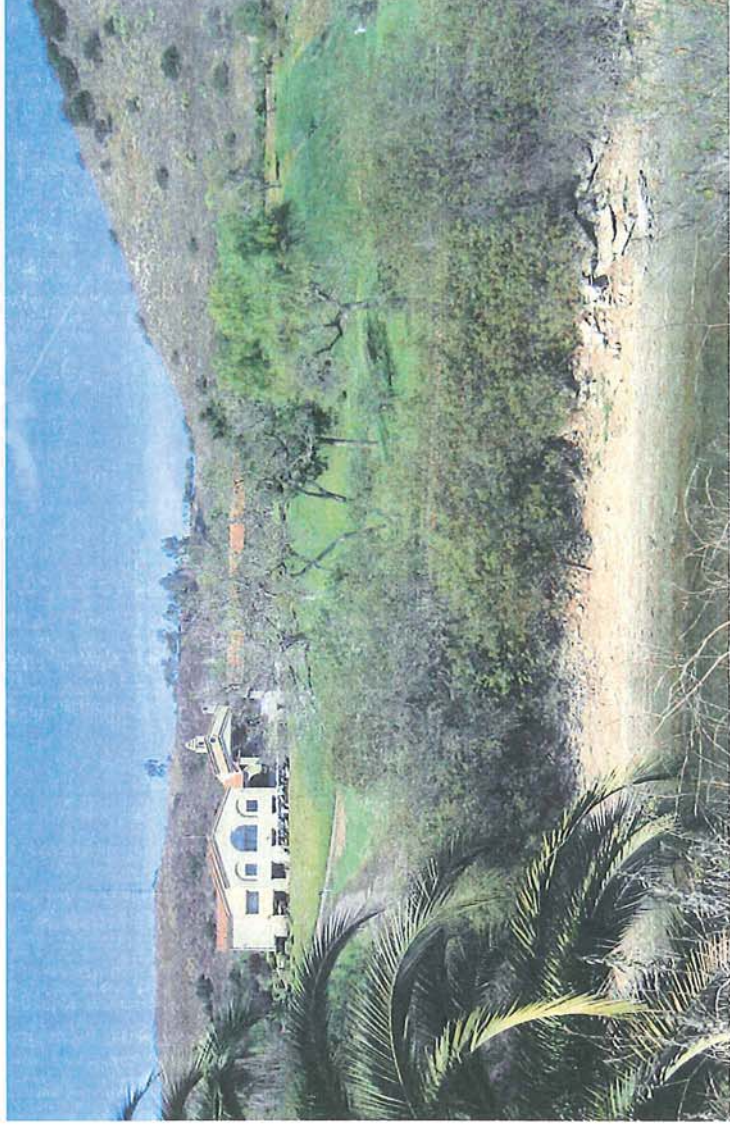
The elevation high point of the site is along Mission Gorge Road and then descends gradually westward to the river course. This natural drop in the topography presents planners with the opportunity to step buildings down in height from Mission Gorge Road to the river to capture the views of the future River Park and the expansive golf course.

1.6 SUMMARY OF PROJECT BENEFITS

As outlined in this document, the Shawnee/CG7600 Master Plan will benefit the San Diego and Navajo community in multiple ways, including the following:

San Diego River Park – The project will ensure the implementation of the San Diego River Park Master Plan by preservation of amenity open space as natural open space with a pathway and park amenities such as lighting, benches and interpretive signage along the length of the river. River Road will provide ample and convenient street parking for visitors outside the neighborhood.

Smart Growth – As an infill site that integrates the project's street network with future planned projects and the existing streets, Shawnee/CG7600 emphasizes Smart Growth principles of connectivity, accessibility and a mix of uses. Infill development limits urban sprawl and concentrates growth where existing infrastructure is present.



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Sustainability – As a development with many sustainable elements such as: a previously developed site, open community, proximity to existing infrastructure, wetland conservation, diversity of uses, bicycle network and compact development, Shawnee/CG7600 incorporates LEED Neighborhood Development principles to make an efficient use of San Diego's limited supply of land.

Increased Commerce – With the addition of over 1,000 new rooftops, existing and to be built commercial enterprises will benefit from an increase in the number of consumers in the area.

Variety of Housing – Shawnee/CG7600's assortment of housing types will complement the needs of the Navajo community and appeal to a broad section of prospective residents, providing a variety of housing prices and lifestyle options.



View of site from Admiral Baker Golf Course

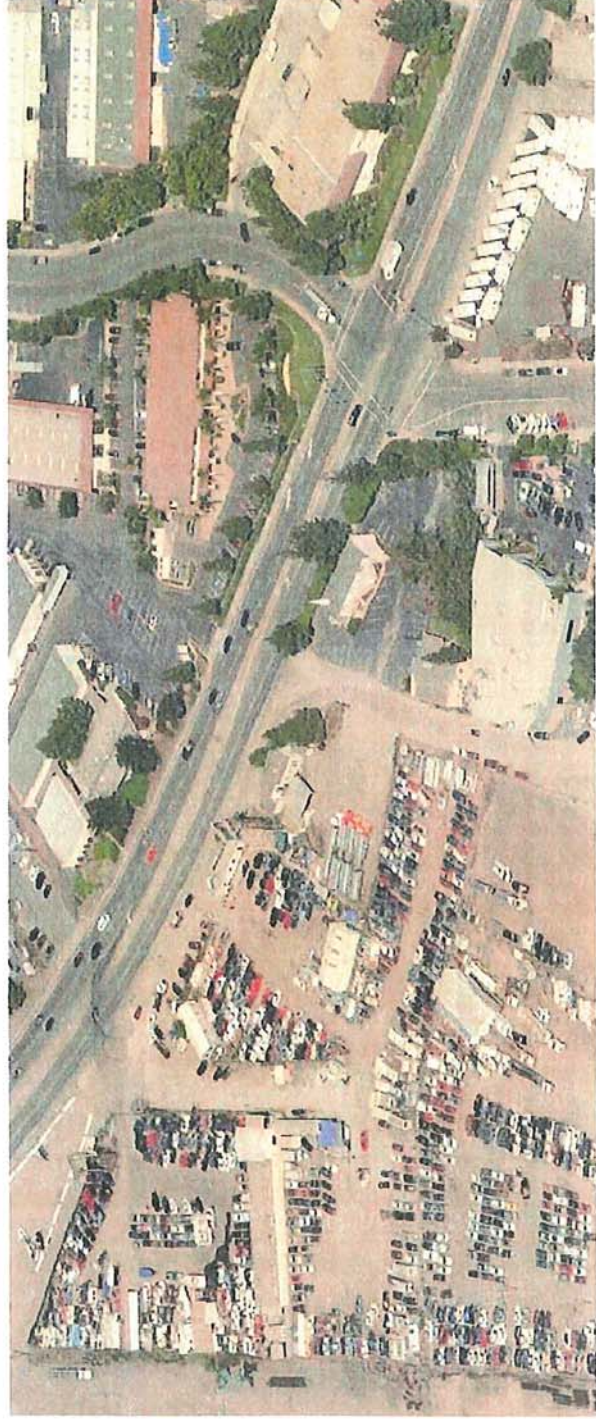
1.7 MASTER PLAN GOALS

The Shawnee/CG7600 site will serve the City by providing a supply of housing high in demand at a central location while improving the immediate area and acting as a catalyst for future redevelopment.

The primary goals of this Master Plan are:

- To create an attractive community that draws a wide range of people with the desire to live in closer proximity to their work, home and recreation.
- To provide efficient use of land through higher density living and improve the area through the removal of unattractive and under utilized land.

- To beautify Mission Gorge Road by providing improvements to the pedestrian realm such as; sidewalks, street trees, street lighting and furniture.
- To provide development that is designed to: face the San Diego River to capitalize on the natural beauty as well as provide visual and physical access to the river.
- To provide public amenities for the future residents and surrounding existing residents by implementing the San Diego River Park Master Plan.
- To craft strong pedestrian linkages through the site in a safe environment in order to encourage use and accessibility.
- To fashion a visually pleasing development by consistent application of architectural and landscape guidelines.



Aerial photograph of site along Mission Gorge Road

Figure 1.4 Opportunities and Constraints diagram



1.7.1 Opportunities

- The planned development of the site will provide for an appropriate use of the under-utilized property.
- Comprehensive planning and design will result in efficient circulation and safe access to the San Diego River Park.
- The effective use of existing infrastructure and other improvements.
- With a bus stop within 2/3 of a mile on Mission Gorge Road and building out of the proposed surrounding projects, a public bus stop at Shawnee would be viable thus creating a direct public transit link to the Grantville trolley station.
- Redevelopment of the site will improve the image of the neighborhood and the River Park.
- The availability of ground floor commercial space along the River Road, Old Cliffs Rd and Mission Gorge Road.

1.7.2 Constraints

- a. Due to the existence of a traffic signal and paved road, Old Cliffs Road will serve as the main entrance to the site. The intersection alignment of Mission Gorge Road is abnormal.
- b. The existing auto body and church, not a part of this master plan, creates a gap in future new development along Mission Gorge Road. The adjacency of the auto body facility is not optimal and is addressed in Chapter 5 Landscape Treatments.
- c. In order to take advantage of the western end of the site for development, grading is anticipated to raise a portion of the site above the floodplain as well as avoiding major elevation differentials with bordering sites.
- d. Infrastructure for future developments to the south (Archstone) and to the north (River Park at Mission Gorge) must be coordinated with Shawnee/CG7600. It is important that street connections be made with these sites to promote connectivity, a chief element in urban planning.
- e. Mission Gorge Road is a prime arterial street with high velocities. Careful consideration of edge treatment with respect to ground floor residential uses must be given.

1.8 DISCRETIONARY ACTIONS

Discretionary actions provide the means for appropriate development of the Project site, taking into account all local goals, objectives, and environmental considerations. These actions will necessitate the possession of a Site Development Permit, Planned Development Permit, Community Plan Amendment, Vesting Tentative Map and the rezoning of the properties. These discretionary actions listed below will be consolidated as a Process Five decision by the City Council. The adoption of the Master PDP requires a discretionary action subject to City Council approval that will serve both planning and policy functions.

Table 1.1 Discretionary Actions		
Permit	Reason	Process
PDP	Deviations from zoning regulations	4
SDP	ESL-Environmentally Sensitive Lands	4
CPA	Update for proposed land use, development intensity, height	5
VTM	Subdivision of land	3
Rezone	Proposing to replace zones	5

1.8.1 Master Planned Development Permit

The Shawnee/CG7600 Master Plan is a land use document that contains the standards, procedures, and guidelines necessary to accomplish the ordered development of the Project site. Requested deviations from the proposed base zones for the project area require a PDP. Deviations are addressed in Section 4.7.2 and Table A-1 in Appendix A.

1.8.2 Site Development Permit

Due to the presence of vicinity of MHPA land, sensitive vegetation and the San Diego River floodplain, known as Environmentally Sensitive Lands, a SDP addresses the handling of the existing wetlands and the San Diego River floodplain within the boundaries of the property. In addition, a the threshold of 20 dwelling units in the proposed RM-3-9 and RM-4-10 is crossed which requires a SDP.

1.8.3 Community Plan Amendment

Along with the General Plan, the Navajo Community Plan is the direct policy document that will be amended to allow for the type of land uses, densities and building heights outlined in the Shawnee/CG7600 Master Plan that currently fall outside of the limits of the Community Plan.

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1.8.4 Vesting Tentative Map

A Vesting Tentative Map will be processed concurrent with this Master Plan. The Shawnee/CG7600 Vesting Tentative Map details actual land development and grading, as well as necessary infrastructure, and has been prepared in accordance with the guidelines and development intensities presented in this Plan, the State Subdivision Map Act and City of San Diego requirements. The Vesting Tentative Map provides a grading plan for development of the Project site, utilizing both the land and its resources in an efficient manner.

1.8.5 Rezoning

Present-day zones of the project site include AR-1-1, AR-1-2 and IL-2-1. Current uses of the site are incompatible with the zones and residential character of the area. The proposed uses for the site encompassed in this master plan require rezoning of the properties to RM (Residential-Multiple Unit), RT (Residential-Townhouse) zones and an OP (Open Space-Park) zone.

1.8.6 Technical Reports

Concurrent with this Master Plan document, the following technical reports will be prepared and submitted.

- Water Quality
- Hydrology/Drainage Study
- Storm Water
- Sewer Capacity Study
- Water Study
- Environmental Impact Report
- Traffic Report
- Geotechnical Report
- Preliminary Grading Plan
- Noise Study
- Biological Survey
- Historical Survey/Archeological Report

- Air Quality Technical Report
- Global Climate Change
- Waste Management Plan

1.8.7 Environmental Review

Approval of this Master Plan requires certification of an Environmental Impact Report in accordance with the California Environmental Quality Act (CEQA). The EIR will be prepared concurrently with and as a part of the submittal documentation for Planning Commission and City Council approval.

1.9 SUSTAINABLE DESIGN

With the increasing awareness of the importance to design and build with an eye to a clean and sustainable environment, the incorporation of green features to further improve the city's future are recommended. The following is a compilation of suggested sustainable design features from the LEED Reference Guides that are reasonably achievable within the framework of quality development.

1.9.1 Site

Site Selection and Restoration of Nature: The project converts an under-used pre-developed site into a higher use development with shade trees and a pervious landscaped parks and open space suitable for natural habitats. Wetland areas will be preserved and improved from existing conditions.

Infill Site: The project site provides new development within and near existing communities and public transportation. This contributes to the reduction of vehicle trips, miles traveled and promotes alternative transportation. The site is served by existing water and wastewater infrastructure conserving

natural and financial resources required for construction and maintenance of infrastructure.

Density: The higher density of the project conserves land resources, promotes street activity and services for residents of the project and surrounding neighborhood.

Maximize Open Space: The majority of the parking could be placed underground, thereby reducing heat island effect and allowing for a significant area of courtyards and plazas.

Storm Water Quality: Vegetated swales, disconnection of impervious area and/or pervious pavements will be used to promote infiltration, limit runoff enhance water quality and natural hydrological systems of the San Diego River.

Light Pollution Reduction: All site lighting shall be designed to minimize night sky light pollution in accord with LEED Green Building Rating System.

1.9.2 Water Efficiency

Landscaping: Primarily native and adaptable plant species shall be used, resulting in the reduced use of potable water for irrigation. A small amount of irrigation that occurs can be fed by captured storm water and building gray water systems.

Water Reduction: Dual-flush (or ultra-low-flush) toilets, low flow faucets and shower heads, and water conserving appliances shall be used in all buildings, with a targeted potable water use reduction of 20%.

Irrigation controllers: Automatic irrigation controllers for landscaping shall be weather- or soil moisture-based.

1.9.3 Energy Efficiency

Energy Performance: Appliances shall be Energy Star rated.

Daylight: All buildings should be designed to provide at least 75% of occupied interior spaces with minimum daylight for reduced artificial lighting and energy use, in accord with LEED Green Building Rating System.

Energy Use: All office buildings and common areas equipped with occupancy sensors to reduce lighting and energy use.

1.9.4 Materials

Recycling: All buildings have storage and collection of recyclables and building-wide recycling programs.

Recycled Content: All buildings constructed with materials containing at least 10% recycled content (by value and weight).

Construction Waste Management: Project shall reduce waste put in landfills by recycling or salvaging at least 50% of construction and demolition debris.

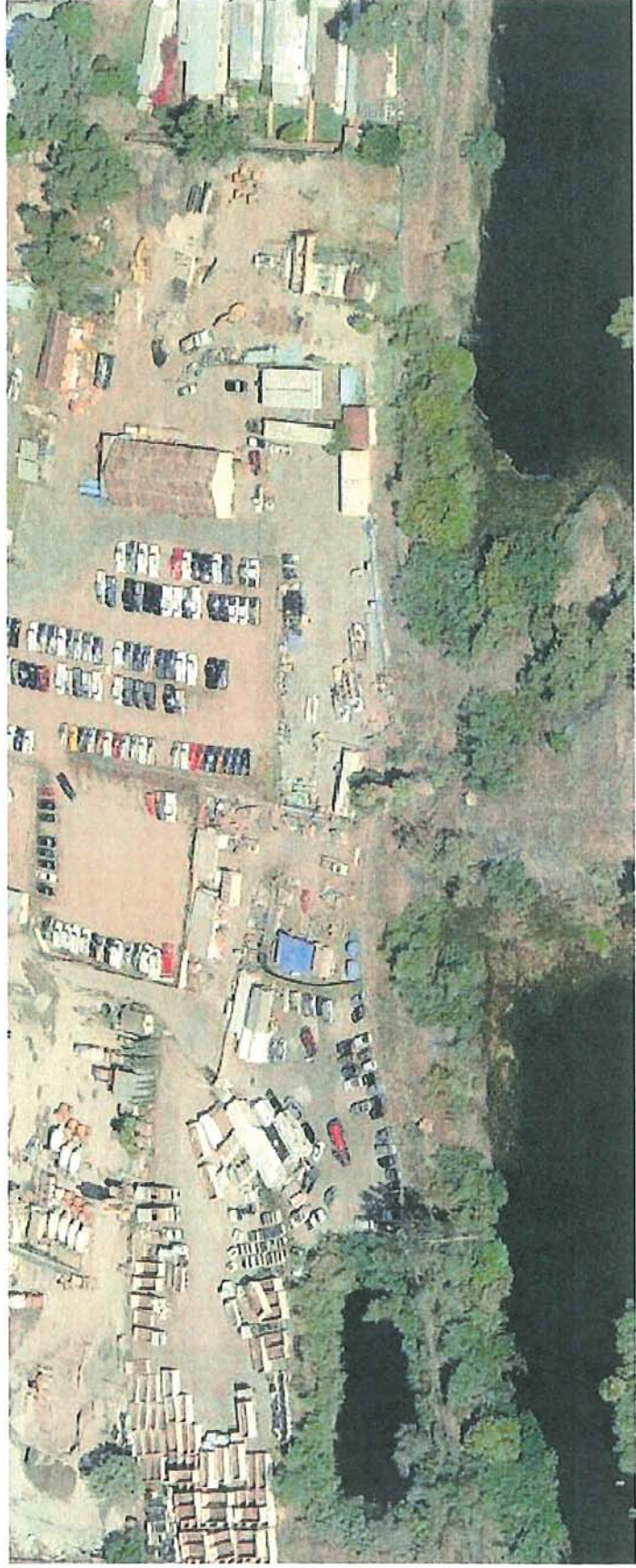
Low-Emitting Materials: All adhesives, paints, coatings, carpets, and composite wood products used in buildings shall be low- or no-VOC (Volatile Organic Compounds) type, in accord with LEED Green Building Rating System.

2. LAND USE

2.1 PROJECT OVERVIEW

The objectives of the Master Plan include the creation of a quality medium density residential neighborhood with the traits of a small town village that include the following characteristics; pedestrian oriented, scenic, tight-knit, centrally located, accessible and secure. Connection to and development of the River Park is a fundamental ingredient of this plan because the River corridor is an important amenity not just for this site but for the entire area.

Connection to the surrounding neighborhoods is a central theme of this plan. This will not be a gated community isolated from outside. Facing Mission Gorge road with buildings that are inviting is one of the most important ways that this project will become an integral extension of the neighborhood. Extending existing streets into the site, in particular Old Cliffs Road will create a strong connection to the established street grid. Linking project streets to the future neighborhoods to the north and south will reinforce the unity of the area. Access through the project site to the River Park will be facilitated by the construction of public streets from Mission Gorge Road to the River Park Road, that will run along the eastern bank of the river.



Aerial photograph of site at San Diego River

Although the relatively small size of the site will preclude the need for establishing multiple districts, planning areas will help to establish zones for varying building scales and land uses. The two major features that influence the design of this site and placement of buildings are the San Diego River and Mission Gorge Road. The entrance to the site at Mission Gorge Road will feature street-facing buildings higher in density and with taller roof and parapet lines than at the river side of the site. Density will decrease from the east side to riverside in order to allow for views to the river and golf course and reduce building scale next to the River Park. Topography will also play a role in creating views to the river as the site will descend toward the river.

The two sides of the project will naturally create distinctive zones that require unique building types and scale. As a result, a variety of housing types are envisioned for the site. Along the riverside, attached single-family town homes will line the road with garages accessed from a narrow street (alley) at the rear. These will have excellent views to the river park and will be a critical ingredient in the image for the riverfront road. Multi-story buildings will begin to emerge from the alley eastward and step up in scale to take advantage of height in order to capture views and increase density at the more appropriate end of the site.

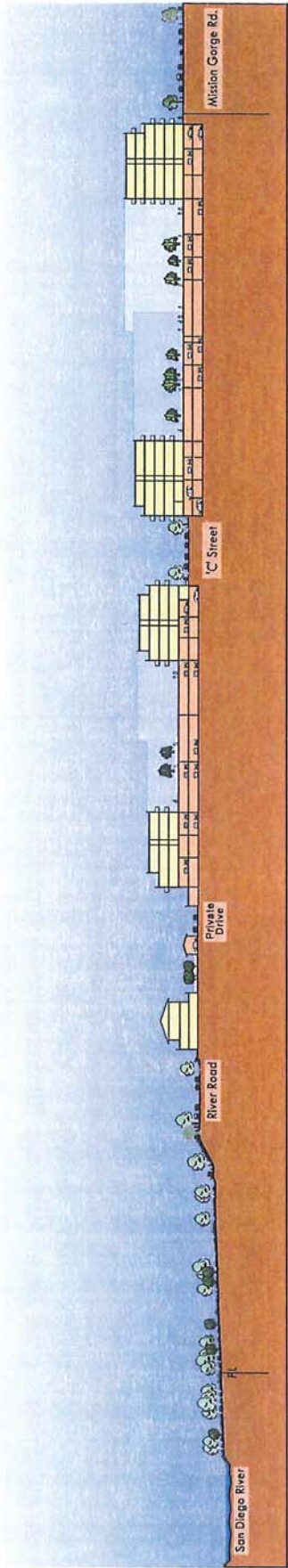


Figure 2.1 Site Section
(For illustrative purposes only)



Figure 2.2 Land Use Plan

LAND USE

2.2 LAND USE COMPATIBILITY

The Grantville area is primed for renewal with the City of San Diego focusing efforts in this area for redevelopment. The Grantville Redevelopment Area has been defined by the city and this site falls within Subarea B which is illustrated in Figure 1.2.

This opens the door to the possibility of planning a unique neighborhood that takes advantage of the natural setting of the river and golf course with excellent access in an infill area of the city. With the decreasing number of areas to build within city limits, this is an occasion to build a compact neighborhood with varying building and unit types in a relatively central location.

Principles that are expressed in the latest General Plan Urban Design Element are fulfilled in this Master Plan. Because of the projects site location, this master plan directs growth into a commercial area where a high level of activity already exists and builds upon an existing community. Another principle of the General Plan is the use of open space and landscape to define and link communities. This is accomplished via trails and bikeways in the River Park at the same time preserving physical connectivity and access to open space.

Once the demand for infrastructure improvements has been determined and implemented, the surrounding area will afford this site the necessary improvements and a land use compatible with the planning goals of the city. With an abundant variety of commerce within walking distance and juxtaposed to an outstanding natural open space resource this master plan is an excellent fit for this particular site and area.



Figure 2.3 Illustrative Site Plan
(Conceptual only, final design may vary)

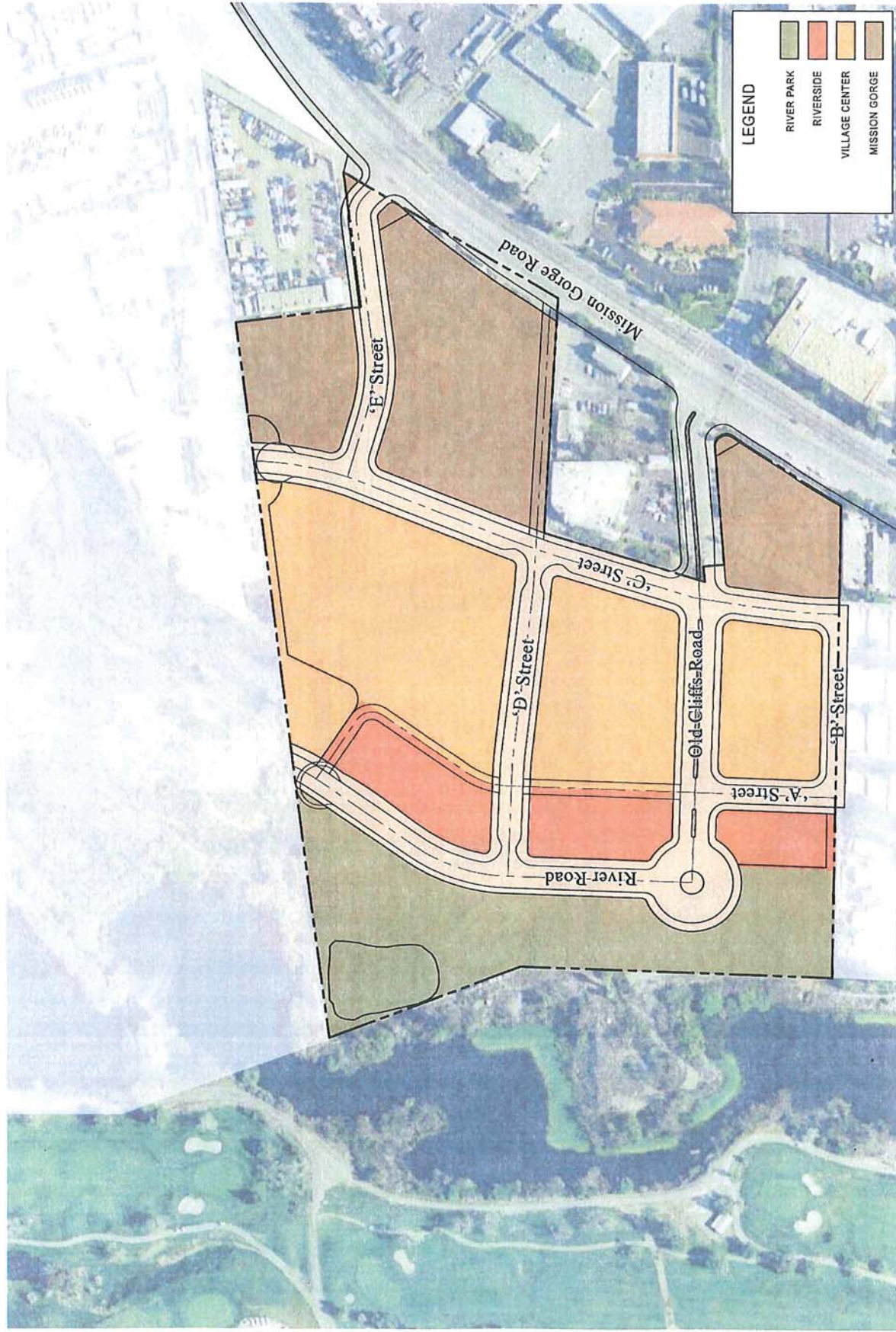


Figure 2.4 Planning Areas

LAND USE

2.3 PLANNING AREAS

Planning areas serve to define zones of the site that will receive specific design considerations with regard to planning, building and street design, and outdoor spaces taking into account the natural and man-made characteristics of the area. These planning areas are defined by the base zone with additional regulations specifically designed for the zone. The following planning areas are illustrated in *Figure 2.4 Planning Areas*.

2.3.1 Riverside

Design Influences

The most important element of the site is the river. The project will focus on this natural resource by incorporating improvements outlined in the San Diego River Park Master Plan along the river, reducing the building scale and landscaping with appropriate native species.

The San Diego River Park is a continuous element that will run the length of the site in the north-south direction creating a seamless continuity of the river experience for the public.

Access to this amenity by the public will be from River Road where multiple pedestrian connections to the trail system are proposed. The road will be free of development along the river side and designed to maximize access and visibility of the river. A multiuse path will run parallel to the road and river, ensuring the continuation of the pathway along the length of the river as described in the San Diego River Park Master Plan.

Land Uses and Development Characteristics

Buildings in this area are single-family attached dwellings with rear garage access by way of an alley in order to avoid curb cuts and traffic conflicts along the riverfront road. These dwellings are envisioned to be two and three story town homes maximum 35 feet in height that will allow views from east to west over the rooftops. Development in the area that falls within the River Influence Area of the SDRPMP will meet the Plan's design guidelines for site planning, architecture and landscape architecture for this area.

2.3.2 Village Center

Design Influences

As the name suggests, Village Center is located between the inner layer of Riverside, and the outer layer of Mission Gorge Road. As the intermediate layer, this area is both transitional and central in Shawnee/CG7600. Transitional because it serves as a buffer from a bustling high speed road with industrial uses to a quiet residential river corridor with a golf course as backdrop. Central because of its' location in the heart of the development and where the bulk of the land area is concentrated.

Land Uses and Development Characteristics

A scaling down of buildings to transition from higher to lower density is the principal differentiation of this zone from Mission Gorge Road. Development in this area is envisioned as condominiums, flats, lofts, shopkeeper units with some limited ground-floor commercial space along Old Cliffs Road. Varying and reduced building heights for views to the river over roof tops will distinguish this area.

2.3.3 Mission Gorge Road

Design Influences

As the title of this planning area suggests, Mission Gorge Road is the feature that defines this planning area because it serves as the "front door" to the site. This area is characterized by higher density and higher buildings. Mission Gorge Road, limited to a classification as a prime arterial with a 50 mph vehicle speed limit, is uninviting to pedestrians due to the lack of an adequate sidewalk and the industrial nature of the area. Commercial industrial buildings exist on the opposite side of the road and extend northward for over a mile, just past Princess View Drive. Development in this area is envisioned as condominiums, flats, lofts, shopkeeper units and some limited ground-floor commercial.

Land Uses and Development Characteristics

Ground floor units that are slightly elevated above the sidewalk will face the public way and line the streets with dwellings. Aside from the aesthetic benefit of homes lining the streets, dwellings oriented to the public way provide eyes on the street that increases the security of the neighborhood. All other units above the ground floor facing the street will form a street wall accentuating the spatial quality of the public realm and create frontages with architectural interest for both pedestrians and residents.

An advantage of taller buildings is that views to the river can be created over the dwellings in the Riverside Planning Area. Mezzanines at the tops of buildings in this area are encouraged to capture roof top views and to help vary the neighborhood's roof lines.

2.3.4 River Park

Design Influences

This portion of the project site between the River Road and the San Diego River is reserved as open space. A part of this area lies within the Multi-Habitat Planning Area (MHPA) which is the City of San Diego's planned habitat preserve. This area contains an abandoned mining pond that due to the growth of particular type vegetation is now considered wetland. Also, most of the area lies within the 100-year floodplain as illustrated in FEMA maps.

Land Uses and Development Characteristics

This open space area, along with the River Road, work in conjunction to form one great public amenity. The River Road provides public vehicular and pedestrian access and offers unimpeded scenic views of the River and the future San Diego River Park. Not only does the River Road provide access, it also supplies curb side parking for San Diegans not living in the immediate vicinity to park and hike or park and ride the scenic trails planned to link the ocean with Santee.

Envisioned are both passive recreational park space and turf areas for active recreational opportunities. Chapter 5 Open Space and Landscape Treatments of this Master Plan explains in more detail the proposed design. The River Park planning area also includes MHPA lands which provide for natural habitat preservation. All adjacent developed park uses will need to address adjacency compatibility requirements identified in the City of San Diego Multiple Species Conservation Program.

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Table 2.1 Land Use and Development Intensity

<i>Planning Area</i>	<i>Land Use</i>	<i>LandArea¹</i>	<i>Density DU/Ac</i>	<i>Target Development Intensity</i>	<i>Target Commercial Area</i>
Riverside	Single-family attached Residential with rear access garage River Park	1.96 Acres	13.8	27 Dwelling Units	
Village Center	Multi-Family Residential At-grade and Subterranean Parking Pocket Park, Population-Based Park 0.35 Acres	6.62 Acres	71.1	471 Dwelling Units	15,000 sf
Mission Gorge Road	Multi-Family Residential At-grade and Subterranean Parking	4.83 Acres	108.7	525 Dwelling Units	22,500 sf
River Park	River Park, Population-Based Park 2.22 Acres. Open Space Mapped MHPA and Wetland Buffer, 1.55 Acres.	3.77 Acres			
Streets	Right-of-way	5.70 Acres			
Total	Project Site	22.88 Acres	44.71	1,023 DU	37,500 sf

1. Acreages are approximate and may vary in final mapping.

3. CIRCULATION

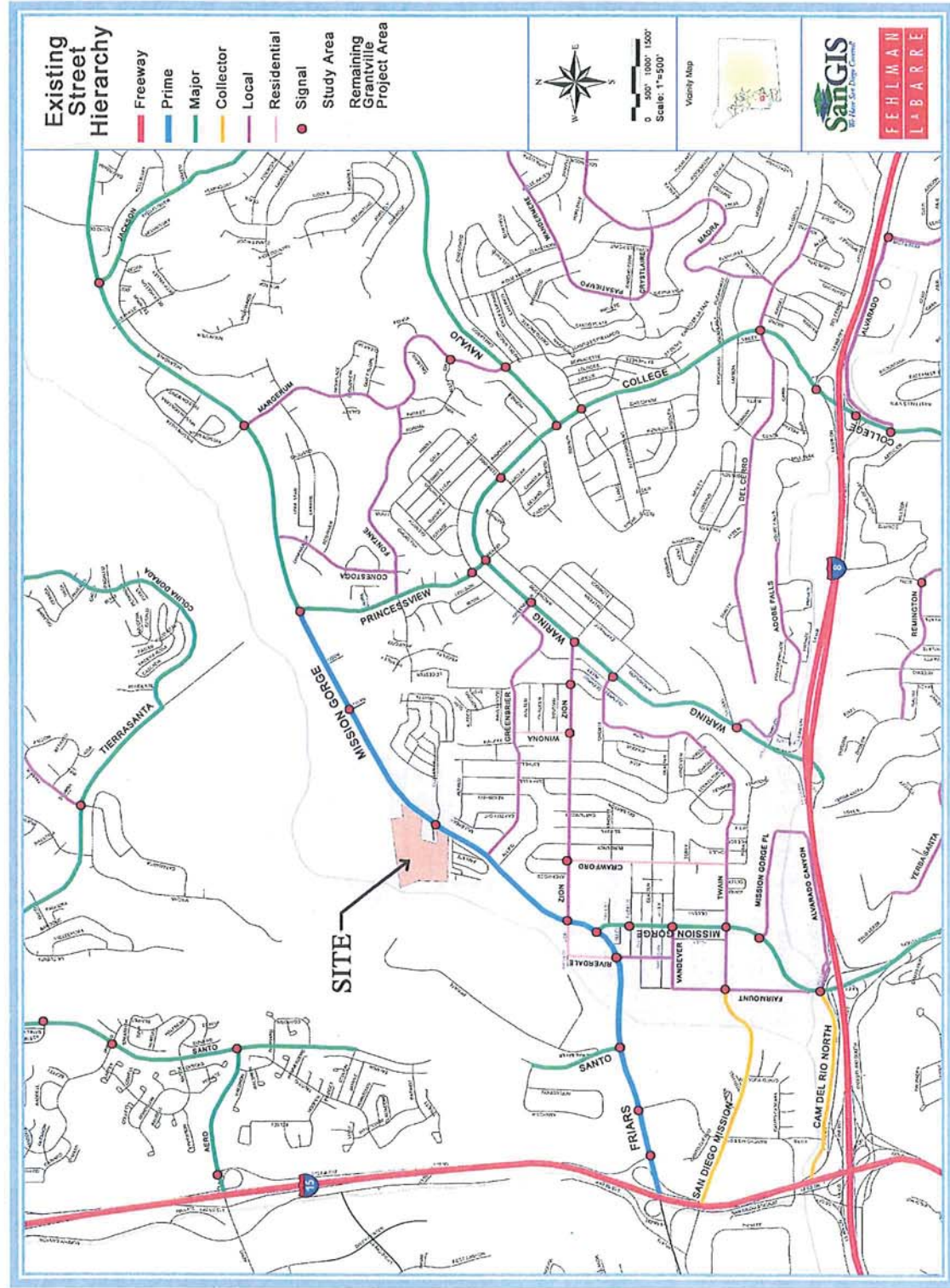


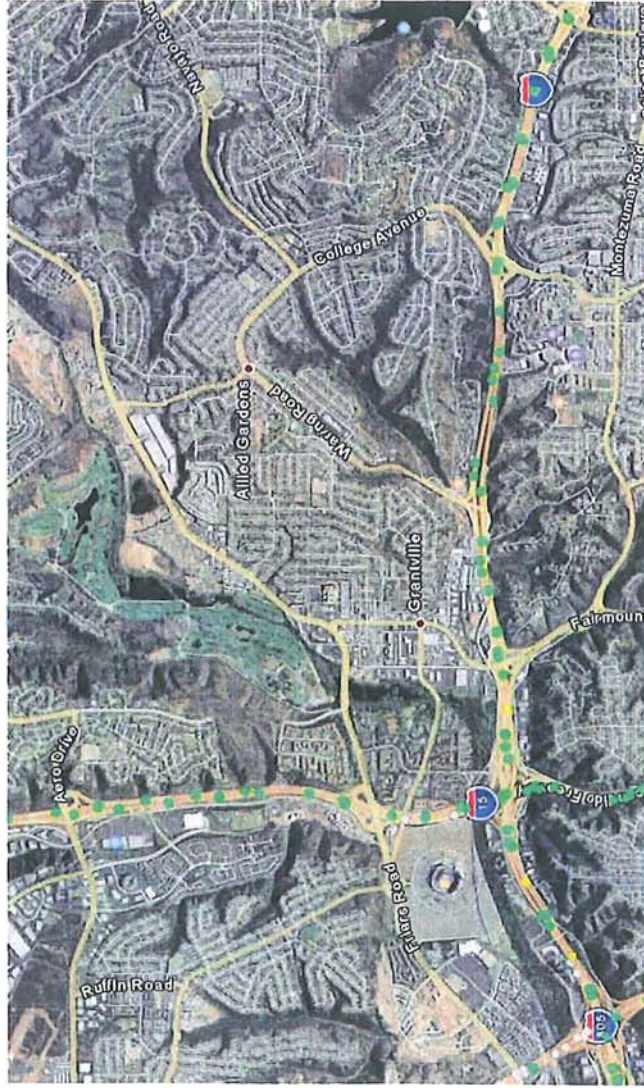
Figure 3.1 Existing Street Hierarchy

3.1 OVERVIEW

The Shawnee/CG7600 site is accessed regionally via Interstate 8, less than two miles to the south on Mission Gorge Road, and Interstate 15, also less than two miles west on Friars Road. Both Mission Gorge Road and Friars Road are prime arterials that connect to major commercial nodes both in the Grantville Community and Mission Valley. Mission Valley is home to two regional shopping malls, Qualcomm Stadium and a high concentration of commercial and retail centers. Both Interstate 8 and Friars Road run parallel through Mission Valley and are the two main circulation spines that feed the majority of roads in the Valley.

3.2 EXISTING CIRCULATION NETWORK

As the main access to the site, Mission Gorge Road connects to Interstate 8 to the south and runs northeasterly to the City of Santee. Mission Gorge Road, at its southern end between Friars Road and Interstate 8, is a major street that serves a commercial district with developments that vary from retail strip centers and automobile dealerships, to a hospital complex for Kaiser Permanente. The San Diego Trolley serves this area with the Green Line that runs through Mission Valley from Old Town to SDSU and has a stop at the Grantville Transit Station next to Interstate 8, where it connects to bus routes 13 and 18. This area of Grantville is served by MTS bus routes 13, 14 and 18.



3.2.1 Connections to Future Developments

With development permits approved, Archstone is planning to build a medium-density residential project on the adjacent property to the south. Plans approved illustrate a connection between properties by way of a public road whose center line will lay on the boundary line separating the properties. This will allow both vehicular and pedestrian circulation from the Archstone building through the Shawnee site via the planned street network. This street network will continue in a northerly direction through the Shawnee project site where it connects to the River Park project site adjacent to the north. Shawnee and River Park will be joined by the River Road and "C" Street.

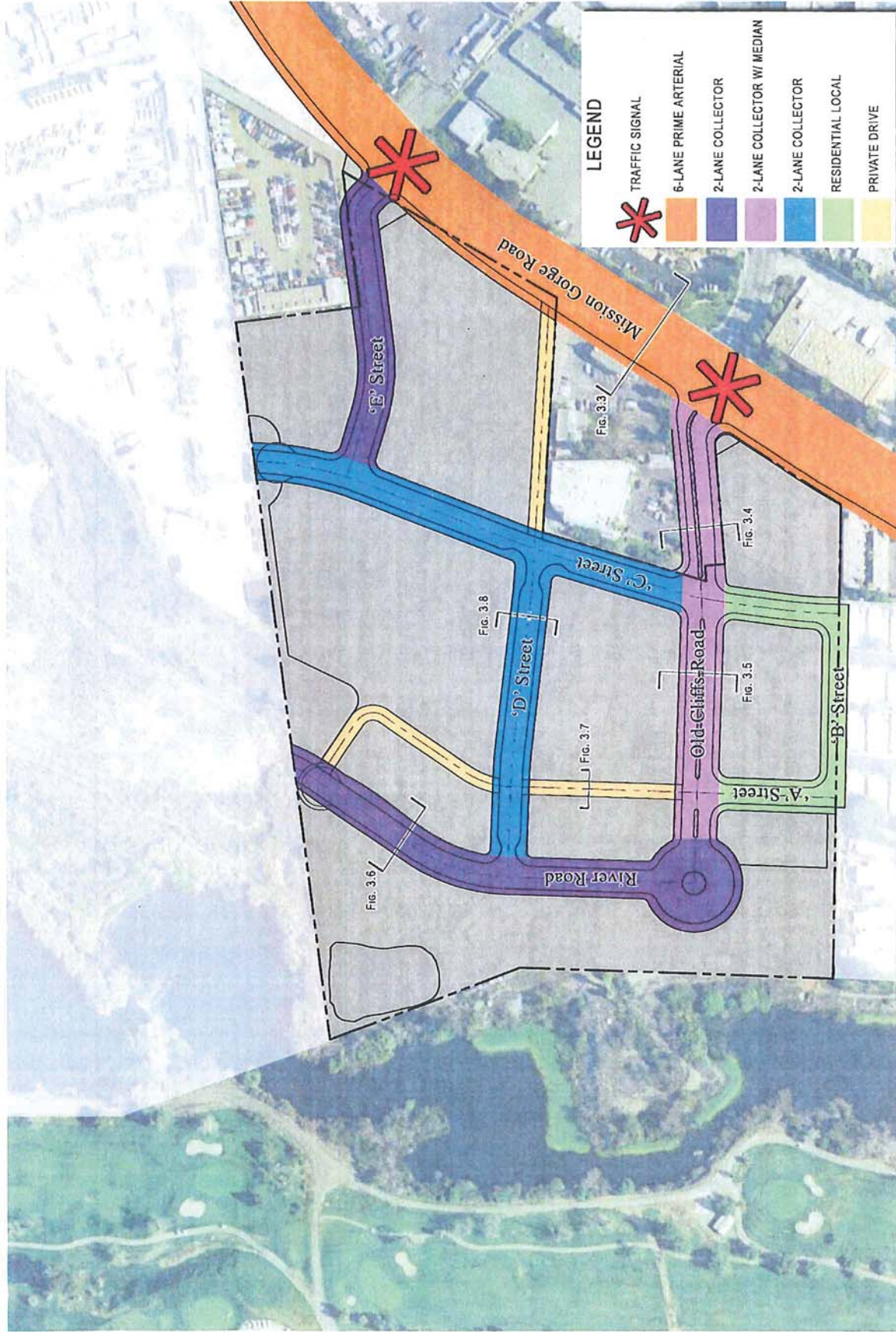


Figure 3.2 Street Classifications Plan

3.3 CIRCULATION NETWORK

3.3.1 Vehicular

Mission Gorge Road

Serving as the main access to the site, Mission Gorge Road is proposed to be widened to accommodate six through lanes, three in each direction, with bicycle lanes adjacent to the curb and gutter. In addition, one left turn lane into the site at Old Cliffs Road on the north bound side of the road will be maintained and one additional left turn lane at "E" Street will

be placed to handle the traffic flow into the site. The existing traffic signal at Old Cliffs Road will remain to control the intersection and a raised median will be added to segregate circulation. In addition, a traffic signal will be added at the intersection with "E" Street to control traffic movement in and out of the project site.

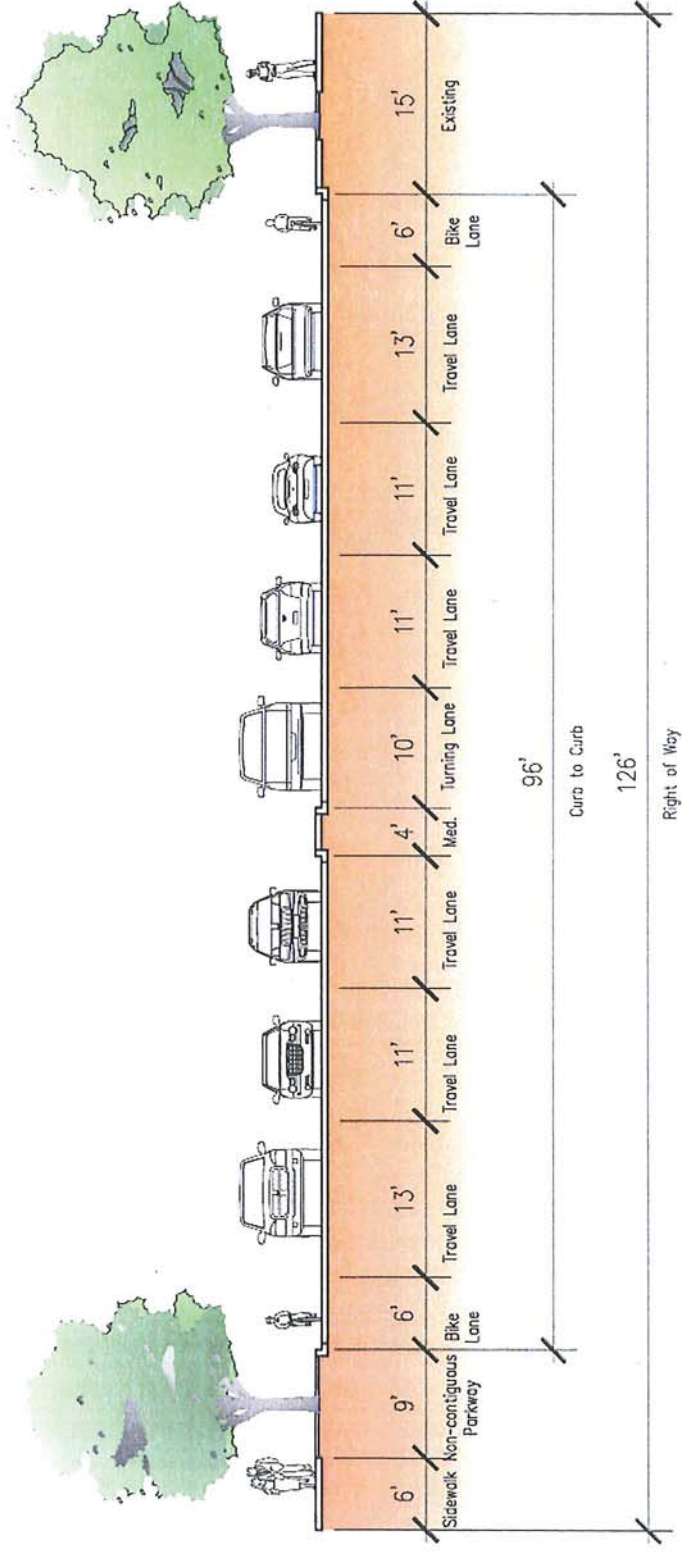


Figure 3.3 Mission Gorge Road Typical Street Section
(6-lane Prime Arterial)

CIRCULATION

Old Cliffs Road

This existing road will serve as the principal entry to the project site from Mission Gorge Road and will be lengthened into the site to terminate at the "River Road". This will serve both as the main circulation spine into the site and as a view corridor to the River. The existing portion of Old Cliffs Road on the west side of Mission Gorge Road will be widened to accommodate the expected increase in traffic volume with one lane into the site and two lanes out. The outbound side will

consist of one left turn/through lane and one right turn lane. A raised landscaped median is proposed to mark the importance of the street and will run the length of the road. The remaining segment of the road will be a two lane collector with street parking on either side that will terminate with a round-about serving as the traffic intersection with the "River Road".

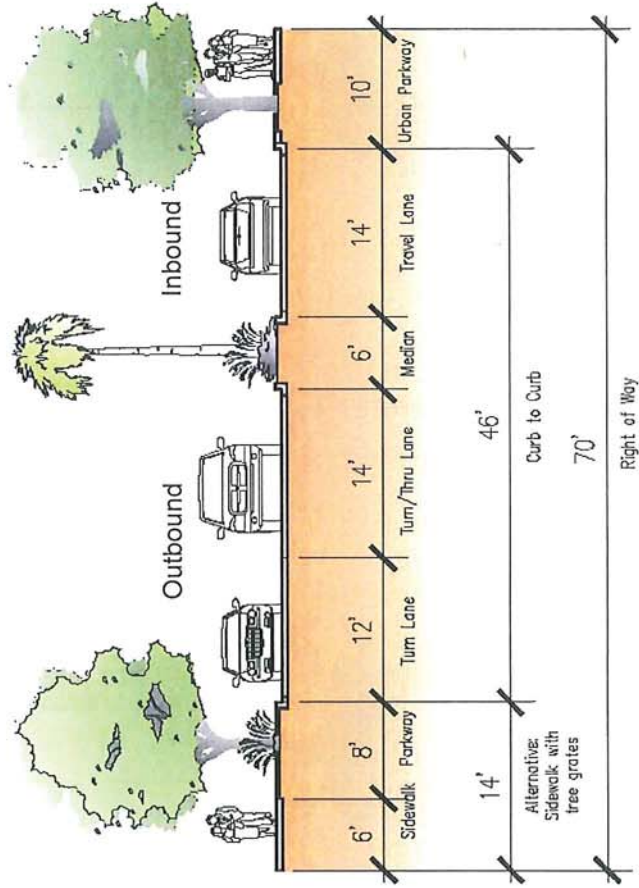


Figure 3.4 Old Cliffs Road Street Section
(2-Lane Collector)

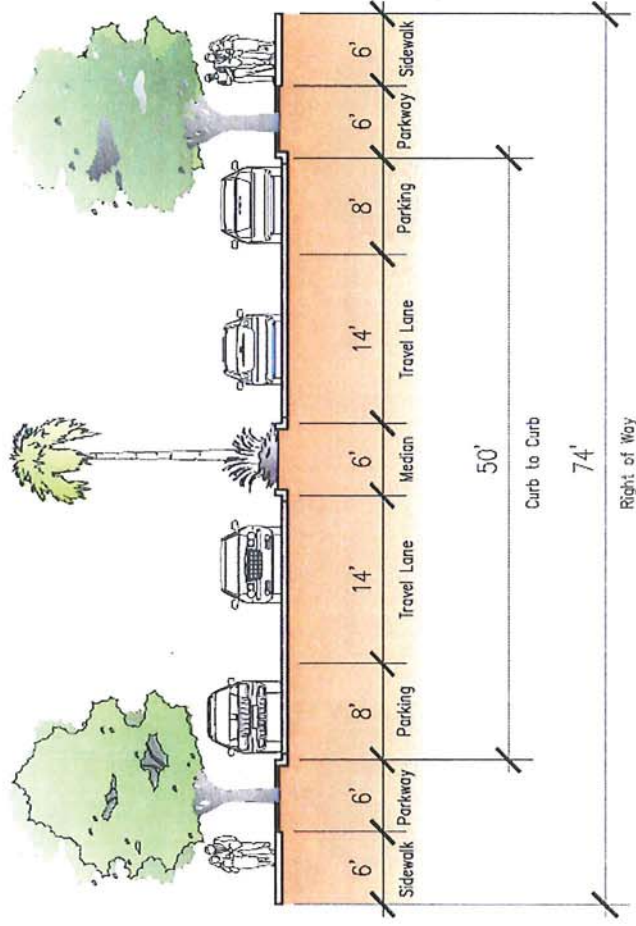


Figure 3.5 Old Cliffs Road Street Section
(2-Lane Collector)

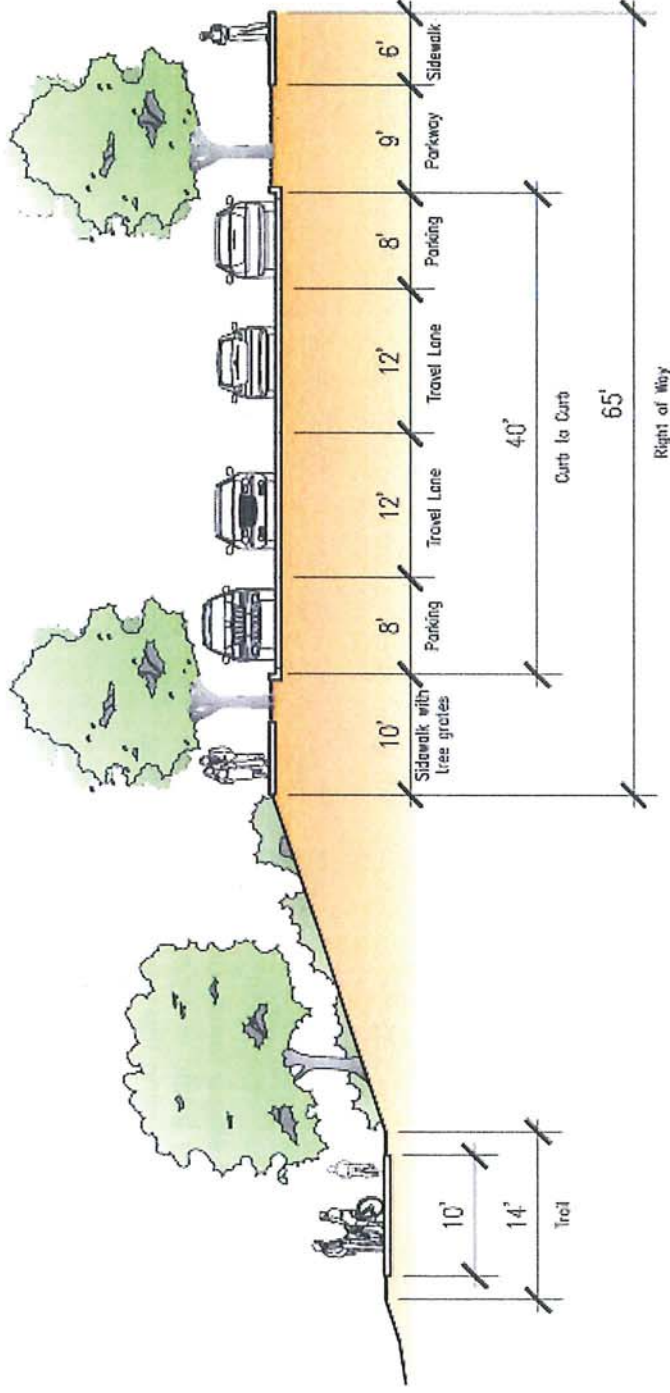


Figure 3.6 The River Road Street Section
(2-Lane Collector)

The "River Road"

The continuation of the River Road from the adjacent site to the north and terminating at the round-about is a central element of the project. This road will provide public access and views to the river. Two travel lanes and two parking lanes will comprise the River Road.

Two parking lanes will provide ample parking for visitors of the San Diego River. Landscaped strips and pedestrian sidewalks will flank the road on both sides.

To implement the San Diego River Park Master Plan the following design criteria shall be provided: At a minimum, provide a public access pathway connection to the River Parkway at every street intersection along the River Corridor. On-street parking shall be prohibited at all street intersections at River Road to allow views to the river. Crosswalks to the River Park shall be of a different paving material and color than of the street.

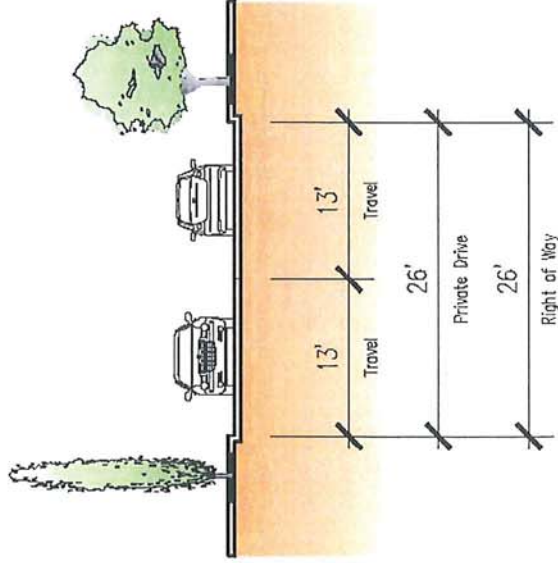


Figure 3.7 The Private Drive Section

Private Drives

Rear access to the proposed single family units that front the river is important in eliminating traffic and pedestrian conflicts at the River Road as well as avoiding the use of curb cuts that allow continuous street parking. These 26 foot wide private

drives will not only serve the single family homes, but they will also serve as vehicular access for multifamily buildings on the opposite side thereby reducing or eliminating the need for curb cuts along other streets within the site.

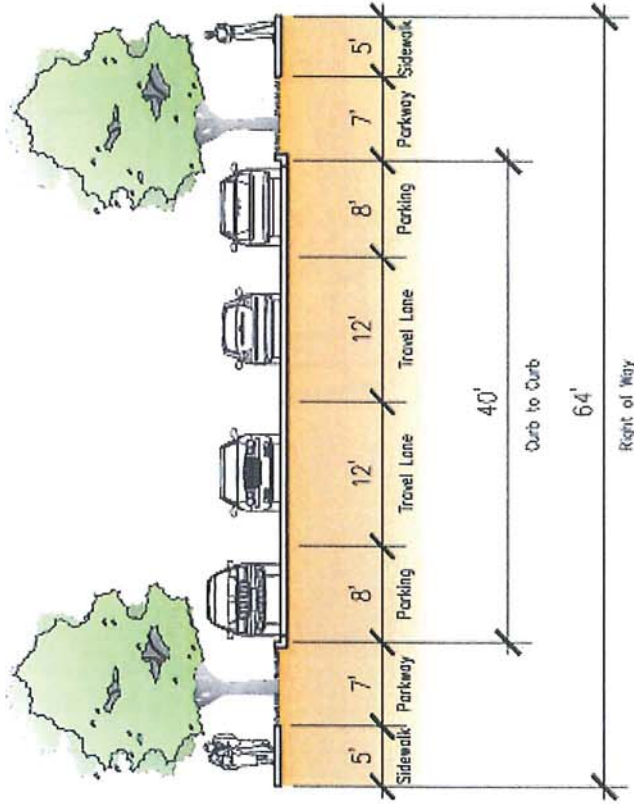


Figure 3.8 Secondary Roads Street Section
(Residential Local)

Secondary Streets

The additional roads that form the city blocks on the site are secondary streets that provide access from Old Cliffs Road and the River Road. These streets will be made up of two travel lanes and two parking lanes. Street parking is an important part of the street system throughout as a traffic calming measure, provision of convenient parking for visitors and the enlivening of street activity with drivers-turned pedestrians.

Secondary Site Access

Access to the site is important in order to relieve traffic congestion at Old Cliffs Road and possibly reduce unnecessary traffic flow within the site. Located at the northeast corner of the site, this access point will be designed as a road for ease of turning without complete deceleration on Mission Gorge Road. This short road may also be extended into a private street that connects with the internal vehicular circulation network.

3.3.2 Pedestrians and Bicycles

Shawnee/CG7600 is envisioned to be pedestrian-oriented development. Focus on the pedestrian realm is key to the overall success of the project. Well-defined streets with interesting buildings forming a clear border will go far in creating inviting and harmonious outdoor public spaces. The experience at the pedestrian level will depend upon the setbacks, stepbacks, height and scale of the buildings in union with the landscaping and site furnishings. Generous sidewalks and tree-lined streets with accent landscaping and hardscaping will enrich the ordinary experience.

The San Diego River Park Master Plan requires a 14 foot wide multiuse pathway to accommodate recreational activities such as cyclists, skaters, runners and walkers. The path will be placed near the riverbank where it will fit into the natural setting of flowing water, rich vegetation, trees and flowers. The trail on the Shawnee/CG7600 site is proposed to link with the River Park at Mission Gorge site to the north and continue on to the Mission Trails Regional Park. To the south, the path will link to the proposed path by Archstone.

For residents living in Allied Gardens, the community directly east, pedestrian access to the river will be convenient and inviting. Across Mission Gorge Road, people viewing the San Diego River Park through the tree-lined streets framed by buildings will be drawn to the river; a river few people see or can access today at this particular stretch of Mission Gorge Road.

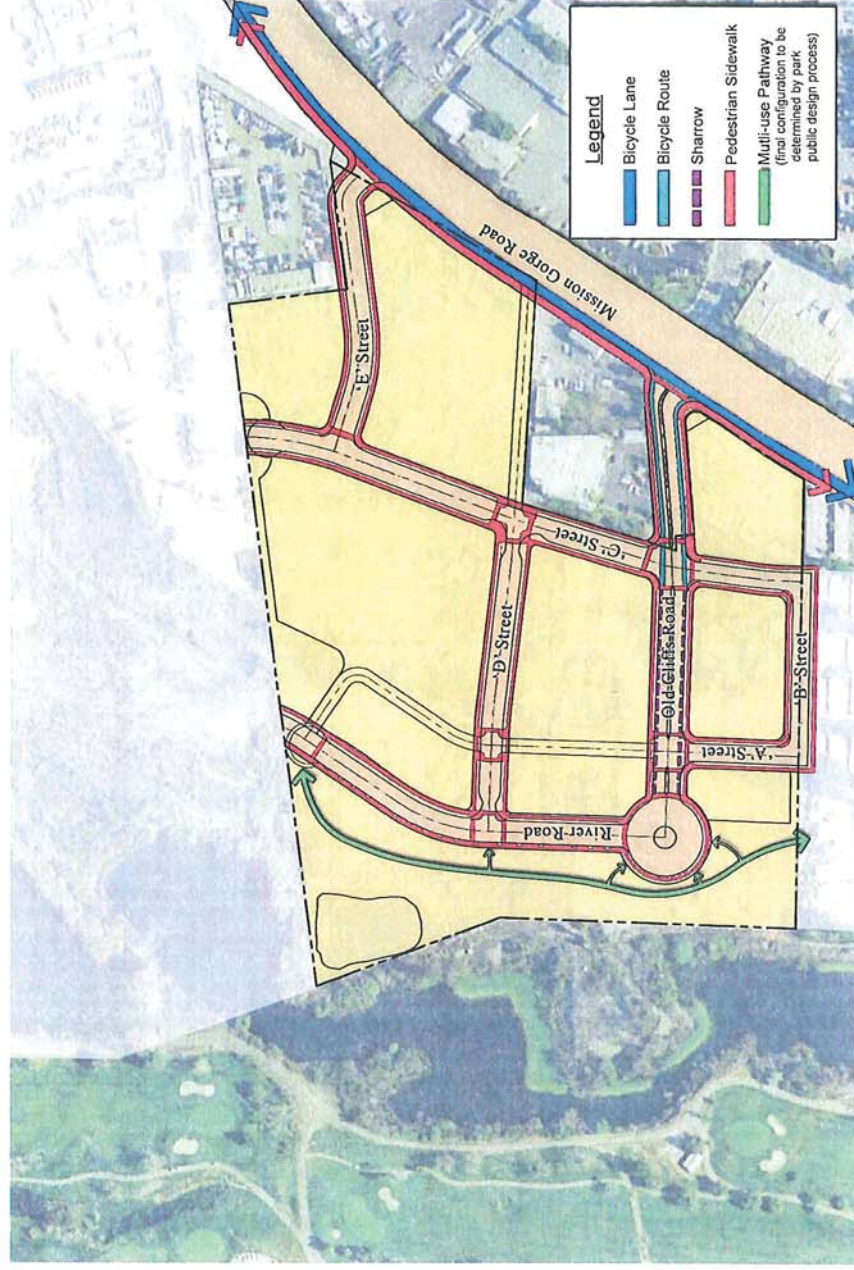


Figure 3.9 Pedestrian and Bicycle Circulation Plan

3.3.3 Mass Transit

At present there is no existing bus route that serves this area of Grantville but with the new development proposed along Mission Gorge Road (i.e. River Park, Archstone and Shawnee/CG7600) it will be more feasible to extend the number 13 or 14 MTS bus route from Kaiser Hospital to an intersection such as Princess View Drive. This would provide an important link to the rest of Grantville and more importantly to a trolley stop just 1½ miles to the south.

As seen in the MTD map, there are two trolley stops near Shawnee/CG7600. The Grantville and Mission San Diego stops connect this area to San Diego State University immediately to the east and the shopping centers of Mission and Fashion Valley to the west. A relatively flat and short distance by bicycle makes Shawnee/CG7600 a good location relative to the trolley when bicycle lanes are added to Mission

Gorge Road. Bus routes 13 and 14, approximately 2/3 of mile south on Mission Gorge Road, presently serve the area and link with the trolley stops at Grantville and Mission San Diego.



Figure 3.11 Existing Transit Links

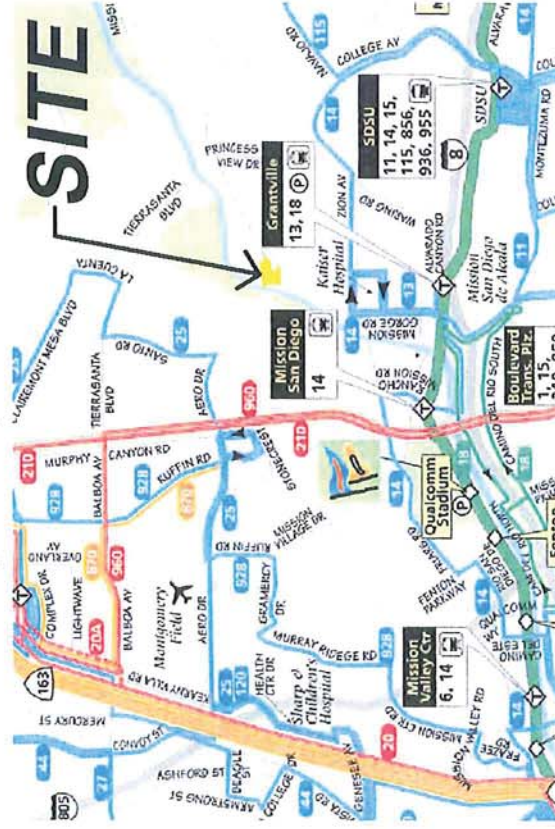


Figure 3.10 MTDB Bus and Trolley Routes Map

4 DESIGN GUIDELINES & DEVELOPMENT STANDARDS



Figure 4.1 The River Road Conceptual Sketch (For illustrative purposes only)

4.1 OVERVIEW

Located in a redevelopment area, the Shawnee/CG7600 site presents an opportunity to carry out a vision of livability, beautification and conservation. Through the guidelines and

standards proposed, a viable and livable community can emerge that will be a benefit to the residents and neighbors alike.

The overall objectives of the Design Guidelines are to direct the development of future projects to provide a pleasant and attractive environment, a sense of community and a quality environment that fulfills the vision of the General Plan. This vision includes a mixture of land uses, walkability and sense of place. These Guidelines are intended to encourage a creative and thoughtful approach to urban design while not limiting the options for future development.

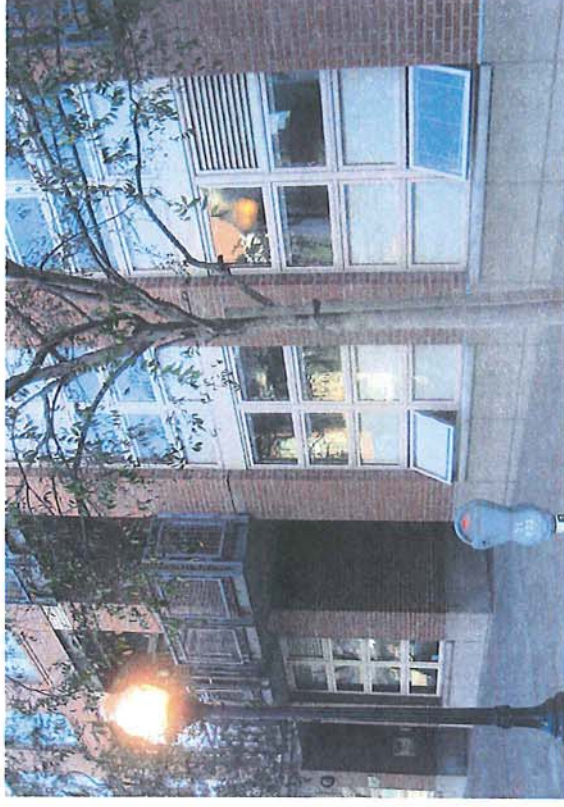
In addition to these Guidelines, the development of future projects that fall within the boundaries of the San Diego River Park Master Plan will also meet the requirements of the Navajo CPIOZ for the San Diego River and the Design Guidelines in the San Diego River Park Master Plan. See figure 5.4 for the boundaries of the Master Plan.

4.2 GENERAL SITE PLANNING GUIDELINES

OBJECTIVES

- Creation of a walkable neighborhood with street blocks scaled for pedestrians and buildings that form outdoor space at street level.
- The provision of important site elements such as street trees, lighting and urban furniture that enhance the public realm.
- Offer the possibility of ground floor commercial uses that activate Mission Gorge Road and Old Cliffs Road.
- Establish Mission Gorge Road as the "front door" of the site by creating a more pleasant urban street with attractive buildings and pedestrian realm inviting to the viewer.
- Formation of River Road as a premiere street and public amenity that forms a view platform to the San Diego River.
- Provide the elements such as a landscaped median that will give prominence to Old Cliffs Road as the gateway to the site.

- Provide quality outdoor spaces, parks and plazas that are useable and alluring.
- Creation of attractive and useable landscaped buffers between adjoining sites.
- Provide vehicular and pedestrian connections with adjoining properties that facilitate passage between the sites and will further promote pedestrian and bicycle movement.
- Provide view corridors and convenient access to the San Diego River from Mission Gorge Road.
- Provide convenient street parking and at the same time deter large parking lots by internalizing parking.



Street level ground floor residential units

4.2.1 Pedestrian Realm

All facades exposed to streets, adjacent boundaries and view corridors should be specially articulated and avoid blank walls. This is accomplished in several ways; by orienting living space to these areas so that windows and balconies embellish the façade, introduction of offsetting wall planes, material changes on walls or by using decorative elements that reduce the scale of walls.

Ground floor retail spaces along Mission Gorge Road, Old Cliffs Road or River Road should have ample ceiling heights to accommodate generous storefront windows, awnings, mechanical systems and signage. Minimum floor to floor height at the ground floor should be 15 feet.

Mission Gorge and Old Cliffs Roads

As Mission Gorge Road is the frontage and connection to the outside community along a bustling traffic corridor, it is desirable that this street edge be animated with ground floor commerce or live/work type units. The provision for limited ground floor retail can activate the street while at the same time offering residents convenient shops within walking distance. To reinforce this, the façade should be placed at the sidewalk for pedestrian access and viewing as shown in Figure 4.2. The character of the façade should be inviting with the use of large storefronts with clear glass and awnings of various designs. Promenade sidewalks with coordinating street furniture, including light posts and benches can further add to the character.

When residential units are located at ground floor level, a building setback and/or an elevated floor is recommended to create a privacy buffer as shown in Figure 4.3.

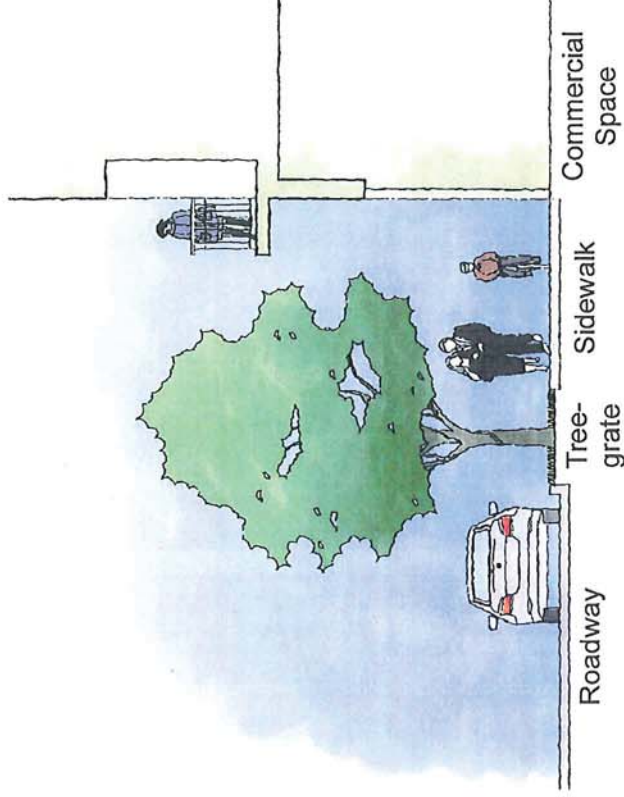


Figure 4.2 Pedestrian Realm at Live/Work & Commercial

4.2.2 Typical Street

Most streets will be affected by the proposed treatment. Envisioned are buildings with elevated stoops and entrances separated from the sidewalk by landscape pockets that are formed by the walks that lead to residential unit entrances. A landscaped parkway with a combination of tree grates bordering the street will help to frame the street with a linear green texture of trees, shrubs, flowers and turf. At ground level, building wall finishes should vary from the upper floors to give a distinct look to the pedestrian realm. Materials such as stone, brick or precast concrete placed in attractive patterns lend an appealing touch to the public interface of the building. The building street level should have attractive windows and doors with clear glass and elements such as awnings, railings, planters, and lighting to enrich the visual experience of the pedestrian.

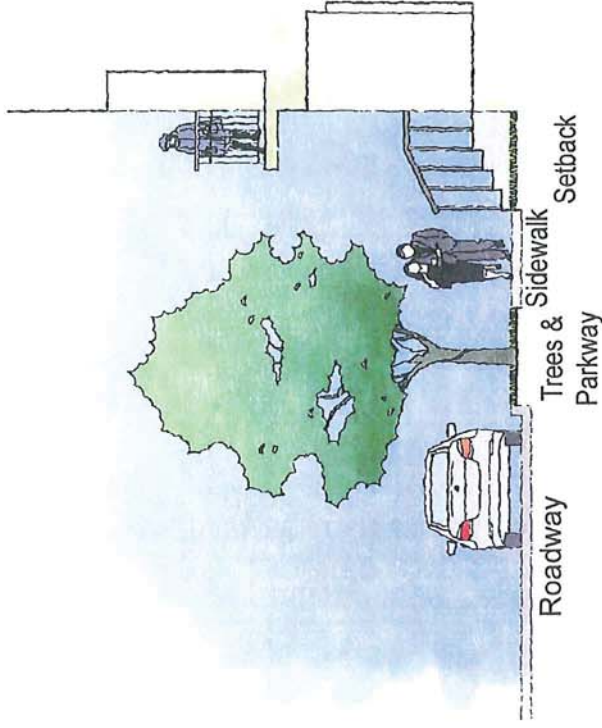
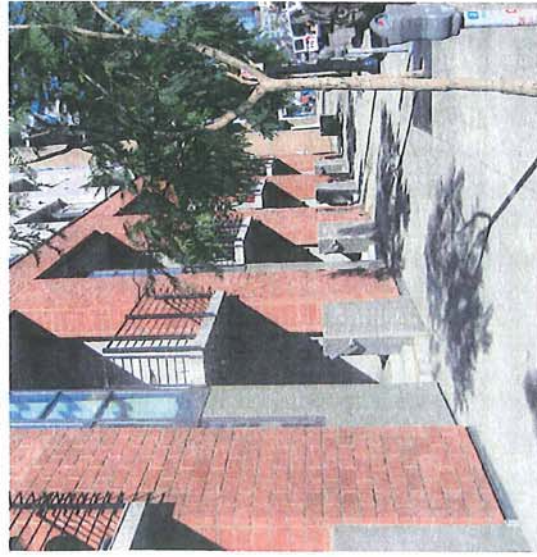
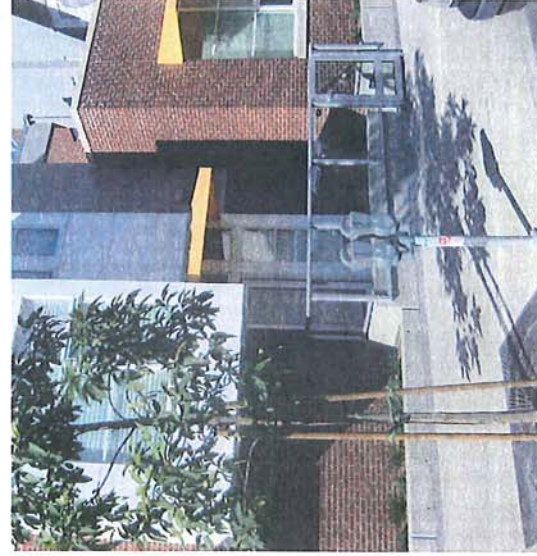


Figure 4.3 Pedestrian Realm at Typical Street



Elevated ground floor unit entries



Private patios



4.2.3 River Road

As depicted in Figure 4.4, the edge treatment of the River Road is envisioned with relatively low two to three story buildings with elevated terraces overlooking the roadway and the San Diego River Park. This affords both privacy and a better view angle to the river. The sidewalk will be flanked by a landscaped parkway on the road side and a landscaped setback on the townhouse side.

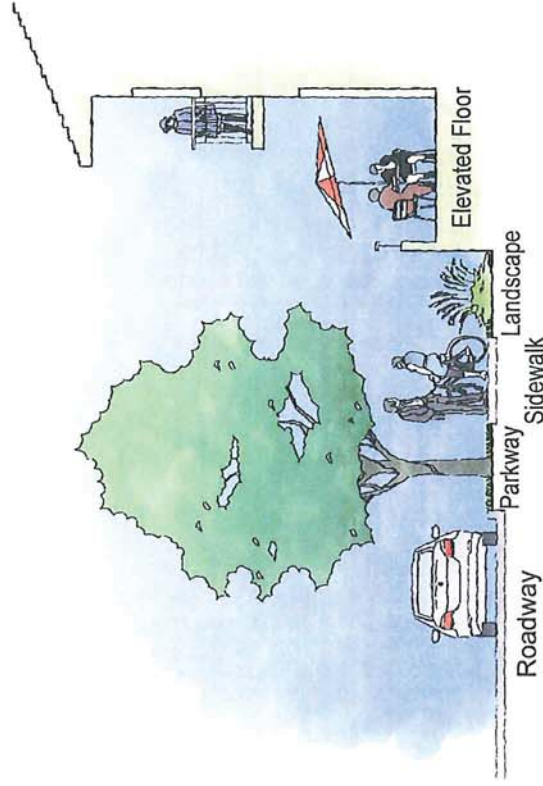


Figure 4.4 Pedestrian Realm at River Road



4.2.4 Private Drive

Although the private drives are there to primarily serve as access to parking and not meant for pedestrian circulation, it will be important to create some landscape pockets for their beautification. Pockets of trees and shrubs will go a long way in avoiding a utilitarian look. Enhanced pavements such as pavers and stamped concrete or decomposed granite in lieu of asphalt or concrete would enrich the horizontal plain with a more colorful texture.

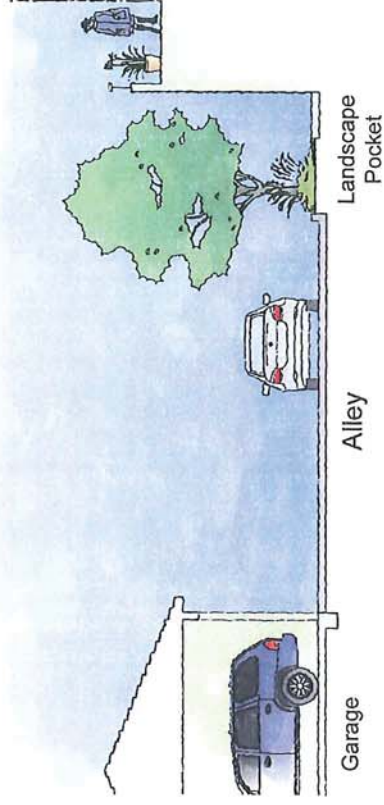


Figure 4.5 Treatment of the Alley

4.3 URBAN DESIGN ELEMENTS

Streets

Streets scaled for pedestrians are streets with a maximum block length of approximately 300 feet. Where streets exceed this length, pedestrian paths or paseos should be created to link with other streets, plazas or paths. These alternate routes of travel provide ease of movement for the pedestrian. Long uninterrupted blocks limit travel direction and increase travel time and inconvenience.

Linking the Project streets with the surrounding streets is vital for the neighborhood and the rest of the community in order to avoid a "gated community" that isolates the project and erects barriers. Multiple entry points to the project increases connectivity with the city while at the same time providing more convenient circulation for residents and neighbors. Old Cliffs Road will serve as the primary point of entry to the project that would be a natural extension of its' existing alignment that would link with the proposed River Road.

Multiple connections to the adjacent sites and their roads are fundamental for good city planning. Working in concert with the landowners to form vehicle, bicycle and pedestrian links provides the connectivity necessary for ease of circulation through the community at the same time providing alternate paths of travel that will reduce congestion on Mission Gorge Road.

The San Diego River Park Master Plan proposes the expansion of the regional pedestrian and bicycle network by providing a 35' wide path corridor with a hard surface trail for bike and pedestrian circulation along the length of the San Diego River. Shawnee offers a direct link from an established vehicular and bicycle corridor on Mission Gorge Road, by way

of bike signage along Old Cliffs Road, facilitating access to the path corridor and becoming part of the regional bicycle and pedestrian network.

Parking

Parking for residents shall be out of view from the street, placed in subterranean parking or internalized, as in Figure 4.11. Street parking will be an important component not only to provide convenient visitor parking but also to create a safety buffer between vehicle traffic and pedestrians as well as enlivening streets with movement of people. Street parking should be available on all project streets with the exception of Mission Gorge Road.

Commercial surface parking shall be placed out of view from the street or screened, preferably placed behind the buildings served. Screening shall consist of walls or architectural elements consistent with the architectural style of the buildings, and landscaping consistent with the site's plant palette.

Grading

There is a substantial grade differential from east to west that can give this project natural roof-line differential from building to building. Grading elevations are proposed to coincide with the adjacent sites for street connections and floodway alignment. Grade elevations will be raised above the floodplain at the west side of the site to secure land for River Road and some dwelling units. The floodway and 35-foot path corridor of the San Diego River Park will run along the west side of the River Road at the floodway line.

Grades at the east side of the site should be flush with Mission Gorge Road sidewalk so that pedestrian access to building ground floors are not impeded and will help ensure the project interfaces with the road.

Figure 4.6
Entry drive
Conceptual Sketch
(Old Cliffs Road)
(Conceptual
illustration only)



View Corridors

One of the principal themes of Shawnee/CG7600, in light of its' juxtaposition to the San Diego River, is the incorporation of view and pedestrian corridors. The site plan provides two view corridors, the more important one being the Old Cliffs Road

entrance. Envisioned in the Figure 4.6, is a tree-lined street with buildings on either side creating a picture frame of the river and golf course beyond. The "framed" views draw the eye to a water feature placed at the center of a traffic round-

about where Old Cliffs Road intersects with the River Road. Not only will the view draw the eyes of the spectators, it will also entice pedestrian to explore the river park with its lush-green landscaping. This view will be seen from Mission Gorge Road where existing conditions block both views and access to the river through the site.

Open Space

The view corridors mentioned above will serve as an introduction to the main open space along the river. Placement of the River Road and buildings away from the river is the principal gesture that creates the prime open space not only for residents but for the community. Additional open space and parks are proposed in Chapter 5.

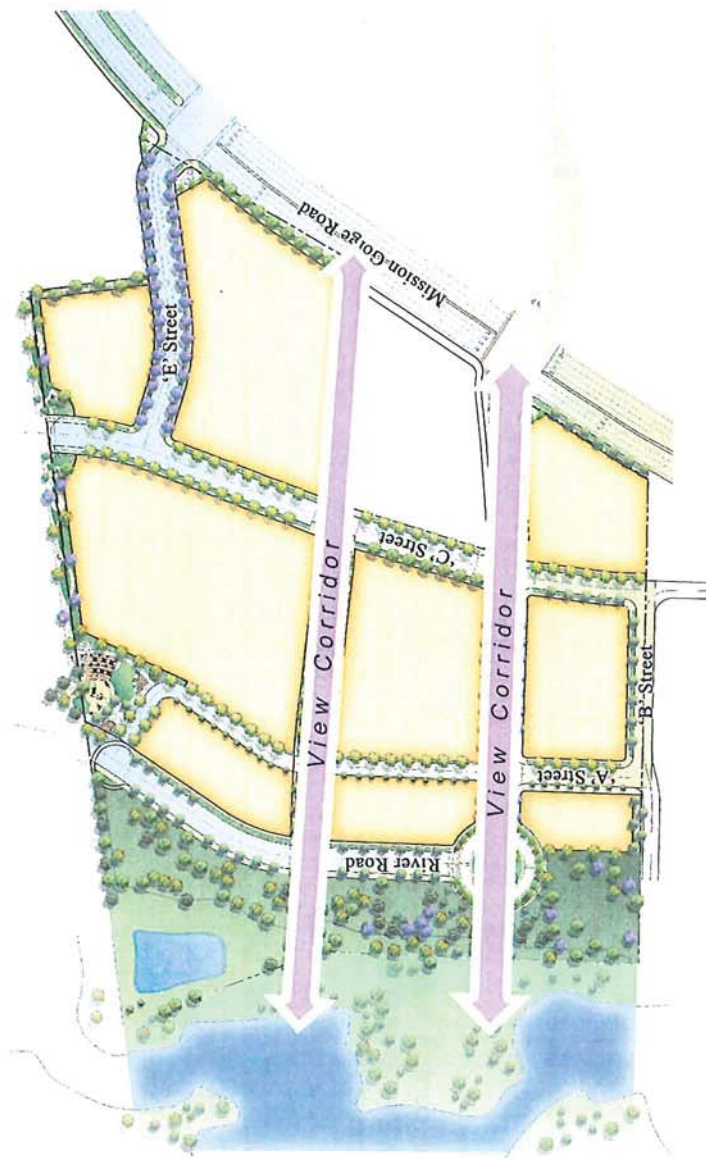


Figure 4.7 View Corridors Plan

4.4 SITE ELEMENTS

Curb Cuts

Along streets, the quantity and width of vehicle access ramps (curb cuts) should be kept to a minimum. To reduce pedestrian disruption and provide for landscaping along sidewalk zones, distances between curb cuts should be as great as possible. A minimum separation of 100 feet between curb vehicle access ramps shall be observed per LDC section 142.0560.j.8.

Retaining Walls

Retaining walls, where required due to grade height differences, should be compatible in design and materials with the adjacent building and gateways. The use of painted or exposed precision concrete blocks is prohibited unless located out of public view.

Fences

Fences that are visible from public streets should be compatible in design and materials with the architecture of the project such as stucco, stone, wood or metal picket. In addition, fences must comply with requirements contained within the San Diego Municipal Code. Fencing shall be used only to screen private areas from access and views. Fences or walls are prohibited along Mission Gorge Road. Chain link fence is prohibited.

Signage

All project signage shall be compatible with the architecture of the community and shall comply with the regulations outlined in San Diego Municipal Code Chapter 14, Article 2, Division 12. Project entry signage should be incorporated into the project gateways. Individual building addresses will be compatible with the style of the building on which they are placed. A sign program for businesses should be developed and approved in conjunction with the development plans.

Utilities

All utilities, including transformers, electrical control boxes, irrigation transformers, control clocks, backflow preventers and telephone/cable TV boxes shall be shielded from view.

Trash Enclosures

All trash enclosures and trash storage facilities shall be screened from view from the residential streets and sidewalks. Exterior trash enclosures should be designed with 6' high perimeter walls, solid wood gates and, if visible from above, a trellis roof structure planted with vines. Trash enclosures shall be placed in the alley for buildings with alley access. The style of trash enclosures must be compatible with the architecture within the community. Refuse and recyclable materials

storage area shall comply with the regulations in SDMC Chapter 14, Article 2, Division 8.

Lighting

The style of light fixture and its quality of light has a dramatic influence on the appearance of a community. Particular attention should be paid to the compatibility of light fixtures and lamp types, both within the site and on the public streets, with the surrounding architecture. To ensure design unity within the project a lighting standard should be incorporated.

The reduction of light pollution is an important goal for the region for the creation of "dark skies" for the local observatories and the enjoyment of the night sky by all residents. Full cut-off optics for outdoor light fixtures is required. For outdoor lighting regulations, see Municipal Code section 142.0740. In addition to the positive effects of dark skies is the energy efficiency of the low lumen light fixtures required for dark skies.

4.5 BUILDING PLACEMENT AND MASSING

The placement and massing of the buildings will set the scene for the entire project. Envisioned for this project beyond River Road are four, five and six-story buildings placed to form street walls with interspersed openings of different widths for vehicle access, pedestrian passageways, courtyards and small plazas. The size and placement of these openings will depend upon the building layouts on each parcel. Building placement and massing that falls within the River Influence Area of the SDRPMP shall meet the Plan's design guidelines for site planning, architecture and landscape architecture for this area.

4.5.1 Building Placement/Orientation

Buildings should be oriented towards the public realm with their entries facing the street. This reinforces the importance of the sidewalk for pedestrians and the street for passing automobile traffic, while contributing to the security of the neighborhood.

Buildings facing the street should be designed to reduce the ground floor elements to human scale with varied architectural features such as stairs, stoops, railings, awnings,



Building/Unit entrances face the street. Architectural features such as guardrails, columns, windows, stairs, stoops give human scale to building.

wainscots, wall plane offsets and/or material changes. Porches and entries should be located facing the street to encourage interaction with the neighbors. An elevated residential unit at ground level acts as a buffer between street and residence, while a front porch encourages social interaction between neighbors and adds to the sense of security by increasing eyes on the street. Buildings oriented towards the street with their entries facing the street, reinforces the importance of the street, while contributing to the activity and safety of the neighborhood.

Ground floor live/work units possibly along Mission Gorge Road and Old Cliffs Road should face the street when placed at street level. The storefronts of this housing type enliven the street and provide direct sidewalk access to potential small commercial establishments within.

4.5.2 Massing

With varying building height, roof lines will vary from building to building that create a more diverse building scale. Architectural roof projections are encouraged. Massing should be comprised of simple, built-up forms, with some variety in the number of stories throughout the project.

Higher and lower massing elements such as towers and single-story arcades are encouraged in order to help accent and soften building massing. All facades exposed to streets and view corridors should be specially articulated.

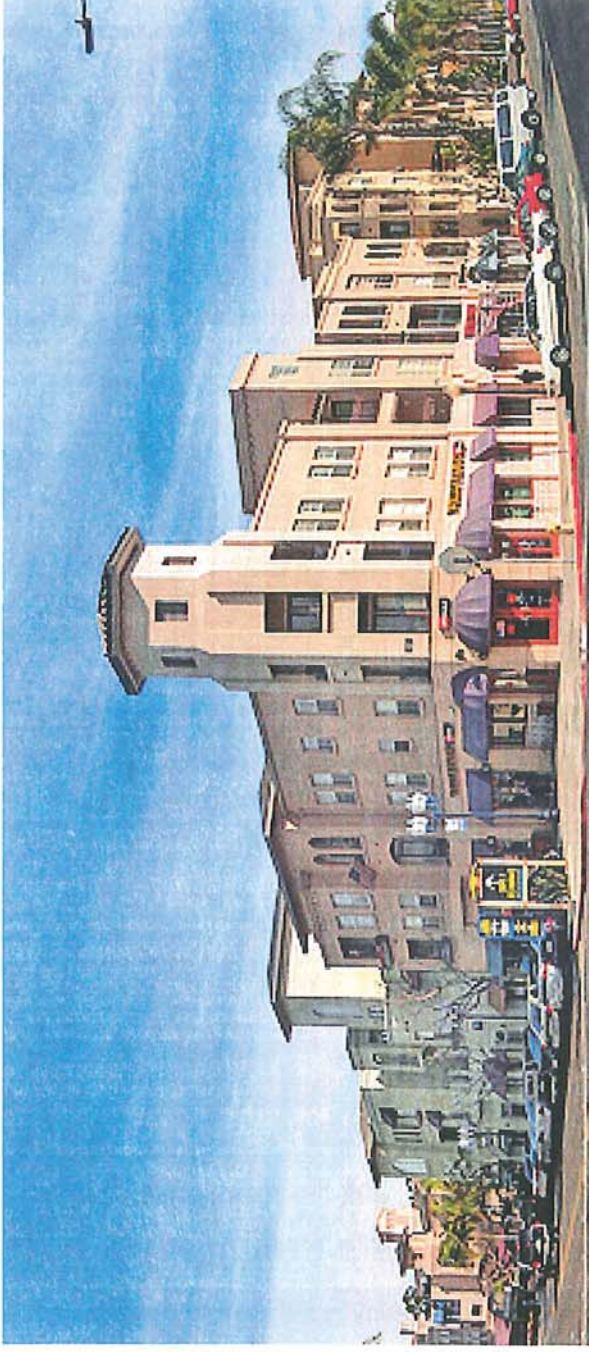
Higher buildings should step down on their perimeters where they meet lower buildings. Window placements on opposing facades should be carefully considered – higher windows can help maintain privacy and sky views within units.

Building entrances, window projections, window recesses, overhangs, chimneys, balconies, shade structures, roof projections, or garden walls should be used to create visual interest and to articulate building mass.

Facades of a single structure that attempt to create the appearance of separate buildings should be carefully designed so that each façade looks free standing. Windows from one façade

should be separated sufficiently from the adjoining façade and the cornice line should vary in height to create the impression of multiple buildings of smaller scale. Not only changes in architectural character but also building wall offsets should vary to reduce building scale and add depth for more attractive buildings.

Residual spaces between buildings are encouraged to be designed as courtyards, breezeways or pedestrian-oriented walks to form exterior spaces that are inviting. At intermediate levels in taller buildings in order to reduce the mass of the structure, building stepping should be used. Outdoor terraces can be located at these levels.



Variety in building height and massing creates visual interest

4.5.3 Relationship to surrounding development

As described in section 3.3, street connections will link the adjacent sites to the south and north, both with proposed future developments, creating vehicular and pedestrian linkages tying all three properties by a seamless street network.

The medium density Archstone multi-family project planned on the adjacent property to the south is entitled with a maximum building height of 67 feet. The building is proposed to be spread across most of the property and will contain view

Shawnee/CG7600 Master Plan

Draft 5/7/2012

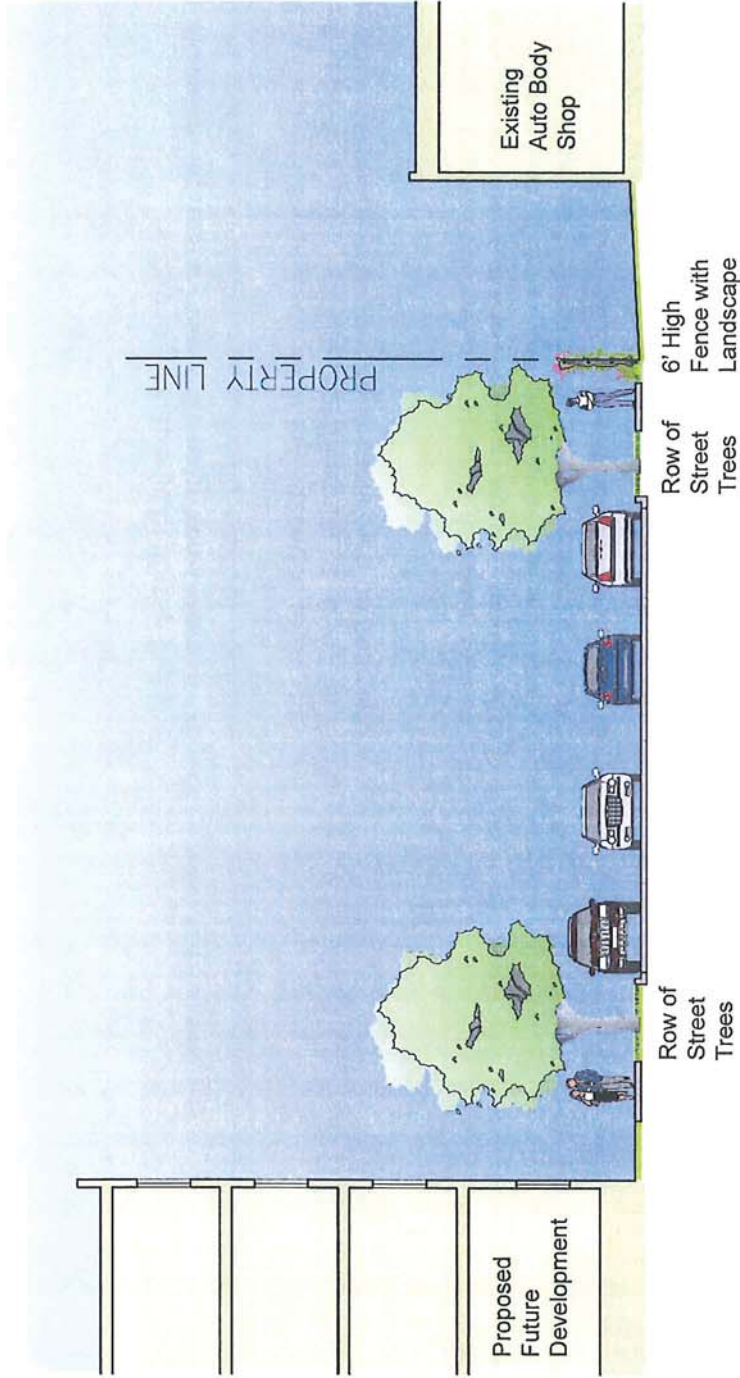


courtyards that break up the mass. Although the majority of the building will hover near 50 feet in height, projections for the elevator and stair towers will go well above. Buildings on the Archstone site will be facing north to the Shawnee site. With a building setback of 36 feet at the shared boundary on the Archstone side and building setbacks of 20 feet minimum on the Shawnee side, there will be a 56-foot minimum building separation.

Both the proposed residential multi-family land use and building maximum heights on the Shawnee site of 65 and 85 feet will be compatible and complimentary of the building massing and scale proposed by Archstone.

The proposed River Park project on the adjacent site along the northern boundary will have a more seamless connection due to the close collaboration of the owners and their development teams. Proposed street connections, described in section 3.3, proposed multi-family land use, density and building heights are similar. River Park's southern end is envisioned to develop six-story multi-family buildings with a density of 55 DU/AC.

Buildings on both sides of the northern boundary will face each other with a landscaped setback and a grade elevation differential between. As mentioned above, building scale and mass will be similar as well as land use. Treatment of buildings facades facing these boundaries should be treated as if they were fronting public realm by applying similar building design to all exterior elevations.



Visual and physical buffer from auto body shop

The existing auto body repair shop at Old Cliffs Road presents a challenge for residential units as an incompatible use. All repair work for automobiles at the auto body shop is internalized within the concrete walls of the building which eliminates much of the problems associated with industrial uses such as noise and odor. The proposed intervening streets and private drive will provide a physical separation and buffer from potential noise coming from within the building.

Landscape shall be placed around the perimeter of the auto body property's western and northern boundary to provide sufficient visual screening from the auto body building and outdoor parking lot. Street trees will provide additional layers of screening for residential units.

4.6 ARCHITECTURAL DESIGN GUIDELINES

The following Building Design Guidelines are general in nature and are by no means intended to be all inclusive. This section deals with specific building elements of particular importance. The use of all building materials will be judged in terms of their compatibility and authenticity with the building's architectural style. The following elements are applicable to all buildings, regardless of architectural style.

Building Elements

4.6.1 Entry Design

Significant emphasis should be placed on the entry to all buildings. The entry should face the street or public path and have defining elements compatible with the architectural style used.

Ground floor level units should have clearly designed entrances and, when used, raised patios that do not obscure the entry.

A well defined street-facing entry enhances the building's relationship to the street. This provides a sense of security to the pedestrian and the community.

Entries to courtyards should be defined to give a sense of entryway to the "outdoor space".

Attractive lighting, compatible with the building's style, should be used at all entrances.

Automobile entry should be designed for pedestrian safety, scale and sense of arrival. Subterranean garage entries should be clearly defined and attractive.

4.6.2 Roofs

Sloped roofs should be finished with a quality clay/concrete tile or standing seam metal roofing. The color of tile or metal roofs should be compatible with the building's architectural style.

When flat roofs are used, a roof topping layer matching the adjacent roof tiles or metal roofing should be used. Inside face of parapets and walls on roofs should be finished with the same wall material as the building walls.

Roof mounted equipment shall be screened from view. When screens are used, they must be attractive and integral with the architecture. Varied roof types (i.e. sloped, flat, projected, and curved) should be provided for visual interest.

4.6.3 Exterior Stairs

Where exterior stairs occur, they should be simple in form, complementing the architectural style and massing of the building.

The materials used on exterior stairs should be complimentary as those used on the building. The design of exterior stair railings must be compatible with the chosen architectural style.

Prefabricated metal and concrete stairs should be screened from public view when not compatible with the architectural style.

4.6.4 Materials / Colors

Building materials and colors should be compatible with urban buildings. Durable quality materials such as stone at street level are recommended especially on active street facades. Brick or natural stone is encouraged for paving and piers, as long as it is compatible with the building's style.

Exterior plaster should be hand or machine applied, with a sand finish. Heavy textures such as Spanish Lace, swirl or heavy trowel shall not be used.

Quality wood finished walls or elements may be acceptable if they are consistent with the building's architectural style. Exposed wood should be either resawn or rough sawn for texture. Wood may be used for posts, beams, handrails, windows, balcony floors at cantilevered conditions, vents, grills, shutters and for other decorative elements.

Glazed ceramic tile may be used when appropriate with the building's style. Decorative ceramic tile may be used for door and window surrounds, wainscots on walls, wall fountains and stair risers.

Materials for exterior decks, balconies and stairs shall be compatible with the architectural style of the building.

Buildings should consist primarily of muted off-whites and beiges for large wall surfaces, with brighter, deeper colors used as accents. Various color schemes should be used depending on their compatibility with the chosen style.

4.6.5 Balconies

Exterior balconies are highly encouraged and should have a minimum depth of 6 feet to be useable. In taller buildings, balconies add architectural interest and are a feature that distinguishes residential buildings from commercial/office type buildings.

4.6.6 Doors / Windows

Particular attention should be paid to the visual composition of door and window openings on building facades. The location,

size and proportion of all openings should be evaluated in relation to the entire façade composition.

Quality wood or clad windows should be used when feasible. Factory finished aluminum or vinyl windows in accent colors may be used, but should have a thickened profile to provide more visual weight. Recessed windows should be used on street facing facades. Clear anodized aluminum windows do not portray the quality appearance desired and are prohibited.

All window and door glass should be clear.

All doors and windows should be compatible in shape, size, material and design, with the chosen architectural style.

Recessed doors and windows are highly encouraged in order to increase the interaction of light and shadow on the building façade, adding visual interest.

4.6.7 Garage Doors

Garage doors should be simple in design, complimenting the chosen architectural style. Materials should be compatible with the style. As with all other doors, they should be recessed within the wall on which they are located.

4.6.8 Building Utilities

Mechanical Equipment - All air conditioning / heating equipment, soft water tanks, gas meters and electric meters shall be screened from public view.

Gutters and Downspouts – Gutters and downspouts may be concealed or exposed, if designed as a continuous architectural feature.

TV Antennas - Roof mounted antennas should be placed out of view. Antennas may be located either in attics, building interiors, or at grade if properly screened.

Satellite Antennas - Roof mounted satellite antennas should be placed out of view. Antennas located at grade should be properly screened. Wall mounted antennas are prohibited. Satellite antennas shall comply with the regulations in SDMC Chapter 14, Article 1, Division 4.

Flashing, Sheet Metal and Vents - All flashing, sheet metal, vent stacks and pipes should be painted to match adjacent building surfaces.

Skylights - Skylights should be designed as an integral part of the roof surface. Their form, location and color should relate directly to the architecture of the building.

Solar Panels - Solar panels should be integrated into the roof design, flush with the roof slope. Frames should be colored to compliment the roof surface. Supports for solar equipment should be enclosed and screened from view.

Backflow Preventer Devices - These unsightly devices shall be placed out of view if possible and in coordination with the Fire Department. Screening with landscaping at a minimum should be planned if placed outside of the building shell.

4.6.9 Mail Boxes

When common mail boxes are used, they should be centrally located within each building. The character and materials should be compatible with the architecture of the community. All mail box locations must be approved by the U.S. Postal Service.

4.6.10 Recreational Buildings

The guidelines outlined in this document apply to all recreation buildings, whether public or private, that may be constructed within the project. The design, massing, materials, and colors of all recreation buildings should be compatible with the surrounding architectural styles.

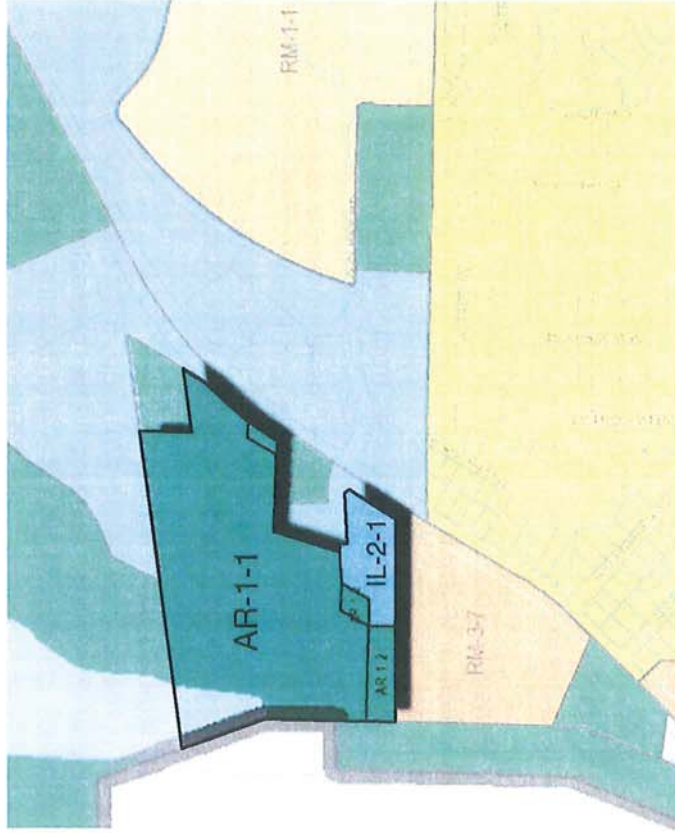
4.6.11 Building Appurtenances

Awnings - They should be used at ground floor storefronts only and be simple in design. Metal, wood or canvas awnings will offer variety in materials. Awnings should be light in mass and be a secondary layer of detail for the building.

Accessory Structures - Patio trellis, pergolas and other exterior accessory structures should be compatible with the style of the architecture in both material and color.

Decorative Accents - All decorative accents such as wall vents, decorative wall tiles, floor pavers, fountains, stone benches and clay flower pots should be compatible with the building's architectural style.

4.7 REGULATIONS



4.7.1 **Figure 4.9** Existing Zoning Designation Map

The Shawnee/CG7600 project proposes to rezone the properties in order to entitle the site for the type of development described in previous chapters. Presently, the site is four distinct zones as seen in *Figure 4.9 Existing Zoning Designation*. The zones that are proposed for the site have been selected based upon the two unalterable development regulations, residential density and floor area ratio. Proposed zoning is presented by the *Figure 4.10 Proposed Zoning Map* and *Table 4.2 Zoning and Development Regulations*.

4.7.2 Development Intensity

As stated above development intensity will be set by the zone. Both Maximum Residential Density Permitted and Floor Area Ratio (FAR) are determined by the zone stipulated in the Land Development Code (LDC). This development will attempt to balance the density (DU/AC) and the FAR in order to arrive at the desired development intensity. To control the building mass and density across the site, zone classification will vary according to planning area location.

4.7.3 Deviations

To carry out the vision of the master plan, deviations from required zoning regulations are requested. Base zone regulations apply except where deviations are established per *Table 4.1 Zoning and Development Regulations* and *Table A-1 Deviations Table* in Appendix A.

For buildings fronting Mission Gorge Road and Old Cliffs Road, there shall be no limitation to the percentage amount of gross floor area dedicated to ground floor retail and commercial uses as stated in Section 131.0423(b)(3) of the Municipal Code.

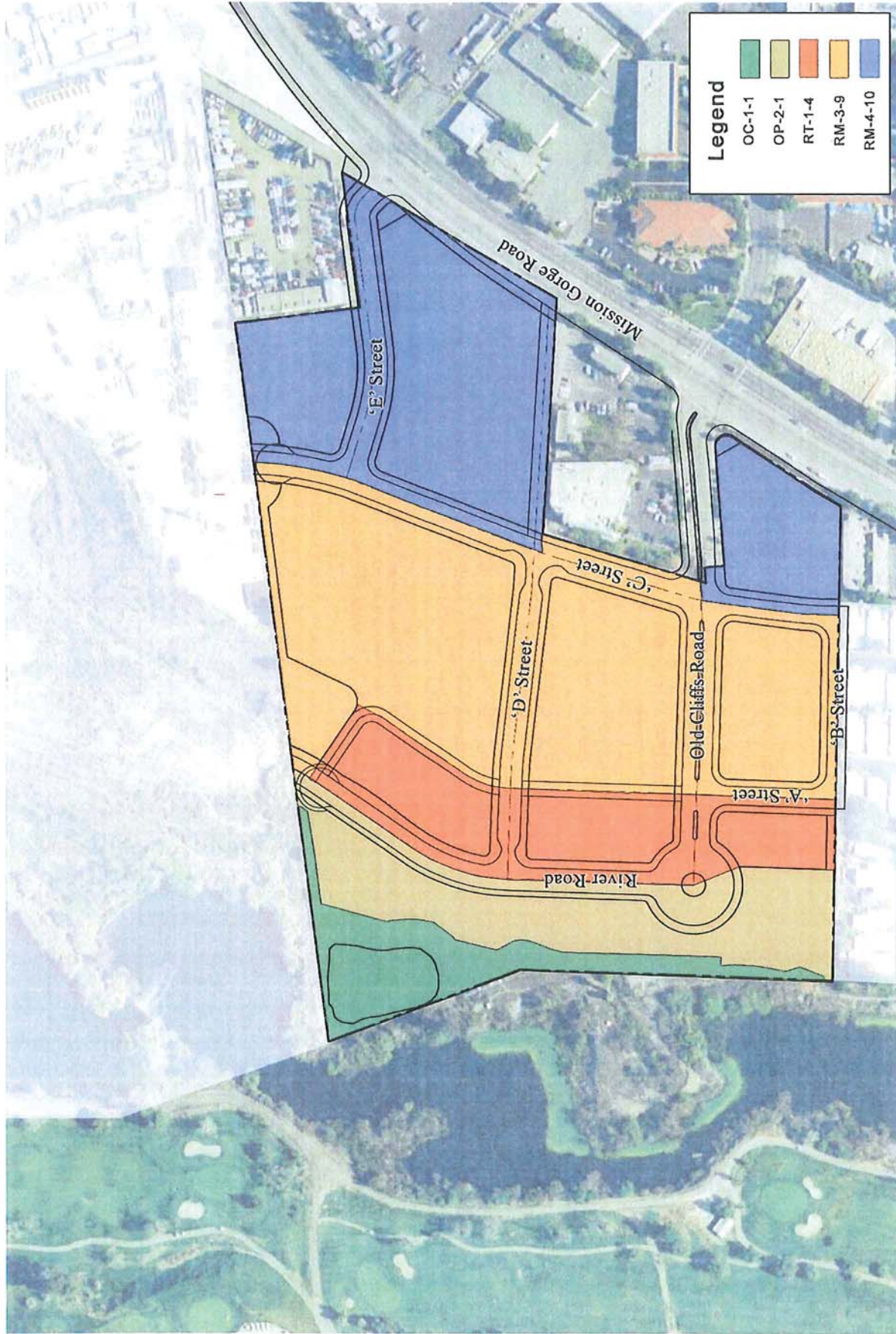


Figure 4.10 Proposed Zoning Map

4.7.4 Setbacks

Setbacks are determined by the desired character of the street. In a more urban environment setbacks are minimized in order to create strong street walls that form outdoor space but are important as privacy buffers for ground floor residential units where landscaping or decorative architectural elements can be placed to beautify the street.

These setbacks will strongly influence the spatial quality of the street. The 0 ft.-setback is to encourage the formation of a street wall at the sidewalk for commercial or shopkeeper units along Mission Gorge Road and Old Cliffs Road, whereas the setback maximum is to allow some variation in the street wall and placement of patios for ground level residential units. The 5-foot minimum setback is for the creation of a landscape and privacy buffer for ground floor units that may include stairs and stoops. At least 70% of the building street wall shall be placed at the minimum setback with the exception of the buildings fronting the River Road.

4.7.5 Street Walls

As is apparent from the Design Guidelines portion of this chapter, street wall design of buildings is very important for the beauty of the project. Therefore, blank street walls shall not be permitted throughout the project site. These are walls without texture, articulation, openings and/or offset planes.

4.7.6 Building Height

Even though the development regulations for the RM-4-10 zone are silent with regard to building height, Shawnee/CG7600 proposes building height standards to step down the building mass from the Mission Gorge Road to the River, not only to reduce the scale of building but also to provide views to the River for units further to the east end of the site. See Table 4.1 *Zoning and Development Regulations* for maximum building height.

4.7.7 Parking and Loading

Parking and loading areas shall be placed away from street frontage and screened from view. Parking shall be internalized either in a subterranean garage or if placed at grade, set behind buildings out of street view. In the case that grade level parking is internalized with a roof as illustrated in Figure 4.11, the roof cover over the grade level parking shall be used as the floor space for an outdoor courtyard that shall have enhanced hardscape, landscape treatments in planters and shade structures such as trellises for use by residents.

4.7.8 Private Open Space

Integrated into the architecture of the project buildings, patios, terraces and balconies will make private open space available to residents at the same time adding a layer of detail to the façade with the intention to make apparent the residential character of the development. The private balconies should have a minimum dimension of six feet in any direction.

Shawnee/CG7600 Master Plan

Draft 5/7/2012

Table 4.1 Zoning and Development Regulations

Zoning and Development Regulations	Mission Gorge Rd.	Village Center	Riverside	Open Space
LDC Zone	RM-4-10	RM-3-9	RT-1-4	OP-2-1
Land Uses Permitted	All uses of RM-4-10 zone Also Permitted: ▪ Shopkeeper Units ▪ Commercial Uses ^{4,7}	All uses of RM-4-10 zone Also Permitted: ▪ Shopkeeper Units ▪ Commercial Uses ^{4,7}	All uses of RT-1-4 zone.	All uses of the OP-2-1 zone.
Development Intensity				
Max. Residential Density ⁶	1DU/400 ft ² of lot area	1DU/600 ft ² of lot area	1 DU/lot	
Setback Requirements				
Min Front Setback ¹	5 ft ⁵	5 ft ⁵	5 ft	
Mission Gorge Road	0-15 ft ⁵			
Old Cliffs Road	0 ft ⁵	0 ft ⁵		
Max Front Setback ¹	15 ft	15 ft	15 ft	
Min Side Setback	5 ft	0 ft	0 ft	
Max Side Setback	-	-	-	
Min Street Side Setback ¹	0 ft ⁵	0 ft	5 ft	
Max Street Side Setback ¹	15 ft	15 ft	15 ft	
Min Rear Setback	5 ft	5 ft	0 ft ⁵	
Max Structure Height	85 ft	65 ft ⁵	25/35 ft ^{2 & 5}	
Max Lot Coverage (%)	50/60 ³	-	75	
Max Floor Area Ratio (FAR)	3.60 ¹	2.70 ¹	1.10/1.50 ²	

1..Deviation from section 131.0446 (f) of the Land Development Code. This Master Plan will not require 1/3 of FAR reserved for parking.

2. 1 & 2 stories/3 stories

3. Interior ground-level covered parking floor area with landscape/hardscape treatments per section 4.7.9 shall be excluded from building coverage.

4. All commercial uses shall be limited to ground floor space fronting Mission Gorge Road and Old Cliffs Road.

5. Deviation from Development Regulations for this zone in the Land Development Code. See Deviations Table in Appendix A.

6. Density based upon sections 131.0405 and 131.0406 of the Land Development Code.

7. Commercial Uses listed in the Navajo Community Plan Mixed-Use CPIOZ.

4.7.9 Building/Lot Coverage

Street blocks are envisioned to be ringed with buildings oriented to the street forming interior courtyards. With a more urban building type envisioned, elevated building coverage may be necessary to accommodate grade-level parking. In the event that ground level parking is covered with a landscaped open space, as illustrated by Figure 4.11 and described in section 4.7.7, the open space or courtyard area can be excluded from the lot coverage count. This exception applies only to open space above parking area surrounded by habitable space at grade as illustrated in Figure 4.11.

Per SDMC Section 143.0420(d) building coverage shall not exceed 60% of the site area. Therefore, for the Shawnee site of 22.87 acres (996,217 s.f.), a maximum of 597,730 square feet of ground floor building coverage is allowed. See Figure 4.12 Summary of Areas for site coverage percentages.

4.7.10 Sustainability

Throughout Shawnee/CG7600, sustainable design and materials should be considered, where practical. The use of green roofs for water collection and reuse, flexible designs which enhance building longevity, environmentally preferable building and plant materials, efficient plumbing fixtures, and energy efficient design represent a few of the encouraging sustainability options. See section 1.9 for sustainable design elements to be incorporated.

4.7.11 Pedestrian Connections

In order to facilitate pedestrian circulation and improve the walking experience, the scale of the street network needs to be considered. Pedestrian connections should be integrated into the building site plans to decrease travel distance. A maximum distance of 300 feet from street to pedestrian pathway shall be maintained. These pedestrian pathways shall be integrated in the site planning stage where they can naturally be placed between buildings or through building courtyards.

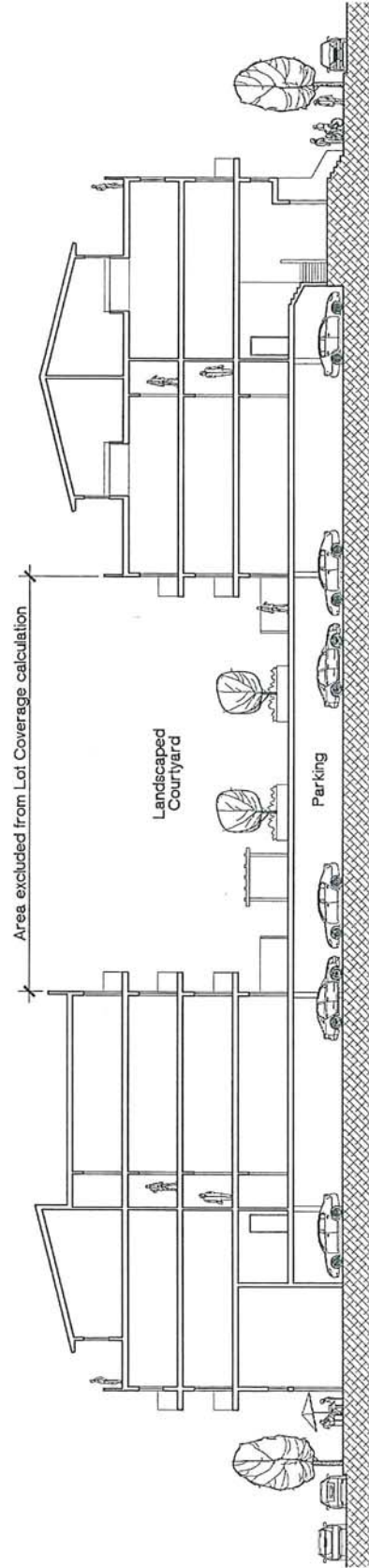


Figure 4.11 Internalized Parking on Grade



Figure 4.12 Summary of Areas

4.7.12 Open Space

Supplemental PDP regulations stipulate a requirement for outdoor space per dwelling unit in specific zones. Table 4.2 *Open Space Requirements* outlines the requirements of the SDMC section 143.0420 Supplemental PDP Regulations for Residential Development. See Implementation chapter for further information.

Table 4.2 Supplemental PDP Open Space Requirements

Zone	Min. Open Space / Unit	No. of Units	Total area required
RM-3-9	90	480	43,420 sf (1.01 Ac)
RM-4-10	75	507	38,000 sf (0.87 Ac)

The City's General Plan establishes minimum standards for the creation of parks and recreational facilities based upon the residential population served. The standards outline the requirement of 2.8 acres per 1,000 residents reserved for parks. With the proposal of 1,023 dwelling units and a population of 1.92 person per household, the amount of open space reserved for population-based parks is 5.5 acres. See section 5.9 Population-Based Parks for more information.

4.7.13 Recreational Facilities

PDP regulations require the following recreational amenities shall be included within the common open space: a tot lot, a barbeque area with picnic tables and shade structure, a sport court or field, or a swimming pool. Other amenities that could serve the future residents should be considered such as a fitness center, business center and community center.

The General Plan outlines typical components required for population-based parks that include picnic areas, children's play areas, multi-purpose courts, multi-purpose turf areas, comfort stations, walkways and landscaping.

4.7.14 Fences and Walls

Fences and walls that are generally parallel to the public right-of-way and that exceed 100 feet in length shall be articulated with vertical elements spaced at no more than 25 feet on center. The vertical elements shall be made an integral part of the fence or wall and shall be a minimum of 12 inches wide. See section 4.4 Fences for additional regulations.

4.7.15 River Corridor

The San Diego River Park Master Plan has two designated areas along the river. As can be observed in Figure 5.4, the River Corridor Area is delineated by the 100-year floodway, and the Path Corridor juxtaposed on both sides of the river. Passive recreational uses, allowed within the 35 feet of the Path Corridor, include hiking, biking, picnic areas and interpretive /scenic overlooks. The River Influence area is defined as the first 200 feet adjacent to the River Corridor on both sides of the river and is meant to regulate development adjacent to the river. Allowed uses within the River Influence Area are defined by the underlying zone regulations. Shawnee/CG7600 shall conform to the Design Guidelines for the River Corridor Area and the River Influence Area and the Navajo CPIOZ for the San Diego River area. The River Influence Area design guidelines include criteria for site planning, building heights and setbacks, location for exterior equipment enclosures, off-street parking, parking structures, lighting, public access, building massing, transparency, reflectivity, signs, public art, walls and plant material.



5 OPEN SPACE & LANDSCAPE TREATMENTS

5.1 OVERVIEW

With the development of a neighborhood as envisioned in this plan, open space becomes crucial to the livability and vitality of the community. In lieu of outdoor areas found in single family areas such as backyards, front yards, streets with low traffic volumes and residual yard spaces between properties, residents in Shawnee/CG7600 will gather in terraces, patios, courtyards, pocket parks and most importantly the river park. Streets take on a more important role and also serve as outdoor space where people meet and greet neighbors and provide pedestrian links to other neighborhoods within the community. The design of the streets and their 'livability' become particularly important to developing a framework for the network of streets and pedestrian circulation elements.

The use of street trees providing shade, parkway landscaping, hardscape paving, seating, and use of flowering shrubs to enhance the sensory pedestrian experience, provide the backbone for a comprehensive treatment for landscaped areas throughout the community.

This chapter will attempt to convey the quality and importance of the elements mentioned above. The emphasis on the pedestrian realm cannot be overstated because this is the first and primary contact with a community. The curb appeal of a neighborhood determines the success of any community but is automobile is important in the design of any community but is deemphasized in order for people to comfortably walk to nearby destinations. Physical fitness is more easily achieved if walking to the market or post office becomes part of ordinary life rather than sitting in the driver's seat of an automobile.

5.2 DESIGN PRINCIPLES

Shawnee/CG7600 proposes a multi-family medium to high density neighborhood graced with attractive streets that invite residents to walk and enjoy the open spaces designed with a pedestrian emphasis. Also important is to create a functional pedestrian circulation system in harmony with the vehicular circulation system. Principles of design also include:

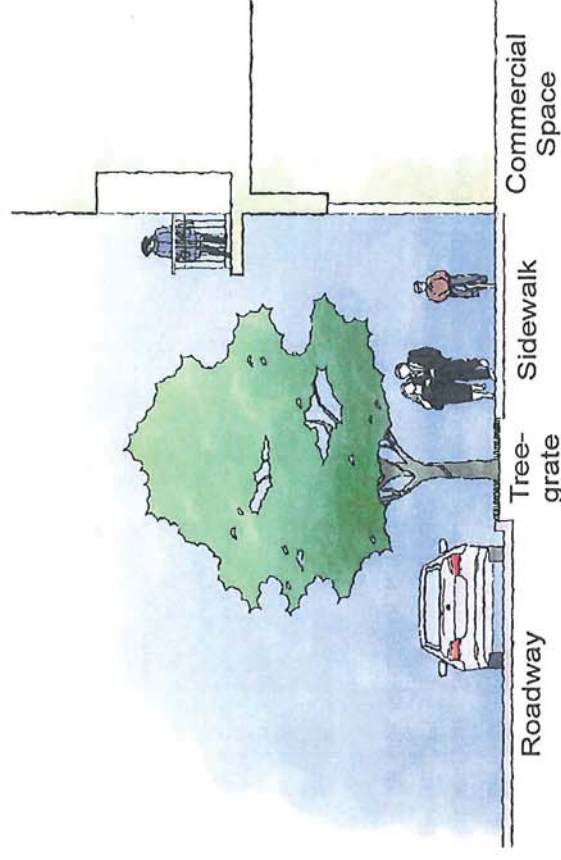
Emphasize the most important natural and recreational amenity, the San Diego River, by the development of the San Diego River Pathway as proposed by the SDRPMP and provide convenient access to it for residents and the community at large.

Accentuate the view corridors to natural and man made elements by lining the streets with landscaping that will frame the view to the river corridor.

Promote the development of spaces for courtyards in and around the buildings to provide community gathering locations for social interaction.

Utilize a sustainable, regionally-adaptable plant palette with a mix of ornamental, water conscious and drought tolerant plant material used appropriately throughout the site.

Create landscaped pockets of sufficient size where residents can enjoy a picnic or stop to rest as they walk through the community and to outlying areas. Integrate functional elements such as trash enclosures and utility boxes into the neighborhood in a seamless and attractive manner.



Provide sufficient space within the public right-of-way to accommodate site furnishings such as benches, trash receptacles, street lights, bicycle racks, and other elements that are both necessary and beneficial to a complete community experience

5.3 CONCEPTUAL LANDSCAPE PLAN

Shawnee/CG7600 proposes a multi-family medium density neighborhood graced with attractive streets that invite residents to walk and enjoy the open spaces designed with a pedestrian emphasis. The landscaping will provide a cohesive community image that ties the variety of architectural styles and uses together. Landscaping will set the tone for the community leading residents and visitors alike from the urban, traffic oriented environment of Mission Gorge Road into the Shawnee community where a more pedestrian oriented and pedestrian scaled environment will be developed. The framework of the streetscape, as defined by canopy street trees and grade level planting that enhances and guides the pedestrian experience, unifies the site as one moves from street to street and neighborhood to neighborhood.

The landscaping will provide the basis for linkage to the greater overall community amenity, the San Diego River Park. Plant material will be chosen for its appropriateness to scale, performance in the region, drought tolerance and suitability of use. Landscape materials shall be used to enhance and accentuate key site and architectural elements, frame views, provide a visually stimulating site element and also be used to screen obtrusive views and elements.

All landscaping within the Master Plan will adhere to the guidelines set forth by the City of San Diego Land Development Code unless variances have been granted as part of the conditions of the Master Plan.

