TOTAL PROJECT RIPS (ADT's) ALLOWED: 28,100 ADT
(Park in the Valley - East and West)

USE	MAXIMUM BUILDING AREA ALLOCATION*	TRIP RATE	AVERAGE DAILY TRIPS (ADTs)
Retail	300,000 sf **	51/1000 sf	15,300
Office	500,000 sf	16/1000 sf	8,000
Hotel	300 rooms plus 16,400 square feet of ancillary meeting space	8/room	2,400
Residential***	300 units	8/unit	2,400
TOTAL PROJECT TRIP GENERATION			28,100

* Actual total uses may vary; total allowable ADT will not exceed 28,100 ADT.

** In an all-retail project, the maximum square footage would be 410,000 sf.

*** Existing residential units in Park in the Valley - East. No residential units are included in Park in the Valley - West.

Park in the Valley - East (9.2 acres)

The existing residential development located between Camino del Este and Stadium Way includes approximately 300 multi-family residential dwelling units in three-story buildings with underground parking.

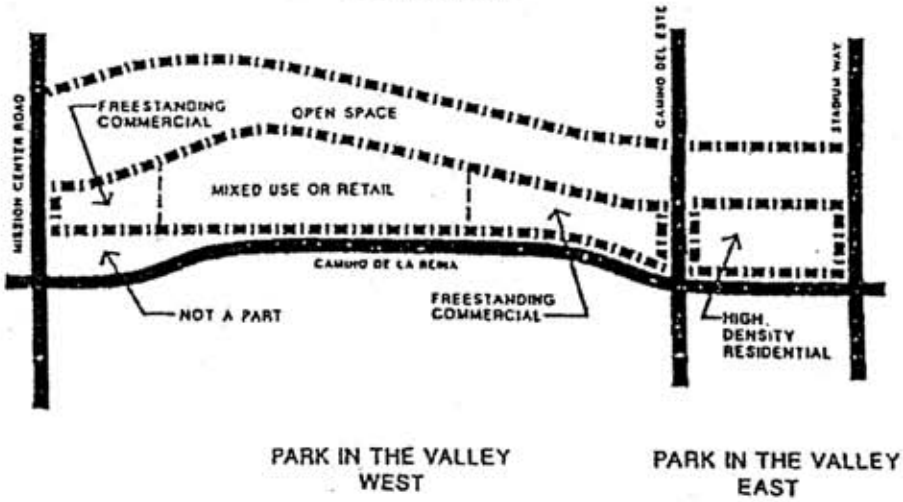
Park in the Valley - West (22.5 acres)

The western majority of Park in the Valley will be developed in two phases. Phase I will consist of freestanding commercial buildings at either end of the 22.45-acre site. Phase II will be developed either as a mixed-use commercial development or retail center, depending on market demand. Phase I is intended to occur in advance of Phase II although strict adherence to this phasing schedule is not required.

In order to maintain flexibility, several alternative development options are included in this plan as Options A through E. These include two-mixed-use options, two retail options, and a retail/entertainment/restaurant option.

The freestanding commercial buildings and retail element of Park in the Valley - West will complement and benefit from the existing Mission Valley Center across Camino de la Reina, and will enhance the retail synergy of the area. The development Options provide the opportunity to locate active uses adjacent to the proposed LRT station and along a pedestrian "street" connection to Camino de la Reina. In addition, a pedestrian bridge or signalized intersection will link Park in the Valley with Mission Valley Center to the south.

The following pages illustrate Options A through E and summarize Phase I and Phase II site development options for Park in the Valley - West. The Option diagrams represent the desired relationship between the proposed future LRT station and adjacent buildings, pedestrian access and the river. Actual driveway locations, building locations, configurations, and size may vary. In the event that construction of the proposed LRT project does not proceed, then the Park in the Valley site shall develop without the LRT under a Special Permit application, without the need for a Specific Plan Amendment.



Park in the Valley–Land Use **34** FIGURE

First San Diego River Improvement Project Specific Plan

Park in the Valley - West

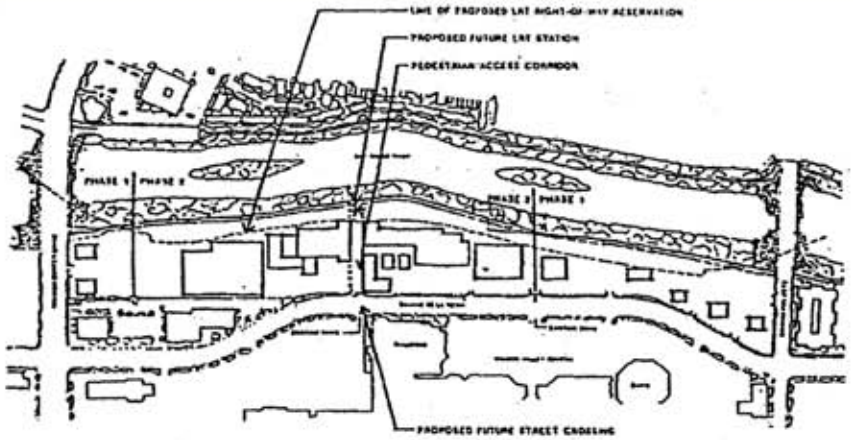
Option A

Phase I:

This phase will include a maximum of seven free-standing commercial buildings, such as restaurants, banks, service stations, and individual retail stores, totalling approximately 35,000 square feet on two site areas totalling approximately 7 acres.

Phase II:

Phase II will include a mixed-use complex of approximately 265,000 square feet of retail, 500,000 square feet of office space in multiple buildings with ground-level commercial retail uses, and a 300-room hotel with supporting uses and parking structures on approximately 10.5 acres. Parking lots and structures would be sited so as to maximize shared parking among adjacent uses. The multi-level complex will link the proposed LRT station to future Camino de la Reina street crossings via a 30-foot minimum main pedestrian corridor, with several retail establishments, smaller than the large retail anchors, and a plaza along the northern segment of the corridor.



Park in the Valley–West Option A–Mixed Use **35** FIGURE

First San Diego River Improvement Project Specific Plan

Park in the Valley - West

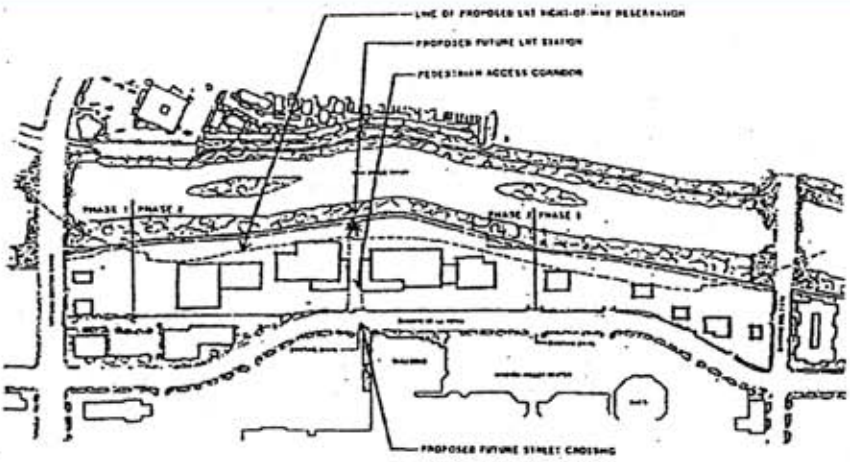
Option B

Phase I:

This phase will include a maximum of seven free-standing commercial buildings, such as restaurants, banks, service stations, and individual retail stores, totalling approximately 35,000 square feet on two site areas totalling approximately 7 acres.

Phase II:

This phase may include a retail center of approximately 265,000 square feet including several major retail anchors, shops, and restaurants with a combination of surface parking and limited structured parking on approximately 10.5 acres. The retail center will link the proposed LRT station to future Camino de la Reina street crossings via a 30-foot minimum main pedestrian corridor, with several retail and/or food establishments, smaller than the large retail anchors, and a plaza along the northern segment of the corridor.



Park in the Valley–West Option B–Retail Center **36** FIGURE

First San Diego River Improvement Project Specific Plan

Park in the Valley - West

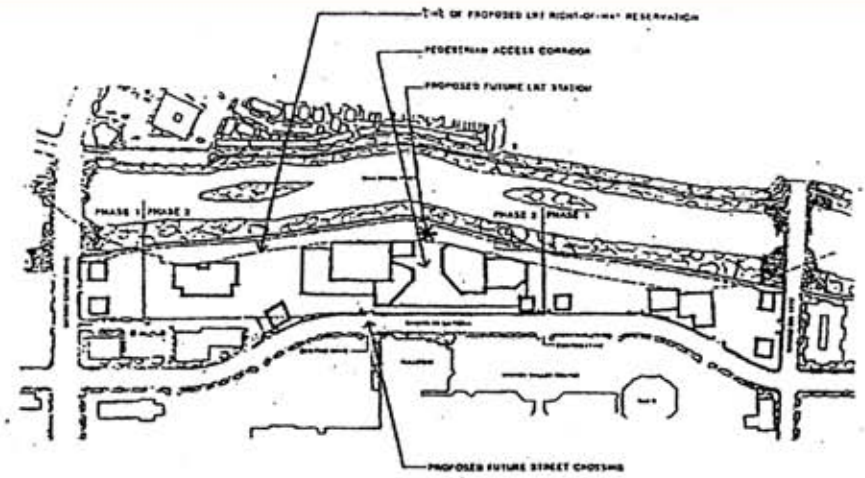
Option C

Phase I:

This phase will include a maximum of seven free-standing commercial buildings, such as restaurants, banks, service stations, and individual retail stores, totalling approximately 50,000 square feet on two site areas totalling approximately 7 acres.

Phase II:

This phase may include a multi-level retail complex of approximately 360,000 square feet, including multi-level retail anchor stores, shops, restaurant and entertainment facilities with supporting parking structures on approximately 10.5 acres. The multi-level complex will link the proposed LRT station to future Camino de la Reina street crossings via a 30-foot minimum main pedestrian corridor, with several retail establishments, smaller than the large retail anchors, and a plaza along the northern segment of the corridor.



Park in the Valley–West Option C–Retail Center **37** FIGURE

First San Diego River Improvement Project Specific Plan

Park in the Valley - West

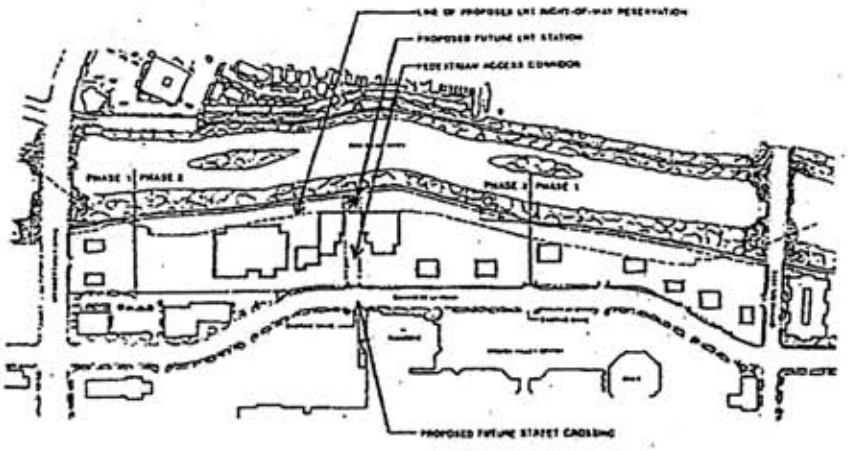
Option D

Phase I:

This phase will include a maximum of seven free-standing commercial buildings, such as restaurants, banks, service stations, and individual retail stores, totalling approximately 35,000 square feet on two site areas totalling approximately 7 acres.

Phase II:

This phase may include a retail/entertainment/restaurant complex including freestanding restaurants, theaters, and shops of approximately 150,000 square feet. The complex will link the proposed LRT station to future Camino de la Reina street crossings via a 30-foot minimum main pedestrian corridor, with several retail establishments, smaller than the large retail anchors, and a plaza along the northern segment of the corridor.



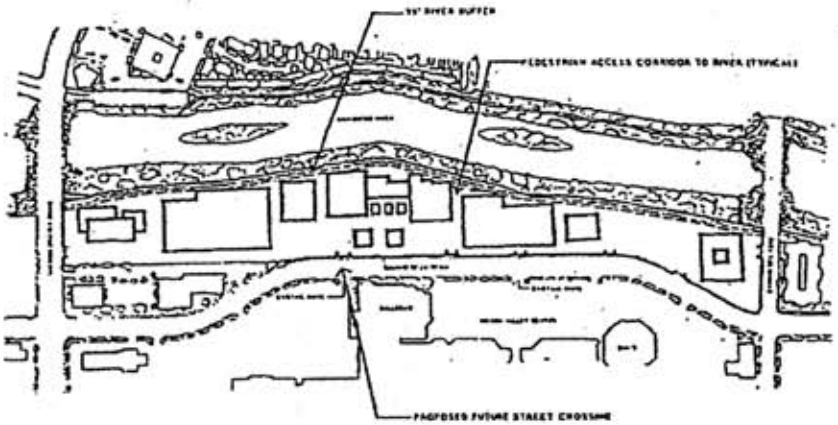
Park in the Valley–West Option D–Retail/ Entertainment/Restaurant Complex

38 FIGURE

First San Diego River Improvement Project Specific Plan

Option E

In the event that the LRT project does not occur, this option would provide for the development of a multi-use project consisting of a maximum of 500,000 square feet of office buildings, 300,000 square feet of retail buildings, and a 300-room hotel with 16,400 square feet of ancillary meeting space. A 35' river buffer shall be provided in accordance with the MVPDO. Access to the river should be provided by pedestrian walkways and/or defined plazas between buildings.



Park in the Valley–West Option E–Mixed Use/No LRT **39** FIGURE

First San Diego River Improvement Project Specific Plan

B. DEVELOPMENT GUIDELINES

Development guidelines are designed to provide a basis for the evaluation of future development plans and public improvements. Guidelines also provide the qualitative design concepts that will make subsequent development actions consistent.

1. Consistency with the Mission Valley Planned District Ordinance (MVPDO)

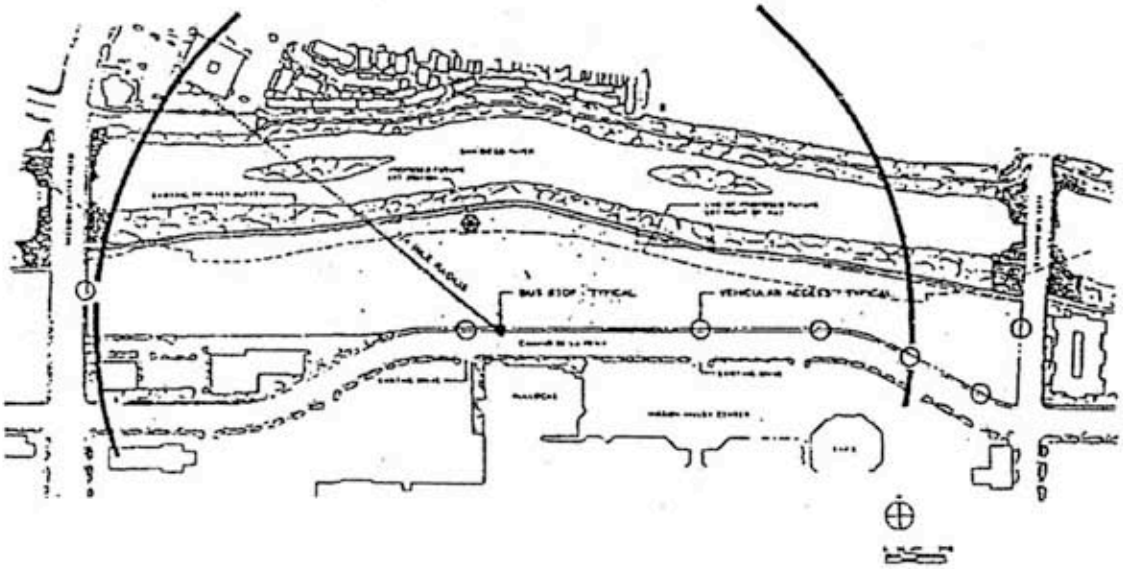
The original FSDRIP Specific Plan was adopted prior to City adoption of the MVPDO in July 1990. It is the intent of this revision to conform with the goals and objectives of the MVPDO development criteria. References to the MVPDO are specific only to the Park in the Valley property. These references shall not apply now or in the future to other FSDRIP properties. The Park in the Valley requirements with regard to MTDB are set forth in this project's Tentative Map Conditions (TM 92-0608).

2. Light Rail Transit (LRT/Transit Orientation

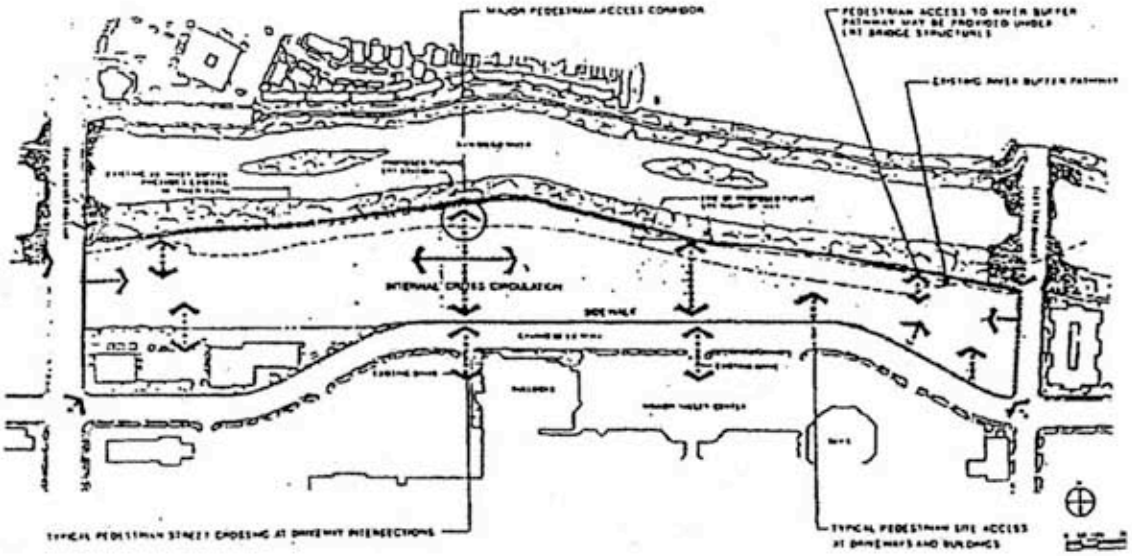
The Metropolitan Transit Development Board (MTDB) proposes a Light Rail transit line and station within the Park in the Valley - West site. The line will generally follow the river buffer along the top of the 100-year floodway, with the proposed station to be located approximately in the center portion of the site. At the east and west ends of the site, the LRT begins to rise on slope embankments and bridge structures to cross Mission Center Road and Camino del Este respectively. As a result, it is anticipated that views and access to the river will be limited on the east and west ends of the site, as shown in Figure 40.

Freestanding commercial buildings will be located in Phase I on the east and west ends of Park in the Valley - West where views and access to the river is limited. The Phase II center portion of the site should provide for the LRT station as shown in Options A through D. Buildings adjacent to the LRT station will include several smaller retail establishments, and are encouraged to provide active uses at the ground level along a 30-foot minimum pedestrian corridor, or "street" between buildings, with landscaping, seating, decorative paving and other urban amenities. The pedestrian corridor will link the proposed LRT station to the Camino de la Reina pedestrian bridge or street crossing(s) over Camino de la Reina.

Vehicular Access and Public Transit



Pedestrian Circulation



Park in the Valley West–Vehicular Access and Public Transit and Pedestrian Circulation

First San Diego River Improvement Project Specific Plan

40
FIGURE

A bus stop(s) is intended to be located along Camino de la Reina, at the pedestrian street crossing connecting with the pedestrian corridor and the LRT station.

3. Open Space

A minimum of 33% of the total site shall be in landscaped open areas. Landscaping shall be provided in accordance with the City of San Diego Landscape Ordinance and MVPDO, and shall define open spaces, vistas, linking elements and pedestrian circulation corridors. Landscaped open space view corridors should be provided at the ground level along Camino de la Reina, and building setbacks should be provided at the river crossings at Mission Center Road and Camino del Este. Approximately 10% of the site's perimeter along Camino de la Reina should be reserved for landscaped view corridors.

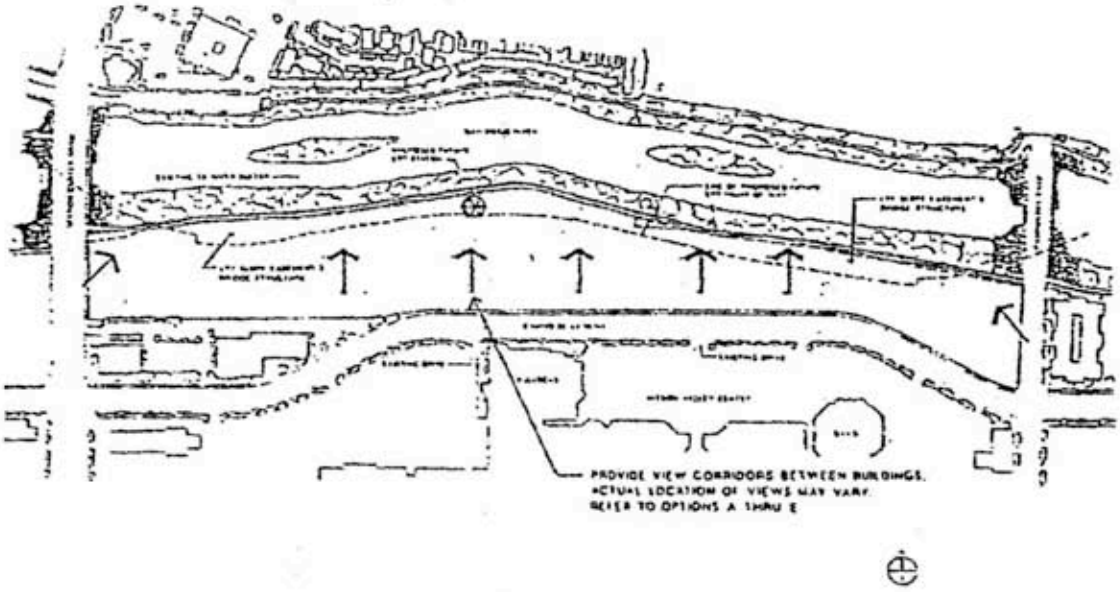
The river buffer shall extend from the San Diego River measured from the 100-year floodway line. A 20' river buffer shall be provided at the east and west ends of the property where the proposed future LRT is elevated. Elsewhere on-site the LRT right-of-way will provide additional buffer area in accordance with the MVPDO. If the LRT is not constructed, then a 35' buffer will be provided in accordance with the MVPDO.

4. View Corridors (Figure 41)

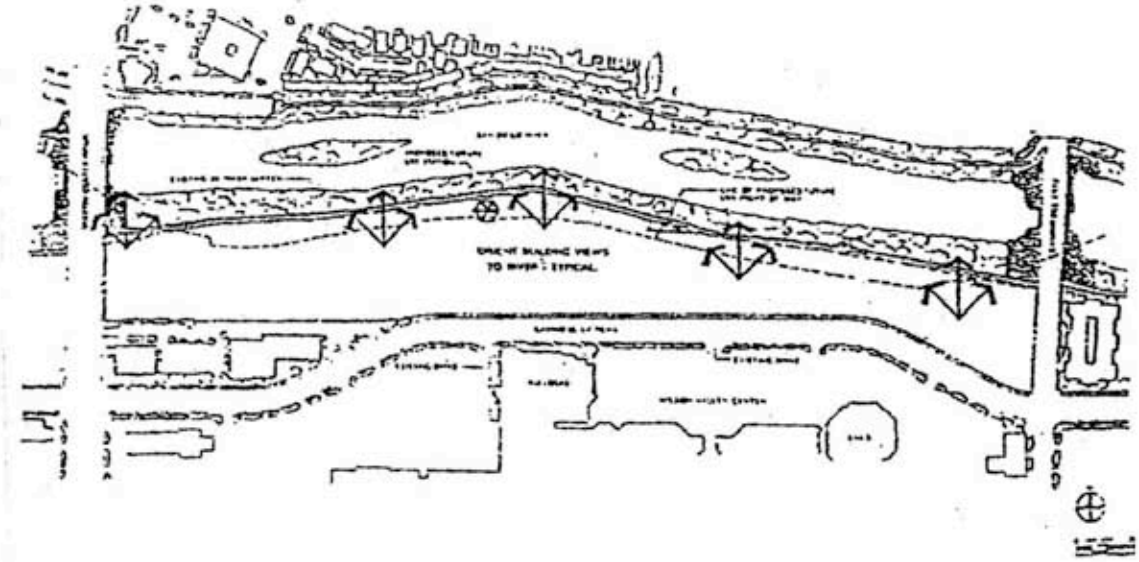
The Park in the Valley development is comprised of multiple buildings providing the opportunity for view corridors between the buildings. In addition to the major pedestrian access corridor linking the LRT station to Camino de la Reina, north/south view and access corridors should be provided in several locations between buildings.

Landscaped parking areas and setbacks shall be designed to maintain views from Camino de la Reina to the river. A 20' river buffer is provided at the east and west ends of the property to maintain the openness of the river pathway and views up and down the river. To allow view corridors at pedestrian levels, landscaping materials in the view corridor areas should include tall trees with canopy areas, rather than short bushy trees.

View Corridors



Building Views



Park in the Valley West–View Corridors and Building Views

First San Diego River Improvement Project Specific Plan

41
FIGURE

5. Access and Circulation

Pedestrian and vehicular access and circulation shall be designed to link the river, the proposed LRT station and buildings with parking areas, and access to adjacent properties via a comprehensive access and circulation system.

Pedestrian walkways and plazas should be separated from vehicular circulation by a raised curb or bollard, and can be further defined by the use of landscaping, light fixtures and architectural elements. In instances where parking areas occur between buildings, walkways should be provided between these buildings to avoid requiring pedestrians to walk within main circulation drives.

A pedestrian bridge over Camino de la Reina shall be provided to link the planned development and the pedestrian/LRT corridor with Mission Valley Center. A signalized intersection may be provided in lieu of a pedestrian bridge if approved by the Engineering and Development Department.

Pedestrian walkways should be separated from vehicular circulation. The entire circulation system should be well lighted, further defined by landscaping.

Automobile driveways at Camino de la Reina should be carefully designed with pedestrian crossings in mind (see Figure 40). A patterned surface should be included to visually accent the pedestrian right-of-way. Automobile access to parking structures should avoid crossing the pedestrian sidewalks whenever possible.

6. Parking

The Park in the Valley development provides potential land uses which are compatible and in close proximity to one another, and are therefore eligible to utilize the City of San Diego Shared Parking Standards, Section 101.0830 of the City of San Diego Zoning Ordinance. In those areas where the opportunity for shared parking does not exist, parking shall be provided in accordance with the Zoning Ordinance (Division 8 - Off-street parking).

The Phase I commercial development may need to provide parking based on the zoning code parking requirements, however, upon completion of Phase II the overall parking ratio requirements may be lower if a shared parking plan is approved.

Parking areas and parking structures shall be landscaped, and provide for pedestrian circulation in accordance with the City of San Diego Landscape Ordinance and MVPDO.

7. Urban Design

The following design objectives and criteria are intended to create a development of consistent quality, visual continuity and functionally integrated.

a. Architectural Treatments and Materials - The character of the Mission Valley and river setting suggests the use of certain materials as being more appropriate than others. Building materials should convey durability and permanence suitable to the San Diego climate. Design features should be incorporated into all structures to increase visual interest at ground level.

Structures shall create transitions in form and scale between large buildings and adjacent smaller buildings. Buildings should terrace down to the river and to open areas to maintain a comfortable scale relationship Project focal points or landmarks, such as at the proposed LRT station, shall provide visual orientation through the use of vertical elements or other special forms. These architectural elements are particularly applicable adjacent to urban plaza areas.

A 30-foot minimum pedestrian corridor will link the proposed LRT station with Camino de la Reina and Mission Valley Center to the south. Several retail establishments, smaller than the large retail anchors, will be provided along the pedestrian corridor near the LRT station to provide for active, pedestrian-oriented development near the station.

Reflective materials should not be used in a way which causes a traffic hazard, diminishes the quality of riparian habitat, or reduces the enjoyment of public open space. No more than 50% of any single elevation of a building's exterior may be constituted of material with a light reflectivity greater than 30%.

b. Plazas - A plaza or court will be provided at the proposed future LRT station to provide a

pedestrian gathering spot. The plaza should integrate hardscape and landscape areas, and have a focal point such as an architectural element, sculpture, garden or fountain. The plaza area and adjacent proposed future LRT station are intended to be located at the pedestrian corridor. Additional plaza areas are encouraged in conjunction with the commercial development on the site.

c. Parking Structures - The perimeter of each parking structure floor above street level shall be screened to shield automobiles from public view. Landscaping and architectural treatments shall be provided in conformance with the MVPDO to shield any unfinished structural elements or mechanical appurtenances from at-grade viewing position from the opposite side of the street. Lights visible from the exterior of the structure shall be covered or screened with a diffusing lens, and oriented to minimize the visual impact from a standing position.

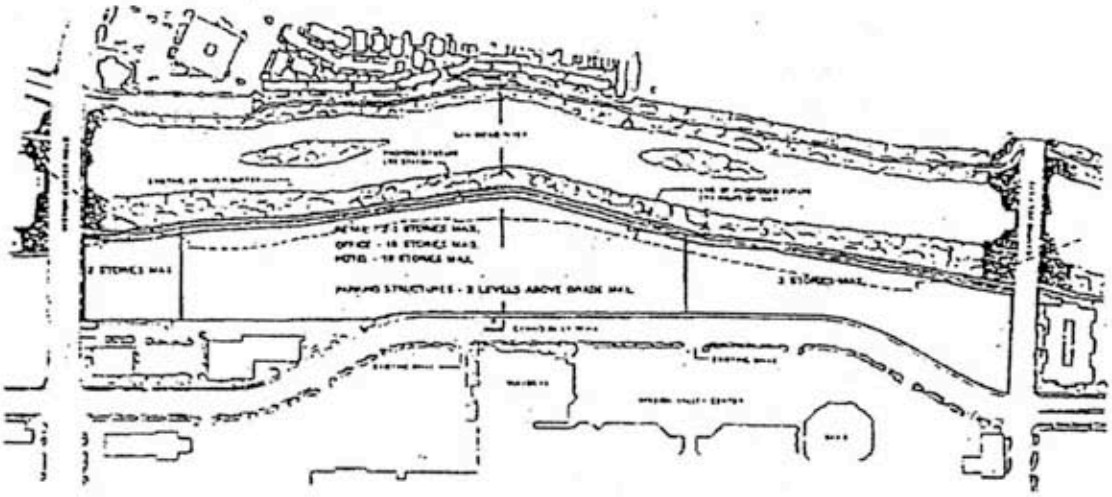
d. Roof Treatment - Special attention shall be paid to roof area treatment and materials in all buildings. Mechanical equipment shall be screened from view above.

e. Height - In order to provide visual openness and pedestrian scale along the river, building heights or portions of the buildings should generally be lower adjacent to the river, stepping up to higher elements. Height limits are conveyed in Figures 42 and 43, and shall comply with the MVPDO.

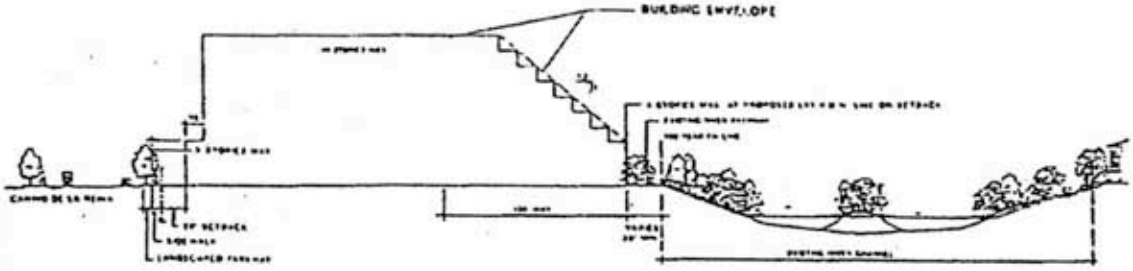
8. Noise and Vibration

The LRT and local roadways could generate unacceptable noise levels if a hotel is developed on-site. Site specific mitigation will be required upon review of a site specific study submitted with a subsequent Special Permit for hotel development in conformance with EIR Addendum No. 92-0608.

Building Height Limits



Building Height Envelope - Section



Park in the Valley West–Building Height Limits and Building Height Envelope Section

First San Diego River Improvement Project Specific Plan

Rio Vista West

This project area is located on approximately 94 acres south of Friars Road and east of Qualcomm Way along the north bank of the San Diego River (Figure 44). The San Diego River occupies approximately 23 acres of Rio Vista West resulting in a net developable area of approximately 71 acres. The property was formerly used for processing of sand and gravel.

Provided under separate cover and as an accompaniment to the land use, development intensity and design guidelines provided in this section are the "Rio Vista West Development Standards and Design Guidelines." The Rio Vista West Development Standards and Design Guidelines establish detailed standards and guidelines for a mixed-use community. Implementation of the specific development standards and design guidelines for Rio Vista West will result in the creation of a Transit Oriented Development (TOD) in accordance with the City's TOD Guidelines. In compliance with the City's TOD Guidelines, Rio Vista West encourages transportation and land development patterns that reduce reliance on the automobile and promoting transmit use, reducing vehicle trip lengths and creating environments that are conducive to walking and bicycling.

A. LAND USE AND INTENSITY

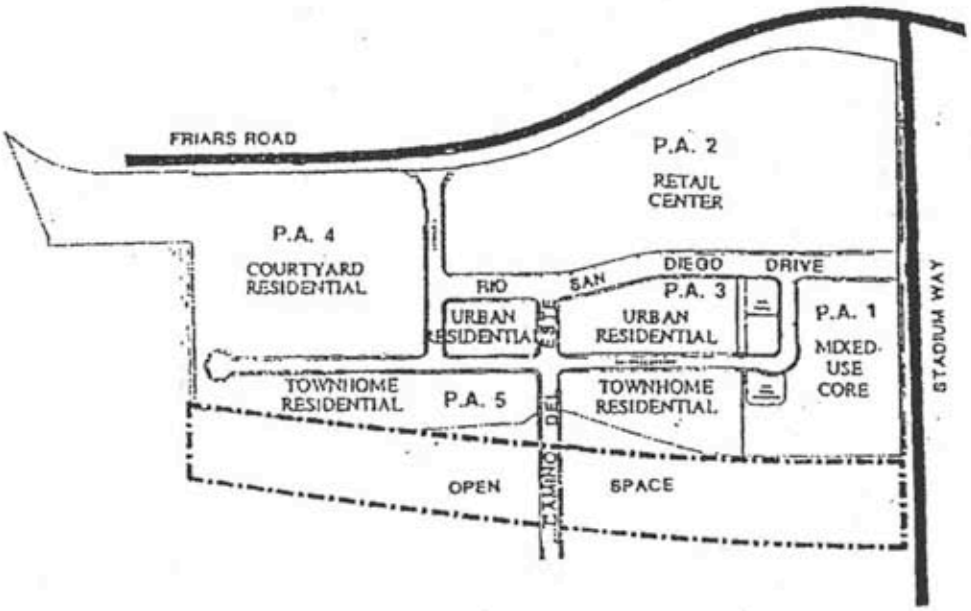
Rio Vista West establishes a new mixed-use neighborhood designed to implement the City's TOD Guidelines. Diverse housing, retail, entertainment and employment opportunities will be brought together in a way that supports transit, bicycling and walking, enhances the San Diego River corridor, and creates an attractive community with a traditional San Diego aesthetic. These land uses will be organized around public open space features in a traditional or modified grid pattern. The highest residential densities will be provided closest to MTDB's Trolley Station west of Qualcomm Way.

GUIDELINES:

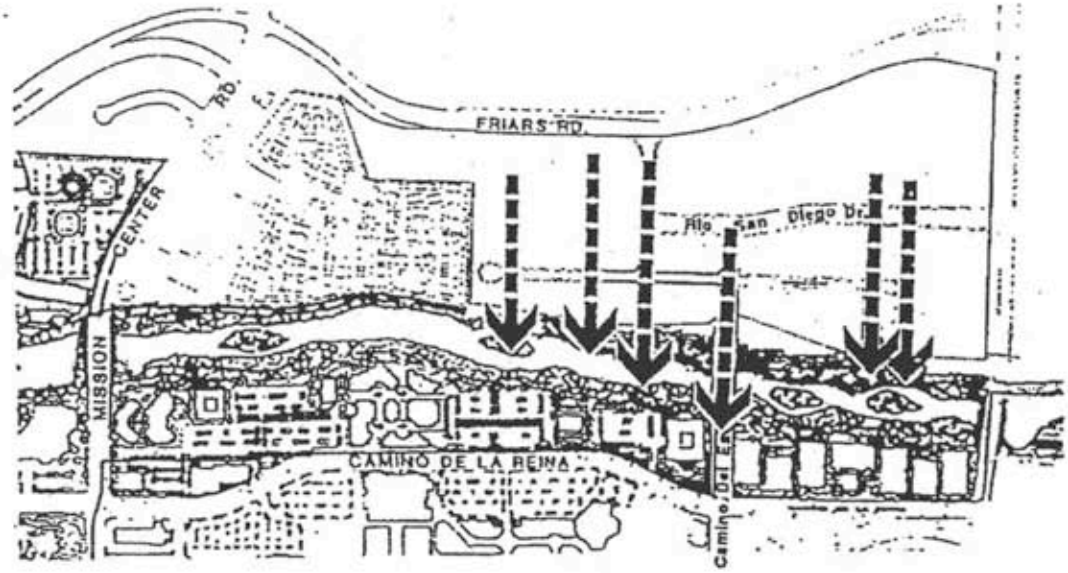
TOTAL DEVELOPMENT INTENSITY
Residential: 928 - 1,754 dwelling units
Retail Commercial: 290,000 - 310,000 square feet

Rio Vista West is divided into five separate planning areas as shown in Figure 46. These planning areas include: 1) Urban Residential/Mixed-Use Core; 2) Retail Center; 3) Urban Residential; 4) Courtyard Residential; and, 5) Riverfront Residential. The uses proposed for each of these planning areas have been carefully planned to function as a mixture of integrated land uses. The following uses are proposed (Figure 35):

Land Use



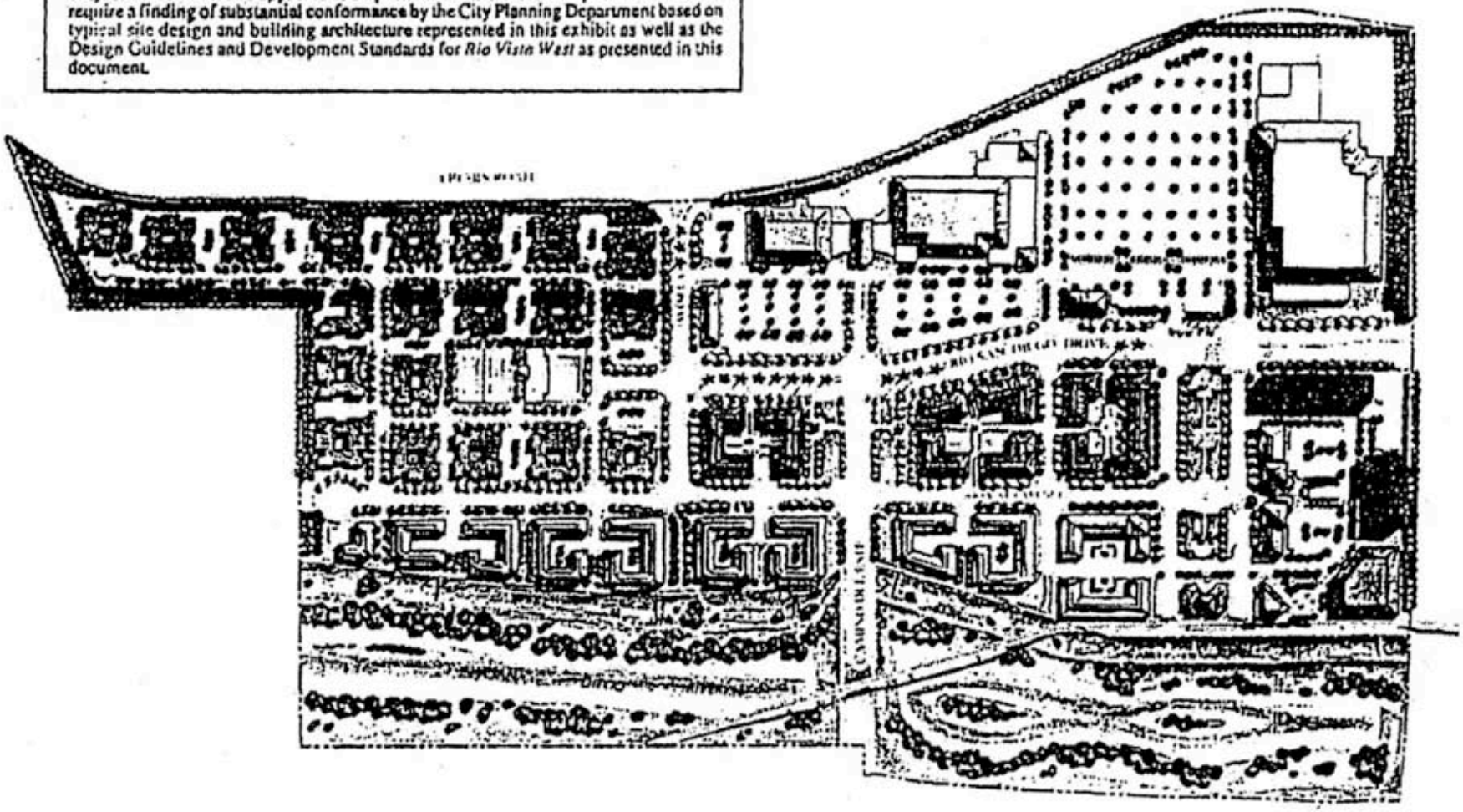
View Corridors



Rio Vista West–Land Use and Views **44**

First San Diego River Improvement Project Specific Plan FIGURE

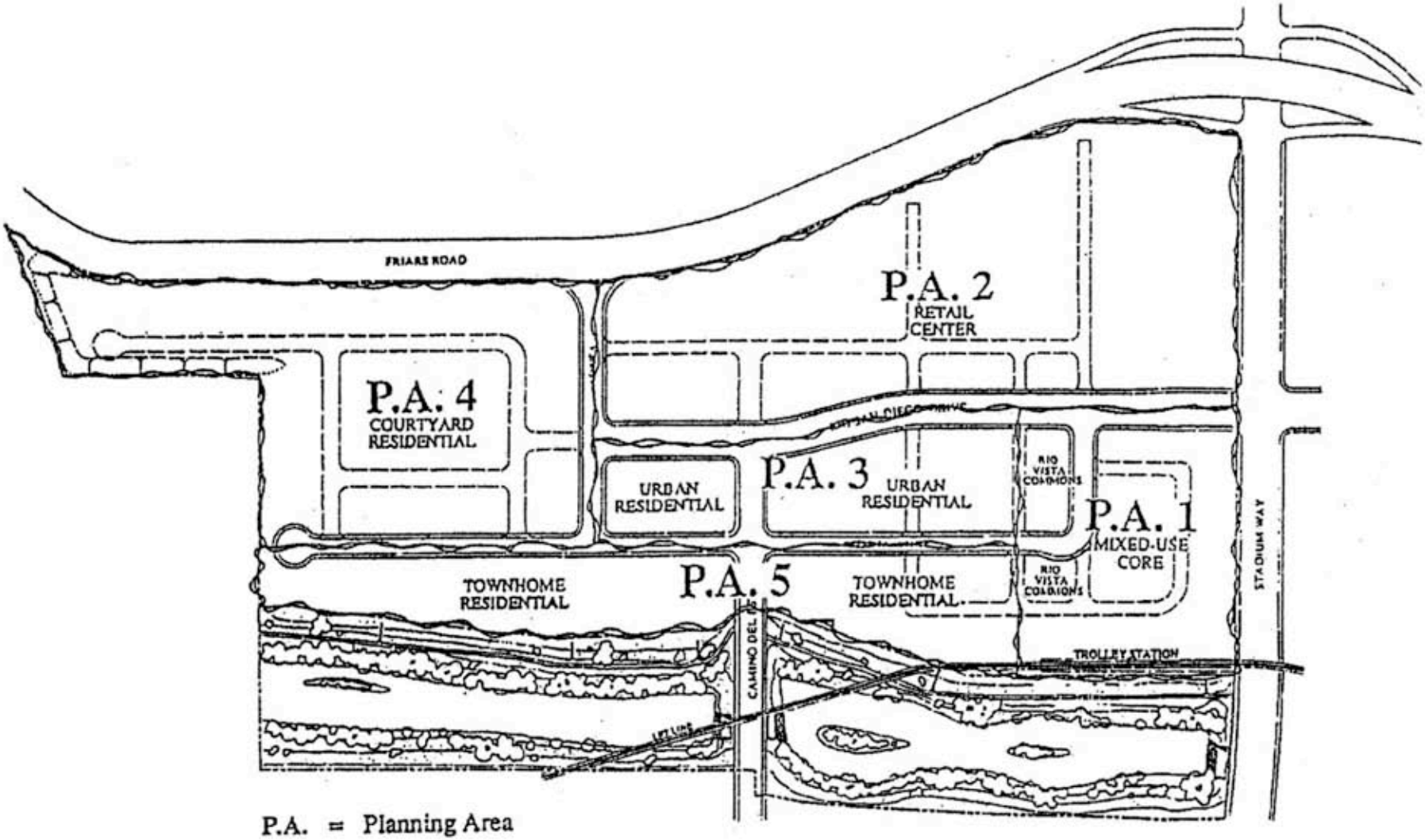
This is a conceptual design for illustrative purposes only. Individual lot site design, building footprints, parking and circulation, and architecture are typical and based on the design requirements of the *Rio Vista West Design Guidelines and Development Standards*. Actual development may vary from these typical representations and are subject to submittal and approval of a Special Permit. Review of Special Permits will require a finding of substantial conformance by the City Planning Department based on typical site design and building architecture represented in this exhibit as well as the Design Guidelines and Development Standards for *Rio Vista West* as presented in this document.



Rio Vista West – Illustrative Site Plan

First San Diego River Improvement Project Specific Plan

45
FIGURE



Rio Vista West – Planning Areas

First San Diego River Improvement Project Specific Plan

46
FIGURE

1. Urban Residential/Mixed-Used Core - Approximately 13.9 acres to be developed as a mix of the high intensity and residential uses on-site in proximity to the trolley station and the Rio Vista Commons public space. Commercial uses, such as retail shops, restaurants and office, are planned in areas which front the Rio Vista Commons, as well in areas adjacent to the Trolley Plaza. Commercial uses are permitted at street level adjacent to the Rio Vista Commons public area. Parking for commercial and residential uses may occur as surface parking, tuck-under garages or in a parking structure. Outdoor sales such as push-carts, eating areas and a Farmers' Market are permitted to further enliven this area.

   Commercial: 30-50,000 square foot
   Residential: 416 - 970 dwelling units

2. Retail Center - Approximately 22 acres containing anchor stores and ancillary shops in a configuration that accommodates storefront parking while maintaining comfortable pedestrian connections to adjoining land uses. It is anticipated that the center will contain a large discount department store, a super market/drug store, clothing stores, and other miscellaneous shops. Additional uses may include outdoor sales, push-carts, outdoor eating areas and a Farmers' Market.

   Retail Commercial: 260,000 square feet

   Urban Residential - Approximately 2.8 acres to be developed in attached and stacked units with shared courtyard space built over structured parking. Units will be arranged in three-to- five story residential buildings.

   Residential: 85 - 197 dwelling units

3. Courtyard Residential - Approximately 16 acres to be developed with attached and stacked units with parking on-grade, often in a "tuck-under" configuration. These residential units will be within walking distance of transit and the Retail Center. A centrally located private recreation center will create a focus for this planning area and serve as an important amenity for residents.

   Residential: 374-490 dwelling units

4. Riverfront Residential - Approximately 2.9 acres to be developed as attached on-grade surface parking, "tuck-under" garages, subterranean garages or parking structures. Many

of these two-to-three story apartments will offer views of the San Diego River. The lower building heights in this area will help maintain views to the river form the project's interior.

Residential: 53 - 97 dwelling units

B. OPEN SPACE & RECREATION

Rio Vista West will provide a variety of recreational amenities including three prominent public areas and a private recreation center. In addition, the project is designed to take advantage of its proximity to the San Diego River and the Riverfront trail. These open space features are shown in Figure 45 and discussed below.

Rio Vista Commons (1.37 acres) - This area is located south of Rio San Diego Drive in the vicinity of the Retail Center and the Urban residential/Mixed-Use Core. With a minimum width of 100 feet, it is envisioned that the Rio Vista Commons will provide an interface in this area where the highest intensity of development is planned for Rio Vista West. Permitted land uses include a pavilion and bandstand, grass amphitheater, open areas and pedestrian links to adjacent uses and the Trolley Station.

Trolley Plaza - Contrasted with the landscaped Rio Vista Commons is the Trolley Plaza which will feature hardscape treatments and a paved plaza to serve as the focal point and gathering place for the Trolley Station. The open plaza may also allow push-cart retail vendors. An expanded drop-off area and pedestrian corridor shall occur at the southern end of the Rio Vista Commons to promote pedestrian access to the Trolley Station. The transition between the ground level in Rio Vista West and the elevated LRT will be designed to encourage pedestrian activity. Site designs in this area should incorporate features such as broad pedestrian terraces, steps and ramps which incorporate the elevation interface of development and the LRT. Structural features which integrate with buildings, such as subterranean parking garages, are encouraged to raise the site to the level of the LRT Station.

The applicant shall dedicate easements to MTDB for pedestrian and service vehicle access at the Trolley drop-off area and through the Trolley Plaza to the Trolley Station. Pedestrian ramps to the Trolley Station shall be ADA accessible. Turning movements on the ramps shall be designed to accommodate MTDB service vehicles, to the satisfaction of MTDB.

Private Recreational Facilities - A private recreation center (+/- 1.0 acres) will be provided in conjunction with the Courtyard Residential area. This amenity will provide residents with such facilities as a pool, tennis courts, tot lots, etc. Additional private recreational facilities, totaling a minimum of 1.64 acres, will be provided in the Urban Residential, Urban Residential/Mixed Use Core and Riverfront Residential areas to serve the needs of residents. In the event that one builder is responsible for construction of the Urban Residential/Mixed Use Core, Riverfront Residential and Urban Residential areas, smaller recreational areas may be constructed to serve more than one planning area. These recreational facilities may include such amenities as a meeting room, spa, shuffleboard, gym, weight rooms, rooftop active recreation uses or active recreational uses constructed on the top level of parking structures, tot lot or pool.

San Diego River Frontage (23 acres) - The San Diego River frontage also provides recreational and open space amenities for the project, especially for the Garden Apartments and Urban Residential areas that immediately abut it. Vertical access to the Riverfront trail exists along the river slopes abutting the project's southern boundary. The project will provide an additional "Riverfront Promenade" to serve the project at the top of the river slopes within the project limits.

GUIDELINES:

The project should utilize landscaping materials compatible with the native vegetation along the river corridor. Where development fronts on the San Diego River, landscape materials used in the river corridor should be brought into landscape open spaces between buildings.

The project will be designed to provide individual site open space that will be linked among themselves and with the river corridor.

All of the buildings in Rio Vista West will be designed and sited to create positive landscaped open spaces. All of the areas that have not been covered by habitable structures should be designed to be human scale, usable project open space.

Vistas should be created by varying building heights with the taller buildings generally closer to Friars Road and the lower buildings adjacent to the river.

Landscaped areas should be developed so as to create view corridors into the river. Structures should be set back a minimum of 30 feet (average 35 feet) from the floodway line of the San Diego River.

To best integrate the residential development and the related open space with the San Diego River's amenities, the residential development should be staggered along the river to provide vistas. To further enhance the river corridor, the residential buildings should terrace down to the river.

In the Courtyard Residential Planning Area, buildings should be clustered around a centralized private recreational enter. The residential units should be developed with access to a system of balconies, terraces and private outdoor areas that will be available to all units.

Commercial buildings should be clustered to make the most efficient use of the site, while creating large landscaped open spaces for human use and developing vistas to river and other open space areas.

Where practical, building roofscapes should be used as part of the community and building open space which will serve both active and passive open space needs, including areas for social functions and for the enjoyment of urban and river views.

View corridors to the river and/or the Trolley Station should be created along internal project roads, as shown in the Design Guidelines and Development Standards for Rio Vista West, to provide views from public roads to the San Diego River. Landscaped building setbacks at Rio San Diego Drive, Qualcomm Way and Camino del Este will be provided to create views to the river. Approximately 13% of the Rio San Diego Drive perimeter should be reserved for see-through or views to the river and/or Trolley Station (Figure 44).

Conceptual cross-sections through Rio Vista West are illustrated in Figure 47.

C. ACCESS AND CIRCULATION

In 1993, the FSDRIP/Rio Vista West entitlements were modified which resulted in an excess of approximately 13,000 average daily trips (ADT's). The property owner intends to transfer approximately 4,200 of these trips to Rio Vista East (Map 10305), east of Qualcomm Way. This transfer is subject to approval of a Planned Commercial Development (PCD) Plan Amendment or other discretionary Mission Valley permit and all

necessary traffic and environmental studies. The transfer of excess Rio Vista West trips to any other destination would require and amendment to this Specific Plan.

An interconnected network of public and private streets are planned for Rio Vista West to provide direct and walkable connections within the site and into surrounding areas. Building entries, parking, plazas and other development elements are designed and configured in a way to focus activity on streets, the Rio Vista Commons and Trolley Plaza,and the San Diego River. At higher density levels, multi-story structures will be necessary to accommodate residential units. For developments at the higher density ranges, individual unit entrances may occur interior to the project; however, exterior building entries should address Station Village Way and/or Rio Vista Commons. Building design with multiple entrances will enforce the rhythm of the urban main street. Rio Vista West is designed to promote the concept of defensible space by reestablishing streets as the focal points of neighborhood life.

GUIDELINES:

Pedestrians/Bicycles:

Rio Vista West's network of pedestrian paths is an essential ingredient in creating a development that is successful as a walkable and transit-oriented neighborhood. Pedestrian accesses should be provided in a manner which encourage residents and employees to walk along continuous pedestrian-oriented paths to places of employment, shops, residences and public places, such as the Commons and Trolley. Higher transit ridership will result from comfortable pedestrian environments which are well lighted and enveloped in landscaping. Streetside sidewalks and pedestrian walkways shall be as indicated in the Design Guidelines and Development Standards. Sidewalks should be paved with a lightly-textured concrete and light in color. All sidewalks and pedestrian walkways shall be a minimum of six-feet in width.

In addition to the pedestrian connections provided throughout the site, a Riverfront Promenade will be created along a portion of the southern edge of Rio Vista West where it abuts the river corridor. Additionally, a pedestrian and bicycle crossing of Qualcomm Way will be provided in conjunction with MTDB's construction of the LRT bridge over Qualcomm Way. This pedestrian and bicycle crossing will increase accessibility between the Rio Vista East and Rio Vista West developments including access to the Trolley Station. Easements shall be

dedicated to MTDB for a stairway access to the LRT station adjacent to the access ramp on Qualcomm Way and for pedestrian and MTDB service vehicle access, as previously described.

The Trolley Station shall also create a place for pedestrian activity. Pedestrians should be directed to and from the trolley through a "plaza" where sidewalk vendors, open patio dining, and small retail shops are encouraged. An expanded drop-off area and expanded corridor shall occur at the southern end of the Rio Vista Commons to promote pedestrian access to the Trolley Station. The transition between the ground level in Rio Vista West and the elevated LRT will be designed to encourage pedestrian activity and accommodate ADA-compliant access to the station. Site designs in this area should incorporate features such as broad pedestrian terraces, steps and ramps which incorporate the elevation interface of development and the LRT. Structural features which integrate site buildings, such as subterranean parking garages, are encouraged to raise the site to the level of the LRT station. Pedestrian access through the Trolley Plaza should also tie into other uses and public places, such as the Rio vista Commons.

Bicycle accessibility and the provision of on-site facilities are also important aspects for development of the Rio Vista West site. Class II bikeways should be provided on Camino del Este, Rio San Diego Drive and Gill Village Way as it enters the site from Friars Road up to Rio San Diego Drive. Other internal streets within the project should accommodate bicycle travel in a shared manner with vehicles. A Class I bike path is available on the existing San Diego River Pedestrian/Bikeway and curb cuts should be provided on Camino del Este to accommodate bicycles. Secured bicycle parking facilities should be provided adjacent to retail commercial, employment and common area uses. MTDB should incorporated bicycle lockers and/or bicycle parking areas in the design of the Trolley Station.

Automobile:

Street standards and features recommended for Rio Vista West, as described in the Design Guidelines and Development Standards, are designed to correspond with each street's functional setting. Based on this functional analysis, proposed street dimensions should not exceed what is required for the safe and efficient flow of traffic.

Rio San Diego Drive should be designed with a landscaped median and extended through the site from Qualcomm Way. Upon entering Rio Vista West, Rio San Diego Drive should be

constructed within a 124-foot wide right-of-way in order to accommodate right and left turn lanes for vehicles turning onto Qualcomm Way. As traffic continues westward, the right-of-way may be reduced. On either side of Rio San Diego Drive, within the right-of-way, a landscaped parkway, 6-foot sidewalk, and 6-foot bikeway should be provided.

Camino del Este enters Rio Vista West from the south providing access to areas across the San Diego River. Designed as a 4-lane facility, this street also should have landscaped parkways, a 6-foot sidewalk and bikeway on either side of the street, creating a pleasant entry statement for the project.

A public street, private street or private drive should be provided to access the Trolley Station/Plaza through the Urban Residential/Mixed Use Core. Because of its location within a high activity commercial core, it is important that this street remain pedestrian-friendly. This can be accomplished by providing parallel and perpendicular parking. No median should be provided on this street to further minimize its intrusion into this public space.

Other public streets within Rio Vista West should be designed to accommodate anticipated traffic volumes while minimizing traffic speeds and responding to the pedestrian focus of the project. Landscaped parkways and 6-foot sidewalks should be provided along all public streets.

Private streets within Rio Vista West should be constructed as 36 to 40-foot curb-to-curb widths. A tree well may periodically intrude within the 8-foot parking lane on private residential streets to diminish the presence of vehicles and create a pedestrian-friendly streetscape.

Parking:

Parking for the variety of uses planned in Rio Vista West should be as defined in the Design Standards and Development Guidelines. A reduction in parking should be considered due to the intensity and mix of uses as well as transit opportunities. This can be facilitated by conducting a shared parking analysis for the commercial office, retail and mixed-use core uses. Because of mobility options provided by the Trolley and easy bus connections, reductions in residential parking ratio should also be considered. On-street parking shall be permitted throughout Rio Vista West and can be utilized in calculating required parking.

Public Transportation:

The MTDB has extended a LRT through Mission Valley. In conjunction with this extension, there is a Trolley Station at the Rio Vista West site (Figures 24 and 48). The station includes platforms, telephones, seating, trash receptacles, ticket vending equipment, a public address system and lighting. The station is landscaped to conform to the overall theme of Rio Vista West. A 35-foot light rail transit right-of-way, plus up to 25 additional feet of width at the station area has been provided across the southern portion of the property. As previously described, an expanded area will be provided at the southern terminus of the Rio Vista Commons to provide passenger drop-offs. Within this area, MTDB vehicles will be permitted to park for maintenance and security purposes.