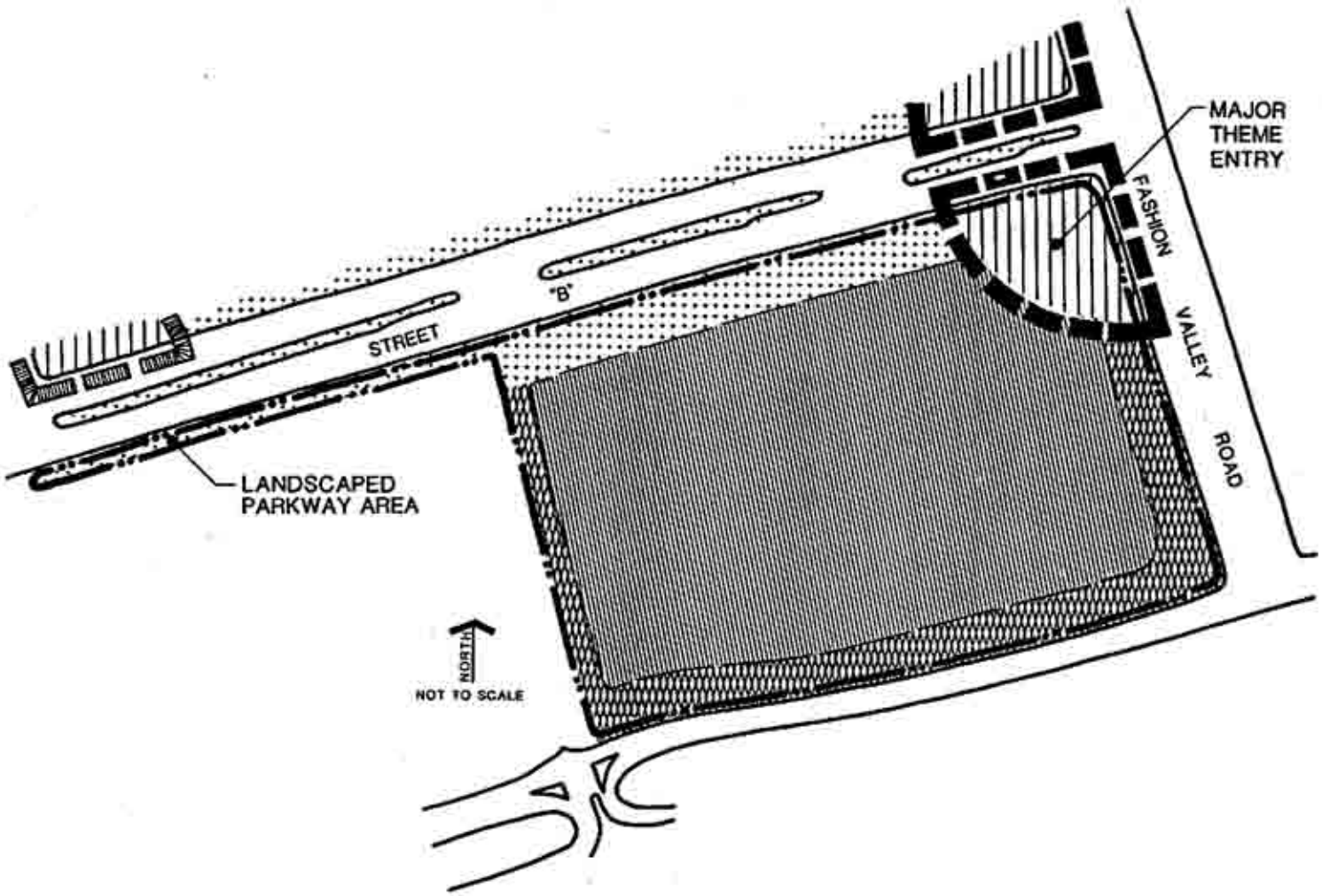
III. PARCEL MAPS

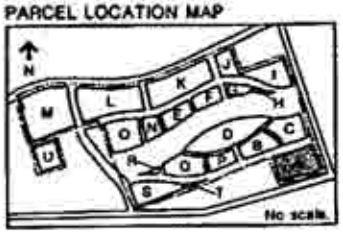
The parcel maps which follow provide schematic illustrations of the land-based criteria imposed by the LCSP and the IG. Maps are provided for all parcels.



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 60 PERCENT

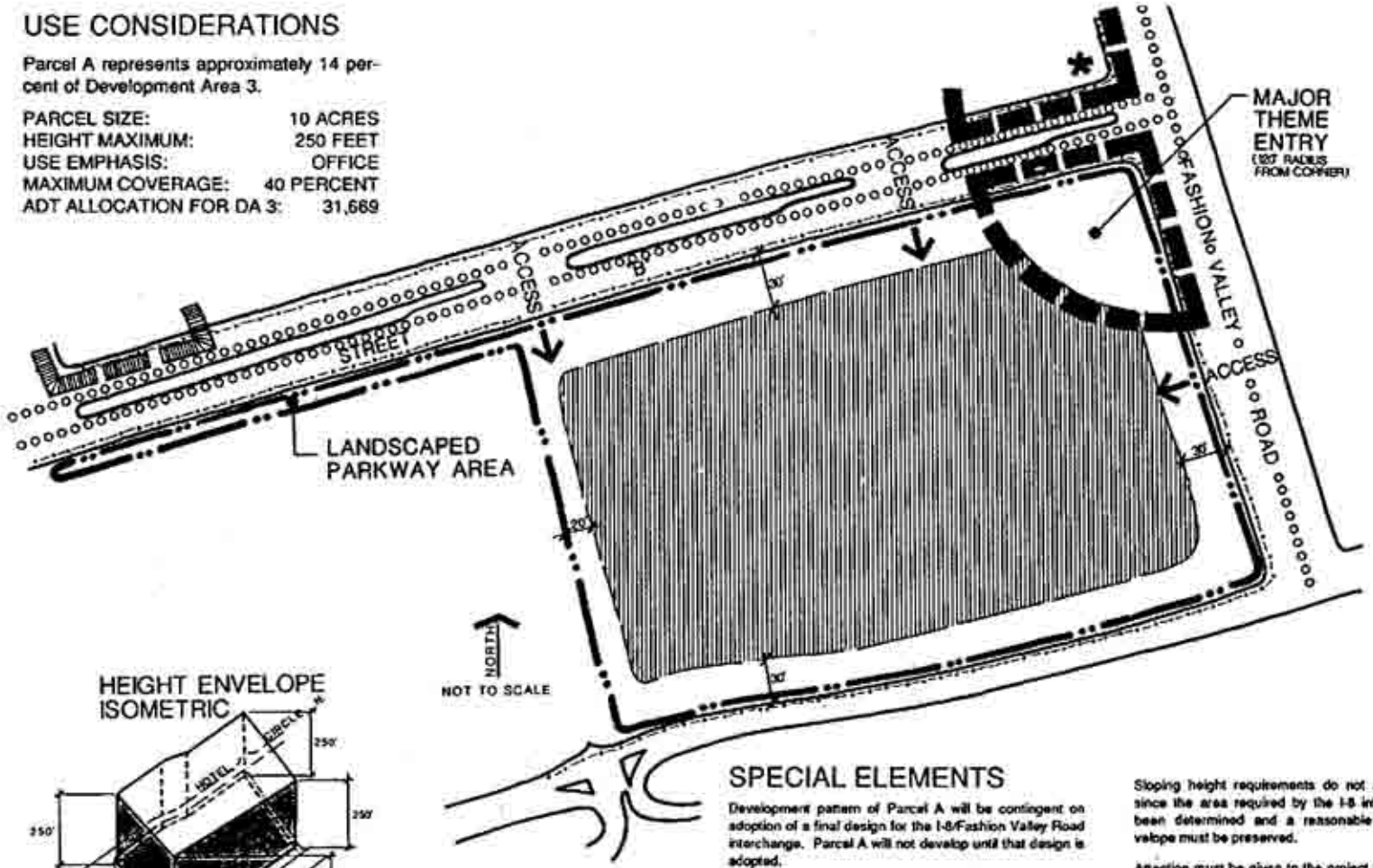
LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL A LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel A represents approximately 14 percent of Development Area 3.

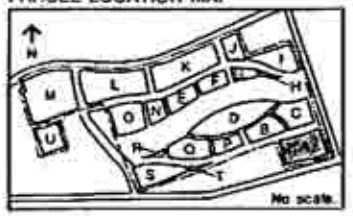
PARCEL SIZE:	10 ACRES
HEIGHT MAXIMUM:	250 FEET
USE EMPHASIS:	OFFICE
MAXIMUM COVERAGE:	40 PERCENT
ADT ALLOCATION FOR DA 3:	31,669



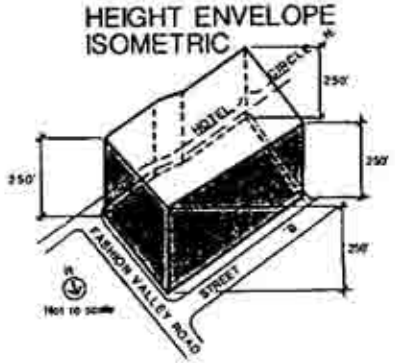
LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



HEIGHT ENVELOPE ISOMETRIC



SPECIAL ELEMENTS

Development pattern of Parcel A will be contingent on adoption of a final design for the I-8/Fashion Valley Road interchange. Parcel A will not develop until that design is adopted.

A location adjacent to the freeway interchange and a 250' height maximum give development on Parcel A high visibility and special prominence. Development on this site influences the perception of the entire project and must therefore clearly express LCSP themes.

Since Parcel A is located outside the central LCSP area, connections with the rest of the project must be emphasized, especially via pedestrian, bikeway, streetscape, and open space linkages and architectural continuity.

Sloping height requirements do not apply to Parcel A since the area required by the I-8 interchange has not been determined and a reasonable development envelope must be preserved.

Attention must be given to the project "edges," especially to assure that a suitable transition is made to adjacent off-site areas.

Design of the theme entry must be coordinated with the theme entry design on Parcel C.

Massing of development must permit a through-view from I-8 to the river.

Accommodation must be made for the eastern end of Hotel Circle North to cul-de-sac into Parcel A.

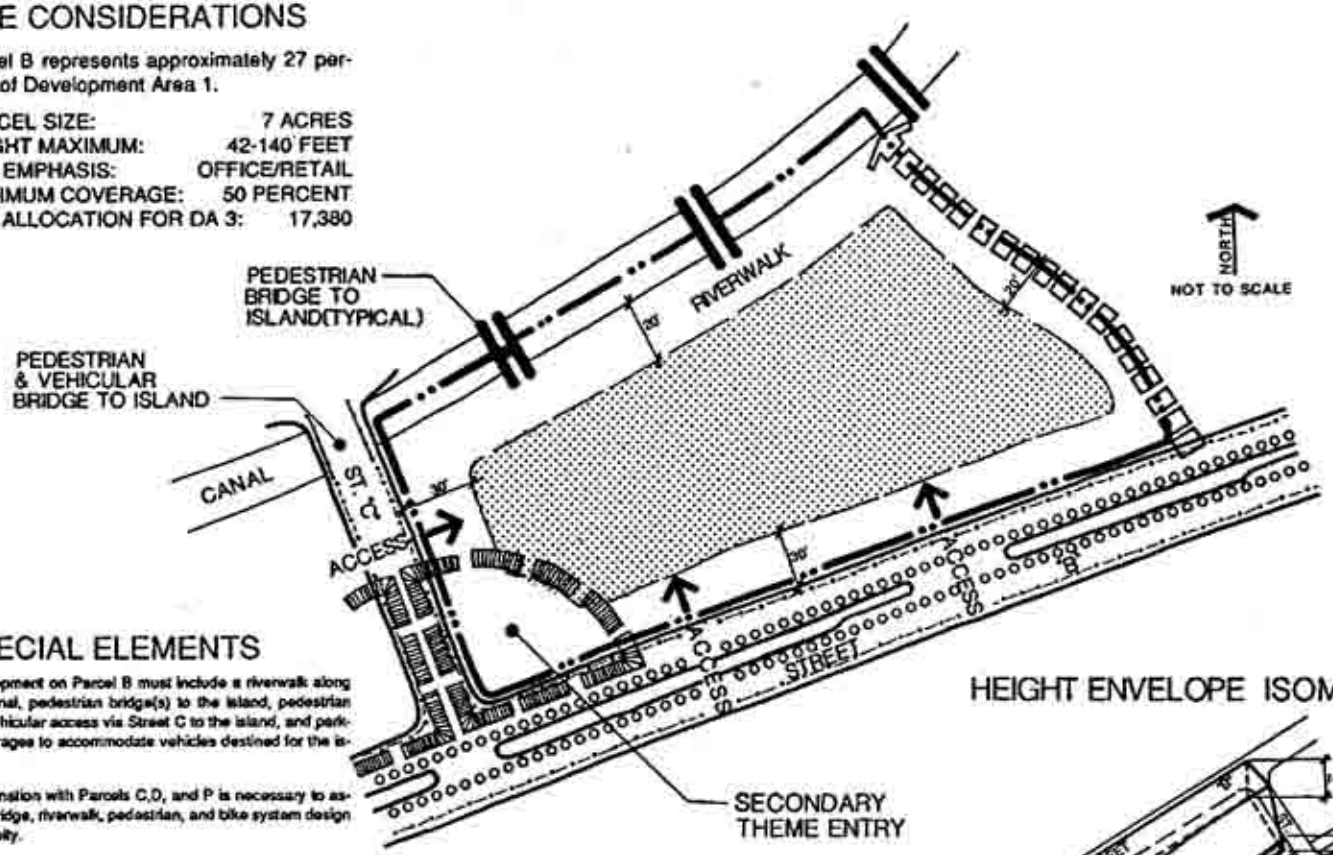
LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL A SUMMARY MAP

USE CONSIDERATIONS

Parcel B represents approximately 27 percent of Development Area 1.

PARCEL SIZE:	7 ACRES
HEIGHT MAXIMUM:	42-140 FEET
USE EMPHASIS:	OFFICE/RETAIL
MAXIMUM COVERAGE:	50 PERCENT
ADT ALLOCATION FOR DA 3:	17,380



SPECIAL ELEMENTS

Development on Parcel B must include a riverwalk along the canal, pedestrian bridge(s) to the island, pedestrian and vehicular access via Street C to the island, and parking garages to accommodate vehicles destined for the island.

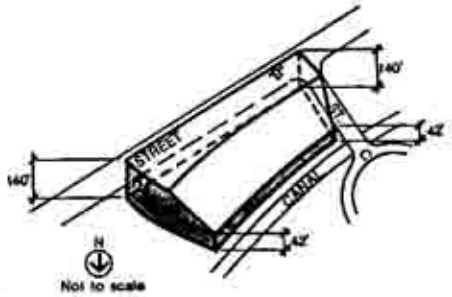
Coordination with Parcels C,D, and P is necessary to assure bridge, riverwalk, pedestrian, and bike system design continuity.

Design of the theme entry must be coordinated with the theme entry design on Parcel P.

Views corridors to the island must be established along both Street C and the eastern parcel boundary. Views are to have specific terminations such as the theme tower, a park, or outdoor sculpture.

Massing of development on Parcel B must permit a through-view from Interstate 8 to the river, unless that view corridor is provided through Parcel A.

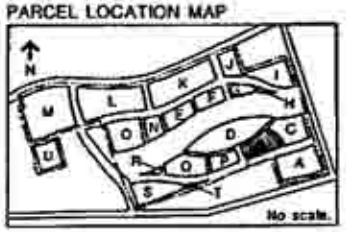
HEIGHT ENVELOPE ISOMETRIC



LEGEND

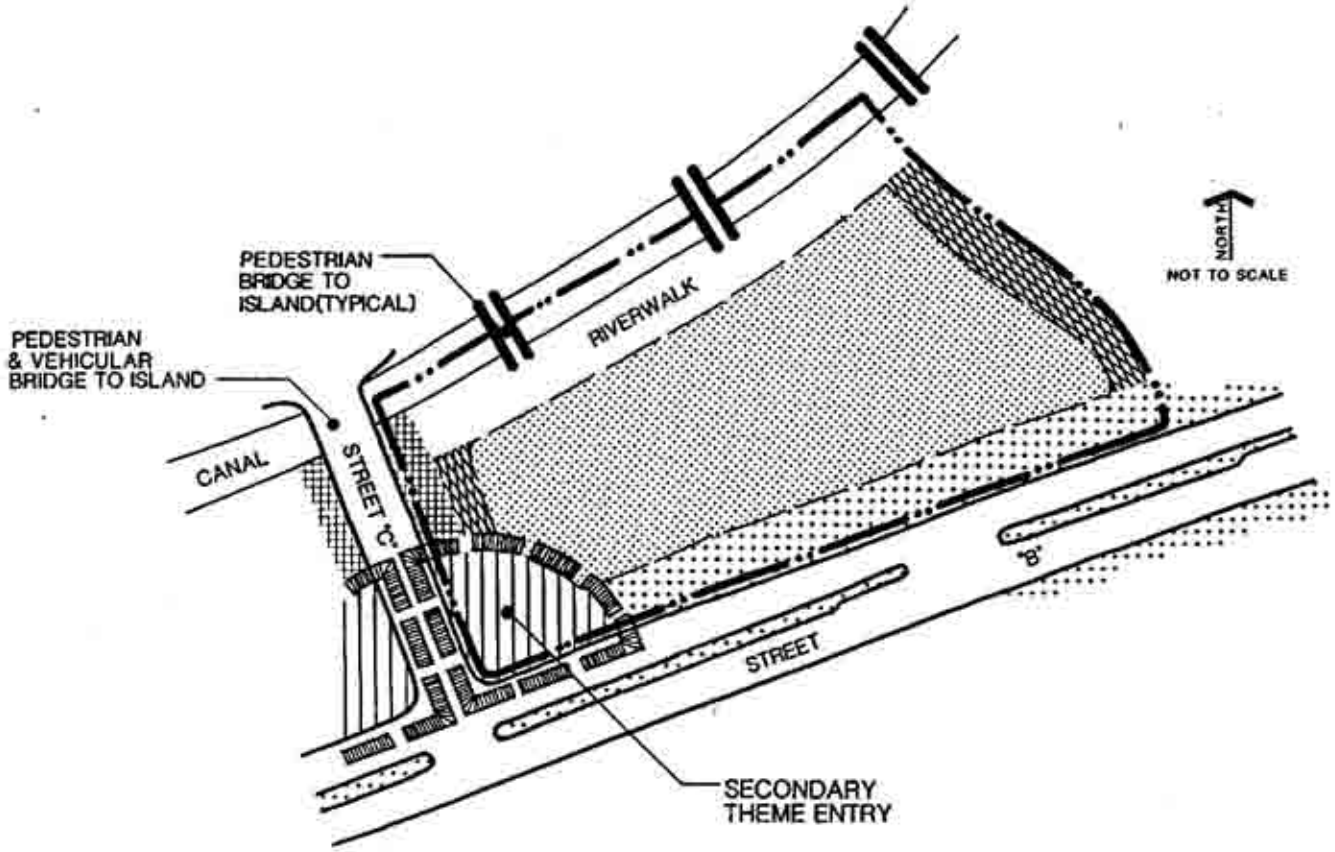
- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

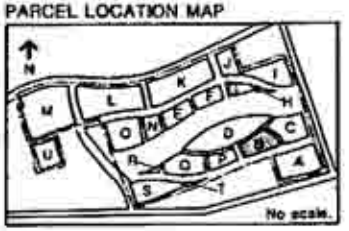
PARCEL B SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 50 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL B LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel C represents approximately 27 percent of Development Area 1.

PARCEL SIZE:	7 ACRES
HEIGHT MAXIMUM:	42-140 FEET
USE EMPHASIS:	RETAIL/HOTEL
MAXIMUM COVERAGE:	40 PERCENT
ADT ALLOCATION FOR DA 3:	17,3800

SPECIAL ELEMENTS

Development on Parcel C must include a riverwalk along the canal, pedestrian bridge(s) to the island, a buffer along the river channel, and bikeways and pedestrian paths. A bus stop is proposed near the Fashion Valley Road/Street B intersection.

Coordination with Parcels B and D is necessary to assure bridge, riverwalk, buffer, pedestrian, and bike system design continuity.

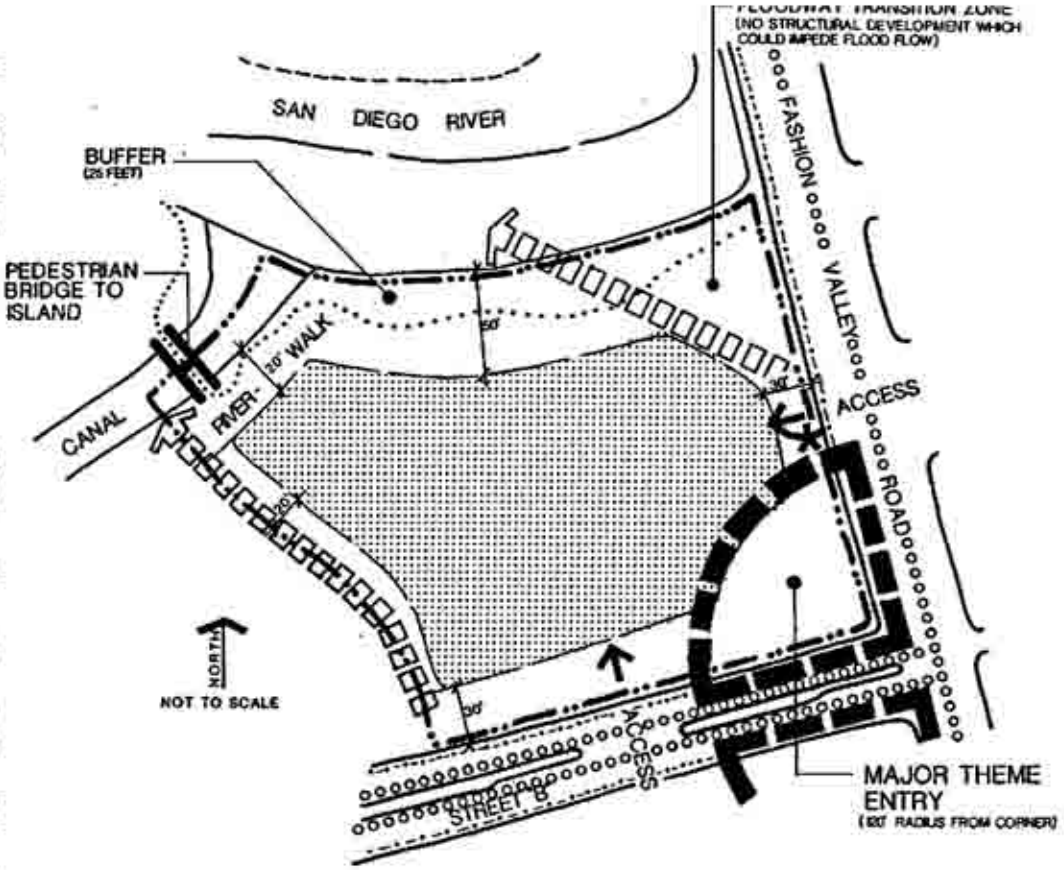
Since Parcel C will develop prior to Parcel A, it will establish the entry theme design that will subsequently be adopted for Parcel A.

The transition zone in northeast corner of parcel provides an opportunity for meandering pedestrian and bike paths, native and ornamental vegetation, and passive recreation areas.

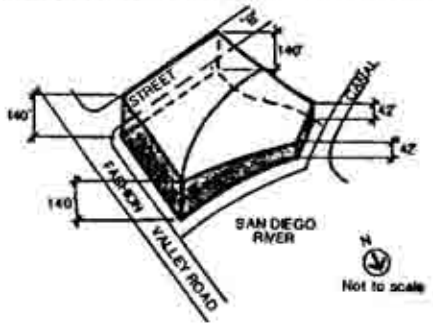
Special design attention is necessary as the riverwalk merges with the buffer on the north western portion of parcel.

A view corridor must be established along the western border of the parcel and visually terminate at a park, sculpture, etc. on the island. Views must be provided through the transition zone into the river channel.

Massing of development on Parcel C must permit a through-view from Interstate 8 to the river unless that view corridor is provided through Parcel B.



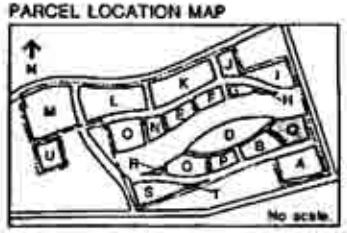
HEIGHT ENVELOPE ISOMETRIC



LEGEND

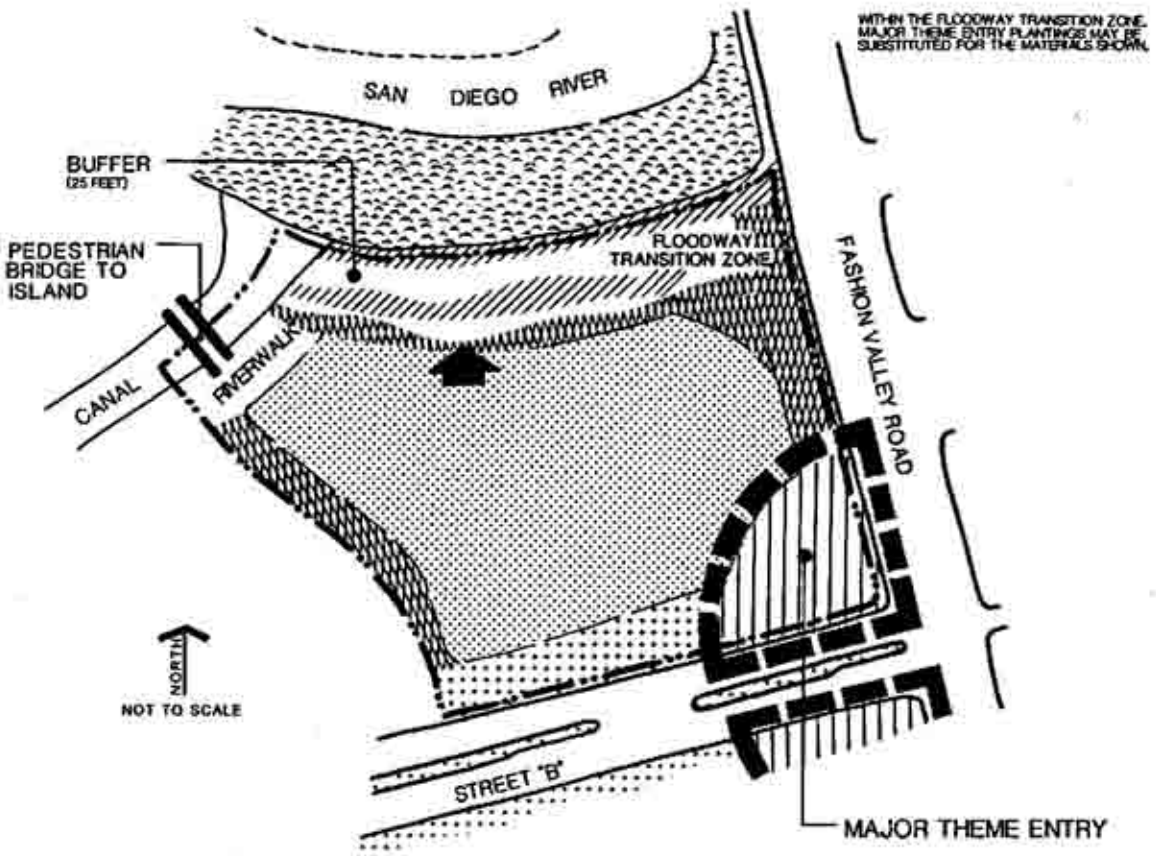
- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOP
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

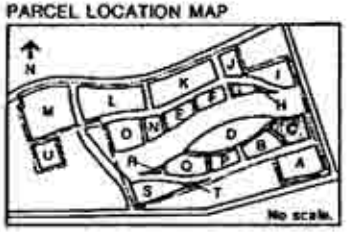
PARCEL C SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 60 PERCENT

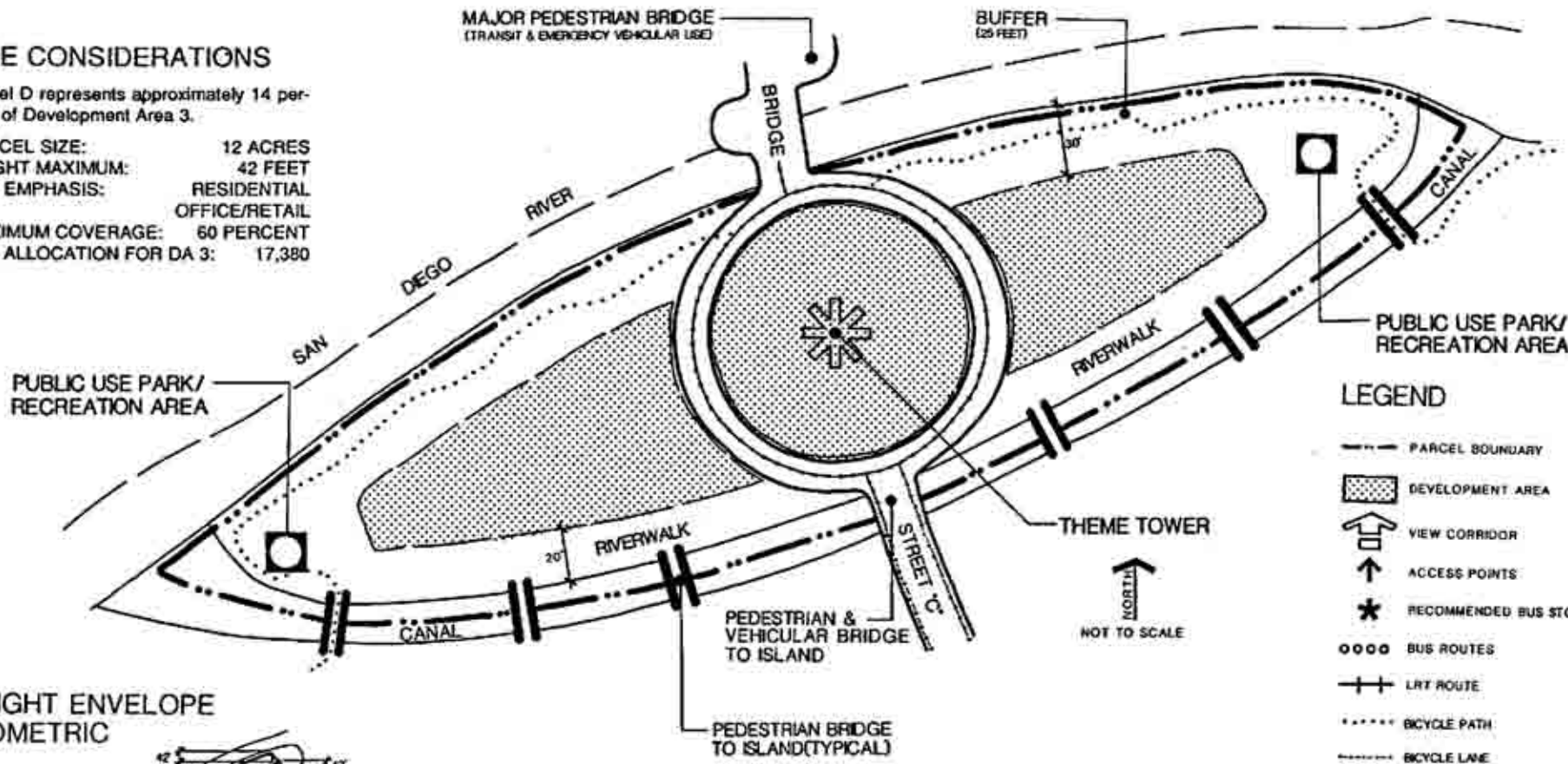
LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL C LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel D represents approximately 14 percent of Development Area 3.

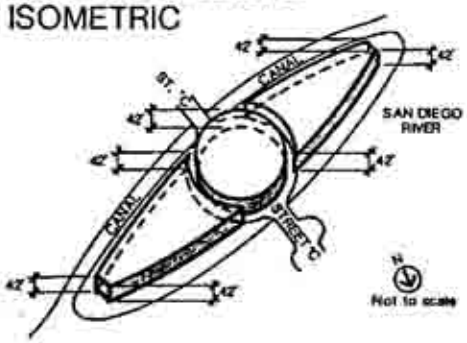
PARCEL SIZE:	12 ACRES
HEIGHT MAXIMUM:	42 FEET
USE EMPHASIS:	RESIDENTIAL OFFICE/RETAIL
MAXIMUM COVERAGE:	60 PERCENT
ADT ALLOCATION FOR DA 3:	17,380



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

HEIGHT ENVELOPE ISOMETRIC



SPECIAL ELEMENTS

Development on Parcel D must include a river buffer, a riverwalk along the canal, pedestrian bridge(s) across the canal, a central pedestrian and vehicular bridge south via Street C, and bikeways and pedestrian paths.

Coordination with Parcels P,B,C, and Q is necessary to assure bridge, riverwalk, buffer, and pedestrian and bike system design continuity.

To emphasize the pedestrian nature of the island, at least 50 percent of the parking needs of the island are to be met by parking facilities off the island.

Public use areas are to be provided at both ends of the island and may include amphitheater, parks, recreation areas, picnic or viewing areas, sculpture gardens, etc.

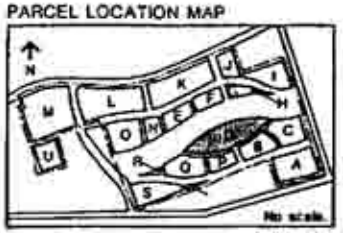
Special design attention is necessary as riverwalk merges with buffer at both ends of the island.

Theme tower height to be determined at PCD stage.

Program to be provided for water quality management and monitoring for the closed circuit canal system.

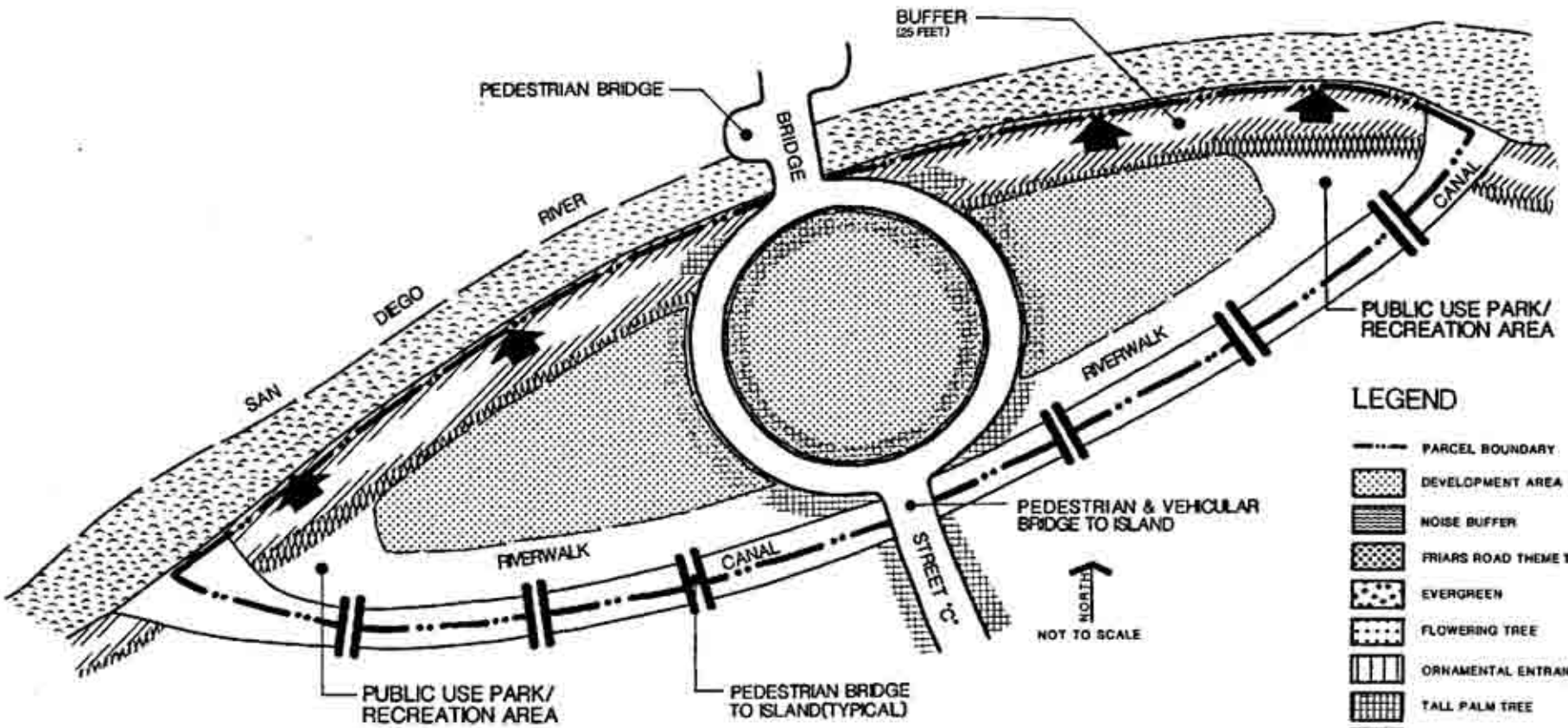
Massing of development on Parcel D must permit a through-view from I-8 to the river.

PARCEL LOCATION MAP



LEVI – CUSHMAN SPECIFIC PLAN

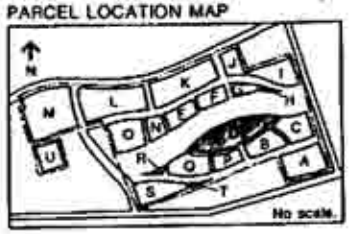
PARCEL D SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 40 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL D LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel E represents approximately 11 percent of Development Area 2.

PARCEL SIZE:	4 ACRES
HEIGHT MAXIMUM:	42-140 FEET
USE EMPHASIS:	HOTEL
MAXIMUM COVERAGE:	50 PERCENT
ADT ALLOCATION FOR DA 2:	17,906

SPECIAL ELEMENTS

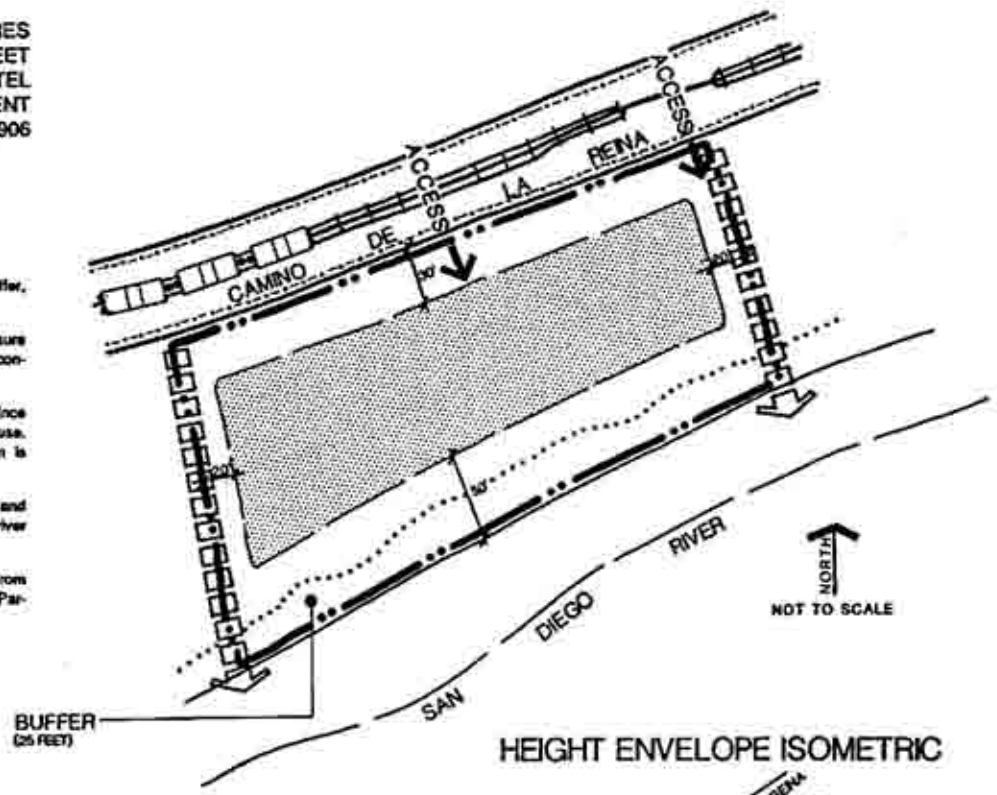
Development on Parcel E must include a river buffer, bikeways and pedestrian paths.

Coordination with Parcels N and F is necessary to assure river buffer, pedestrian, and bike system design continuity.

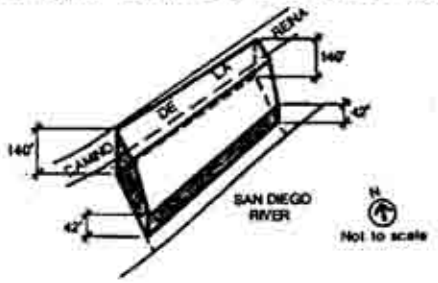
Special use and design opportunities are available since the adjacent Parcel N is dedicated to park and open use. Compatibility and continuity in planting and design is necessary between Parcel N and E.

View corridors are to be provided along both east and west borders of the parcel which terminate at the river channel.

Two through-parcel view corridors are required from Friars Road via Parcels L and K, and then through Parcels O, E, or F to the river.



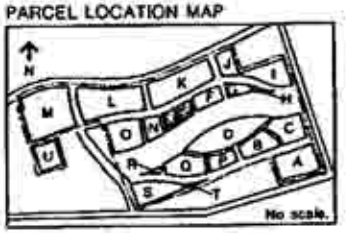
HEIGHT ENVELOPE ISOMETRIC



LEGEND

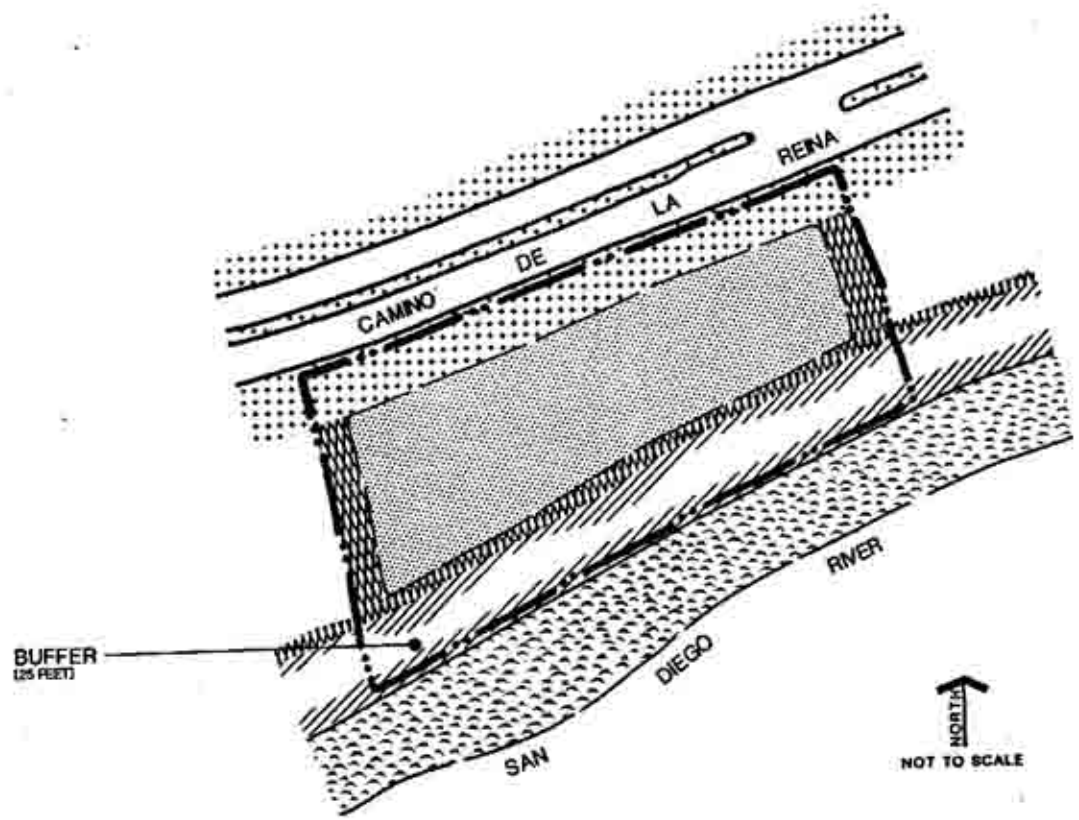
- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

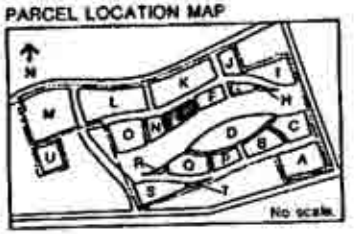
PARCEL E SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 50 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL E LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel F represents approximately 13 percent of Development Area 2.

PARCEL SIZE:	5 ACRES
HEIGHT MAXIMUM:	42-140 FEET
USE EMPHASIS:	OFFICE/RETAIL TRANSPORTATION CENTER
MAXIMUM COVERAGE:	50 PERCENT
ADT ALLOCATION FOR DA 2:	17,906

SPECIAL ELEMENTS

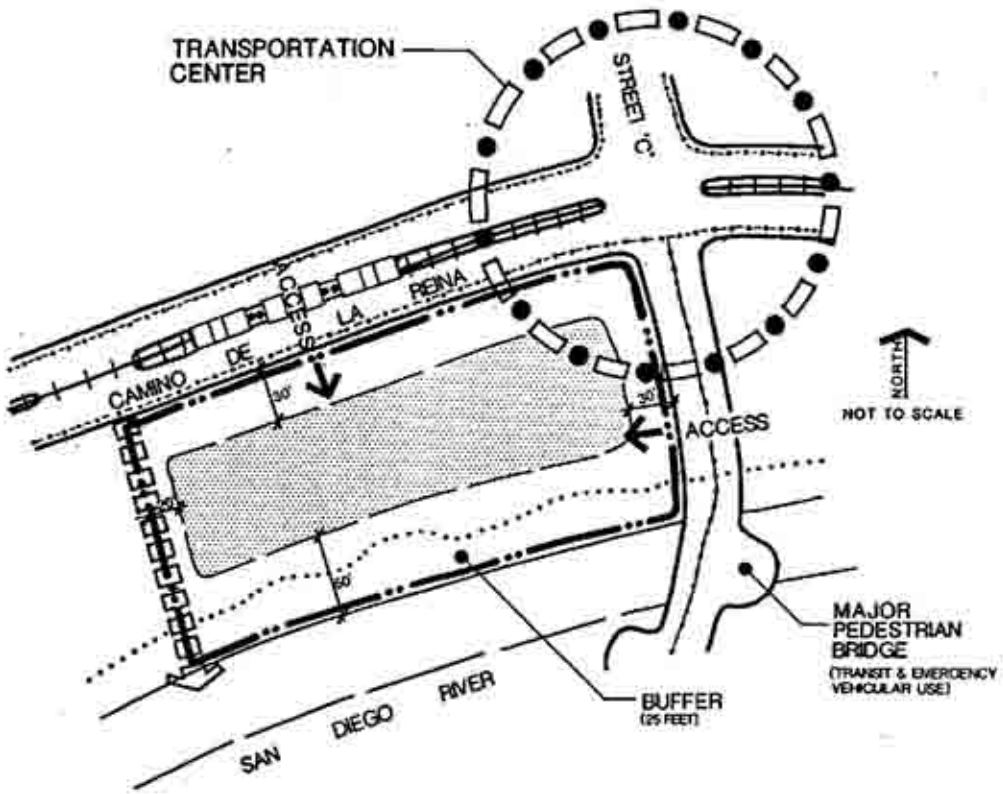
Development on Parcel F must include a river buffer, a portion of the transportation center, bikeways and pedestrian paths.

View corridors are to be provided along both east and west borders of the parcel. The view corridor on the west end of Parcel F will terminate at the river channel. The view corridor along Street C will direct views to the central pedestrian bridge.

Coordination with Parcels E and G is necessary to assure river buffer, pedestrian, and bike system design continuity. Coordination with Parcel G, J, and K is necessary to assure transportation center design continuity.

Parcel F, as a gateway to the island, is a prime area for supporting the requirement that at least 50 percent of the parking needs of the island be met by facilities off the island.

Two through-parcel view corridors are required from Friars Road via Parcels L and K, and then through Parcels O, E, or F to the river.

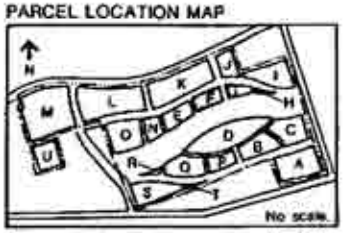


HEIGHT ENVELOPE ISOMETRIC

LEGEND

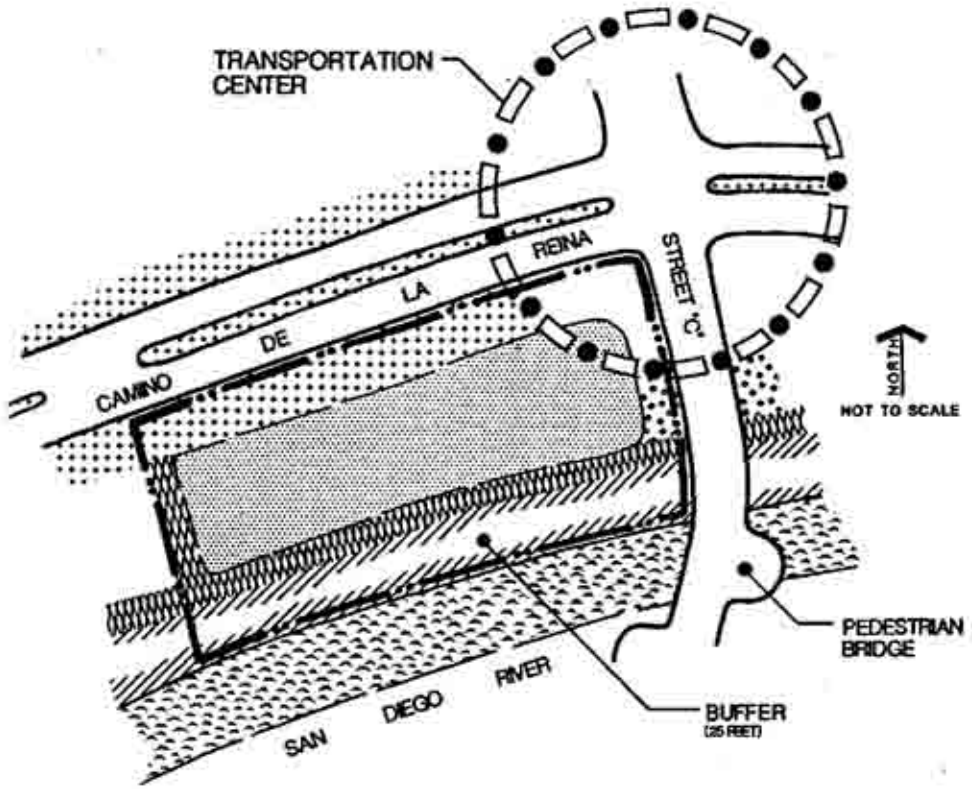
- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

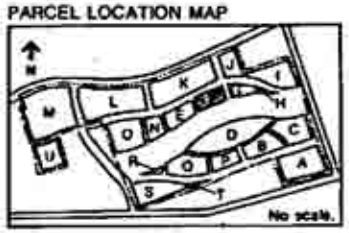
PARCEL F SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 50 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL F LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel G represents approximately 8 percent of Development Area 2.

PARCEL SIZE:	3 ACRES
HEIGHT MAXIMUM:	42-140 FEET
USE EMPHASIS:	OFFICE/RETAIL TRANSPORTATION CENTER
MAXIMUM COVERAGE:	50 PERCENT
ADT ALLOCATION FOR DA 2:	17,906

SPECIAL ELEMENTS

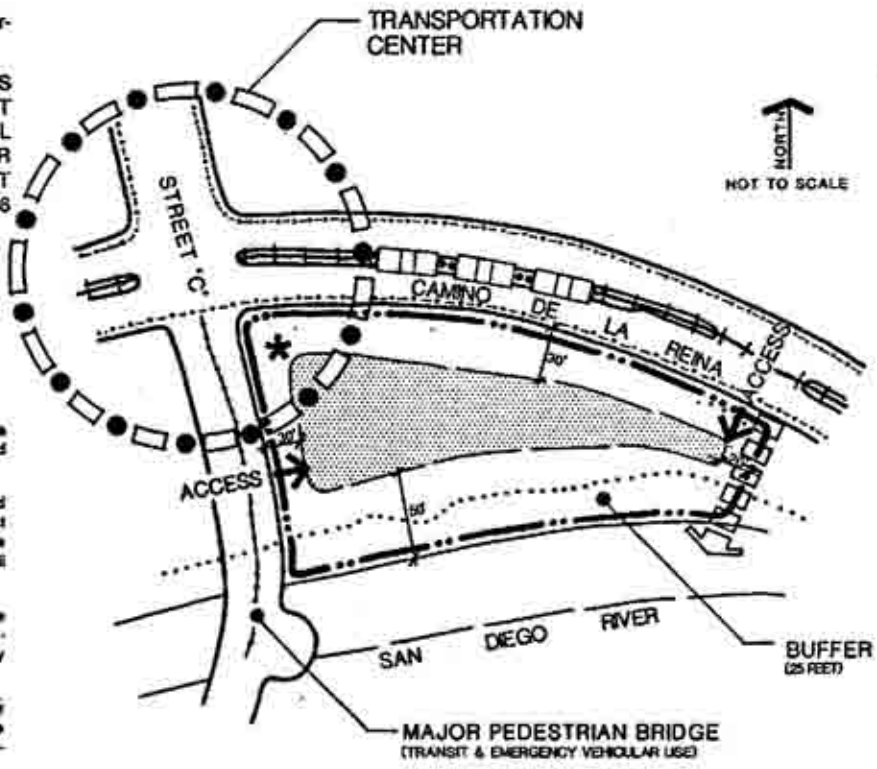
Development on Parcel G must include a river buffer, a portion of the transportation center, bikeways and pedestrian paths.

View corridors are to be provided along both east and west borders of the parcel. The view corridor on the east end of Parcel G will terminate at the river channel. The view corridor along the west end of the parcel Street C will direct views to the central pedestrian bridge.

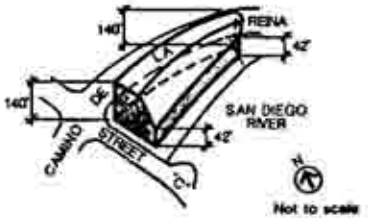
Coordination with Parcels F and H is necessary to assure river buffer, pedestrian, and bike system design continuity. Coordination with Parcels F, J, and K is necessary to assure transportation center design continuity.

Parcel G, as a gateway to the island, is a prime area for supporting the requirement that at least 50 percent of the parking needs of the island be met by facilities off the island.

Special use and design opportunities are available because the adjacent Parcel H is dedicated to park and open use. Compatibility and continuity between Parcels G and H is particularly important at the eastern edge of Parcel G where the use of a meandering bike/ped path is especially suitable.



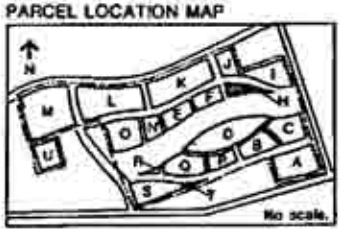
HEIGHT ENVELOPE ISOMETRIC



LEGEND

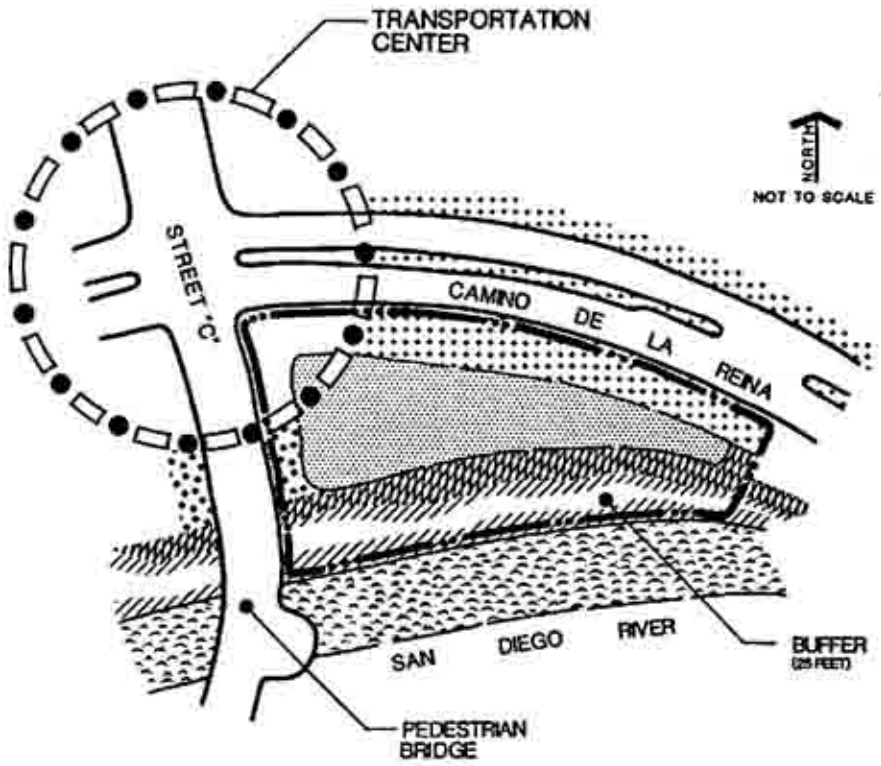
- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

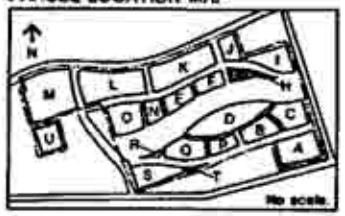
PARCEL G SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 50 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL G LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel H is part of Development Area 2.

PARCEL SIZE: 1 ACRE
USE EMPHASIS: PARK/OPEN AREA
ADT ALLOCATION FOR DA 2: 17,906

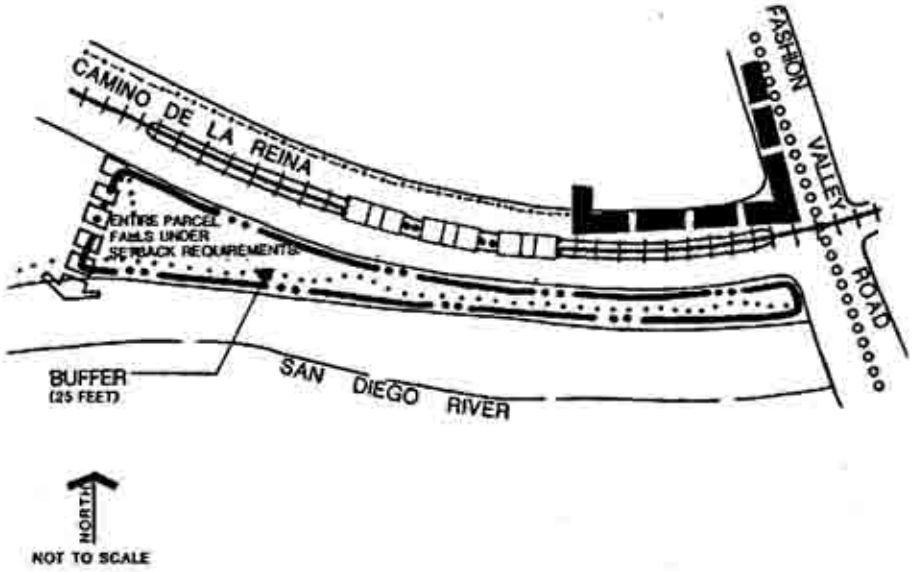
SPECIAL ELEMENTS

Location next to the San Diego River at the eastern entrance of the project provides visual prominence to Parcel H. That prominence is further emphasized by the adjacent theme entry on Parcel I and the role of Parcel H in leading to the transportation center.

Because a portion of Parcel H lies within a flood way transition area, use and development on the parcel must be jointly planned with uses in the floodway transition area of Parcel I and approved by the Floodway Management section of the City's Engineering and Development Division to assure compatibility with floodplain development standards. Height maximums do not apply since the area lies within the floodway.

Development on Parcel H must include a buffer along the river channel and a special treatment area where riparian vegetation will merge with ornamental plantings.

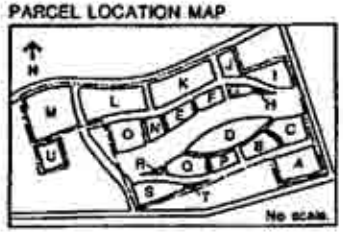
While a view corridor is shown on the western border of the parcel, the entire site actually functions as a view corridor terminating at the river channel.



LEGEND

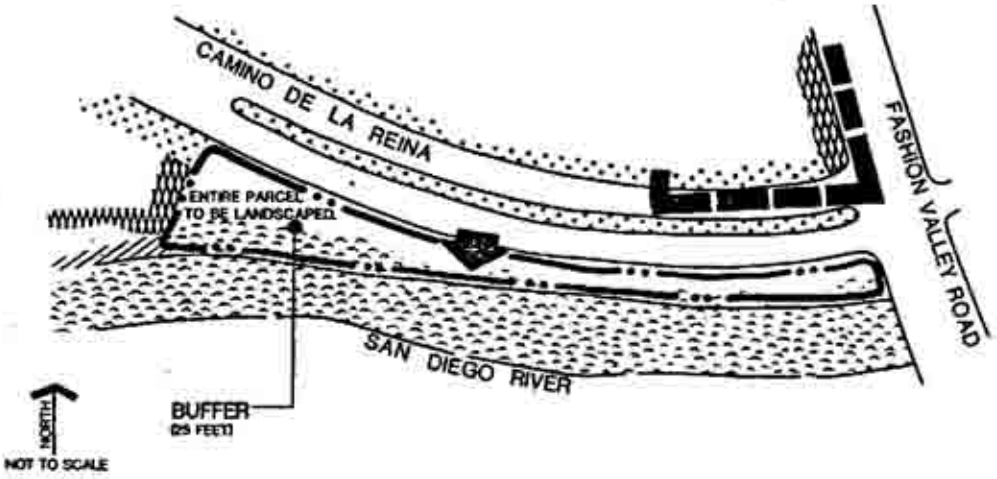
- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

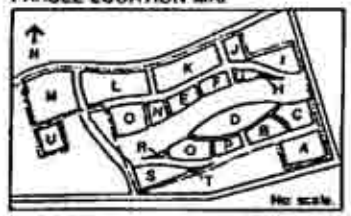
PARCEL H
SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL H LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel I represents approximately 19 percent of Development Area 2.

PARCEL SIZE:	7 ACRES
HEIGHT MAXIMUM:	140-250 FEET
USE EMPHASIS:	OFFICE
MAXIMUM COVERAGE:	40 PERCENT
ADT ALLOCATION FOR DA 2:	17,906

SPECIAL ELEMENTS

A 250-foot height maximum in combination with a location behind the open use Parcel H will give Parcel I exceptional river view opportunities which should be emphasized in project design.

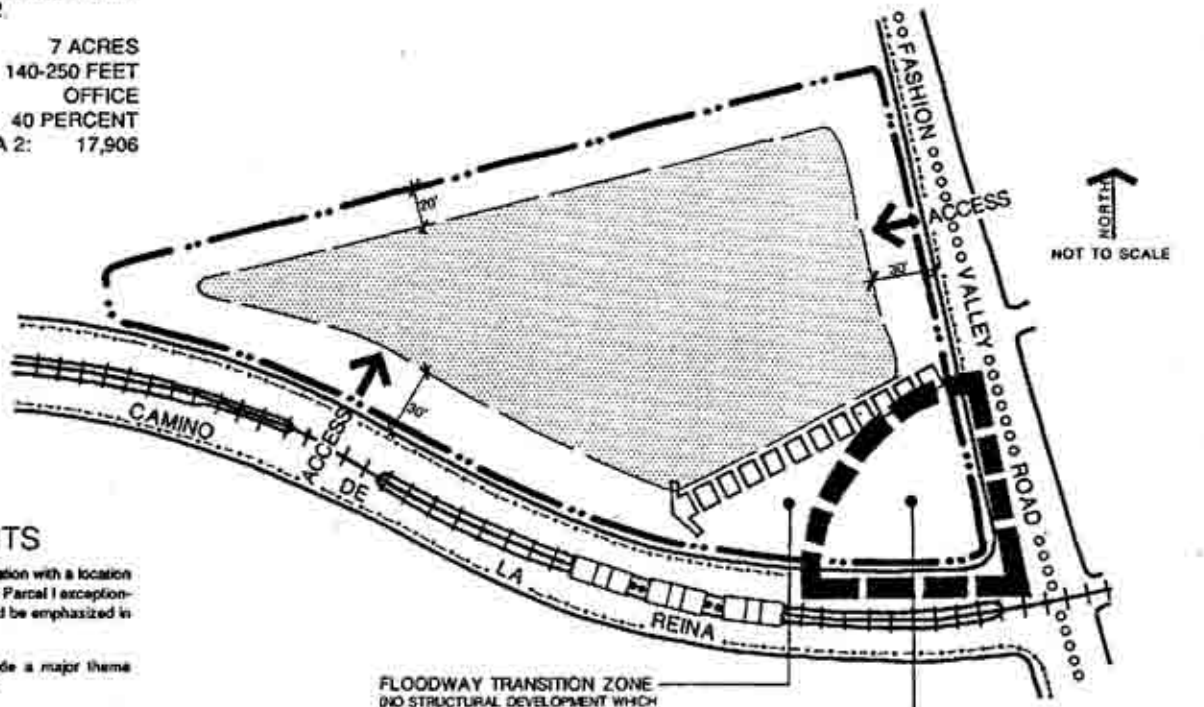
Development on Parcel I must include a major theme entry, bikeways, and pedestrian paths.

Coordination with Parcel J is necessary to assure pedestrian and bike system continuity.

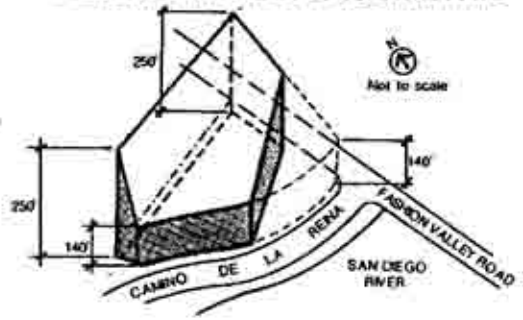
Design of development on Parcel H must provide a gradual height transition from the open area of Parcel H.

Design of the major theme entry and/or other uses on the southeastern portion of the parcel in the transition area must be approved by the Floodway Management section of the City's Engineering and Development Division to assure compatibility with floodplain development standards.

Attention to project "edges" must assure a suitable transition to adjacent off-site areas.



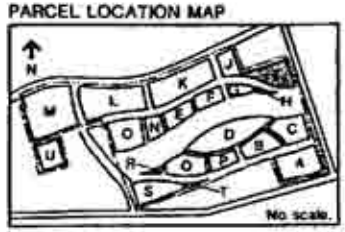
HEIGHT ENVELOPE ISOMETRIC



LEGEND

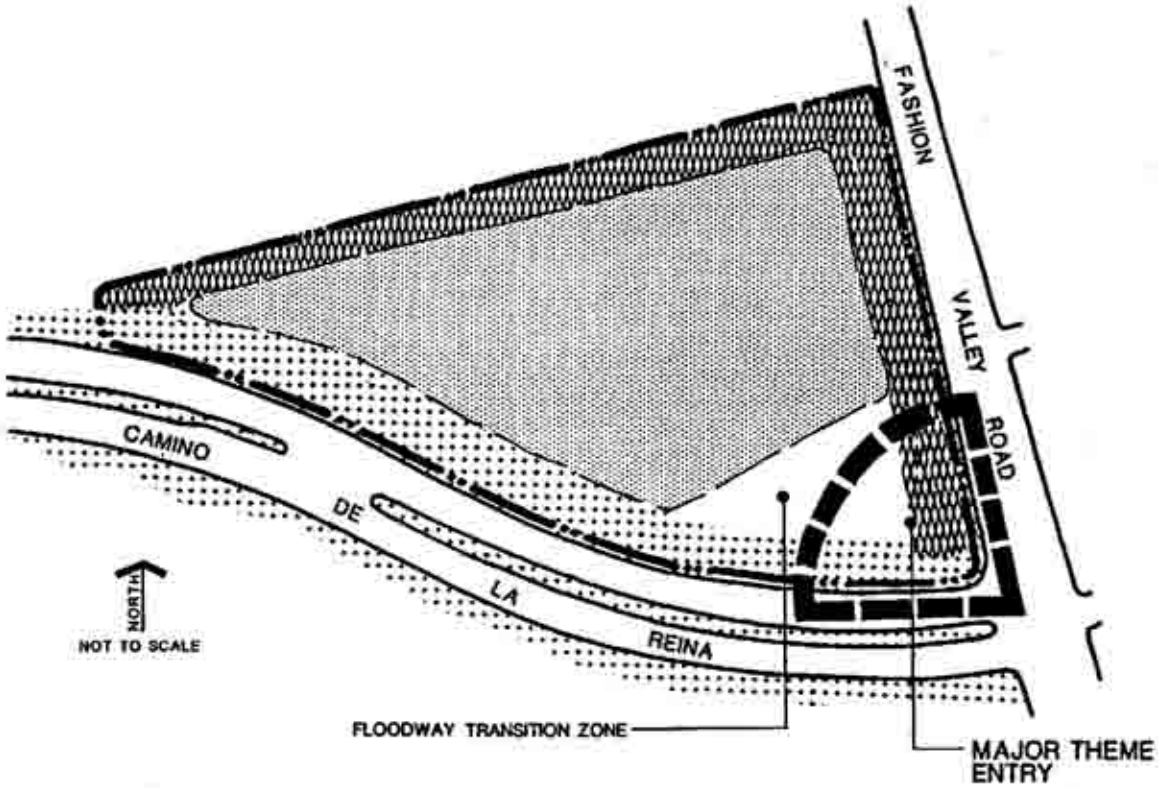
- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

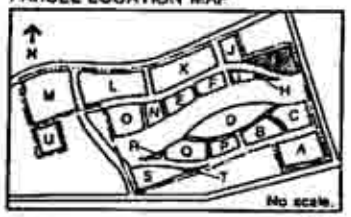
PARCEL I SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 60 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL I LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel J represents approximately 11 percent of Development Area 2.

PARCEL SIZE:	4 ACRES
HEIGHT MAXIMUM:	140-250 FEET
USE EMPHASIS:	OFFICE/RETAIL
MAXIMUM COVERAGE:	40 PERCENT
ADT ALLOCATION FOR DA 2:	17,906

SPECIAL ELEMENTS

A location on Friars Road at Street C makes Parcel J one of the principal entry areas to the entire project. Development on this site influences the perception of the entire project and must therefore clearly express LCSP themes.

Development on Parcel J must include a major theme entry, a portion of the transportation center, bikeways and pedestrian paths.

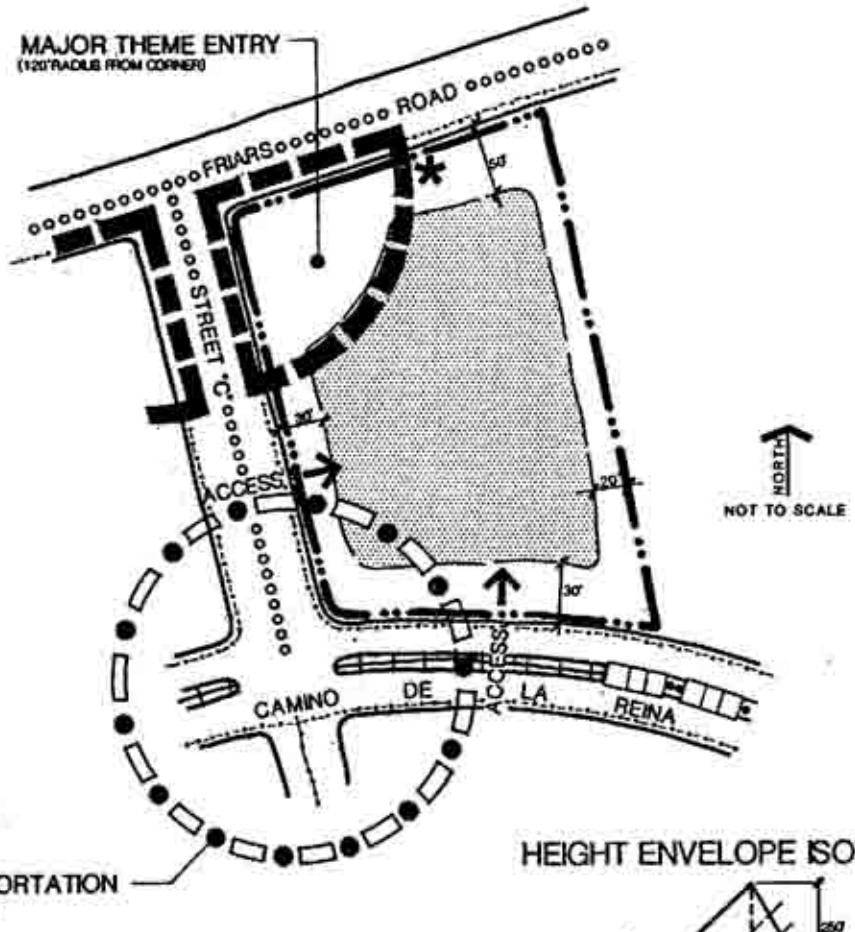
A major view corridor is to be provided at the west end of the parcel along Street C leading views through the transportation center to the central pedestrian bridge.

Design of the theme entry must be coordinated with the theme entry on Parcel K.

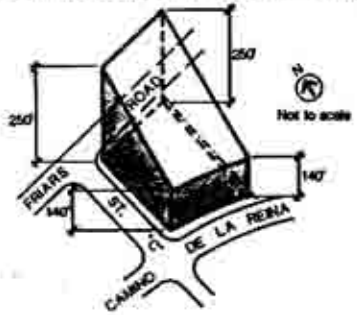
Coordination with Parcels F, G, and K is necessary to assure transportation center design continuity.

Parcel J is a prime candidate for a consolidated parking area to support a park-and-ride facility at the transportation center.

Attention must be given to project "edges" to assure that a suitable transition is made to adjacent off-site areas. Development along Friars Road shall not create a wall effect that prohibits views into the project.



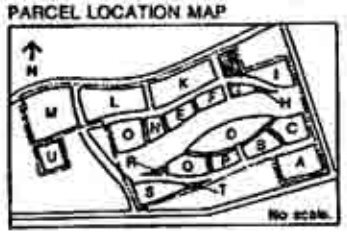
HEIGHT ENVELOPE ISOMETRIC



LEGEND

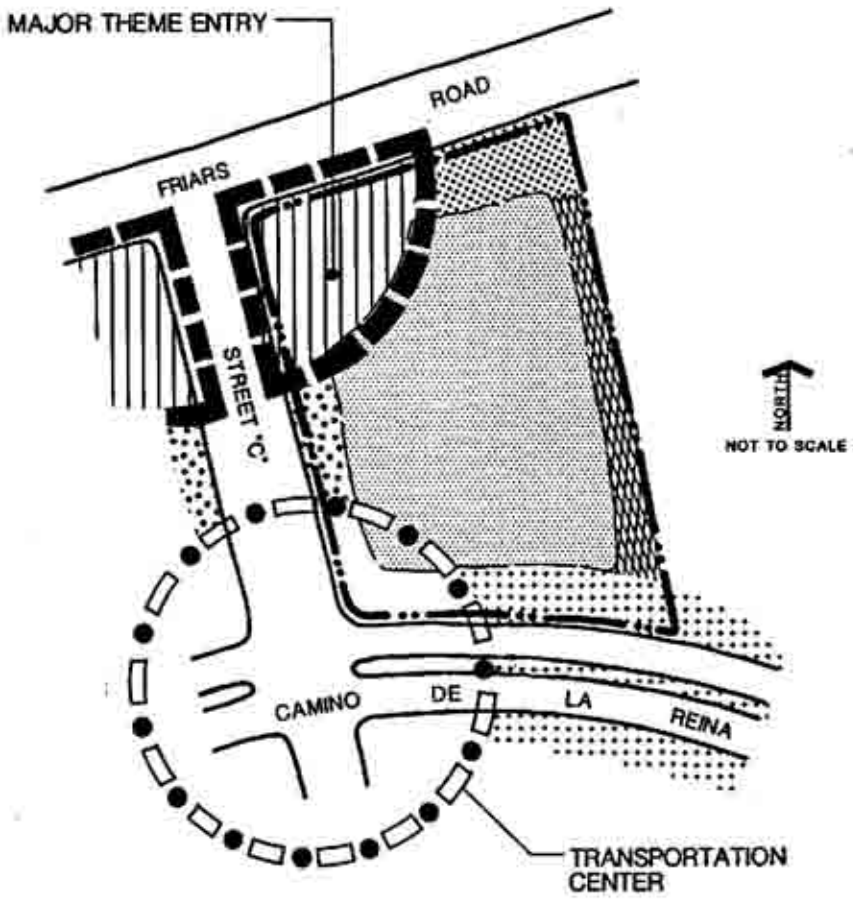
- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

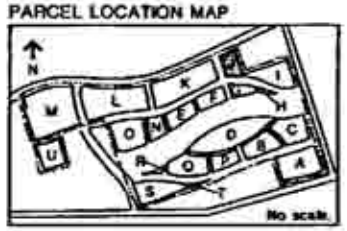
PARCEL J SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 60 PERCENT

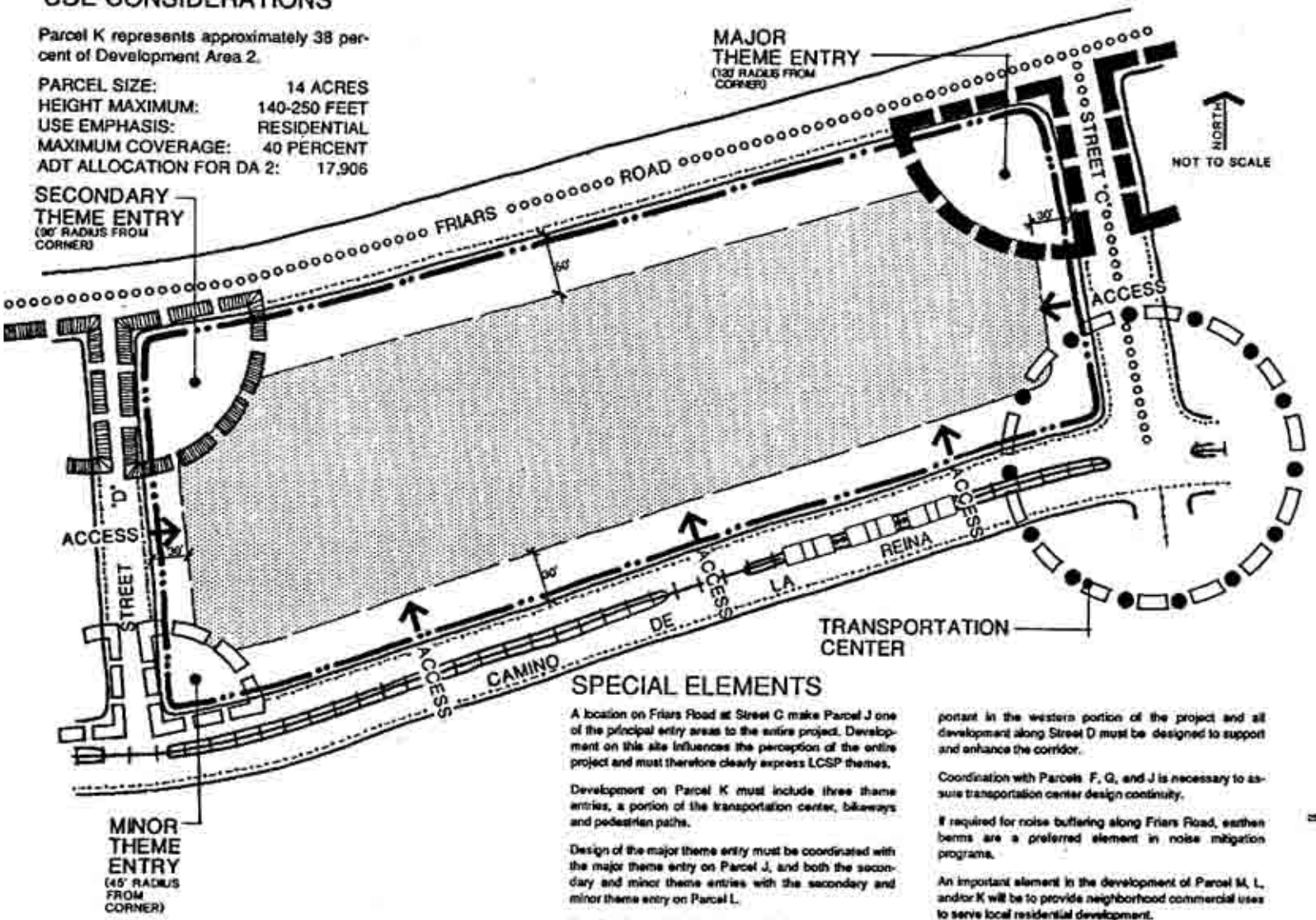
LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL J LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel K represents approximately 38 percent of Development Area 2.

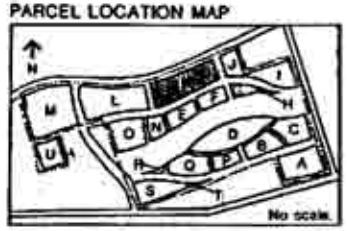
PARCEL SIZE:	14 ACRES
HEIGHT MAXIMUM:	140-250 FEET
USE EMPHASIS:	RESIDENTIAL
MAXIMUM COVERAGE:	40 PERCENT
ADT ALLOCATION FOR DA 2:	17,906



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



SPECIAL ELEMENTS

A location on Friars Road at Street C make Parcel J one of the principal entry areas to the entire project. Development on this site influences the perception of the entire project and must therefore clearly express LCSP themes.

Development on Parcel K must include three theme entries, a portion of the transportation center, bikeways and pedestrian paths.

Design of the major theme entry must be coordinated with the major theme entry on Parcel J, and both the secondary and minor theme entries with the secondary and minor theme entry on Parcel L.

A major view corridor is to be provided at the east end of the parcel along Street C which directs views through the transportation center on to the central pedestrian bridge. Another major view corridor is to be provided at the west end of the parcel along Street D which directs views into the park setting of Parcel N and, ultimately, to the river channel. This view corridor along Street D is the most important in the western portion of the project and all development along Street D must be designed to support and enhance the corridor.

Coordination with Parcels F, G, and J is necessary to assure transportation center design continuity.

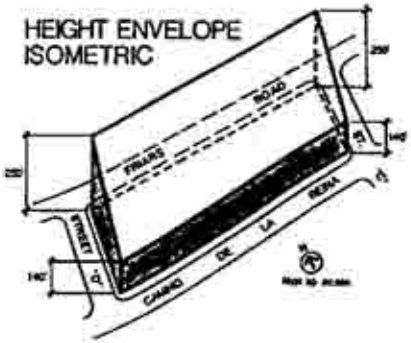
If required for noise buffering along Friars Road, earthen berms are a preferred element in noise mitigation programs.

An important element in the development of Parcel M, L, and/or K will be to provide neighborhood commercial uses to serve local residential development.

Development along Friars Road shall not create a wall effect that prohibits views into the project.

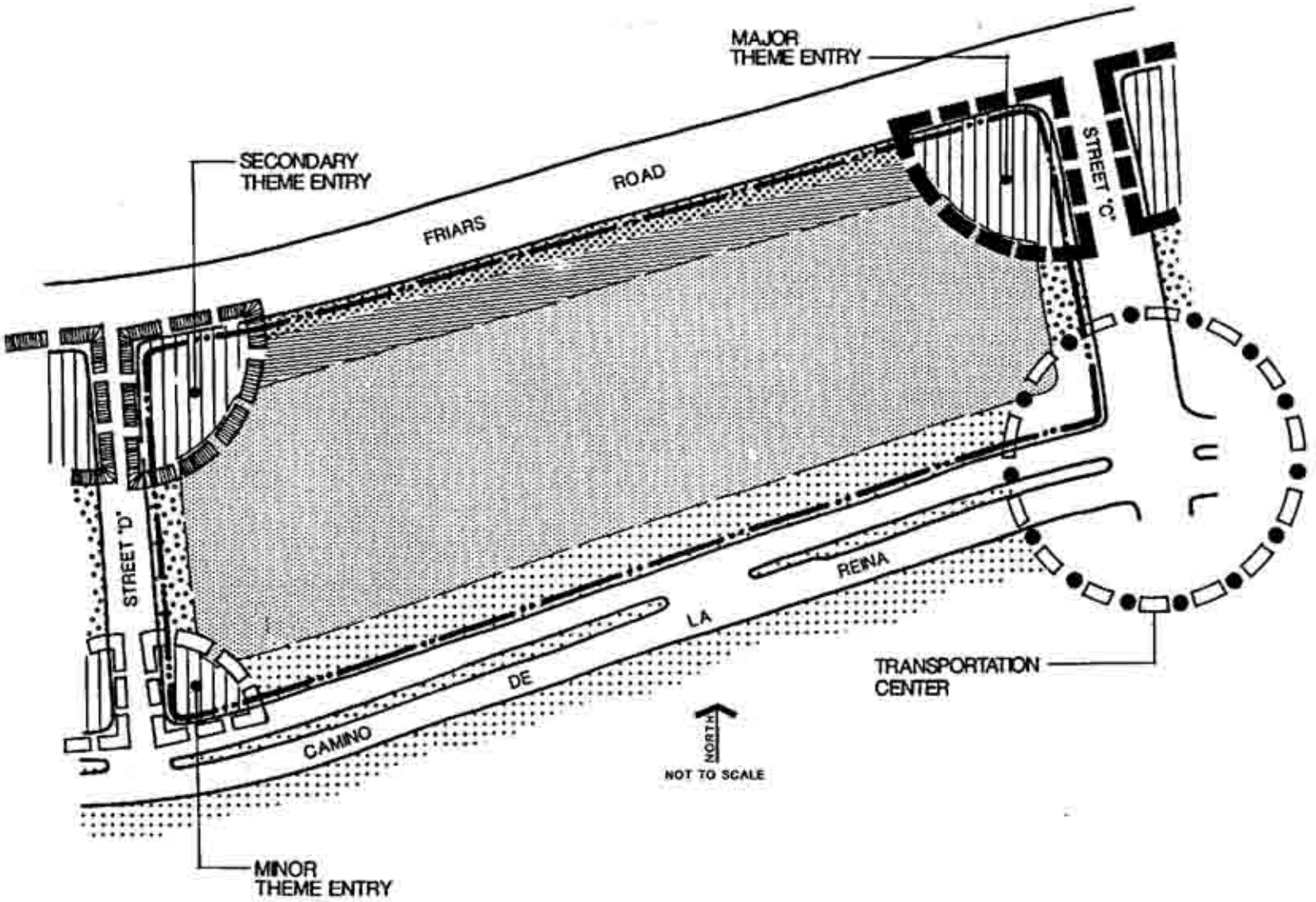
Two through-parcel view corridors are required from Friars Road via Parcels L and K, and then through Parcels O, E, or F to the river.

HEIGHT ENVELOPE ISOMETRIC



LEVI – CUSHMAN SPECIFIC PLAN

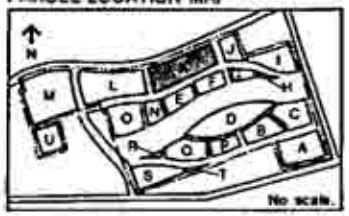
PARCEL K SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

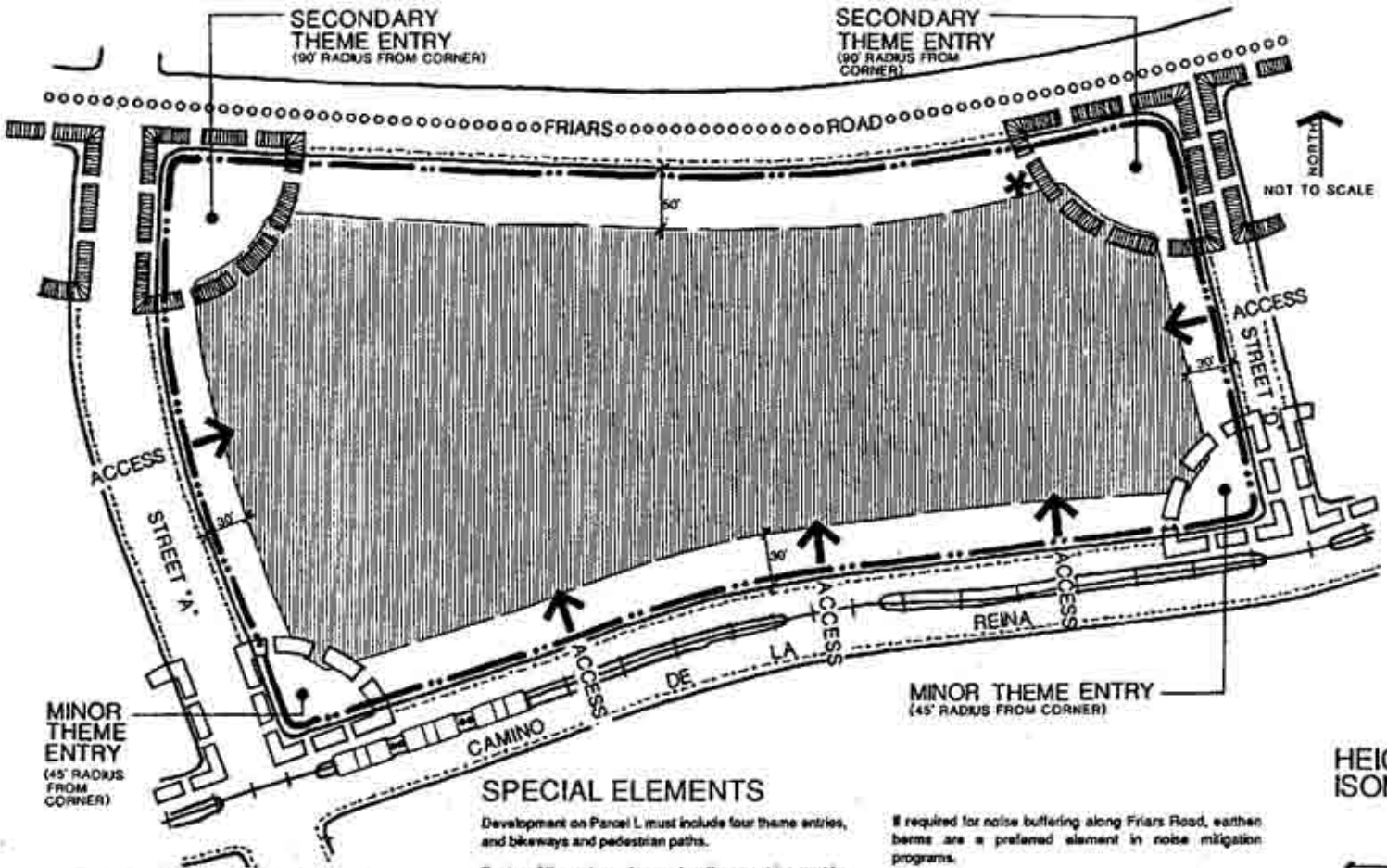
PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 60 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

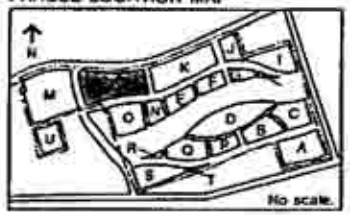
PARCEL K LANDSCAPE SCHEMATIC



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



USE CONSIDERATIONS

Parcel L represents approximately 21 percent of Development Area 3.

PARCEL SIZE:	15 ACRES
HEIGHT MAXIMUM:	250 FEET
USE EMPHASIS:	RESIDENTIAL
MAXIMUM COVERAGE:	40 PERCENT
ADT ALLOCATION FOR DA 3:	31,669

SPECIAL ELEMENTS

Development on Parcel L must include four theme entries, and bikeways and pedestrian paths.

Design of the major and secondary theme entries must be coordinated with the secondary theme entries on Parcels M and K, and the minor theme entries with the minor theme entries on Parcels M and K.

View corridors are to be provided adjacent to Streets A and D. A major view corridor runs along the east end of the parcel along Street D which directs views into the park setting of Parcel N and, ultimately, to the river channel. This view corridor along Street D is the most important in the western portion of the project and all development along Street D must be designed to support and enhance the corridor. The other view corridor is along Street A. Its view terminus will be at the river in an area outside the project boundaries.

If required for noise buffering along Friars Road, earthen berms are a preferred element in noise mitigation programs.

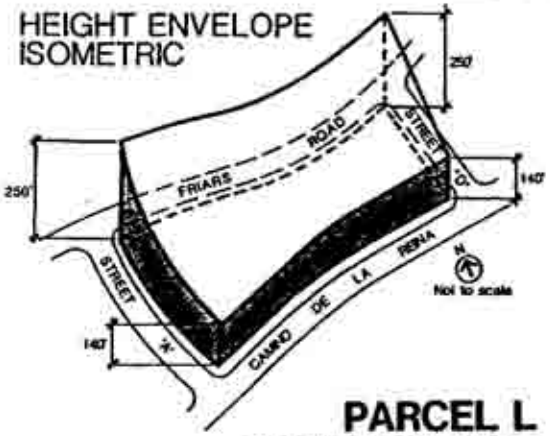
An important element in the development of Parcel M, L, and/or K will be to provide neighborhood commercial uses to serve local residential development.

Attention must be given to the southwest project "edge" to assure that a suitable transition is made to adjacent off-site areas.

Development along Friars Road shall not create a wall effect that prohibits views into the project.

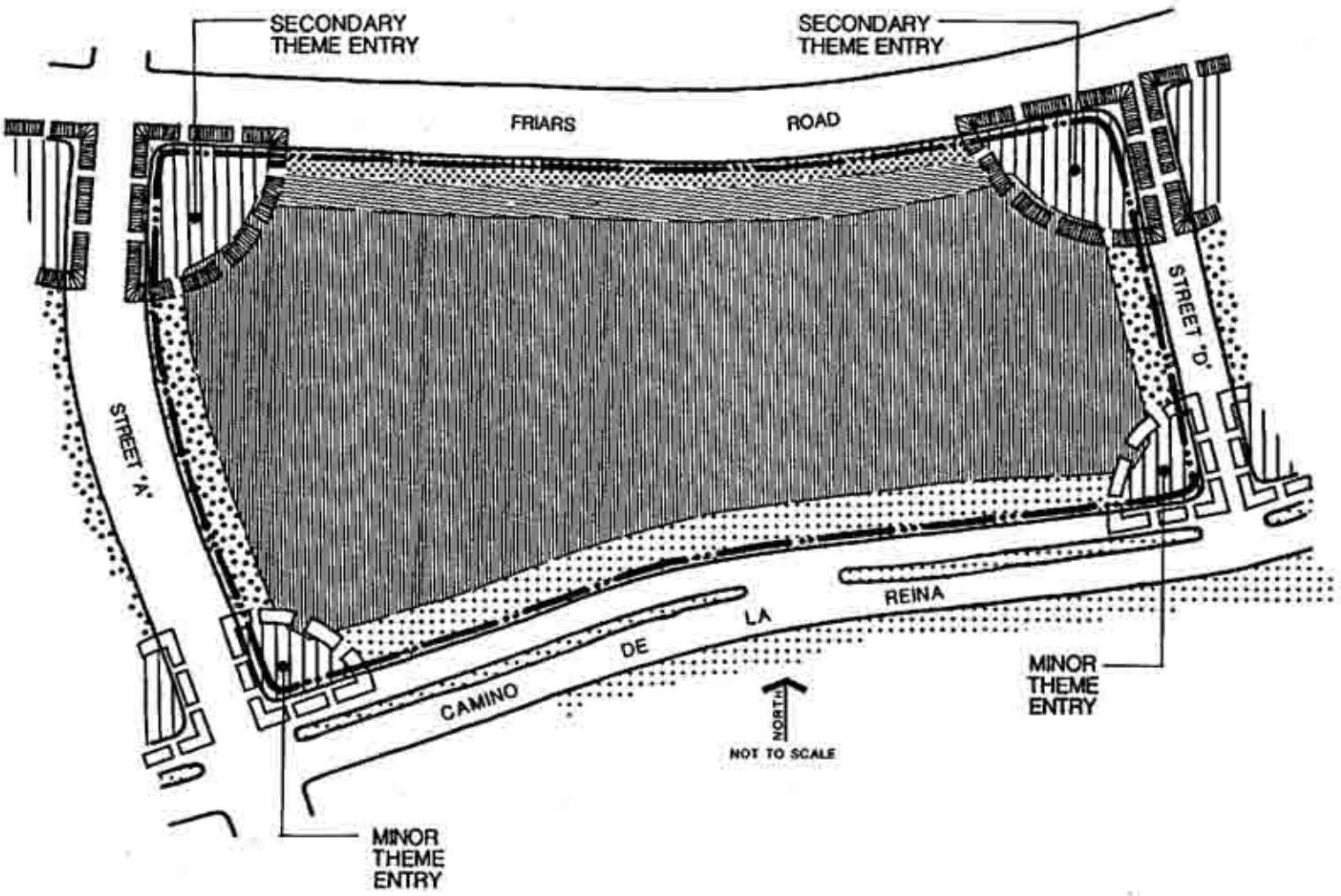
Two through-parcel view corridors are required from Friars Road via Parcels L and K, and then through Parcels O, E, or F to the river.

HEIGHT ENVELOPE ISOMETRIC



LEVI – CUSHMAN SPECIFIC PLAN

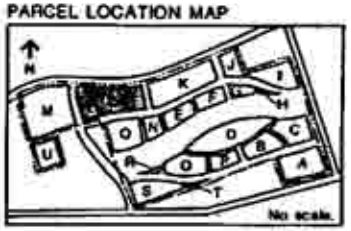
PARCEL L SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 60 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL L LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel M represents approximately 23 percent of Development Area 3.

PARCEL SIZE:	17 ACRES
HEIGHT MAXIMUM:	140-250 FEET
USE EMPHASIS:	RESIDENTIAL
MAXIMUM COVERAGE:	40 PERCENT
ADT ALLOCATION FOR DA 3:	31,669

SPECIAL ELEMENTS

Development on Parcel M must be compatible with existing residential development to the west.

Development on Parcel M must include theme entries, bikeways, and pedestrian paths. A bus stop is proposed on Friars Road near the intersection with Street A. Coordination with Parcels L and U is necessary to assure pedestrian and bike system continuity.

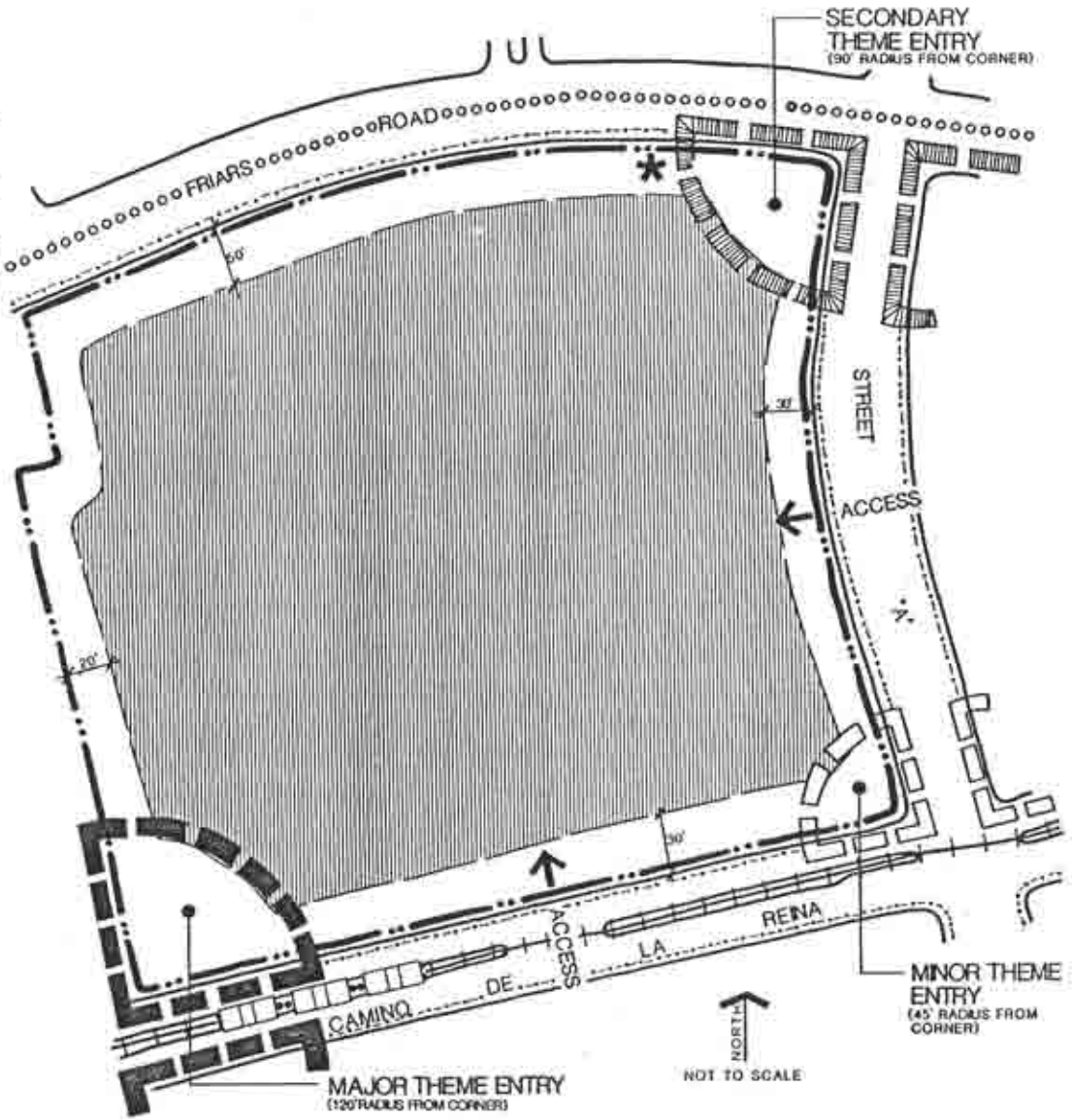
Design of the major theme entry must be coordinated with the major theme entry on Parcel U, the secondary theme entry with the secondary theme entry on Parcel L, and the minor theme entry with the minor theme entry on Parcel L.

If required for noise buffering along Friars Road, earthen berms are a preferred element in noise mitigation programs.

A view corridor along Street A terminates at the river in an area outside the project boundaries.

An important element in the development of Parcel M, L, and/or K will be to provide neighborhood commercial uses to serve local residential development.

Attention must be given to the project "edges" to assure that a suitable transition is made to adjacent off-site areas. Development along Friars Road shall not create a wall effect that prohibits views into the project.

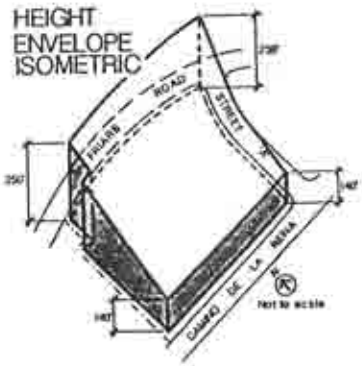


LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

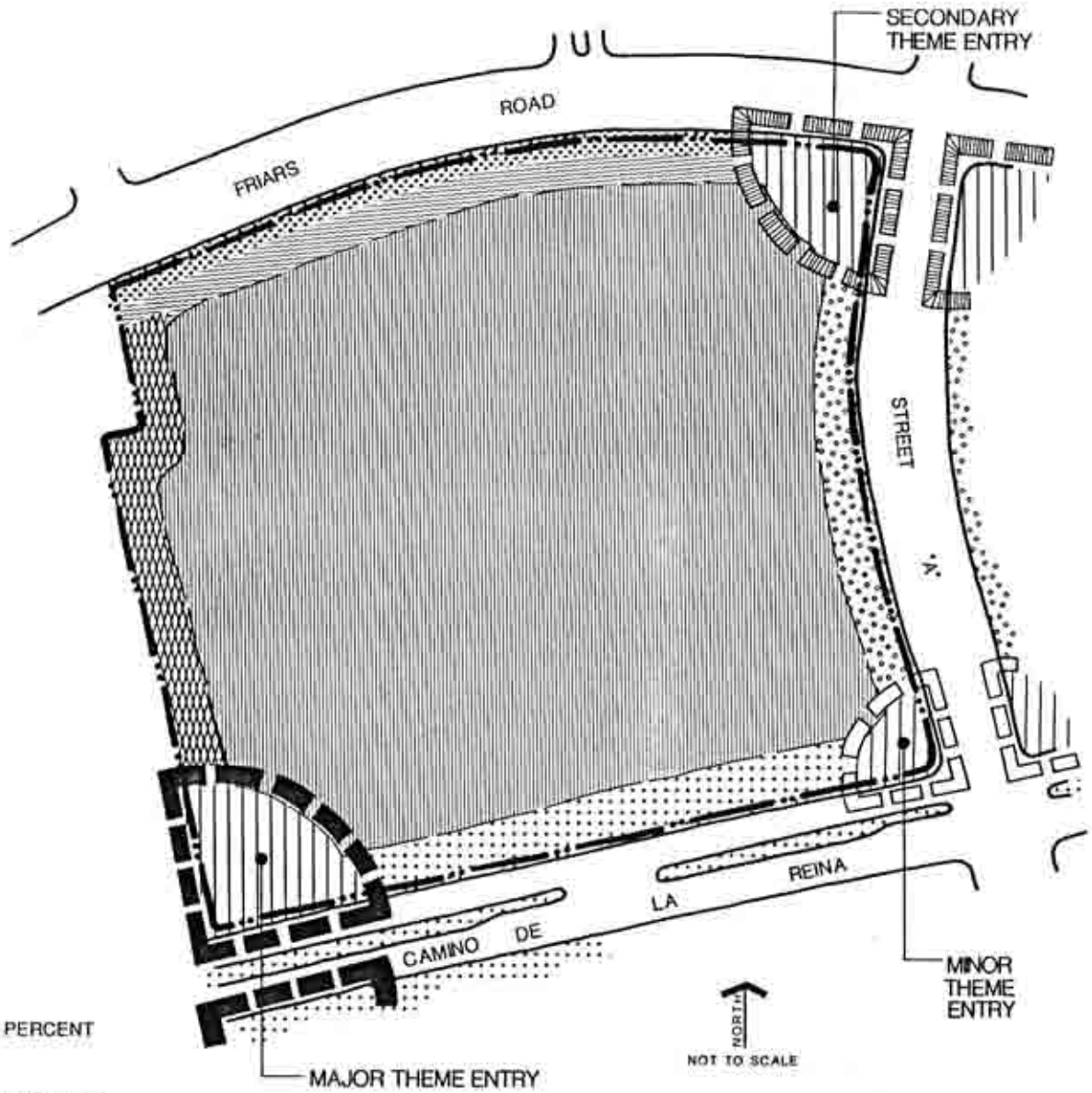
PARCEL LOCATION MAP

HEIGHT ENVELOPE ISOMETRIC



LEVI – CUSHMAN SPECIFIC PLAN

PARCEL M SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP

MINIMUM LANDSCAPING: 60 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL M LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel N is part of Development Area 3.

PARCEL:	3 ACRES
HEIGHT MAXIMUM:	42-140 FEET
USE EMPHASIS:	PARK/OPEN AREA
ADT ALLOCATION FOR DA 3:	31,669

SPECIAL ELEMENTS

Parcel N is the largest area devoted exclusively to park/open use within the entire project. Views from Friars Road along Street D will lead into Parcel N and the vegetative character established here will influence vegetative choices and development opportunities on bordering Parcels K, L, O, and E.

Development on Parcel N must include the river buffer, bikeways, and pedestrian paths.

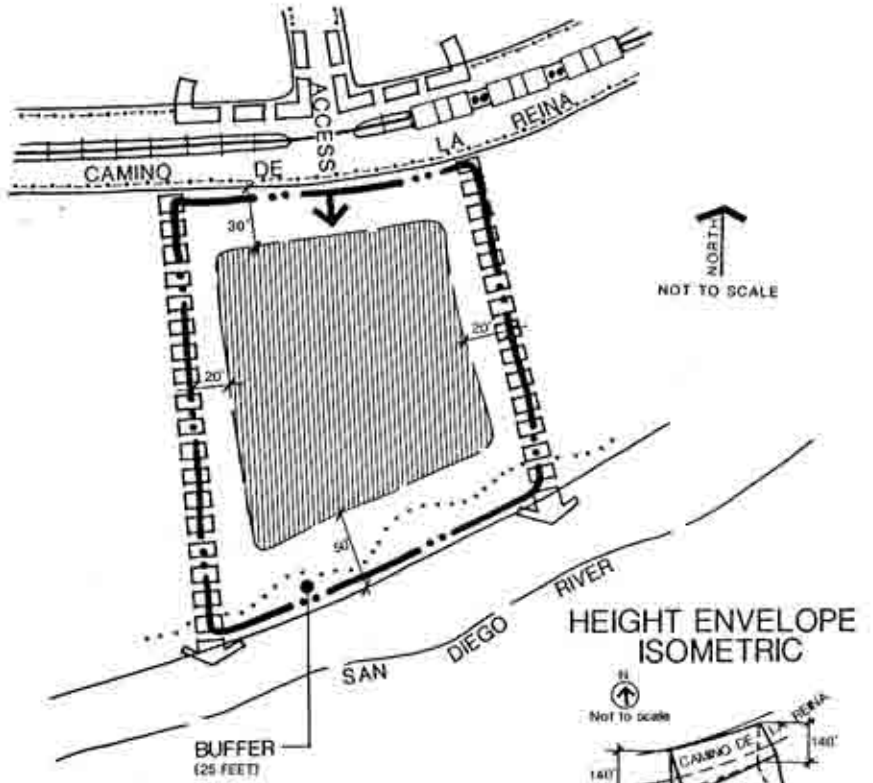
Coordination with Parcels K, L, O, and E is necessary to assure river buffer, pedestrian, and bike system design continuity.

View corridors are to be provided along both east and west borders of the parcel, both of which will terminate in the river channel.

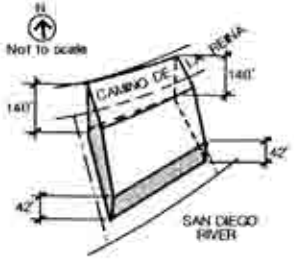
As a designated special treatment area where riparian vegetation will merge with ornamental plantings, Parcel N is especially suitable for meandering bike and pedestrian paths.

Both active and passive recreational opportunities may be provided within the parcel, with views into the river channel emphasized.

Development must meet or exceed Park Department standards.



HEIGHT ENVELOPE ISOMETRIC



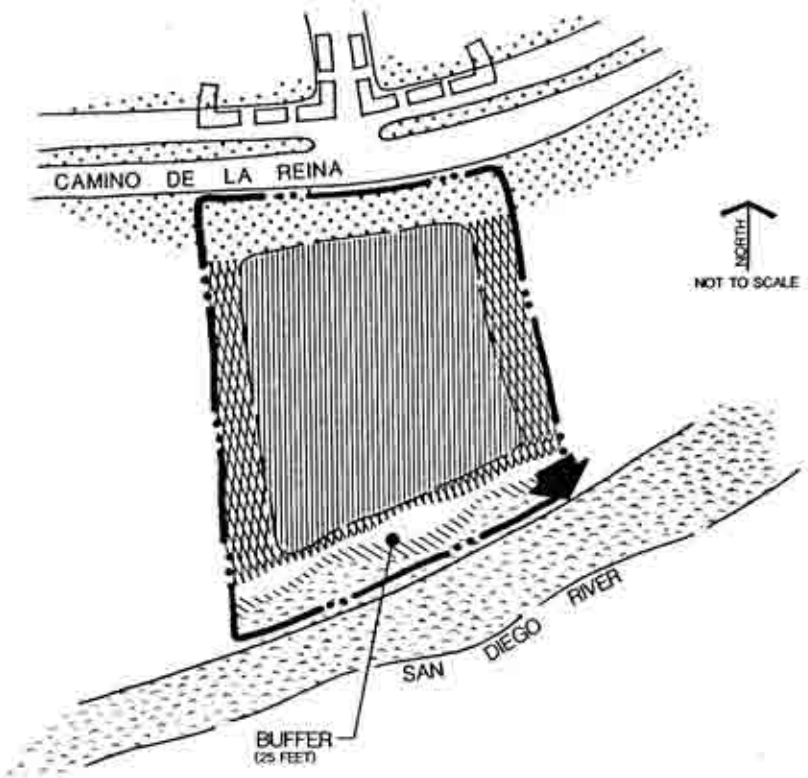
LEGEND

- PARCEL BOUNDARY
- PARK/OPEN AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP

LEVI – CUSHMAN
SPECIFIC PLAN

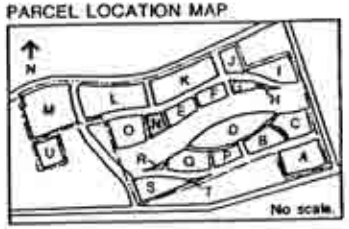
PARCEL N SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- PARK/OPEN AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 50 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL N LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel O represents approximately 13 percent of Development Area 3.

PARCEL SIZE:	9 ACRES
HEIGHT MAXIMUM:	42-140 FEET
USE EMPHASIS:	RESIDENTIAL
MAXIMUM COVERAGE:	50 PERCENT
ADT ALLOCATION FOR DA 3:	31,669

SPECIAL ELEMENTS

Development on Parcel O must include a river buffer, bikeways and pedestrian paths.

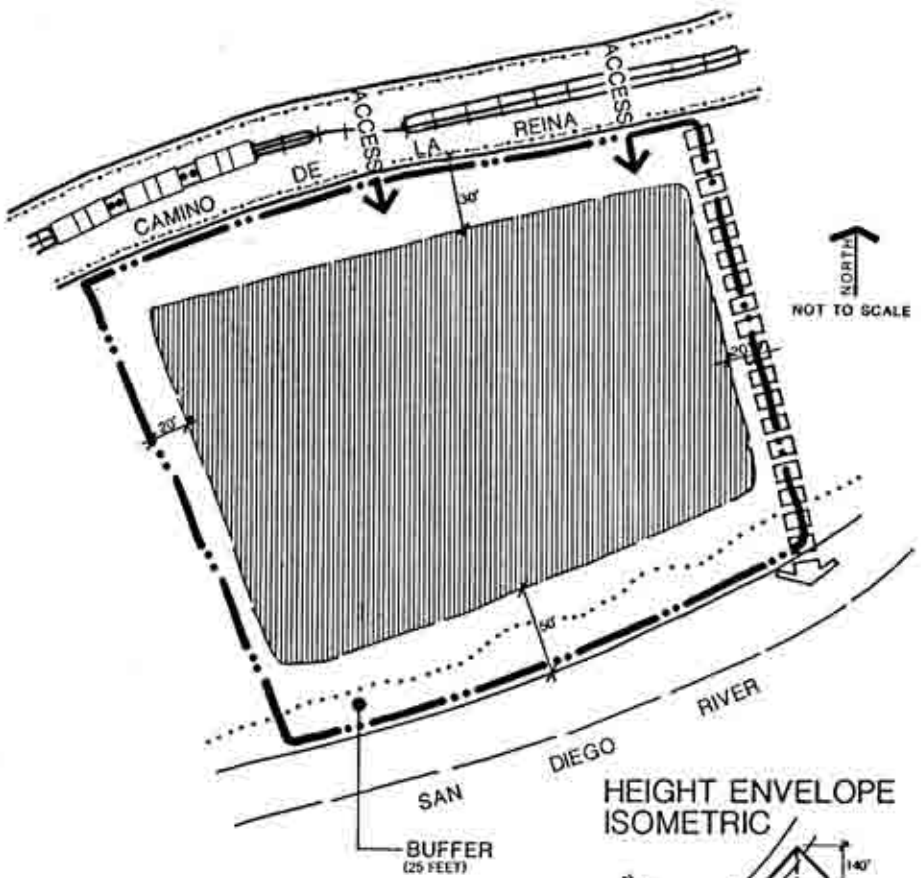
A view corridor is to be provided along the eastern border of the parcel which will terminate at the river channel.

Special use and design opportunities are available since the adjacent Parcel N is dedicated to park and open use. Compatibility and continuity in planting and design is necessary between Parcel O and N.

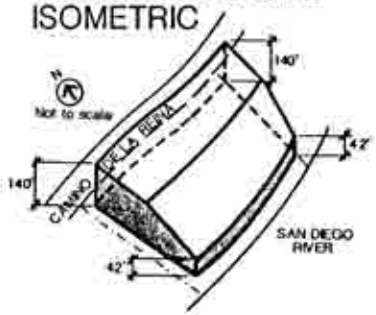
Coordination with Parcel L and N is necessary to assure river buffer, pedestrian, and bike system design continuity.

Attention must be given to the project "edges" to assure that a suitable transition is made to adjacent off-site areas.

Two through-parcel view corridors are required from Friars Road via Parcels L and K, and then through Parcels O, E, or F to the river.



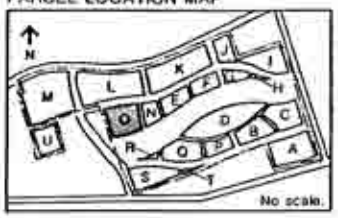
HEIGHT ENVELOPE ISOMETRIC



LEGEND

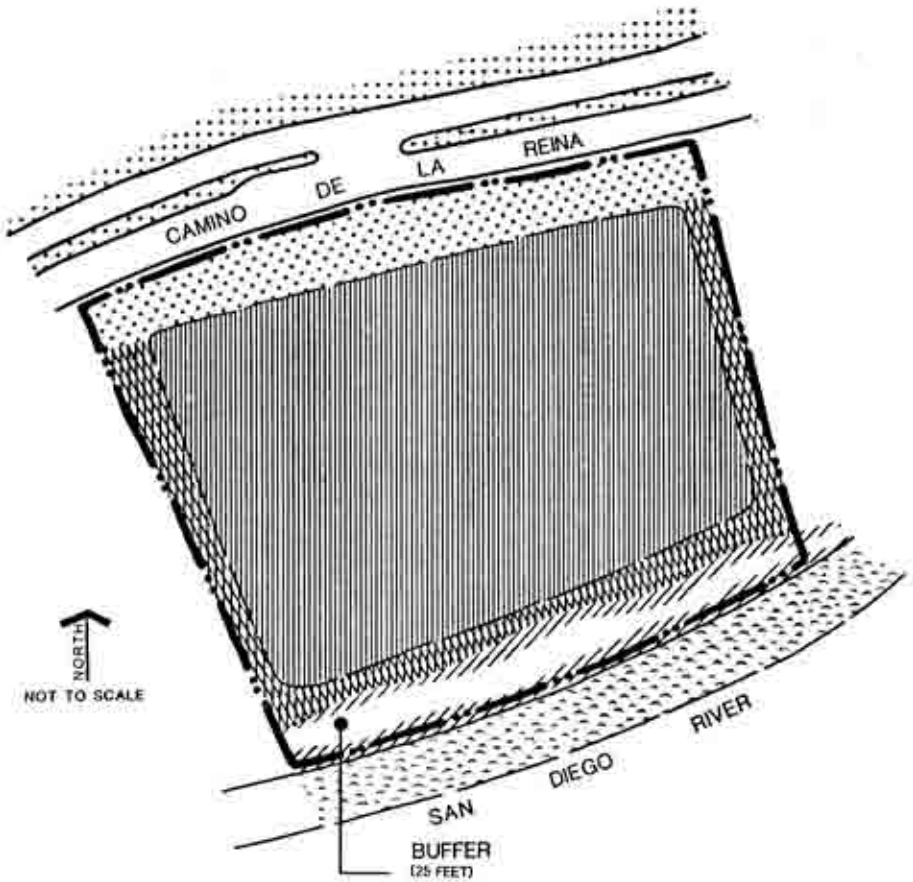
- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

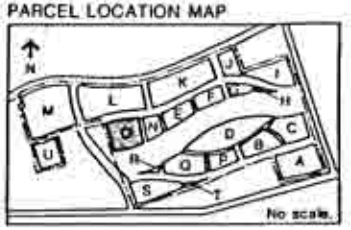
PARCEL O SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 50 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL O LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel P represents approximately 5 percent of Development Area 3.

PARCEL SIZE:	4 ACRES
HEIGHT MAXIMUM:	42-140 FEET
USE EMPHASIS:	OFFICE/RETAIL
MAXIMUM COVERAGE:	50 PERCENT
ADT ALLOCATION FOR DA 3:	31,669

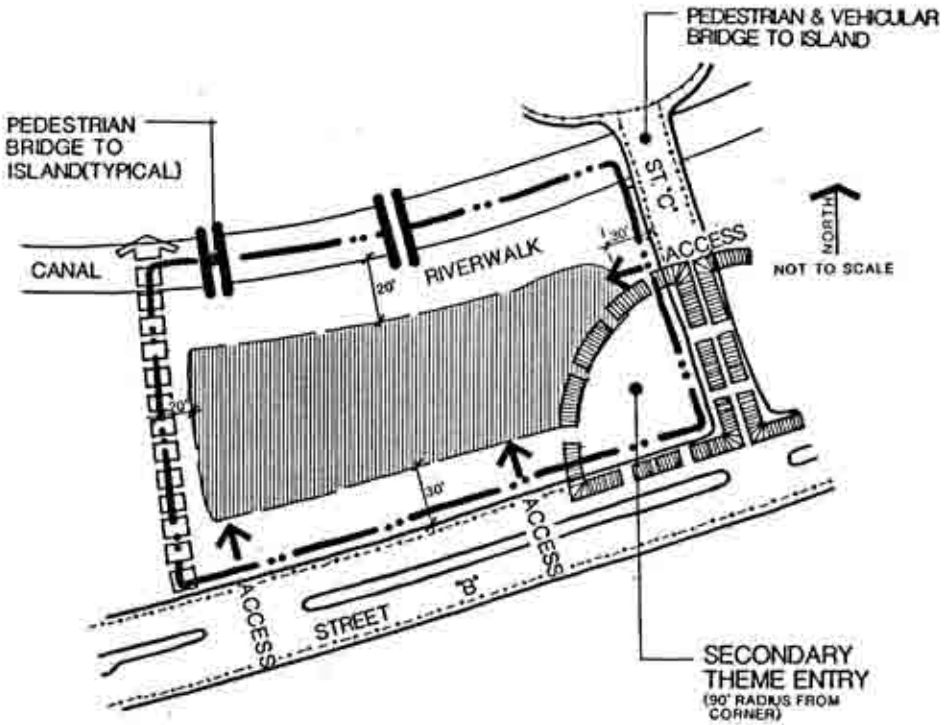
SPECIAL ELEMENTS

Development on Parcel P must include a riverwalk along the canal, pedestrian bridge(s) to the island, pedestrian and vehicular access via Street C to the island, and parking garages to accommodate vehicles destined for the island.

Coordination with Parcels B, D, and Q is necessary to assure bridge, riverwalk, pedestrian, and bike system design continuity.

Design of the secondary theme entry must be coordinated with the theme entry design on Parcel B.

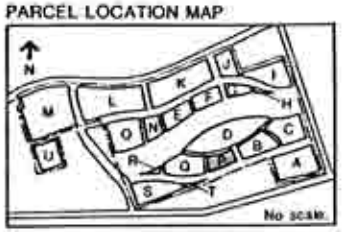
Views corridors to the island must be established along both Street C and the western parcel boundary. Views are to have specific terminations such as the theme tower, a park, or outdoor sculpture.



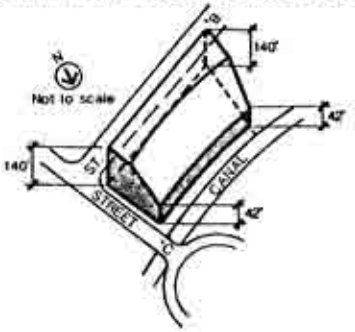
LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP

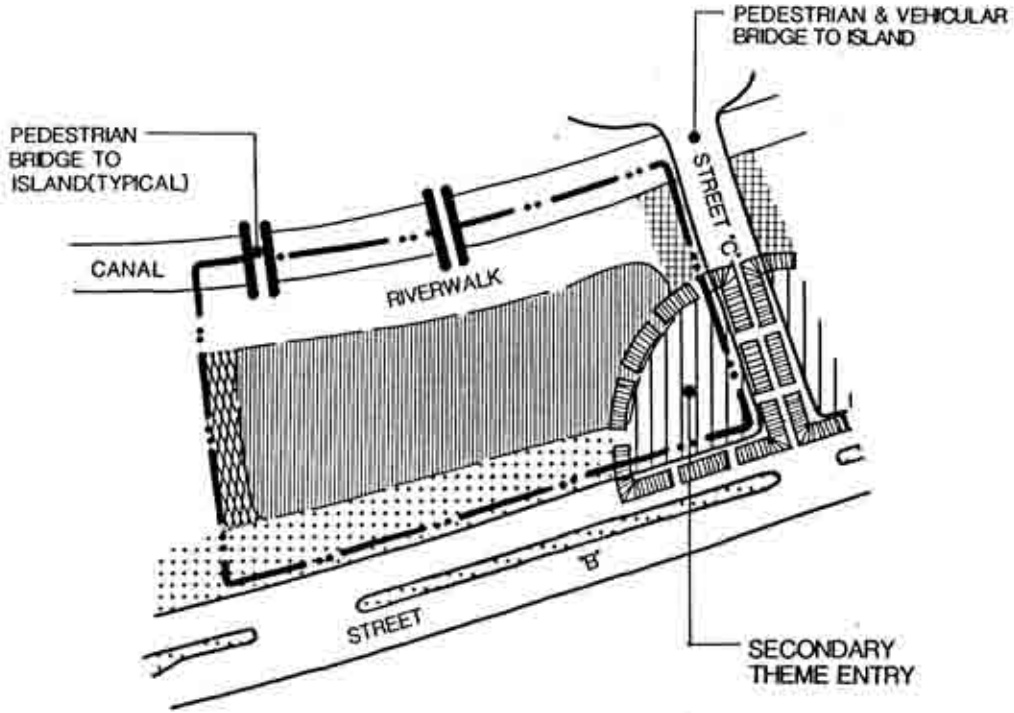


HEIGHT ENVELOPE ISOMETRIC



LEVI – CUSHMAN
SPECIFIC PLAN

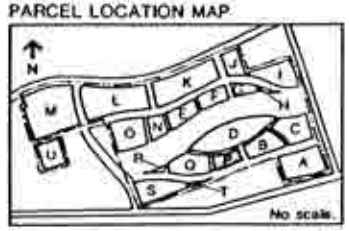
PARCEL P SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

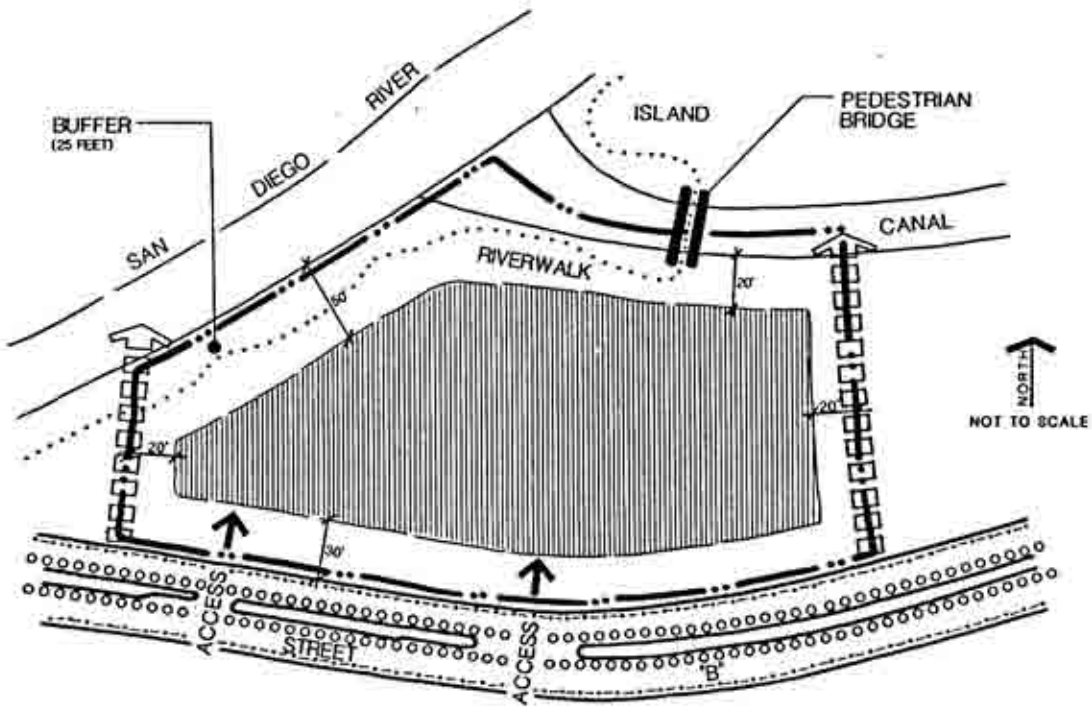
PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 50 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

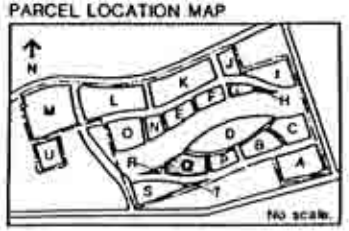
PARCEL P LANDSCAPE SCHEMATIC



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



USE CONSIDERATIONS

Parcel Q represents approximately 8 percent of Development Area 3.

PARCEL SIZE:	6 ACRES
HEIGHT MAXIMUM:	42-140 FEET
USE EMPHASIS:	RETAIL/HOTEL
MAXIMUM COVERAGE:	50 PERCENT
ADT ALLOCATION FOR DA 3:	31,669

SPECIAL ELEMENTS

Development on Parcel Q must include a riverwalk along the canal, pedestrian bridge(s) to the island, a buffer along the river channel, and bikeways and pedestrian paths.

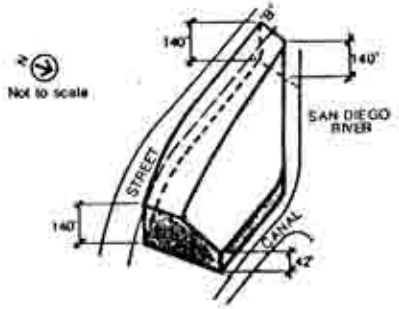
Coordination with Parcels D, P, and R is necessary to assure bridge, riverwalk, buffer, pedestrian, and bike system design continuity.

The open use area in the adjacent Parcel R provides opportunity for a meandering anbike/ped path and use of native and ornamental vegetation especially in the western part of Parcel Q.

Special design attention is necessary as the riverwalk merges with buffer at northeastern portion of parcel.

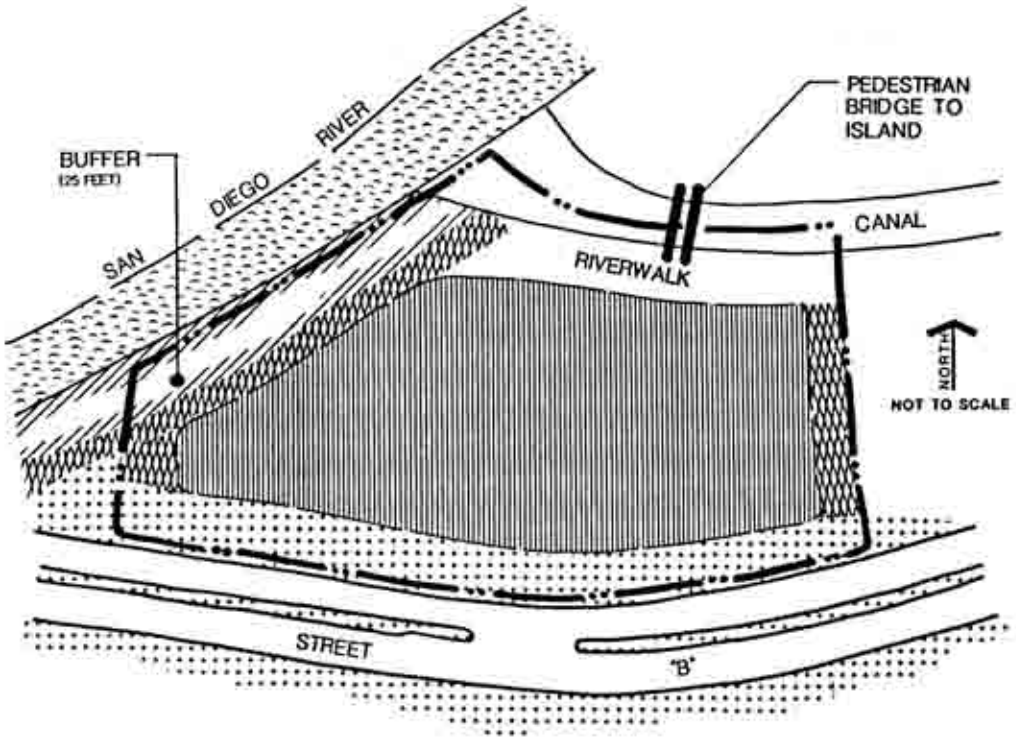
View corridors must be established along both the eastern and western borders of the parcel. The view corridor to the east should lead to a park, sculpture, or other visual focus on the island. The view corridor on the west will lead toward the river.

HEIGHT ENVELOPE ISOMETRIC



LEVI – CUSHMAN
SPECIFIC PLAN

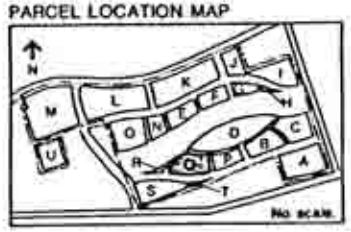
PARCEL Q SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 50 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL Q LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel R is part of Development Area 3.

PARCEL SIZE:	1 ACRE
USE EMPHASIS:	PARK/OPEN AREA
ADT ALLOCATION FOR DA 3:	31,669

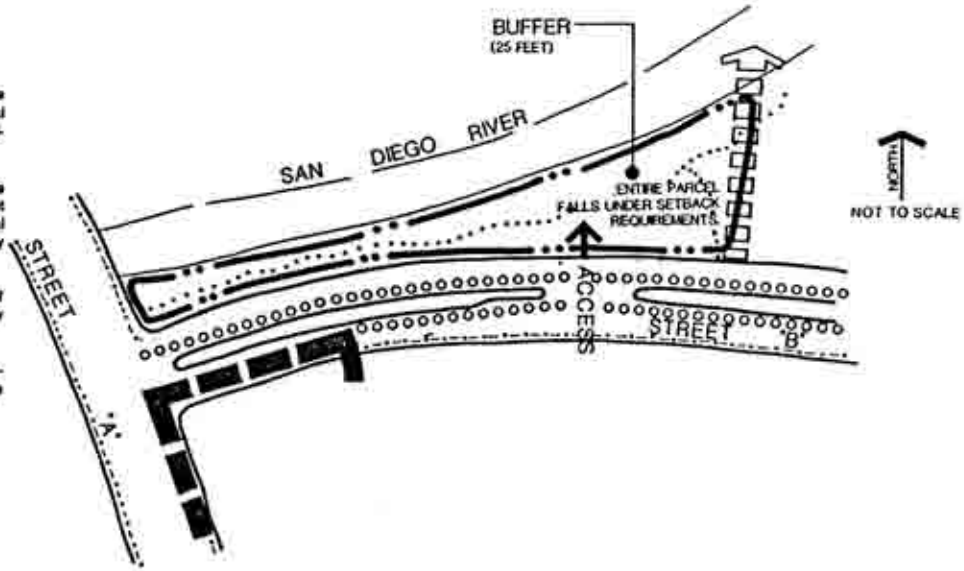
SPECIAL ELEMENTS

A location adjacent to the San Diego River at the western entrance of the project provides visual prominence to Parcel R. The theme entry on the adjacent Parcel S further emphasizes that prominence.

Development on Parcel R must include a buffer along the river channel and, since this site is a special treatment area where riparian vegetation will merge with ornamental plantings, use of a meandering bike/ped path is especially suitable.

While a view corridor is shown on the eastern border of the parcel, the entire site actually functions as a view corridor terminating at the river channel.

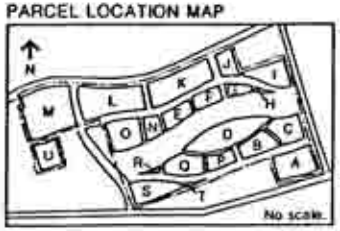
Coordination with Parcel Q is necessary to assure continuity regarding the buffer and pedestrian and bike paths.



LEGEND

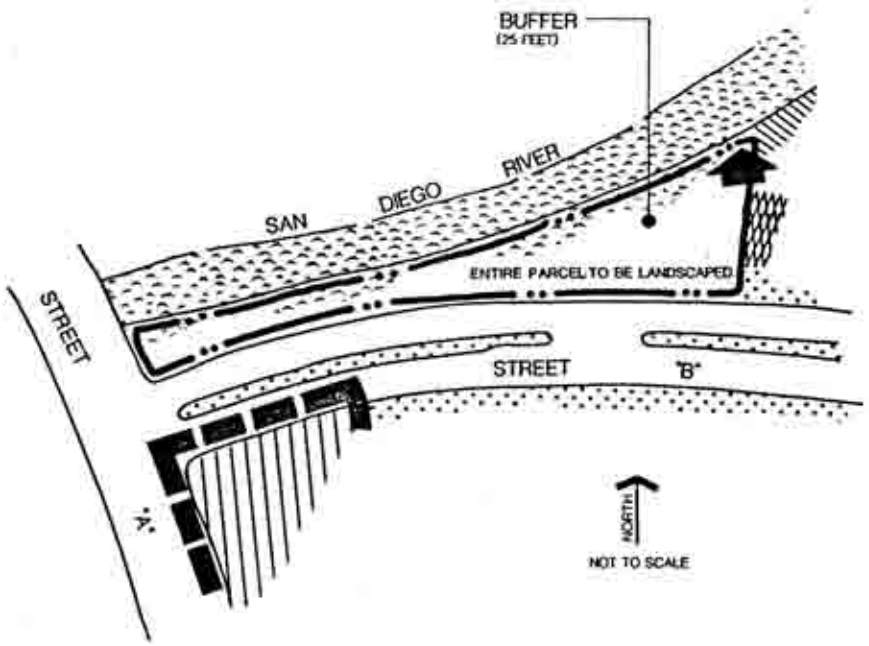
- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

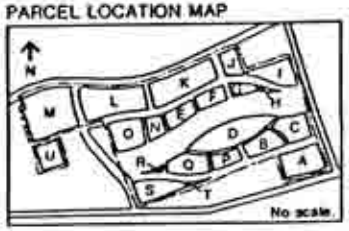
PARCEL R SUMMARY MAP



LEGEND

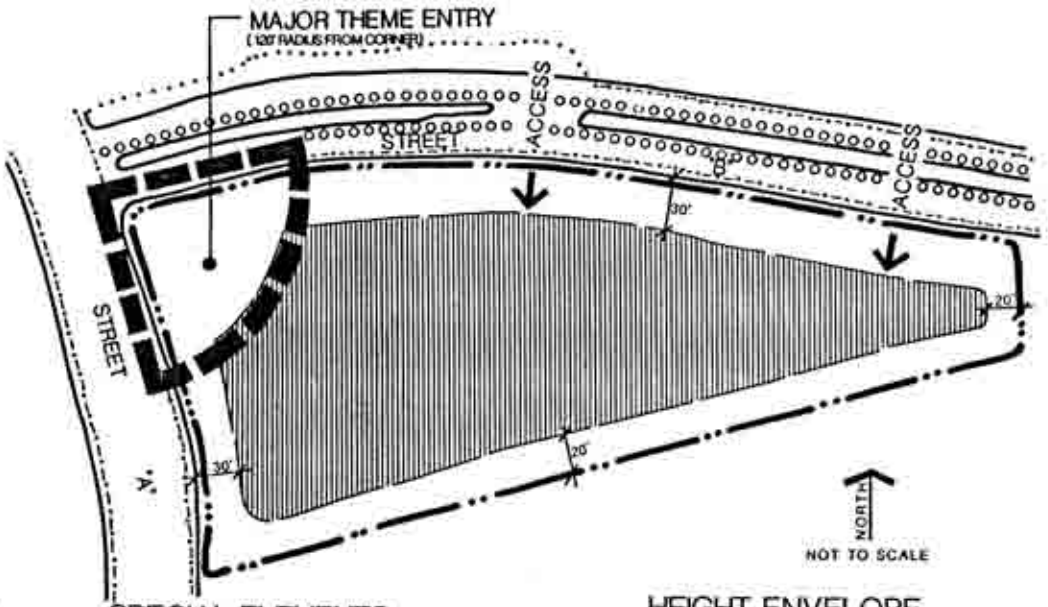
- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL R LANDSCAPE SCHEMATIC



USE CONSIDERATIONS

Parcel S represents approximately 9 percent of Development Area 3.

PARCEL SIZE:	7 ACRES
HEIGHT MAXIMUM:	250 FEET
USE EMPHASIS:	OFFICE
MAXIMUM COVERAGE:	40 PERCENT
ADT ALLOCATION FOR DA 3:	31,669

SPECIAL ELEMENTS

Development of Parcel S will be contingent on adoption of a final design for the I-8/Street A interchange and the parcel will not develop until that design is adopted.

A location adjacent to the freeway interchange and a 250' height maximum give development on Parcel S high visibility and special prominence. Development on this site influences the perception of the entire project and must therefore clearly express LCSP themes.

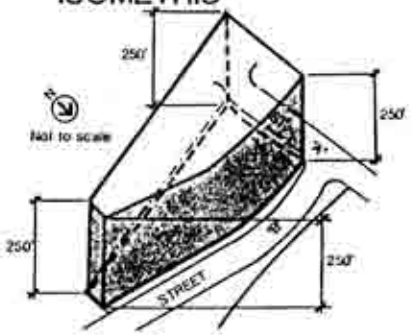
Since Parcel A is located on the outside edge of the central LCSP area, connections with the rest of the project must be emphasized, especially via pedestrian, bikeway, streetscape, and open space linkages and architectural continuity.

Design of development of Parcel S must provide a gradual height transition from the open area of Parcel R.

Sloping height requirements do not apply to Parcel S since the area required by the I-8 interchange has not been determined and a reasonable development envelope must be preserved.

Attention must be given to the project "edges," especially to assure that a suitable transition is made to adjacent off-site areas.

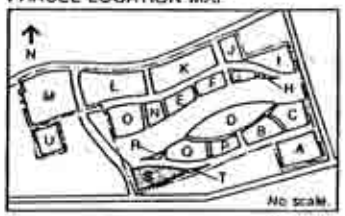
HEIGHT ENVELOPE ISOMETRIC



LEGEND

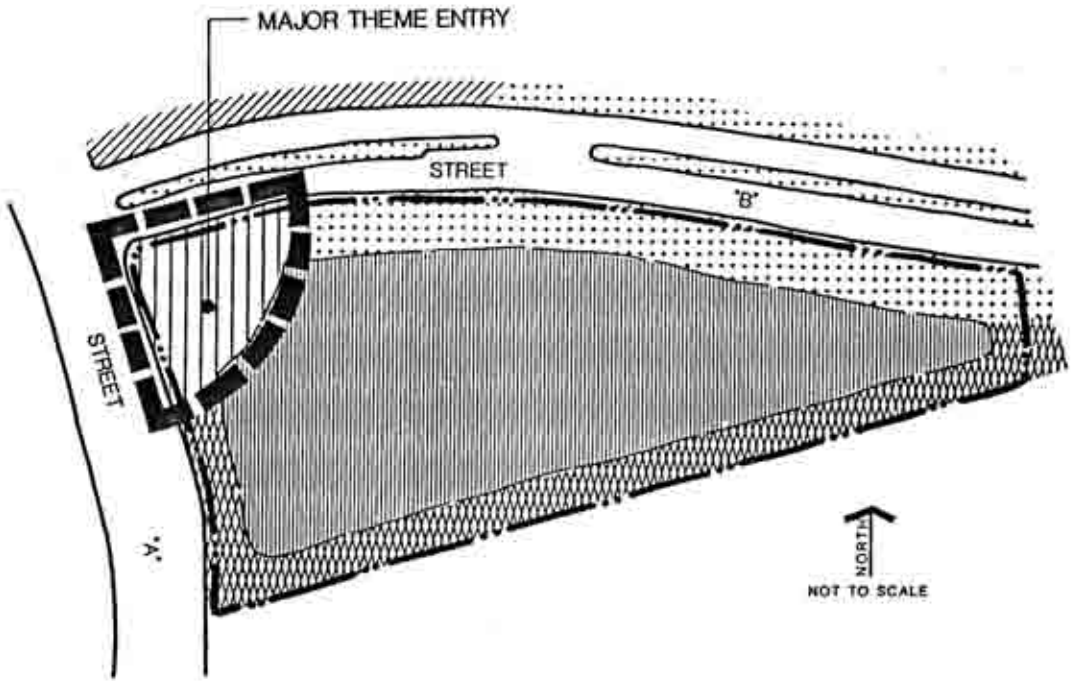
- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

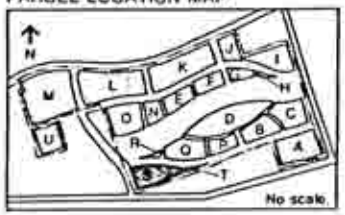
PARCEL S SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 60 PERCENT

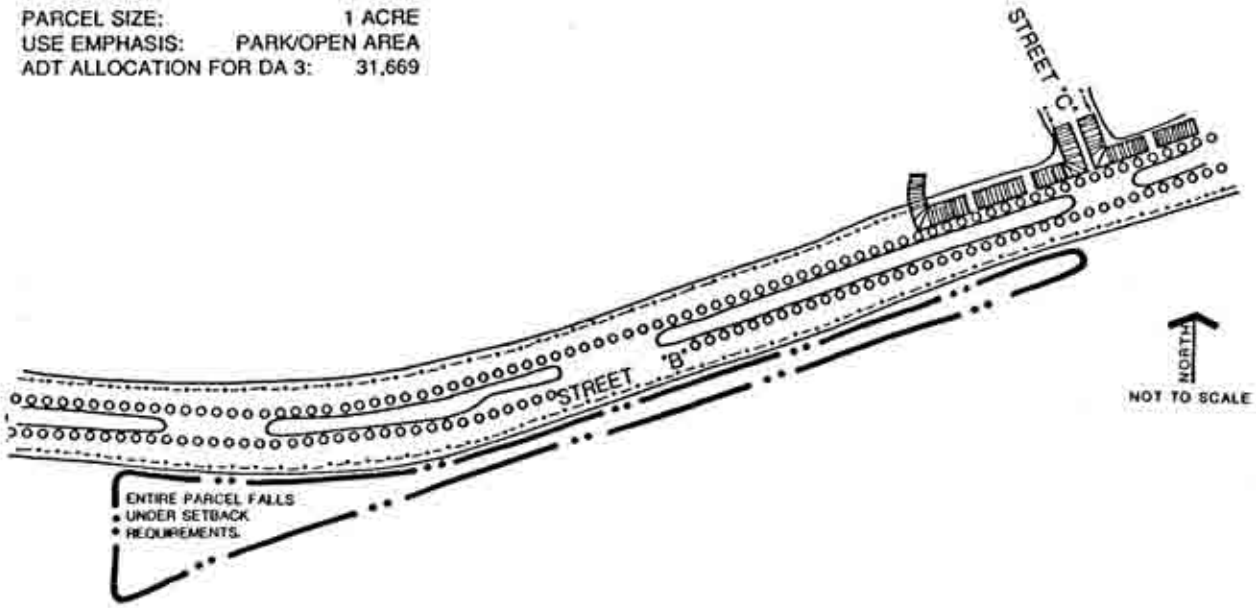
LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL S LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

Parcel T is part of Development Area 3.

PARCEL SIZE: 1 ACRE
USE EMPHASIS: PARK/OPEN AREA
ADT ALLOCATION FOR DA 3: 31,669



SPECIAL ELEMENTS

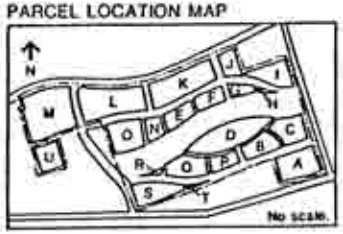
Functioning primarily as a landscape screen, Parcel T will separate the LCSP area from offsite uses and provide eastwest continuity of the streetscape treatment and pedestrian bikeway linkages.

Coordination is necessary between landscape treatment on this parcel with that of the theme entry on Parcel Q.

LEGEND

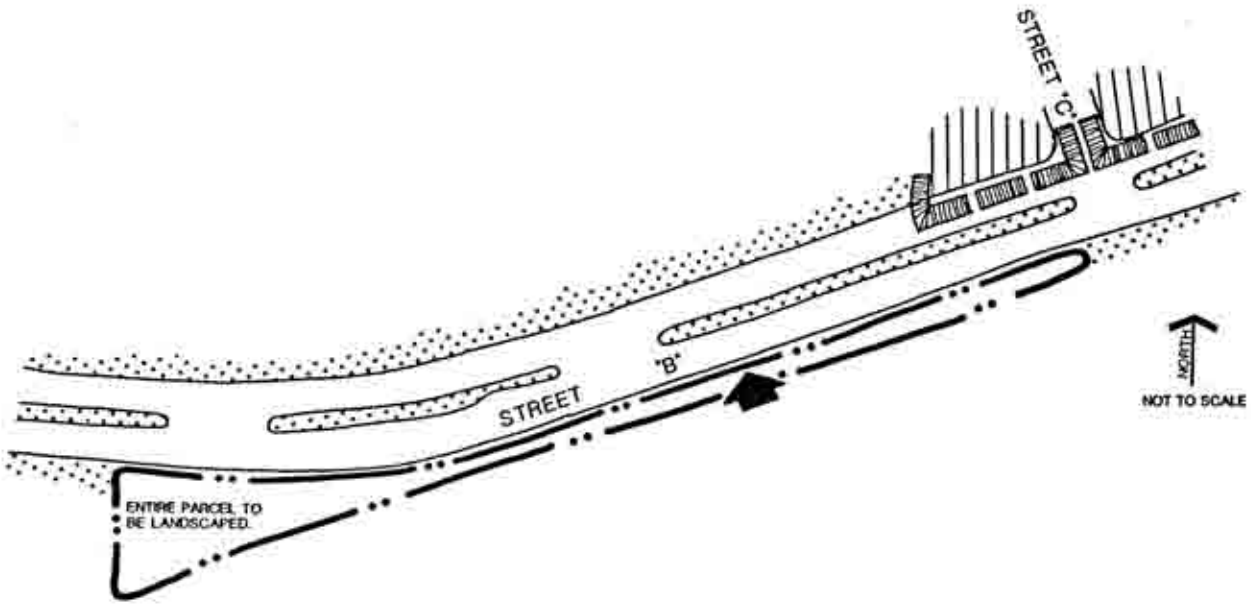
- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

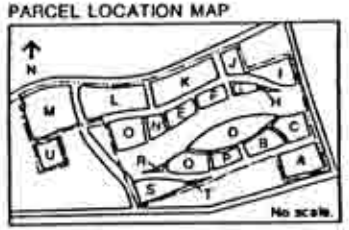
PARCEL T SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL T LANDSCAPE SCHEMATIC

USE CONSIDERATIONS

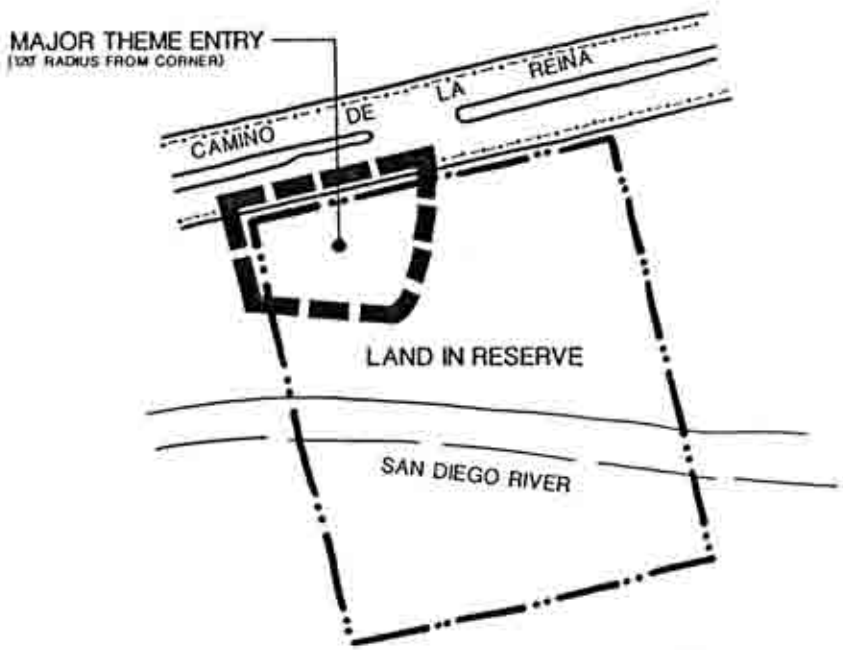
Parcel U represents approximately 7 percent of Development Area 3.

PARCEL SIZE:	5 ACRES
HEIGHT MAXIMUM:	42-140 FEET
USE EMPHASIS:	NOT DETERMINED
MAXIMUM COVERAGE:	50 PERCENT
ADT ALLOCATION FOR DA 3:	31,669

SPECIAL ELEMENTS

Land is held in reserve on Parcel U in order to coordinate its ultimate use and development with surrounding land which lies outside the LCSP project area.

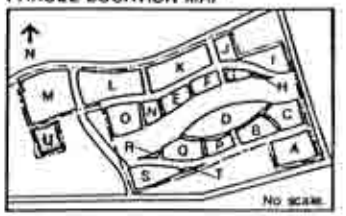
Buffer development will not be initiated until plans for the surrounding area are adopted and the river channel is constructed.



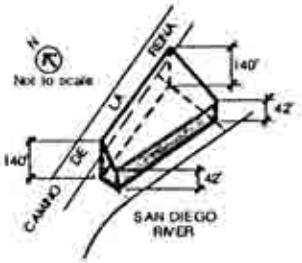
LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- VIEW CORRIDOR
- ACCESS POINTS
- RECOMMENDED BUS STOPS
- BUS ROUTES
- LRT ROUTE
- BICYCLE PATH
- BICYCLE LANE
- BICYCLE ROUTE

PARCEL LOCATION MAP

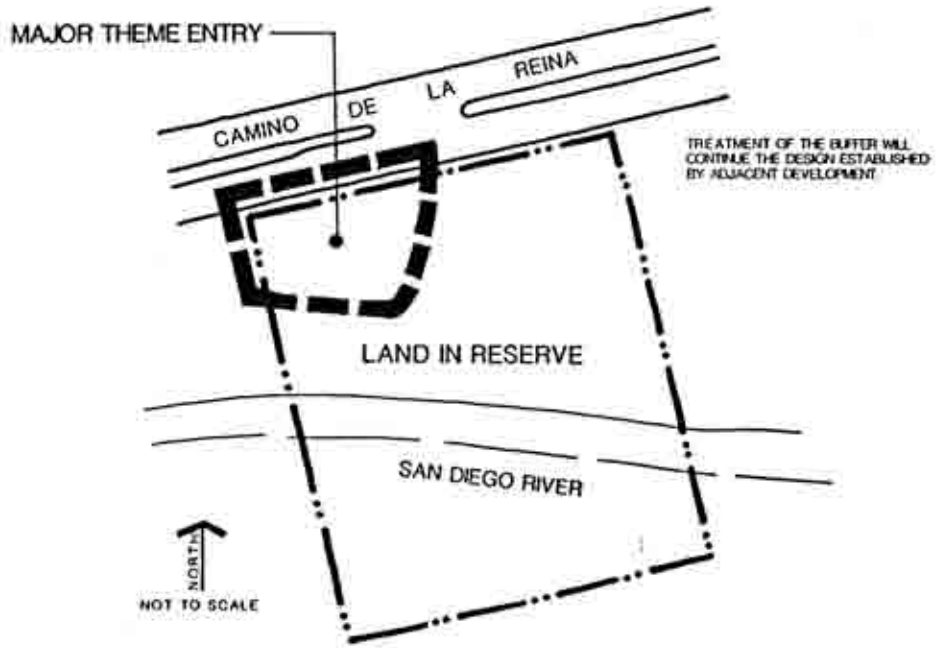


HEIGHT ENVELOPE ISOMETRIC



LEVI – CUSHMAN
SPECIFIC PLAN

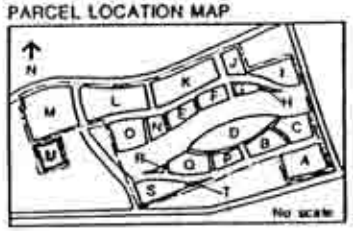
PARCEL U SUMMARY MAP



LEGEND

- PARCEL BOUNDARY
- DEVELOPMENT AREA
- NOISE BUFFER
- FRIARS ROAD THEME TREE
- EVERGREEN
- FLOWERING TREE
- ORNAMENTAL ENTRANCE PLANTING
- TALL PALM TREE
- RIPARIAN VEGETATION
- SCREEN/SETBACK PLANTING
- BUFFER AREA PLANTING
- SCREEN BREAK FOR VIEWS

PARCEL LOCATION MAP



MINIMUM LANDSCAPING: 50 PERCENT

LEVI – CUSHMAN
SPECIFIC PLAN

PARCEL U LANDSCAPE SCHEMATIC