IMPLEMENTATION

INTRODUCTION

Full realization of the Vision for a future Mission Valley will require local property owners and the City of San Diego to work collaboratively to create a truly vibrant transit-oriented community. Achieving the Vision includes investment in streets, transit, parks, plazas, river restoration and enhancement, and increases in service levels for both police and fire protection, as well as public utilities. This investment will require cooperative action of several City departments in conjunction with private sector developers.

The purpose of this chapter is to outline needed public and private investment to fully realize the Vision for Mission Valley. This section provides guidance on needed service levels for various community assets at full plan buildout and includes **Implementing Actions (IA)** to be completed by the City to help provision for future facilities. It also provides **Design Guidelines (DG)**, which are policy guidance to streamline development and establish the building blocks for the regulatory mechanisms to implement the Vision of the community plan.

Mobility Network

Supports the efficient movement of pedestrians, cyclists, transit riders, motorists, and goods.

Parks and Open Space

Provides opportunities for active and passive recreation, as well as resource conservation.

Historic Preservation

Describes the historical, cultural, and tribal cultural resources of Mission Valley and implications for their influence on future development.

Public Facilities, Services, and Safety

Outlines the community facilities needed to ensure appropriate levels of public services are maintained, as well as strategies to help manage safety issues.

Urban Design

Gives general and site-specific standards to facilitate high-quality development projects.

MOBILITY

As the community grows, demand on local and regional transportation networks will increase. The topography and existing development patterns in Mission Valley limit some of the potential for road widening and creating new roads. Roadway network modifications should strengthen access and connectivity to reduce out of direction travel. Modifications should benefit vehicles, pedestrians, and bicyclists. Planning for and implementing measures that support active transportation and transit mode choices are critical. The way new growth is accommodated will greatly influence mobility and access for Mission Valley residents, workers, and visitors. Investments in transportation are investments in quality of life. This plan identifies future mobility networks—supported by implementation actions, policies, and individual projects—that will steer the community toward the desired mobility vision, complete with viable transportation options.

This section provides focused actions that the City may undertake to improve mobility within the community. These actions are discussed within the context of each mode with additional considerations for innovative technologies, transportation demand management strategies, and parking.

The IAs in this section are closely aligned with the General Plan Mobility Element, which serves to "improve mobility through development of a balanced, multimodal transportation network." The General Plan's policies and supporting actions are intended to contribute towards the stated goal. Individual community plans build on citywide policies with community-oriented actions that contribute to a balanced network. The General Plan policies most relevant to Mission Valley are identified in Table 1.

Table 1: General Plan Mobility Element Reference Policies

Topic	Mobility Element Policies
Walkability	ME-A.1 through ME-A.9
Bicycling	ME-F.1 through ME-F.6
Transit	ME-B.1 through ME-B.10
Streets & Freeways	ME-C.1 through ME-C.7, and Table ME-2 (Traffic Calming Toolbox)
Innovative Technology	ME-D.1 through ME-D.6
Transportation Demand Management	ME-E.1 through ME-E.8
Parking	ME-G.1 through ME-G.5, and Table ME-3 (Parking Strategy Toolbox)

Walkability

A series of paseos or walkways will help transform large parcels into permeable environments, resulting in more direct and convenient pedestrian connections. The paseos will aid in creating a stronger bicycle and pedestrian grid network by breaking up large parcels, which will reduce travel times through improved connectivity between trip origins, transit stops, and destinations. The environment surrounding the paseos will vary, but what will be ubiquitous is that adjacent vehicles will either be low-speed vehicles or absent altogether. Paseos will cut through large parcels, and may run adjacent to buildings, through parking lots, or along parcel peripheries—all away from high speed, high volume roadways (see Figure 5).

Beyond paseos, three new roadway connections will greatly benefit pedestrians. The extension of Riverwalk Riverwalk Street "J" from Friars Road to Hotel Circle South will provide a new point for pedestrians to cross the San Diego River and Interstate 8 (I-8), while also providing access to a potential new Green Line Trolley station. The extension of Fenton Parkway to Mission City Parkway/Camino Del Rio North will improve access to the Green Line Fenton Parkway Station and better connect the office uses south of the San Diego River to the commercial and residential areas to the north. The extension of Frazee Road to Metropolitan Drive will give a more direct pedestrian link between Mission Valley Heights and the Hazard Center Trolley station.

Six additional bridge connections are planned solely for use by pedestrians and bicyclists, including 1) Hazard Center Trolley Station to the southern San Diego River Pathway, 2) Mission Valley Center Trolley Station to the northern San Diego River Pathway, 3) Friars Road at Frazee Road (See Figure 6), 4) Friars Road west of Qualcomm Way , 5) YMCA to Sefton Field (San Diego River Pathway extension), and 6) Interstate (I-15) Bikeway, from future San Diego River Pathway extension to Camino Del Rio South.

The City of San Diego Pedestrian Master Plan defines six different pedestrian route types, each suggesting a level of treatments or features that best support an area's walking environment. Mission Valley exhibits four of these route types: Connector, Neighborhood, Corridor, and District.

Connector and Neighborhood route types run along roadways with moderate to high vehicular traffic and low pedestrian levels, requiring the most basic level of treatments such as landscaped buffers between the sidewalk and roadway and mandatory features like curb ramps. The Corridor route types are present along roadways that support business and shopping districts with moderate pedestrian levels and include more enhanced treatments such as accessible crosswalk signals, pedestrian lighting, and trees to shade walkways. District route types support heavy pedestrian levels in mixed-use, urban areas, consisting of the premium features like median refuges and controls at crossings, wider minimum walkway widths (>5'), and street furnishings. Figure 5 presents planned pedestrian route types and identifies roadway extensions and new bridges.

The pedestrian treatments shown in Figure 7 are intended to strengthen the existing pedestrian network and to maximize the benefit of new connections as they are built.

The implementing actions recommended to improve mobility are shown in blue in this section.

Signage and other features can be used to enhance pedestrian crossings.

IA-1 Barrier Removal. Create a continuous network of sidewalks and street crossings by eliminating sidewalk gaps, installing curb ramps, and removing accessibility barriers at transit stations/stops (see page 38) accessed by Mobility Element roads (see page 60).

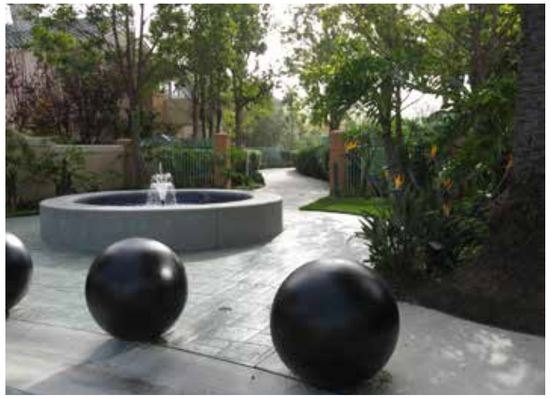
IA-2 Pedestrian Bridges. Coordinate with Caltrans, SANDAG, and property owners to improve pedestrian mobility and access by installing bridges proposed in Figure 5, including the Riverwalk Riverwalk Street "J" connection and Fenton Parkway roadway extension, and the pedestrian and bicycle bridges at the Hazard Center Trolley Station, the Friars Road/Frazee Road intersection, the Mission Valley Center Trolley Station, across Friars Road west of Qualcomm Way, along 1-15 to the Stadium Trolley Station, and from the YMCA to Sefton Field.

IA-3 Paseos. Coordinate with property owners to forge new pedestrian connections by establishing the paseos shown in Figure 5.

IA-4 Freeway Ramp Improvements. Coordinate with Caltrans and SANDAG to strengthen existing pedestrian connections across the freeways and freeway on-/off-ramps shown in Figure 5 (Pacific Highway, Morena Boulevard, Hotel Circle, Taylor Street, Mission Center Road, Qualcomm Way, Mission City Parkway, Fairmount Avenue, and Friars Road).

IA-5 Streetscape Improvements. Focus streetscape and pedestrian improvements, such as those provided in Figure 7, along intersections and segments identified as Districts, Corridors, or Paseos (Figure 5); along Mobility Element roadways (see page 60); and, walkways serving transit stops (see page 52).

IA-6 Intersection Improvements. Install marked continental crosswalks, pedestrian countdown signals, and audible indicators (where appropriate) at all signalized intersections within Mission Valley.

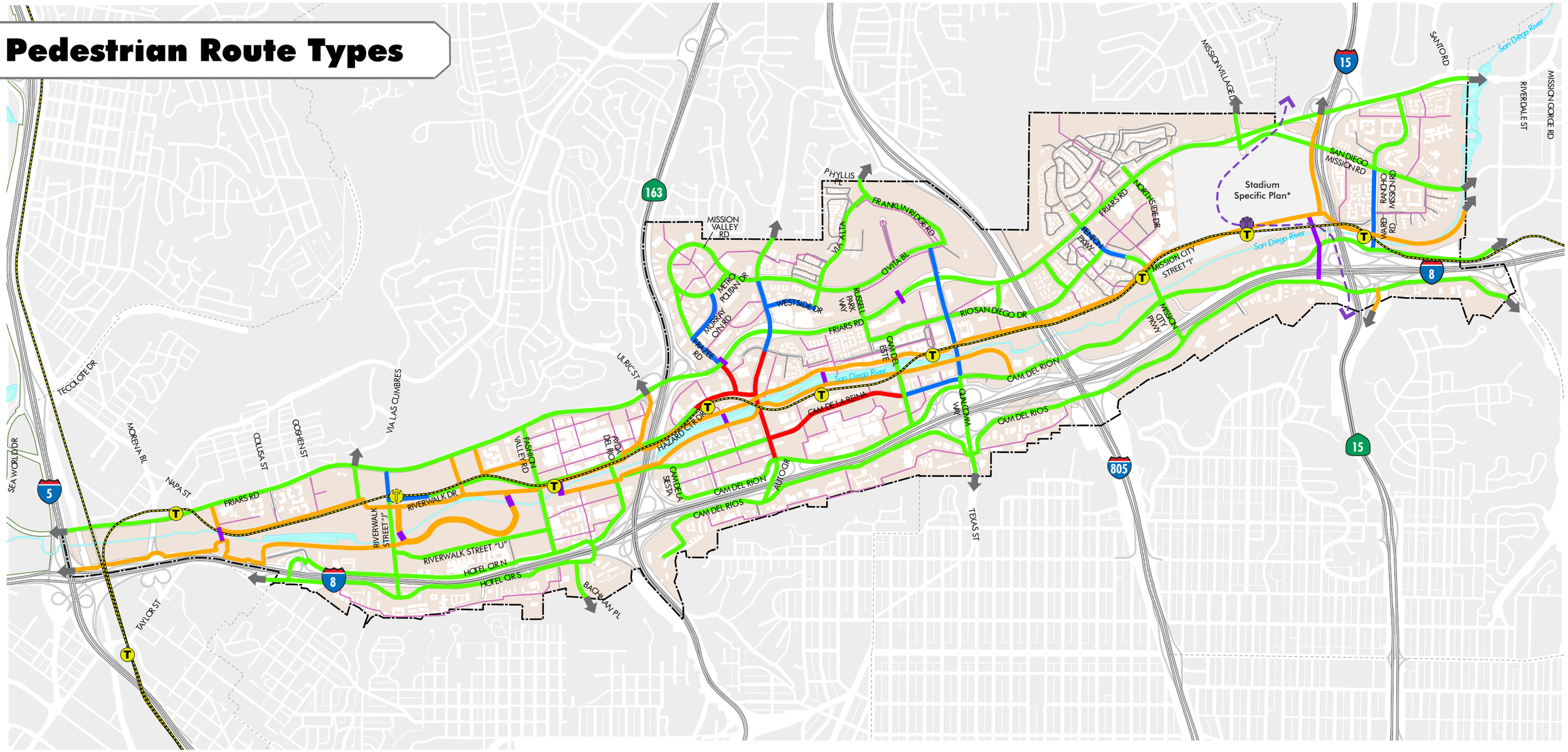


Paseos offer comfortable and direct pedestrian connections.

Pedestrian bridges increase connectivity to transit centers, making ridership more appealing.

Figure 5

Pedestrian Route Types



General Information

- Trolley Stops
- Planned/Proposed Trolley Stops
- San Diego Trolley Purple Line (Planned)
- Light Rail
- Freeways
- Ramps
- San Diego River
- Mission Valley Community Plan Boundary
- Community Planning Areas

*Additional infrastructure will be recommended through the specific plan.

Pedestrian Route Type

- District (heavy pedestrian levels)
- Corridor (moderate pedestrian levels)
- Connector (low pedestrian levels)
- Neighborhood
- Paseo
- Path
- Pedestrian/Bicycle Bridge

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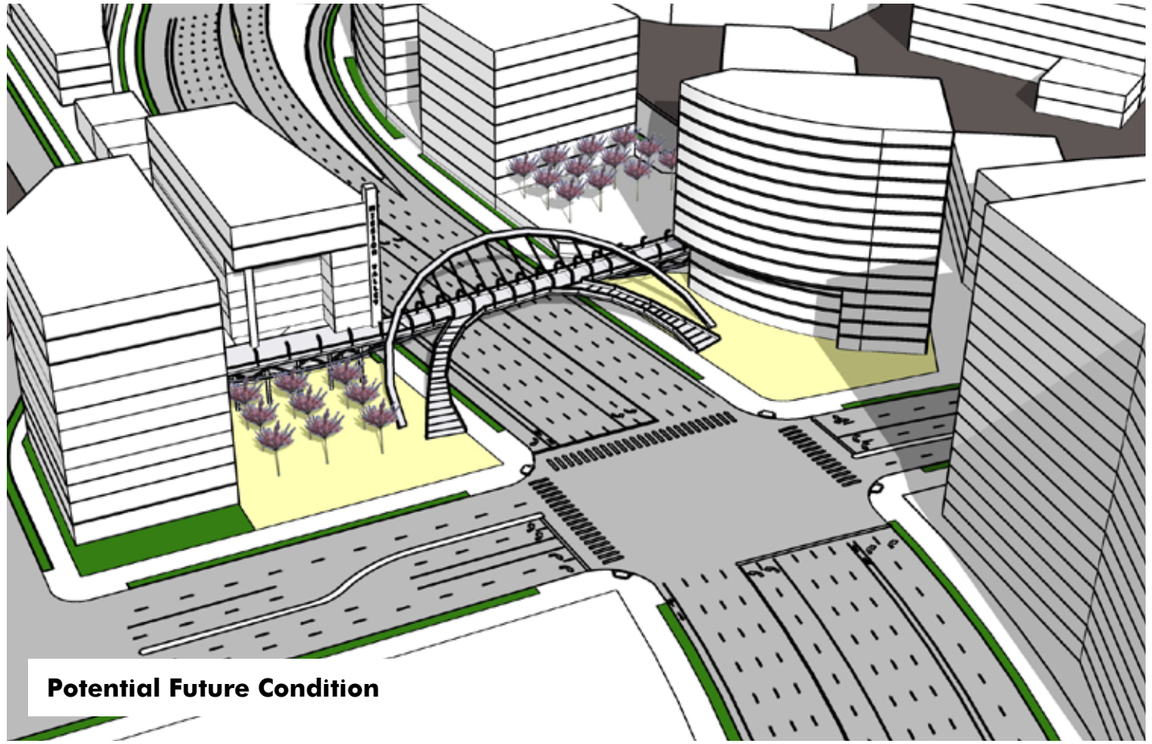
Figure 6: Example Implementation of a Multi-Use Bridge Across Friars Road at Frazee Road

A multi-use bridge at this location can be designed to integrate with both the street and the surrounding development. This bridge would provide an unobstructed link between the properties north of Friars Road and the Hazard Center Trolley Station, just south of Friars Road and accessed by Frazee Road. This bridge could be designed as a statement piece, adding character to the area, as well as a gateway, welcoming people into the community.

Existing Condition



Potential Future Condition

Ground View

Figure 7: Pedestrian Treatments

Continental Crosswalks improve crosswalk visibility and are known to improve driver yielding compliance.

Pedestrian Countdown Signals provide pedestrians with a clear indication of how many seconds remain to safely cross.

Curb Pop Outs or Curb Extensions shorten pedestrian crossing distances and serve as a traffic calming mechanism.

Lead Pedestrian Intervals provide pedestrians a 3-7 second head start when entering an intersection, reinforcing their right-of-way over turning vehicles.

Advance Stop Bars/Limit Lines direct drivers where to stop at intersections and mid-block crossing locations, providing separation between the vehicle and crossing pedestrians.

Pedestrian Hybrid Beacons are traffic control signals that help pedestrians and bicyclists cross mid-block across high traffic roadways.

Pedestrian Scale Lighting increases visibility along walkways, creating a more comfortable and inviting environment for pedestrians.

Wayfinding is used to help orient pedestrians and direct them to destinations. Maps and directional signage are two wayfinding examples.

Landscaped Buffers along roadways provide separation between pedestrians and vehicles, creating a more comfortable environment.

Bicycling

The paseos, new road segments, and bridges will also benefit cyclists; however, a robust, connected bicycling network is needed to support this mode as a viable form of transportation. The San Diego River Pathway, once complete, will provide a multi-use pathway completely separated from vehicular traffic that spans the length of the community from east to west. This facility serves as a spine or basis around which to build connections and a complete network. The River Trail is a Class I Multi-Use Trail or Bike Path, one of four bicycle facility classifications that will create the overall bicycle network. Figure 8 provides an overview of bicycle facility classifications.

Although the San Diego River provides for the east-west running pathway, it also creates a barrier, limiting north-south mobility due to infrequent crossings. I-8 poses a similar challenge. Improving the comfort of bicyclists along existing river and freeway crossings and undercrossings will greatly improve bicyclist navigation, mobility, and comfort. Bicycles and pedestrians need to be accounted for in new crossing and bridge design as well.

Planned bicycle facilities that have not been implemented are identified in Table 2. Figure 9 identifies existing and planned bicycle facilities that will establish a well-connected bicycle network in Mission Valley, with Figure 10 providing an illustration of a potential bike facility implementation.

The planned bicycle network will provide vastly improved options for cyclists to traverse the community.

IA-7 River Pathway. Complete the San Diego River Pathway connection from the Ocean Beach to Navajo Community Planning Areas, thereby establishing the Trail as a Regional Active Travel Corridor as shown in Figure 9. Segments to be completed include from Sefton Field/Cottonwood Grove Park to Fashion Valley Road; east of I-805 to Del Rio Apartments community; and east of Fenton Parkway.

IA-8 Bike Facilities. Provide a continuous network of safe, convenient, and attractive bicycle facilities shown in Figure 8 and described in Table 2.

IA-9 Bicycle Bridges. Coordinate with Caltrans, SANDAG, and property owners to improve bicycle mobility and access by installing bridges proposed in Figure 9, including the Riverwalk Riverwalk Street "J" connection and Fenton Parkway roadway extension, the pedestrian and bicycle bridges at the Hazard Center Trolley Station, the Friars Road/Frazee Road intersection, the Mission Valley Center Trolley Station, across Friars Road west of Qualcomm Way, and at the Stadium Trolley Station.

IA-10 Improve I-8. Coordinate with Caltrans and SANDAG to strengthen existing north-south bicycle connections across I-8 shown in Figure 9.

IA-11 Bicycle Parking. Coordinate with SANDAG, MTS, and property owners to ensure secure, accessible bicycle parking at all Trolley stations within the community (Figure 9), as well as at major commercial areas and employment centers.

Table 2: Planned Bicycle Facilities	
Facility	**Segment**
Class I Bike Path	Hotel Circle Place, from western terminus to San Diego River Trail terminus
	Friars Road to Riverwalk Drive
	I-15 Bikeway, from future San Diego River Pathway extension to Camino Del Rio South (Regional Plan)
	Multi-Use Bridge over Friars Road, east of Frazee Road
	Multi-Use Bridge over Friars Road, west of Qualcomm Way, Connecting Civita to Rio Vista Shopping Center
	Multi-Use Bridge over the San Diego River, north of the Mission Valley Center Trolley Station
	Multi-Use Bridge over the San Diego River, south of the Hazard Center Trolley Station
	Parallel to SR 163 from Riverwalk Drive eastern terminus to Friars Road (Regional Plan)
	San Diego River Pathway extension, between Hotel Circle Place and Fashion Valley Road (South of the River)
	San Diego River Pathway extension, connecting the North and South River Pathway (Near Riverwalk Street "J")
	San Diego River Pathway extension, east of Fenton Parkway to the eastern community boundary
	San Diego River Pathway extension, from east of I-805 to Del Rio Apartments community (North of the River)
	San Diego River Pathway extension, from Fashion Valley Road to Cottonwood Grove Park (South of the River)
	San Diego River Pathway extension, from Friars Road to Fashion Valley Road
	San Diego River Pathway extension, from Sefton Field/Cottonwood Grove Park to Friars Road/YMCA
	San Diego River Pathway extension, from terminus at Qualcomm Way to Camino Del Rio North (Near Discovery Center)
	San Diego River Pathway extension, from Town & Country Pedestrian Bridge to SR 163 (South of the River)
	San Diego River Pathway extension, from the western terminus of Hotel Circle Place to the San Diego River Pathway terminus
	San Diego River Pathway extension, from the YMCA to Fashion Valley Road (North of the River)
Class II Bike Lane	Auto Circle/Mission Center Road, from Camino Del Rio South to Camino Del Rio North
	Bachmann Place, from Hotel Circle South to community boundary
	Camino De La Reina, from west of Camino De La Siesta to Mission Center Road
	Camino De La Reina, from Westfield Driveway to Qualcomm Way
	Camino Del Rio North, from Mission City Parkway to existing Bike Lanes to the east
	Camino Del Rio South, from Auto Circle to approximately 2,100' to the west
	Camino Del Rio South, from I-15 northbound ramps to eastern community boundary
	Camino Del Rio South, from Texas Street and Mission City Parkway
	Frazee Road, from Mission Valley Road to Murray Canyon Road
	Frazee Road, from Murray Canyon Road to Friars Road (northbound only)
	Frazee Road, from Friars Road to Hazard Center Drive
	Friars Road, from Ulric Street/SR-163 SB Ramps to Frazee Road
	Hazard Center Drive, from Frazee Road to Mission Center Road
	Mission City Parkway, from Fenton Parkway terminus to Camino Del Rio South
	Mission City Street "I," from Fenton Parkway/Mission City Parkway to eastern terminus
	Mission Valley Road/Metropolitan Drive loop
	Murray Canyon Road, from Metropolitan Drive to Frazee Road
	Qualcomm Way, from Camino De La Reina to Camino Del Rio South
	Rancho Mission Road, from San Diego Stadium to Ward Road
	Rio San Diego Drive, from Qualcomm Way to Fenton Parkway

Table 2: Planned Bicycle Facilities	
Facility	**Segment**
Class II Bike Lane (Continued)	Riverwalk Drive, from western terminus to Fashion Valley Road
	Riverwalk Street "J," from Friars Road to Hotel Circle South
	San Diego Mission Road, from Mission Village Drive to Rancho Mission Road
	Via Las Cumbres, from Friars Road to Southern Terminus
Class IV Cycle Track	Avenida Del Rio from Riverwalk Drive to Camino De La Reina
	Camino De La Reina from Hotel Circle N to San Diego River Pathway extension east of Avenida Del Rio
	Fashion Valley Road, from Friars Road to Hotel Circle North
	Friars Road, from approximately 900' west of Fashion valley Road to Fashion Valley Road
	Friars Road, from Fashion Valley Road to Ulric Street/SR-163 SB Ramps
	Friars Road, from Frazee Road to the eastern community boundary
	Hotel Circle North and Hotel Circle South
	Riverwalk Street "U," Riverwalk Street "J" to Fashion Valley Road
	Pacific Highway, from northern to southern community boundary
	Rancho Mission Road/Ward Road, Friars Road to Camino Del Rio North

Figure 8: Bicycle Facility Classifications

San Diego River Pathway

Class I Bikeway (Bike Path)

Also called shared-use or multi-use paths, Class I facilities provide a separated right-of-way designated exclusively for bicycles and pedestrians with minimal crossings by motorists. Class I bike paths can provide connections where roadways are non-existent or unable to support bicycle travel.

Fenton Parkway Bike Lanes

Class II Bikeway (Bike Lane)

Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles. Through travel by vehicles or pedestrians is prohibited, but crossflows are permitted. A painted buffer can separate bikes from vehicles or parking lanes. Green paint can identify conflict zones.

Fashion Valley Road Bike Route

Class III Bikeway (Bike Route)

Provides shared use of traffic lanes by both motor vehicles and bicyclists. Class III bikeways are identified with signage and street markings known as "sharrows". Bike routes are best suited for low-speed, low-volume roadways.

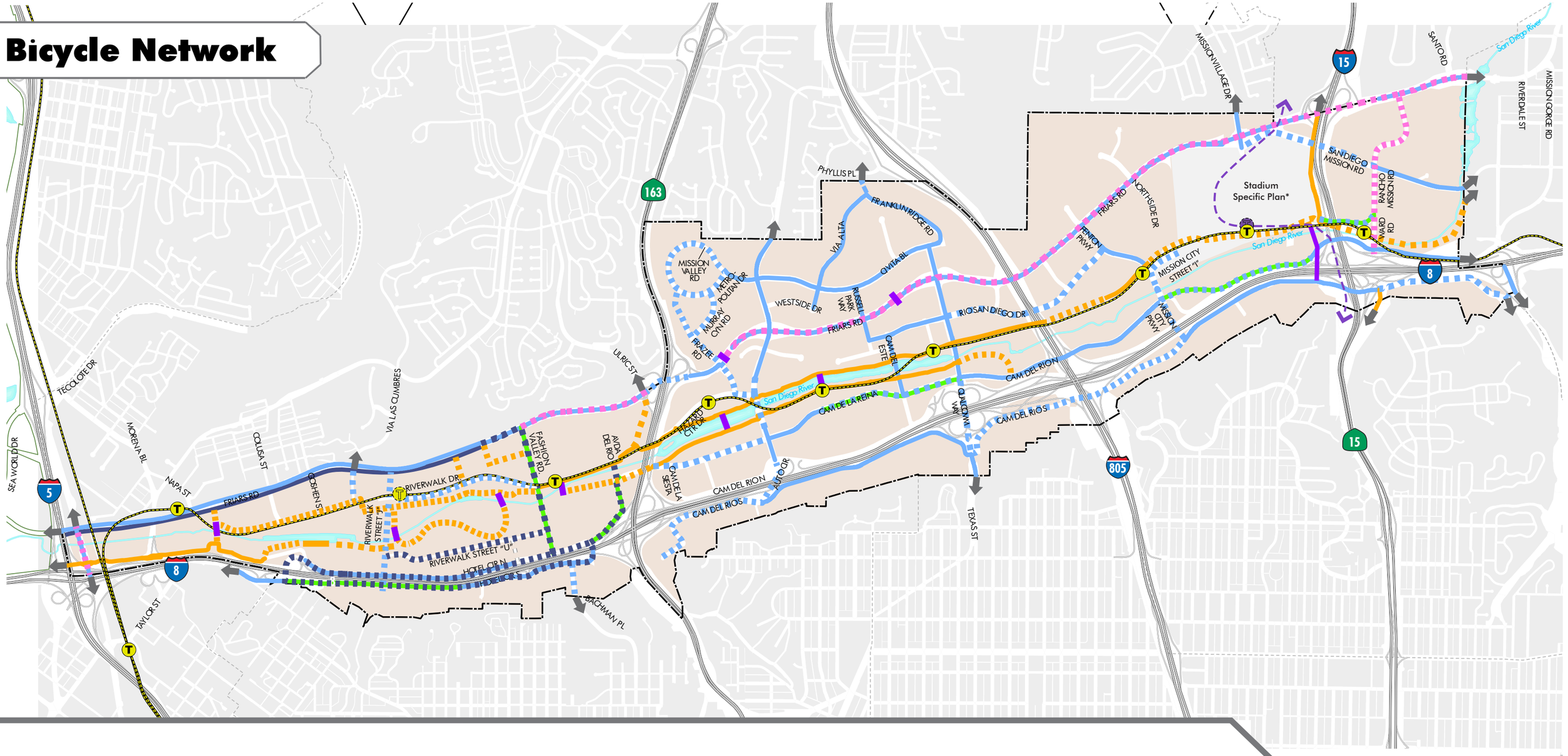
Friars Road Cycle Track

Class IV Bikeway (Cycle Track)

Also called separated or protected bikeways, cycle tracks are located within the roadway but are designated exclusively for bicyclists and are physically protected from vehicular traffic by flexible posts, on-street parking, curbs, or other objects.

Figure 9

Bicycle Network



General Information

- Trolley Stops
- Planned/Proposed Trolley Stops
- San Diego Trolley Purple Line (Planned)
- Light Rail
- Freeways
- Ramps
- Planned Roadway
- San Diego River
- Mission Valley Community Plan Boundary
- Community Planning Areas
- Pedestrian/Bicycle Bridge

*Additional infrastructure will be recommended through the specific plan.

Existing Facilities

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Class IV - Two-Way Cycle Track

Proposed Facilities

- Class I - Bike Path
- Class II - Bike Lane
- Class III - Bike Route
- Class IV - One-Way Cycle Track
- Class IV - Two-Way Cycle Track
- Bicycle Facility in Adjacent Community

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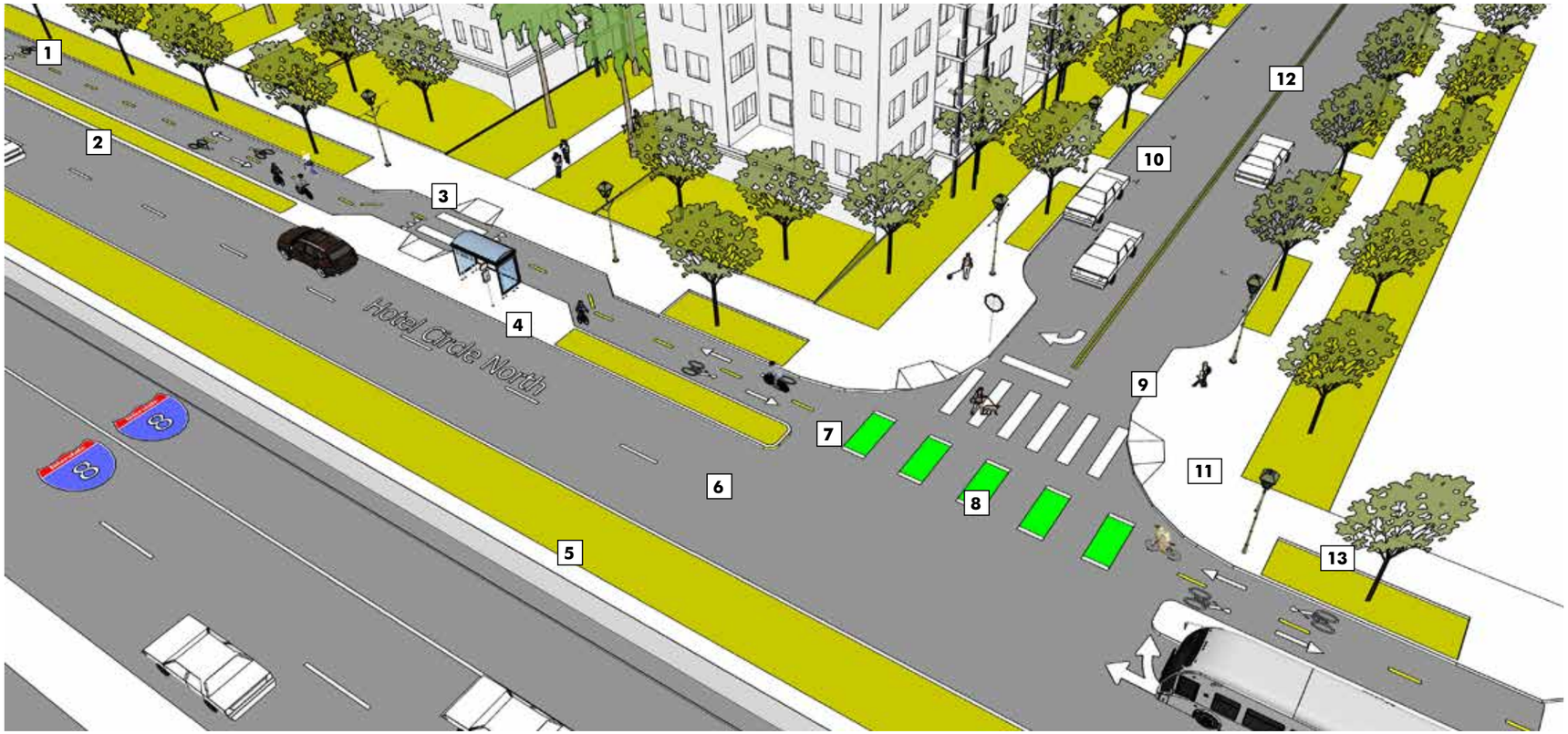


Figure 10: Example of Implementation of a Two-Way Cycle Track on Hotel Circle North

1. Landscaped Parkway
2. Raised Buffer
3. Marked Pedestrian Crossing: aligned with pedestrian paths and paseos of adjacent private development, where possible
4. Bus Stop with Shelter and Dedicated Island
5. Landscaped Buffer: can augment a sound wall at highway edge
6. One-Way, Westbound Travel Lanes
7. Two-Way Cycle Track
8. Marked Bicycle Crossing at Intersection
9. Marked Pedestrian Crosswalk
10. On-Street Parking
11. Curb Extension/"Bulb-Outs": at all street intersections
12. Two-Way North and South Bound Traffic
13. Pedestrian-Scaled Street Lighting

Transit

Mission Valley is currently served by nine local bus routes and the regional Green Line Trolley. The Fashion Valley Transit Center is a convergence point for seven bus routes and the Trolley. The narrow shape of the community enables transit stops to be in close proximity to many of the area's residences, jobs, and key destinations. Enhancing the existing walking and bicycling environments through the identified improvements will strengthen connections to transit for existing users and potentially open up transit as a viable option for others. Due to the regional importance of transit, system planning and development is done by the regional municipal planning organization the San Diego Association of Governments (SANDAG) and operated by Metropolitan Transit System (MTS) in Mission Valley.

One additional Green Line Trolley station is planned where the line intersects with the future Riverwalk Riverwalk Street "J" connection. This new station will serve the future Riverwalk development, and several existing hotels, multi-family developments, and offices. The planned Purple Line will provide a new regional north-south transit connection running just west of I-15 through Mission Valley. Based on San Diego Forward: The Regional Plan (2015), the Purple Line will span from the border in San Ysidro to the job centers in Kearny Mesa by 2035 and Carmel Valley by 2050.

The Fashion Valley Transit Center is an important transfer point for bus and trolley services.

Two existing bus routes – Route 41 and Route 120 – will become Rapid Bus Routes providing high frequency bus service between the community and regional destinations. Direct Access Ramps (DARs) are planned to provide a direct connection between the Fashion Valley Transit Center and SR 163, improving on-time performance and route efficiency by circumventing congested intersections. Future transit routes are shown in Figure 11 with a half-mile walkshed surrounding each Trolley station.

Innovative Practices

The steep terrain that shapes the valley limits the feasibility of additional roadway connections to the dense neighborhoods just outside of Mission Valley. Skyways, also referred to as aerial trams or gondolas, are one potential solution to consider. This form of urban transportation has gained popularity around the world in recent years due to the ability to traverse natural obstacles while requiring limited right-of-way. Future efforts should consider the feasibility of providing skyway connections between Mission Valley and adjacent neighborhoods. Two potential alignments are depicted in Figure 12, connecting the Fashion Valley Transit Center to the UCSD Medical Center in Hillcrest and from the Mission Valley Center Trolley Station to the North Park community via Texas Street.

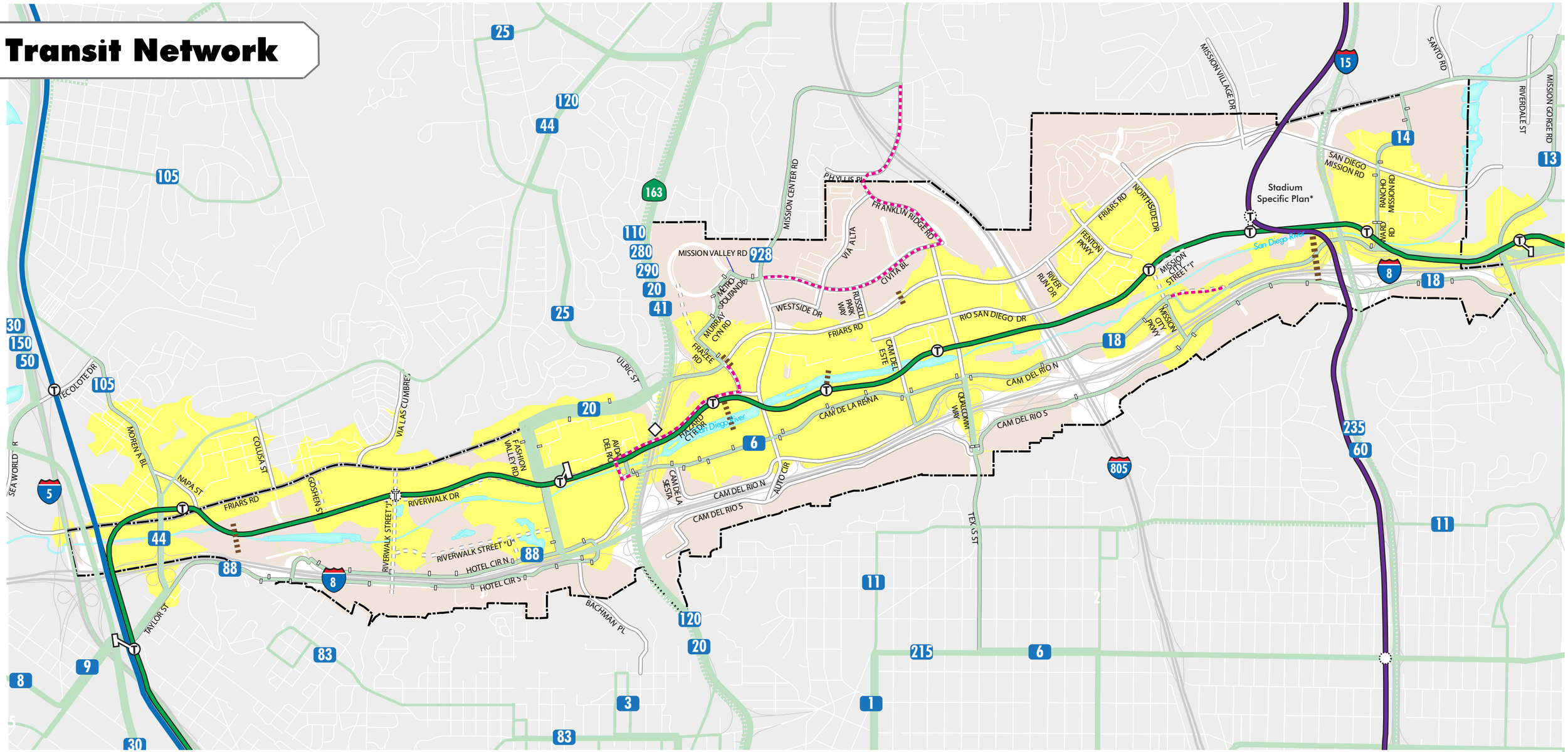
Community or urban circulators are another form of public transportation that may be well-suited for Mission Valley. The close proximity of jobs, restaurants, retail, and residences in the center of the community create the potential for less reliance on personal automobiles. However, short walking and bicycling trips and access to transit can be inhibited by the high-volume roadways, infrequent street crossings, large parcels, and indirect routes. Community circulators can be used to make destinations more accessible by offering regular service within a short, closed loop route. High frequency will be essential. The route(s) should seek to connect a mix of land uses to limit short distance trips in personal automobiles. Circulators are commonly electric vehicles that are smaller in size than a typical bus, enabling their operation in areas that require tight turning radii or other size limitations. Community circulators offer great benefits to livability by reducing congestion, parking demand, and greenhouse gas emissions, and by making communities more accessible. Potential community circulator service areas are presented in Figure 12.

A variety of treatments and lane configuration techniques intended to improve transit operations continue to emerge. Active transit signal priority, queue jump lanes, and transit only lanes or shared transit/right-turn lanes are examples of tools that can be utilized to give transit priority at intersections. Specific intersections or segments where improvements may be most beneficial include Camino De La Reina at both the north side Mission Valley Mall entrance and at Mission Center Road. Figure 13 depicts a potential mobility hub concept illustrating operational and infrastructure improvements working in tandem to support transit use.

Community circulators and skyways could greatly expand access to transportation hubs and network connections like the Fashion Valley Transit Center.

Figure 11

Transit Network



General Information

- Planned Roadway
- Freeways
- Ramps
- San Diego River
- Mission Valley Community Plan Boundary

*Additional infrastructure will be recommended through the specific plan.

Planned Transit Network

- Potential Route Geometry Adjustments
- San Diego Trolley Green Line
- San Diego Trolley Purple Line (Planned)
- Potential Bridge Connections to Trolley Stations
- Existing Light Rail Station
- Existing Direct Transfer Station
- Planned Light Rail Station
- 0.5 Mile Pedestrian Walk Shed from Light Rail Stations
- Existing Bus Routes
- Existing Bus Stops
- Planned Direct Access Freeway Ramps to Fashion Valley Transit Center

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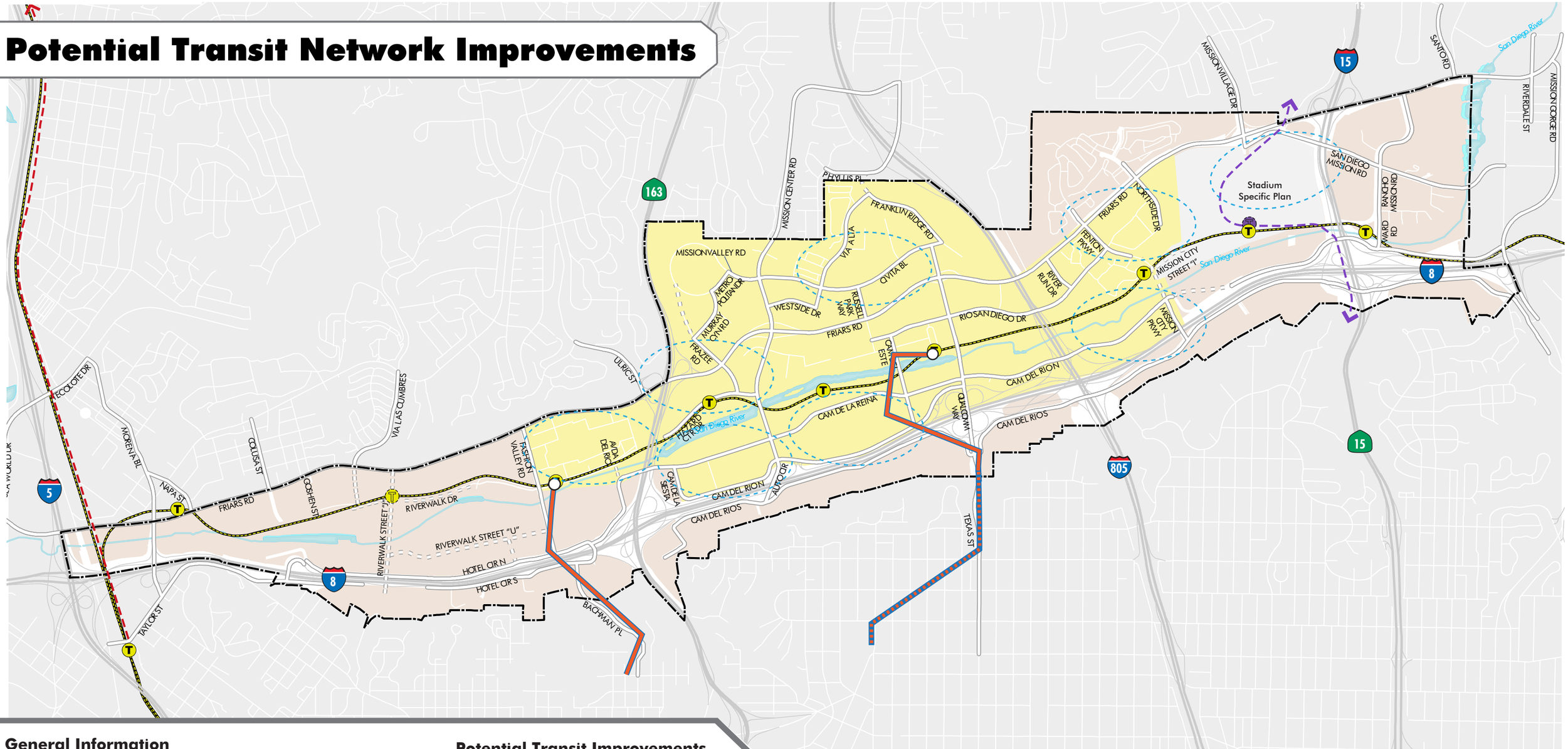
Figure 12

Potential Transit Network Improvements



General Information

- Planned Roadway
- Freeways
- Ramps
- San Diego Trolley Purple Line (Planned)
- Red Line (Planned)
- San Diego River
- Mission Valley Community Plan Boundary
- Trolley Stops
- Planned/Proposed Trolley Stops

Potential Transit Improvements

- Potential Skyways*
- Potential Skyway Extension*
- Potential Circulator Service Area
- Potential Circulator Destinations

*Alignments are for illustrative purposes and will require further study before implementation.

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IA-12 Bridges. Coordinate with Caltrans, SANDAG, and property owners to improve transit access by installing bridges proposed in Figures 5 and 9, including at the Hazard Center Trolley Station, Mission Valley Center Trolley Station, and the Friars Road/Frazee Road intersection.

IA-13 Mobility Hubs. Collaborate with MTS and SANDAG to develop mobility hubs at all Trolley Stations within the community to encourage multimodal trips (Figure 11).

IA-14 ADA Access. Improve access to transit services by ensuring that all transit stops shown in Figure 11 are complete with high quality Americans with Disabilities Act (ADA) features as well as context appropriate pedestrian treatments and bicycle considerations.

IA-15 Wayfinding. Install wayfinding signage along roadways, paseos, and paths leading to Trolley Stations within the community (Figure 11).

Future transit network modifications will expand connections and increase service frequency.

IA-16 Transit Priority Measures. Improve transit efficiency, by collaborating with MTS and SANDAG to identify and implement transit priority measures along existing or future transit routes where needed, such as queue jump lanes and transit signal priorities along streets in Mission Valley that receive transit service (Figure 11).

IA-17 Infrastructure. Coordinate with MTS and SANDAG to implement the transit infrastructure and service enhancements identified in San Diego Forward: The Regional Plan (2015) and future updates of the Regional Plan.

IA-18 Aerial Trams. Coordinate with SANDAG, MTS, and property owners to continue to explore the feasibility and benefits of an aerial tram or funicular (Figure 12) as a means to improve connections to the communities north and south of Mission Valley.

IA-19 Amenities. Enhance amenities around transit stops by adding curb extensions, shelters, seating, lighting, shade trees, bicycle parking, public art, and landscaping to increase comfort and convenience for transit riders.

Streets and Freeways

Maintaining vehicular operations is essential to the timely movement of goods and people, thereby playing a large role in the economy. As Mission Valley continues to grow, future roadway modifications are required to accommodate additional trips and ensure the local roadway network operates efficiently.

Roadway extensions and interchange modifications are planned to increase network connections, capacity, and efficiency. The Fenton Parkway extension will expand north-south mobility at the eastern portion of the community and help support additional trips that will result from planned development just west of I-15.

The Fenton Parkway extension will also greatly benefit pedestrians, bicycles, and transit users by improving access to the Green Line Trolley, the San Diego River Trail, and a variety of land uses, while also providing a high-water crossing on the east side of the community during flooding events.

The Riverwalk Street "J" connection will also provide a new north-south connection and high-water crossing during flooding events on the western side of the community, extending from Friars Road across the San Diego River, the Green Line Trolley connecting to I-8, making it a piece of infrastructure critical to support the future developments and improve public safety in Mission Valley. Fashion Valley Road will be raised to the 15-year flood level in conjunction with the construction of Street "J." The Riverwalk Street "J" connection will also facilitate a new interchange for I-8, relieving traffic from adjacent interchanges while greatly reducing weaving movements that contribute to congestion along I-8. This congestion relief can also contribute to improved travel time performance for buses serving Mission Valley.

Hazard Center Drive will be extended westward, beneath State Route 163 (SR 163) to the Fashion Valley Transit Center, continuing to the Riverwalk Street "J" connection via Riverwalk Drive. This extension will provide access to the potential Green Line Trolley Station at Riverwalk Street "J" and facilitate connections to the new I-8 interchange. This roadway will be a key link for the Riverwalk development, while also helping to relieve pressure from Hotel Circle North and Friars Road. Avenido del Rio will also be realigned to the west.

Frazee Road will also be extended to Metropolitan Drive to increase access points into Mission Valley Heights. A major SR 163 interchange improvement at Friars Road will increase the efficiency of vehicles entering and exiting the freeway. The future roadway network and classifications are depicted in Figure 14. Roadway extensions and classification changes are identified in Table 3.

IA-20 Network Classifications. Construct the roadway network to the classifications identified in Figure 14 and Table 3 as roadways are resurfaced or property becomes available. Ensure roadways safely and efficiently accommodate all users.

IA-21 Roadway Extensions. Coordinate with property owners and affected agencies to implement the roadway extensions identified in Figure 14 and Table 3, including Riverwalk Street "J," Via Las Cumbres, Riverwalk Drive/Hazard Center Drive, Riverwalk Street "U," Camino De La Reina, Frazee Road, Fenton Parkway/Mission City Parkway, and the I-8 Fashion Valley Road Direct Connector.

IA-22 Interchanges. Coordinate with Caltrans and SANDAG to implement freeway interchange enhancements to improve operations and safety for all modes at I-8 interchanges with Mission Center Road and Qualcomm Way/Texas Street and the I-15 and SR163 interchanges at Friars Road.

IA-23 Riverwalk Street "J". Coordinate with Caltrans and SANDAG to implement the Riverwalk Street "J" interchange and potential hook ramp closures at Taylor Street, Hotel Circle North, and Hotel Circle South.

IA-24 Funding. Coordinate with Caltrans and SANDAG to develop funding streams to implement interchange improvements.

IA-25 Goods Movement. Ensure the efficient movement and delivery of goods and services is maintained, while taking measures to minimize impacts to other modes of travel.

IA-26 Storm Water. Provide for sustainable street designs, including storm water infiltration measures that reduce storm water runoff and flooding.

IA-27 Service Planning. Continue interagency coordination with SANDAG, MTS, and Caltrans on planning and implementation efforts.

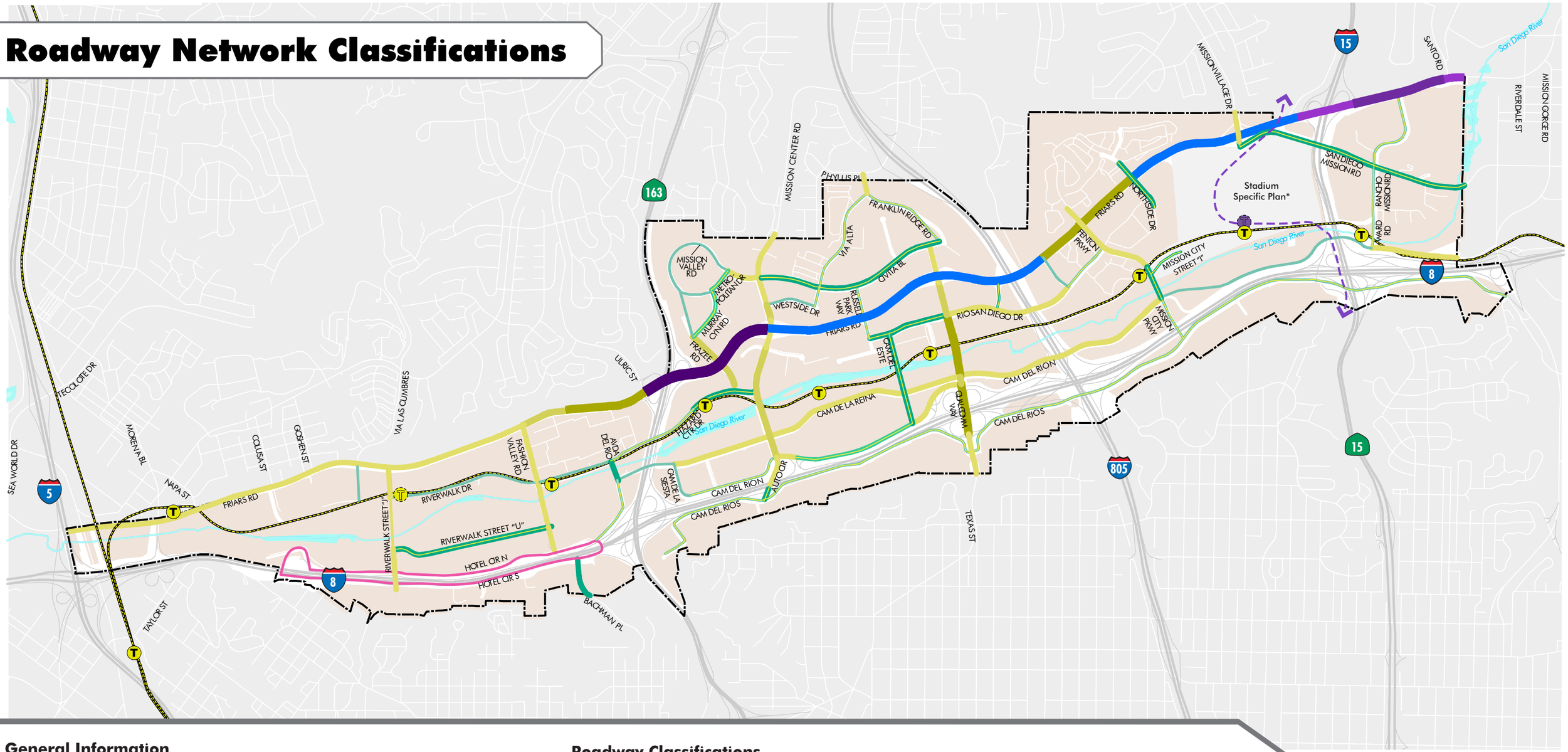
Figure 13: Examples of Implementation of New Transit-Serving Amenities Adjacent to the Mission Valley Center Transit Station

Potential Future Condition: Plaza Ground View

1. Mixed-Use Development
2. Commercial Frontages Leading to Transit Station
3. Public or Private Street
4. Mobility Hub and Transit-Serving Retail
5. Retail Plaza for Food and Beverage Services
6. San Diego River
7. Light Rail Transit Station
8. Bus Stop
9. Mission Valley Mall
10. Electric Vehicle Parking and Charging Stations
11. Dedicated, Secured Bicycle and Scooter Parking
12. Pedestrian Path to Transit Station
13. Transit Plaza Park
14. Loading Areas for Ride-Share Vehicles
15. Proposed Pedestrian Bridge
16. Amphitheater/Shaded Gathering Space
17. Marked Pedestrian Crosswalks
18. Landscape Buffer Along Trolley Right-of-Way

Figure 14

Roadway Network Classifications



General Information

- Freeways
- Ramps
- Trolley Stops
- Planned/Proposed Trolley Stops
- San Diego Trolley Purple Line (Planned)
- San Diego River
- Mission Valley Community Boundary

*Additional infrastructure will be recommended through the specific plan.

Roadway Classifications

- 8-Ln Prime Arterial
- 7-Ln Prime Arterial
- 6-Ln Prime Arterial
- 6-Ln Major Arterial
- 5-Ln Major Arterial
- 4-Ln Major Arterial
- 2-Ln Major Arterial
- 4-Ln Collector
- 3-Ln Collector
- 2-Ln Collector
- 6-Ln Expressway
- Two-Way Left Turn Lane (on Collector roadways)
- One-Way Couplet

40ac
10ac

1/4 1/2 1
MILES

Table 3: Planned Roadway Classification Modifications

Roadway	Segment	Existing Functional Classification	Planned Classification Designation
Avenida Del Rio	Fashion Valley Mall Parking Lot and Camino de la Reina	4-Ln Collector w/o TWLTL	4-Ln Collector w/o TWLTL (Realignment)
Bachman Place	Hotel Circle South to Southern Community Boundary	2-Ln Collector No Fronting Property	4-Ln Collector w/ TWLTL
Camino Del Rio North	Mission City Parkway to 800 ft. East of Mission City Parkway	2-Ln Collector No Fronting Property	2-Ln Collector w/o TWLTL
Camino Del Rio North	1800 ft. West of Ward Road to Ward Road	2-Ln Collector No Fronting Property	2-Ln Collector w/o TWLTL
Camino Del Rio North	Ward Road to the Eastern Community Boundary	4-Ln Major Arterial	4-Ln Collector w/ TWLTL
Camino Del Rio South	Western Terminus to 1800 ft. west of Mission Center Road	2-Ln Collector w/ Commercial Fronting	2-Ln Collector w/ TWLTL
Camino Del Rio South	Mission Center Road to Mission City Parkway	2-Ln Collector w/ Commercial Fronting	2-Ln Collector w/ TWLTL
Civita Boulevard	Qualcomm Way to Franklin Ridge Road	2-Ln Collector w/ TWLTL	4-Ln Collector w/TWLTL (Modified)
Fashion Valley Road	Friars Road to Hotel Circle North	4-Ln Collector w/o TWLTL	4-Ln Major Arterial
Fenton Parkway	Del Rio Apartments Driveway to Mission City Street "I"	4-Ln Major Arterial	4-Ln Major Arterial
Fenton Parkway	Mission City Street "I" to Camino Del Rio North	Does Not Exist (South of the Trolley Tracks)	4-Ln Collector w/ TWLTL
Franklin Ridge Road	Phyllis Place to Via Alta	Does Not Exist	4-Ln Major Arterial (Modified)
Frazee Road	Mission Valley Road/Metropolitan Drive to Murray Canyon Road	Does Not Exist	2-Ln Collector w/o TWLTL
Friars Road	Ulric Street/SR-163 SB Ramps to SR 163 NB Ramps	6-Ln Major Arterial	8-Ln Prime Arterial
Friars Road	SR 163 NB Ramps to Frazee Road	6-Ln Prime Arterial	8-Ln Prime Arterial
Friars Road	Frazee Road to Mission Center Road	6-Ln Prime Arterial	8-Ln Prime Arterial
Hazard Center Drive	Avenida Del Rio to Hazard Center West Driveway	2-Ln Collector w/ connection under SR163 under construction	2-Ln Collector w/ TWLTL
Hotel Circle North	Hotel Circle South to Hotel Circle Place	2-Ln Collector No Fronting Property	One-Way Couplet*
Hotel Circle North	Hotel Circle Place to I-8 WB Ramps	2-Ln Collector w/ TWLTL	One-Way Couplet*
Hotel Circle North	I-8 WB Ramps to Fashion Valley Road	3-Ln Collector (2 EB, 1 WB)	One-Way Couplet*
Notes: *Ln = Lane*	*RM =* *Raised Median*	*SM =* *Striped Median*	*TWLTL =* *Two-Way Left-Turn Lane or Turn Pockets, as Appropriate*

* Counterclockwise direction

Table 3: Planned Roadway Classification Modifications

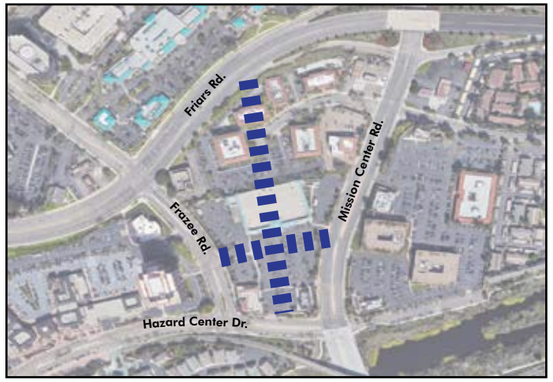
Roadway	Segment	Existing Functional Classification	Planned Classification Designation
Hotel Circle North	Fashion Valley Road to Camino De La Reina	2-Ln Collector w/ TWLTL	One-Way Couplet*
Hotel Circle South	Hotel Circle North to 1200 ft. East of Hotel Circle North	2-Ln Collector No Fronting Property	One-Way Couplet*
Hotel Circle South	1200 ft. East of Hotel Circle North to Bachman Place	2-Ln Collector w/ TWLTL	One-Way Couplet*
Hotel Circle South	Bachman Place to Hotel Circle North	2-Ln Collector w/ TWLTL	One-Way Couplet*
Metropolitan Drive	Mission Valley Road to Frazee Road	2-Ln Collector w/ TWLTL	2-Ln Collector w/o TWLTL
Mission City Street "I"	Fenton Parkway/Mission City Parkway to eastern terminus	Does not exist	2-Ln Collector w/ TWLTL
Mission Valley Road	Frazee Road to Metropolitan Drive	2-Ln Collector w/ TWLTL	2-Ln Collector w/o TWLTL
Murray Canyon Road	Frazee Road to Metropolitan Drive	3-Ln Collector w/ TWLTL	2-Ln Collector w/o TWLTL
Rancho Mission Road	Friars Road to San Diego Mission Road	3-Ln Collector w/ TWLTL	2-Ln Collector w/ TWLTL
Rancho Mission Road/ Ward Road	San Diego Mission Road to Camino Del Rio North	4-Ln Collector w/o TWLTL	2-Ln Collector w/ TWLTL
Rio San Diego Drive	River Run Drive to Fenton Parkway	4-Ln Collector w/ RM	2-Ln Collector w/ TWLTL
Riverwalk Drive	Western Terminus to Fashion Valley Road	Does Not Exist	2-Ln Collector w/ TWLTL
Riverwalk Street "J"	Friars Road to Riverwalk Drive	Does Not Exist	4-Ln Major Arterial
Riverwalk Street "J"	Riverwalk Drive to Riverwalk Street "U"	Does Not Exist	2-Ln Major Arterial
Riverwalk Street "J"	Riverwalk Street "U" to Hotel Circle South	Does Not Exist	4-Ln Major Arterial
Riverwalk Street "U"	Riverwalk Riverwalk Street "J" to Fashion Valley Road	Does Not Exist	4-Ln Collector w/ TWLTL
San Diego Mission Road	Mission Village Drive to Rancho Mission Road	4-Ln Collector w/o TWLTL	4-Ln Collector w/ TWLTL
San Diego Mission Road	Rancho Mission Road to 950 ft. West of Fairmount Avenue	2-Ln Collector w/ TWLTL	4-Ln Collector w/ TWLTL
San Diego Mission Road	950 ft. West of Fairmount Avenue to Fairmount Avenue	2-Ln Collector No Fronting Property	4-Ln Collector w/ TWLTL
Via Las Cumbres	Friars Road to southern terminus	Does Not Exist	2-Ln Collector w/o TWLTL
Notes: *Ln = Lane*	*RM =* *Raised Median*	*SM =* *Striped Median*	*TWLTL =* *Two-Way Left-Turn Lane or Turn Pockets, as Appropriate*

* Counterclockwise direction

Figure 15: Opportunities for Local Roadway Connections

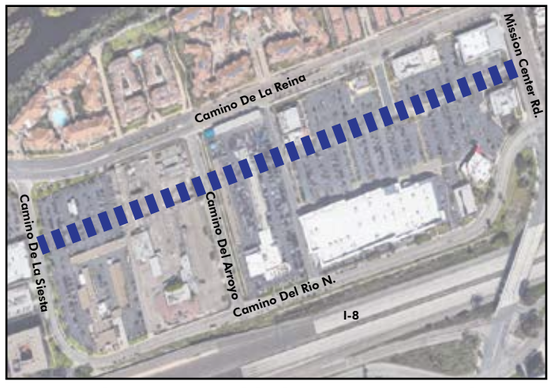
The following graphics depict opportunities to improve connectivity across Mission Valley as properties are redeveloped.

FRIARS MISSION CENTER



HAZARD CENTER EAST

PARK VILLAS NORTH



WESTFIELD MISSION VALLEY WEST

WESTFIELD MISSION VALLEY

FENTON MARKETPLACE

Intelligent Transportation Systems & Transportation Demand Management

Network connections, land use patterns, urban design, and perceived safety all influence where people go and how they get there. Transportation efficiency is a product of how these variables interact and our mode choices. Technology and programmatic efforts are two tools used to influence mobility efficiency and safety.

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) integrate technology to improve operations. The technologies employed vary widely and continue to evolve. The private sector continues to develop and introduce new technologies and applications that shift how we view and use the transportation system. The deployment of connected and autonomous vehicles is edging closer to reality. These innovations have potential to make the transportation system much more efficient and safer; however, future decisions must guide implementation to ensure this.

IA-28 Emerging Technologies. Encourage the use and accommodation of emerging technologies, such as car charging stations, as part of future infrastructure and development projects.

IA-29 Signal Coordination. Coordinate with Caltrans to improve signal coordination at freeway on-/off-ramp locations.

IA-30 ITS Planning. Continue to implement the City of San Diego Traffic Signal Communications Master Plan.

IA-31 Autonomous Vehicles. Support innovative transportation technologies by evaluating the feasibility and applicability of connected and autonomous vehicle infrastructure as it becomes available.

IA-32 Shared Mobility. Develop guidelines for shared vehicle operations, including bicycles, scooter, and automobiles.

TDM strategies and services encourage people to choose shared services, like dockless bikes and ridesharing, instead of personal vehicles.

Transportation Demand Management

Transportation Demand Management (TDM) refers to marketing and incentive programs and measures that encourage transportation options and/or reduce dependence on single passenger vehicular trips. The City of San Diego partners with SANDAG to implement and encourage participation in a variety of TDM measures.

ITS and TDM programs are typically planned for citywide and regional levels; however, implementation can be very localized.

IA-33 Incentives. Continue to provide incentives for developers to incorporate additional Transportation Demand Management practices in new residential and commercial developments and make them aware of the regional iCommute program.

IA-34 Circulators. Coordinate with SANDAG, MTS, and/or property owners to help facilitate community circulators that connect residences, jobs, restaurants, and retail uses.

IA-35 Regional Programs. Continue to encourage participation in regional programs that promote alternative forms of transportations such as Bike to Work Day and Rideshare Week.

Figure 16: TDM Tools

Parking

Achieving the Mobility Element vision will depend partially on how parking is planned and managed within the community. Cost, availability, and location of parking can influence mobility choice. Parking is a necessary component to support many of the trips that occur within the community, although the siting and scale of parking can negatively impact non-vehicular mobility.

Numerous large surface lots within Mission Valley set destinations back from the roadway, discouraging pedestrian and bicycle trips by increasing trip distance and routing them to high conflict areas. Parking should be provided in a manner that is convenient yet does not hinder other transportation modes.

IA-36 Parking Management. Implement on-street parking management strategies in higher parking demand areas such as in the vicinity of multi-family residential or mixed-use developments to increase turnover.

IA-37 Repurposing. Encourage the repurposing of on-street parking for alternative uses.

IA-38 Parking Reductions. Consider allowing reduced parking standards for new developments in Transit Priority Areas (TPA) that provide residents/tenants with feasible transportation alternatives such as transit passes, shuttles to transit, dedicated space for shared cars/bikes/alternative modes, and/or rideshare credits.

IA-39 TDM Planning. Encourage developers to implement a TDM plan as a means to reduce the amount of off-street parking they are required to provide while contributing towards a reduction of employment based peak period automobile trips.

IA-40 Unbundled Parking. Encourage developers to provide unbundled parking as a means to reduce housing costs and promote alternative transportation use.

Parking Management can help promote turnover in congested parking areas.

PARKS AND OPEN SPACE

Parks and open space play an important role in the physical, mental, social, and environmental health of the residents of Mission Valley. As the community continues to grow, more park and recreation facilities will be needed to maintain a high quality of life. With decreases in the availability of vacant public land and increases in the need for local recreation facilities, both public and private efforts will be necessary to create spaces that serve as amenities. Planning for and implementing measures that influence the integration of parks and open space into the community will greatly enhance the way residents and visitors interact with the built environment.

This plan identifies future park and open space opportunity sites totaling approximately 186 acres. The policies in Table 4 from the General Plan Recreation Element provide a foundation for the implementation of park facilities in Mission Valley.

Together with the existing parks and open space, park and recreation needs will be met with a variety of facilities that provide opportunities for active and passive recreation, in addition to resource conservation. Additional park land and recreation facilities within Mission Valley will take place in the form of Open Space, Resource-Based Parks, and Population-Based Parks, as well as through the application of Park Equivalencies. Table 5 lists the existing and proposed parks and equivalencies for the community, while Figure 17 shows the locations of the listed parks and equivalencies.

In addition, the City of San Diego is also currently in the process of developing a citywide Parks Master Plan. This plan will identify new opportunities and strategies for bringing park and recreation facilities to all communities.

Table 4: General Plan Recreation Element Reference Policies	
Topic	Recreation Element Policies
Park Standards	RE-A.8 through RE-A.10
Equity	RE-A.11 through RE-A.14
Preservation	RE-C.1 through RE-C.9
Accessibility	RE-D.1 through RE-D.9
Partnerships	RE-E.1 through RE-E.12
Open Space and Resource-Based Parks	RE-F.1 through RE-F.7

Table 5: Existing and Future Parks and Recreation Facilities

PARKS / RECREATION FACILITIES	EXISTING USEABLE ACREAGE	FUTURE USEABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
POPULATION-BASED PARKS:				
Major Parks				
Riverwalk Park	0	27	Proposed park site at the Riverwalk mixed-use redevelopment.	Design and construct park facilities for active and passive recreation, consistent with the General Development Permit, such as sports fields, San Diego River Pathway improvements, picnic areas, children's play areas, multi-purpose courts, walkways, landscaping, and parking.
Stadium Park	0	34	Proposed park site on the City-owned Stadium site, located off of Friars Road and adjacent to the San Diego River. This major park would serve both the Mission Valley and Navajo communities. Mission Valley community's portion would be approximately 24 acres of the 34 acre park.	Design and construct park facilities for active and passive recreation, such as lighted sports fields, San Diego River Pathway improvements, picnic areas, children's play areas, multi-purpose courts, walkways, landscaping, and parking. In addition, special activities such as skateboarding, dog off leash, and other unique uses could be accommodated within the park.
Community Parks				
None				
Mini Parks				
Creekside Mini Park	0	1.37	Proposed mini park in the Civita development located south of Civita Boulevard and east of Via Alta.	Design and construct mini park, per Quarry Falls Specific Plan, which may include multiple active and passive recreation amenities.
Phyllis Place Park	0	1.33 (total) / .83 (Mission Valley) / .5 (Serra Mesa)	Proposed mini park on City owned land, within the Civita development area, located south of Phyllis place and west of the 805 Freeway.	Design and construct park amenities to include passive and active recreation amenities, such as multi-purpose turf areas, small multi-purpose courts, children's play areas, seating, picnicking, walkways, and landscaping.
Neighborhood Parks				
Civita Central Neighborhood Park	11.03	1.45	Neighborhood park located east of Via Alta, north of Civita Boulevard, and south of Franklin Ridge Road in the Civita development.	Amenities include passive and active recreation, such as multi-purpose turf areas, a parking lot, a comfort station, children's play areas, a community garden, an amphitheater, a dog run, overhead structures, a water feature, seating, picnic tables, walkways, and landscaping.
Post Office Site Neighborhood Park	0	4.10	Proposed neighborhood park located on one parcel of federally-owned property, at 2600 Camino Del Rio North.	Acquire, design and construct passive recreational facilities, such as open turf areas, walkways, security lighting, site furniture, signage, public art, and landscaping.
Sefton Field	8.05	0	Existing park comprised of active and passive recreation amenities, such as five ball fields, a section of the San Diego River Pathway, seating, picnicking, walkways, parking areas, and landscaping.	Design and construct improvements to the park that may include locating the San Diego River Pathway to the north side of the park in coordination with a pedestrian bridge to link the park with the YMCA on the directly adjacent north side of the River.
Town and Country Park	0	3.31	Proposed neighborhood park and San Diego River Pathway at the Town & Country Hotel Revitalization and Transit Oriented Development project in the Mission Valley Community.	Design and construct park amenities, consistent with approved GDP, including natural, passive areas, picnic areas, interpretive signage, new segments of the San Diego River Pathway, informal play areas, and bicycle amenities.

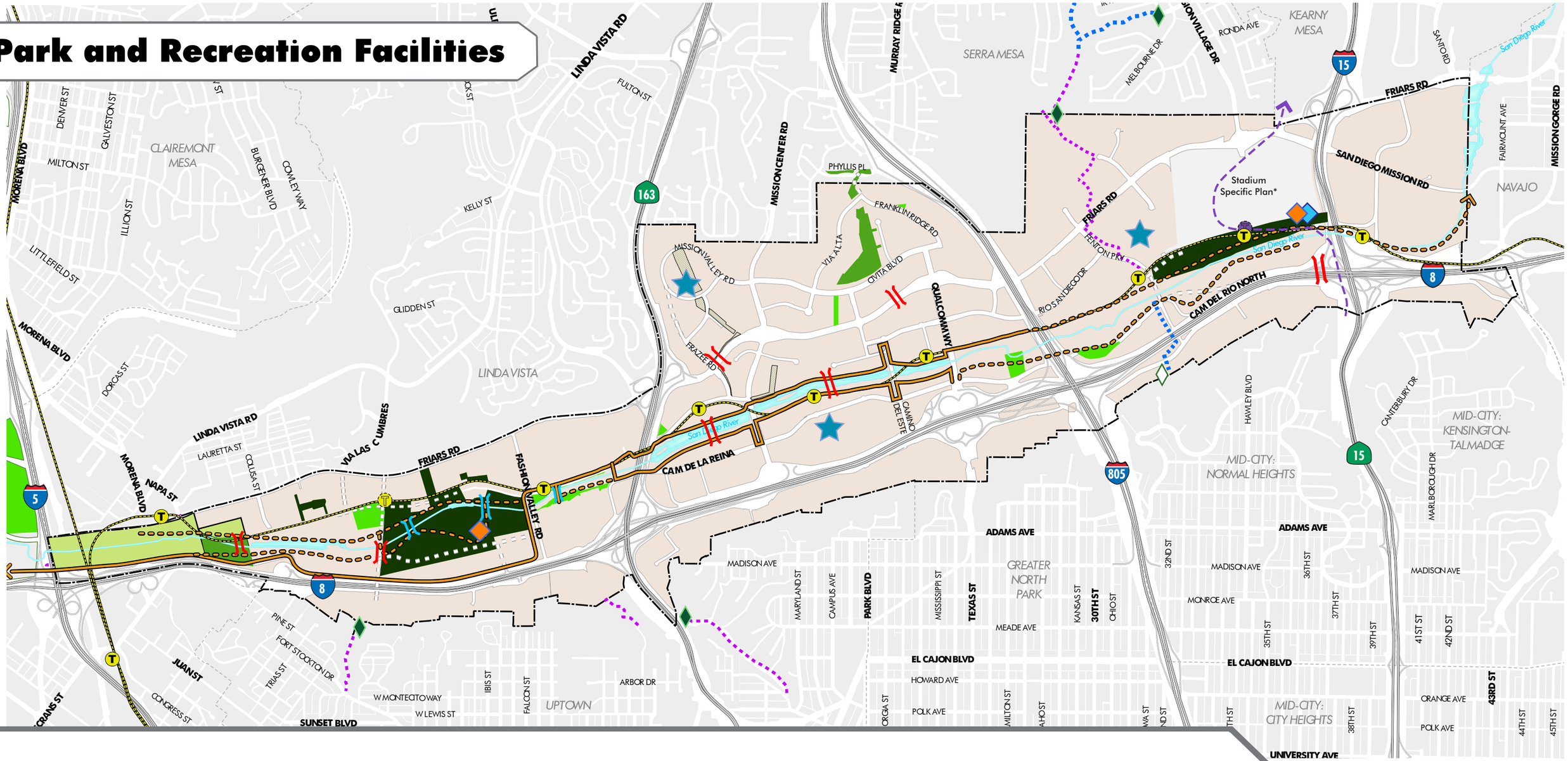
PARKS / RECREATION FACILITIES	EXISTING USEABLE ACREAGE	FUTURE USEABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Pocket Parks/Plazas				
Franklin Ridge Pocket Park	0	0.20	Proposed pocket park on City-owned parcel within the Civita development area, located north of Franklin Ridge Road and east of Via Alta.	Design and construct park amenities to include passive recreation, such as a overlook plaza, overhead structure, seating, and landscaping.
Hazard Center Pocket Park	0	0.63	Proposed pocket park located on privately owned parcel north of Hazard Center Drive and east of SR 163 on Hazard Center property.	Design and construct park amenities to support passive and active recreation, such as multi-purpose turf areas, small multi-purpose courts, children's play areas, seating, picnicking, walkways, and landscaping.
Union Tribune Pocket Park	0	0.81	Proposed pocket park and San Diego River Pathway at the Union Tribune site. Located along Camino de la Reina west of Avenida Del Rio	Design and construct pocket park amenities, consistent with approved GDP, including informal play areas, in-formal amphitheater, enhanced decorative paving, interpretive signage, kiosk, river overlooks, café style tables, landscaping, etc.
Special Activity Parks				
Public Utilities Site Special Activity Park	0	4.10	Proposed dog park, skate park, or other park located on one parcel of City-owned property at 2900 Camino Del Rio North.	Acquire, design and construct passive recreational facilities, such as open turf areas, walkways, security lighting, site furniture, signage, public art and landscaping.
Vacant Land Acquisition				
Mission Valley Parks	N/A	57.14	TBD	Design and construct park facilities for active and passive recreation, such as lighted sports fields, picnic areas, children's play areas, and walkways. Special activities such as skateboarding, dog off leash, and other unique uses could be provided.
Recreation Centers				
Stadium Site Recreation Center	N/A	N/A	Proposed recreation center located on the City-owned Stadium site. A Recreation Center of 25,000 square feet is proposed to serve Mission Valley and Navajo Communities. The Mission Valley community's portion would be approximately 20,000 square feet.	Design and construct an approximately 20,000 sq. ft. recreation center including indoor gymnasium, multi-purpose courts, multi-purpose rooms, kitchen and other community-serving facilities.
West Valley Recreation Center	N/A	N/A	Proposed recreation center located on or near the Riverwalk site. A Recreation Center of 17,000 square feet is proposed to serve the Mission Valley community.	Design and construct an approximately 17,000 sq. ft. recreation center including indoor gymnasium, multi-purpose courts, multi-purpose rooms, kitchen and other community-serving facilities.
Aquatics Complexes				
Mission Valley Aquatics Complex	N/A	N/A	Proposed aquatics complex to be located at a site to be determined within the Mission Valley community or as part of the Stadium Specific Plan.	Acquire land if the location is not within an existing park site. Design and construct an aquatics complex, sized to meet community needs, including a swimming pool, universal access and water amenities such as a children's pool and a therapeutic pool, and a pool house including locker rooms, staff of-fices and equipment storage facilities.

PARK EQUIVALENCY	EXISTING USEABLE ACREAGE	FUTURE USEABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
JOINT USE FACILITIES				
Trails				
Mission Valley Preserve Canyon Open Space Trail	N/A	3.44	Proposed trail amenities for the existing trails, in the Mission Valley Preserve Open space. This includes 0.51 acres in the north and 1.56 acres in the south. Create pocket park (passive use) facilities.	Design and construct trail amenities such as benches, signs, protective fencing, native landscaping, trash and recycling containers, and overlooks, as determined and approved by the City. This project includes Cottonwood Grove Pocket Park (0.30 acres), Mission Valley Preserve Pocket Park (0.68 acres), and San Diego River Pocket Park (0.39 acres)
Portion of Resource-Based Parks				
Mission Bay Park, South Shores Area	0	34	Proposed redevelopment of southeast area of Mission Bay Park. Located south of Sea World, north of I-8, west of the Mission Valley Community Plan boundary.	Design and construct park amenities or infrastructure consistent with the Mission Bay Park Master Plan at South Shores or another similar area in Mission Bay Park to serve Mission Valley Residents.
San Diego River Pathway	5.37	13.9	Proposed trail amenities to support the San Diego River Pathway.	Design and construct amenities such as benches, interpretive signs, protective fencing, native landscaping, trash and recycling containers, overlooks, etc., where needed and appropriate for the trail type, as determined and approved by City.
Non-Traditional Park Sites				
Right-of-Way Amenities	0	TBD	Proposed urban park/ amenities in rights-of-way.	Design infrastructure to create and support active public spaces in the existing public right-of-way.
Fenton Marketplace Urban Park/ Amenity	0	TBD	Proposed urban park/amenity to be developed in conjunction with a redevelopment of the Fenton Marketplace site.	Work with the property owner and developer to build an on-site urban park/amenity to support any new residential development.
Mission Valley Heights Urban Park/Amenity	0	TBD	Proposed urban park/amenity to be developed in conjunction with a redevelopment of the Mission Valley Heights area.	Work with the property owner and developer to build an on-site urban park/amenity to support any new residential development.
Mission Valley Mall Urban Park/Amenity	0	TBD	Proposed urban park/amenity to be developed in conjunction with a redevelopment of the Mission Valley Mall.	Work with the property owner and developer to build an on-site urban park/amenity to support any new residential development.
Total Existing and Future Useable Acreage				
N/A	24.45	186.28	N/A	N/A

The Civita Central Park honors Mission Valley's agricultural history while providing modern amenities.

Figure 17

Park and Recreation Facilities



General Information

- Trolley Stops
- Planned/Proposed Trolley Stops
- Light Rail
- Freeways
- Ramps
- Planned Roadway
- San Diego River
- Mission Valley Community Plan Boundary
- Community Planning Areas

*Additional infrastructure will be recommended through the specific plan, including a planned, minimum 34-acre, public park.

Park Facilities

- Existing Trailhead
- Proposed Trailhead
- Potential Aquatic Center
- Potential Recreation Center
- Potential Future Park/ Urban Amenity
- Open Space
- Existing Public Parks
- Proposed Park/Open Space
- Proposed Public Park/Park Equivalencies
- Recreational Easement Opportunity
- Proposed San Diego River Pathway
- Existing San Diego River Pathway
- Proposed Trails
- Existing Trails
- Proposed Bridge
- Existing Bridge

40ac
10ac

0 1/4 1/2 1

MILES

Park Development

A variety of sites and facilities within and adjacent to Mission Valley could serve as population-based parks or park equivalencies. The Mission Valley Impact Fee Study (IFS) includes future park and recreation projects for the community. Opportunities for additional parks and recreation facilities within Mission Valley are anticipated to come primarily through redevelopment. Further identification of potential donations, grants, and other funding sources for project implementation will be an ongoing effort. Additional recreational opportunities will come from the application of park equivalencies. While the City's primary goal is to obtain land for population-based parks, where vacant land is limited, unavailable or cost-prohibitive, the City's General Plan allows for the application of park equivalencies to be determined by the community and City staff through a set of guidelines.

A description of the different types of park facilities that can be implemented in Mission Valley are listed in Table 6. The implementing actions recommended to improve parks and open space are shown in green in this section.

Non-traditional parks provide an opportunity to incorporate recreational amenities into an urban landscape.

IA-41 New Park Facilities. Pursue future park sites and park equivalencies identified in Table 5 as opportunities arise.

IA-42 Public Facility Integration. As public agency land or buildings are redeveloped, active or passive recreation should be incorporated on-site and into buildings, support facilities (e.g., parking structures), or the surrounding exterior lands, where space allows.

IA-43 Public Restrooms. Support the inclusion of public restrooms in major parks as determined through the general development plan process.

IA-44 On Site Park Development. Encourage the development of parks within residential mixed-use developments and other public facilities.

IA-45 Joint Use. Pursue lease agreements with public agencies (e.g., San Diego Unified School District, Caltrans, and the State of California) to incorporate active or passive recreation into existing buildings or surrounding grounds where non-programmed space is available and appropriate for public use.

IA-46 Other Facilities. Acquire land, design, and construct two recreation centers and one aquatic complex for Mission Valley.

IA-47 Pocket Parks. Provide pocket parks with ecologically-sensitive recreational uses as enhanced gateways to open space lands.

IA-48 Non-traditional Parks. Support the development of non-traditional parks such as rooftop parks, bridge parks, and amenitized plazas to meet park needs. Park sites could also be added by acquiring and developing land through street/alley rights-of-way vacations (paper streets), where appropriate.

Park Preservation and Expansion

The demand for park and recreation opportunities will continue to grow as the population of Mission Valley continues to grow. Undeveloped land for parks has already become difficult to find in Mission Valley making preservation of the existing active parks, open space, and resource-based parks essential to providing recreation opportunities in this community. Preservation can include improvements to existing facilities to increase their life span or expand their uses and sustainability.

Preservation can also include the enhancement of resource-based parks and open space that provides a balance between protecting the natural resources and allowing for a certain level of public recreation use. For Mission Valley, this would mean concentrating active recreational use improvements adjacent to or connected with larger resource-based parks, and incorporating passive use improvements at various open space areas. Only trails and other passive uses are allowed in the City's Multi-Habitat Planning Area (MHPA); therefore, to protect the natural resources and still add recreation value, interpretive signs should be featured at open space parks to educate the public on the unique natural habitat, scenic value, and the history of the place.

Mission Valley's Civita Central Park has many natural features and developed amenities that the community will enjoy for decades to come.

IA-49 Preservation. Preserve, expand, and enhance existing park and future recreation facilities to increase their life span, or expand their uses and sustainability.

IA-50 Resource Allocation. Provide sufficient human and economic resources to preserve and enhance the existing parks and open space areas serving Mission Valley.

IA-51 Trash Reduction. Place picnic areas and other public facilities that may generate trash as far away from the San Diego River as possible to reduce the possibility of attracting wildlife predators to sensitive areas.

IA-52 Open Spaces. Preserve, protect, and restore canyons and hillsides as important visual features of community definition.

IA-53 Interpretation. Preserve and protect City-owned open space, canyons, and hillsides within the community by providing interpretive signs to explain the biologic and scenic value of the open space systems.

IA-54 Trail Connectivity. Extend open space corridor to create new habitat and trail connections to Murphy Canyon, Ruffin Canyon, the Mission Valley Preserve, and Normal Heights.

Interpretation stations at Sefton Field, Mission Valley's first park, create a gateway between the active and passive recreational uses.

Table 6: Park Facility Descriptions

Park Type	Community Park	Neighborhood Park	Mini Park/Plaza	Pocket Park
Size	13 acre minimum	3 acres to 13 acres	1 acre to 3 acres	Less than 1 acre
Population	Serves 25,000, typically one community plan area.	Serves approximately 5,000 within 1 mile.	Serves population within ½ mile.	Serves population within ¼ mile.
Features	Passive and active recreation facilities, community cultural facilities, multi-purpose sports fields, recreation center and aquatic complex.	Accessible by bicycling and walking. Minimal parking. Picnic areas, children's play area, multi-purpose turf areas, walkways, and landscaping.	Accessible by bicycling and walking. No parking. Picnic areas, children's play area, and/or multi-purpose turf areas.	Accessible by bicycling and walking. No parking. Primarily hardscapes, picnic areas, children's play area, and/or multi-purpose turf areas.
Example	Tierrasanta Community Park	Old Trolley Barn Neighborhood Park	Kenmore Terrace Mini Park	Lewis Street Pocket Park
				

Park Type	Open Space Trails	Special Activity Park	Recreation Center	Aquatics Complex
Size	Varies	Varies	Minimum 17,000 square feet	Varies
Population	Serves single or multiple community plan areas.	Serves one or more community.	Serves 25,000 or within three miles, whichever is less. Serves one community plan area.	Serves 50,000 or within six miles, whichever is less. Serves multiple community plan areas.
Features	City-owned land, canyons, mesas, other natural land-forms, usually with trails, staging areas, outlooks, viewpoints, picnic areas.	Skateboard parks, off-leash dog park, and/or other unique uses.	May be a stand-alone facility or within a community park. May include a gymnasium, indoor courts, multi-purpose rooms, kitchen, or other facilities. Parking provided.	May be a stand-alone facility or located within a community park. May include pool facility, locker rooms, showers, and/or special types of pools.
Examples	Tecolote Canyon Natural Park	Linda Vista Skate Park	Doyle Recreation Center	Ned Baumer Aquatic Center
				

Park Type	Major Park
Size	20 acre minimum; approximately 30 acres typical.
Population	Serves single or multiple community plan areas/ populations, parking provided.
Features	Specialized facilities that serve larger populations, passive and active recreation facilities found in Community Parks, could include special activities such as skate park, dog off leash.
Examples	NTC Park (Point Loma/Liberty Station)

Park Accessibility

Accessibility within Mission Valley has three main components: 1) all facilities should be located within walking distance of neighborhoods, employment centers, and public transit; 2) facilities should be accessible to the broadest population possible; and 3) facilities should be open for use by the general public with a balance between programmed and non-programmed activities. All parks and recreation facilities within Mission Valley are planned to be linked by a network of existing and proposed transit routes, bikeways, and/or pedestrian paths. For discussions on accessibility to parks and open space, see the Mobility section related to transit, bicycle, and pedestrian routes.

Accessibility includes the availability of active and passive recreation to all community residents. When special uses are designed into parks, such as dog off-leash areas or community gardens, these areas should also include amenities, such as pathways, benches, exercise stations, or picnic tables on the perimeter that could accommodate more than one type of user and enhance the recreational and leisure experience.

IA-55 Mobility. Enhance existing park and recreation facilities in Mission Valley by optimizing pedestrian, bicycle, public transit, automobile, and alternative modes of travel.

IA-56 Connectivity. Design all new recreation facilities for an interconnected park and open space system that is integrated into and accessible to Mission Valley community residents through the San Diego River Pathway and a network of paseos.

IA-57 Information Kiosks. Provide information kiosks and maps at the gateways to the community that identify all parks that serve Mission Valley and how to get to each by walking, biking, or public transit. See also Urban Design Guidelines related to signs and gateways.

IA-58 Ranger Stations. Pursue the integration of Park Ranger stations into larger park facilities to provide better assistance to park users.

The South Shores area of Mission Bay Park, a Resource-Based Park, can be enhanced to provide amenities to serve Mission Valley's needs.

Open Space and Resource-Based Parks

Open space lands are City-owned lands consisting of canyons, mesas, and other natural landforms. This open space is intended to preserve and protect native plants and animals, while providing public access and enjoyment by the use of hiking, biking, and equestrian trails (see Figure 17).

In Mission Valley, the Mission Valley Preserve, along with several open space canyons, provide opportunities for experiencing the natural environment through low intensity recreational uses, such as hiking and bird watching. This sort of recreation provides visitors with an escape to a natural landscape without leaving the city.

Resource-based parks are located at sites of distinctive natural or man-made features that serve the citywide population and visitors alike. An example of a resource-based park is Mission Bay Park. When communities are in close proximity to these types of parks, opportunities exist to use portions of resource-based parks to meet the recreational need of a community. In the case of Mission Valley and Mission Bay Park, the South Shores area of the park is an unimproved section that is already connected to the San Diego River Pathway. South Shores presents a unique opportunity to provide a recreational amenity that could be developed with the help of the Mission Valley community to serve their needs as well as the citywide population.

IA-59 Landforms. Protect the natural terrain and drainage systems of Mission Valley's open space lands and resource-based parks to preserve the natural habitat and cultural resources.

IA-60 Revegetation. Protect and enhance the natural resources of open space lands by re-vegetating with native drought tolerant plants and utilizing open wood fences, where needed, adjacent to sensitive areas to provide additional protection while still allowing views into the area.

IA-61 Storm Water. Encourage all storm water and urban run-off drainage into resource-based parks or open space lands be filtered or treated before entering the area. Creative on-site biofiltration solutions can be considered within parks if limited to less than one quarter of the total park area and the filtration solution contains recreational amenities during dry seasons.

IA-62 Trail Heads. Provide trailheads to all Open Space systems. The trailheads should include a kiosk that includes a way finding map that shows how the trails traverse the community, as well as interpretive signage to educate users on the sensitive natural and cultural habitats and unique biologic and scenic qualities of these areas.

IA-63 Rights-of-Way. Evaluate utilization of paper streets as future park and open space opportunities by vacating street right-of-way and acquiring the land for design and construction of park amenities to support passive recreation, such as pathways, overlooks, seating, interpretive signs, and landscaping.

IA-64 South Shores. Explore the use of development impact fees collected in Mission Valley to contribute to the development of the South Shores area of Mission Bay Park in accordance with the Mission Bay Park Master Plan.

The Mission Valley Preserve is a critical piece of open space in the community.

HISTORIC PRESERVATION

Mission Valley has a rich history that predates the community's discovery by Spanish missionaries in the late 1700s by thousands of years. Though the Mission San Diego de Acala (established in 1774) is the best known landmark in the community, Mission Valley has remnants of several distinct transformative periods, which are described in this section.

A Cultural Resources Constraints Analysis and a Historic Context Statement were prepared in conjunction with the Mission Valley Community Plan Update. The Cultural Resources Constraints Analysis describes the tribal cultural history (pre-contact/protohistoric and pre-history) in the Mission Valley area; identifies known significant archaeological resources; provides guidance on the identification of possible new resources; and includes recommendations for proper treatment.

The Mission Valley Community Plan Area Historic Context Statement provides information regarding the significant historical themes in the development of Mission Valley and the property types associated with those themes. These documents have been used to inform the policies and recommendations of this plan, and the associated environmental analysis, and can be found in the Technical Appendices to the Program Environmental Impact Report (PEIR) and on the City's website.

Please see the Historic Preservation Element of the General Plan for further guidance and standards as referenced in Table 7.

Table 7: General Plan Historic Preservation Element Reference Policies

Topic	Historic Preservation Element Policies
Historic Preservation Planning	HP-A.2, HP-1.4, HP-A.5
Historical Resources	HP-B.2
Tribal Consultation	HP-A.3
Archaeological Resources	HP-A.4

Tribal Cultural History

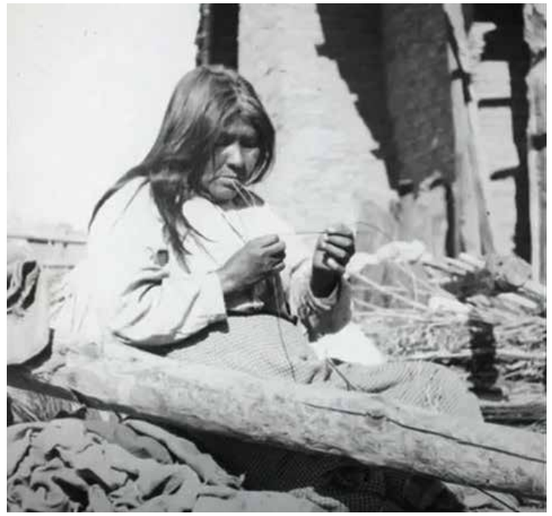


Image courtesy of Kumeyaay: First People, KPBS.

The history of Mission Valley began long before the arrival of Spanish missionaries and soldiers in 1769. Located within the traditional territory of the Kumeyaay, the valley had been inhabited for thousands of years prior to the development of the area by Europeans. Ethnohistoric villages and settlements, such as *Kosaii/Kosa'aay/Cosoy*, located in the vicinity of Presidio Hill and Old Town, and *Nipaguay*, located near present-day Mission San Diego de Alcalá, dotted the valley floor for thousands of years, as the groups were drawn by the water of the river and the abundance of plant and animal life. The Kumeyaay are the Most Likely Descendants for all Native American human remains found in the City of San Diego.

The San Diego River, historically a major source of fresh water in the San Diego metropolitan area, has attracted people to the valley since prehistoric times and has been the defining feature of the built environment. The Kumeyaay connection to the river and the valley can be found in many of the words that describe a given landform, showing a close connection with nature, and in stories associated with the land.

The San Diego area in general, including Old Town, the River Valley and the City as it existed as late as the 1920s, was known as *qapai* (meaning uncertain) to the Kumeyaay people. The floodplain from the Mission San Diego de Alcalá to the ocean was *hajir* or *qajir*, and the modern-day Mission Valley area was known as *Emat kuseyaay*, which means spirit land, land with spirits, or place of spirit person and may have been in reference to the presence of Spanish priests in the valley after 1769. The route carved by the Kumeyaay linking the interior of San Diego with the coast has long been referred to by native Kumeyaay speakers as *oon-ya*, meaning trail or road. This route literally paved the way for Highway 80, which eventually became I-8, also known as the Kumeyaay Highway. Mission Valley was known to the Spanish as "La Canada de San Diego," translated as "The Glen of San Diego" and the San Diego River was the center of life.

The first mention of the San Diego River was in the diary of explorer Sebastian Vizcaino. In 1602, Vizcaino left San Diego Bay to explore False Bay (now Mission bay) and reported that it was a "good port, although it had at its entrance a bar of little more than two fathoms depth, and there was a very large grove at an estuary which extended into the land, and many Indians."

Image courtesy of Kumeyaay: First People, KPBS.

Spanish and Mexican Period (1769-1848)

When the Spanish returned in 1769 with the intent to settle the area, Mission Valley and the San Diego River was found to be a "river with excellent water". Soon thereafter a land expedition led by Gaspar de Portola reached San Diego Bay and initially camp was made on the shore of the bay in the area that is now downtown San Diego. However, lack of water at this location led to moving the camp to a small hill closer to the San Diego River near the Kumeyaay village of *Kosaii/Kosa'aay/Cosoy*.

Establishment of the Mission

The Spanish built a primitive mission and presidio structure on the hill near the river. The padres recommended that the Mission be moved further east in the valley to a location that was "much more suitable for a population, on account of the facility of obtaining necessary water, and on account of the vicinity of good land for cultivation." The move was accomplished in August of 1774 and Mission Valley became its permanent location.

By 1813, the Mission grounds included a church, bell tower, sacristy, courtyard, residential complex, workshops, corrals, gardens, and cemetery. A dam and aqueduct were started in 1807 using Native American labor. The River was dammed at the head of Mission Gorge and an aqueduct was run nearly six miles through a rugged canyon to the fields of the Mission. With the advent of a more reliable water supply, Mission agriculture flourished. Vineyards, orchards and crops were successful, as were herds of cattle. The property types associated with this theme include religious buildings, all of which are currently designated as historic resources.

American Period (1848-1975)

At the conclusion of the Mexican-American War, California was ceded by Mexico to the United States under the Treaty of Guadalupe Hidalgo in 1848. In his survey of the San Diego River in 1853, Lt. George H. Derby records the area as Mission Valley due to the proximity of the Mission San Diego de Alcalá. By 1870, Mission Valley becomes the adopted name. Development of Mission Valley in the American period is marked by development of the valley's natural resources, followed by commercialization and tourism facilitated by road networks.

Development of Natural Resources (1850-1968)

Mission San Diego de Alcalá, dated 1874. Herve Friend, photographer.

Dry farming of crops such as oats, barley and alfalfa within the valley provided little money for the farmers, and soon dairies dotted the large, flat landscape where land was cheap. By the 1950s, Mission Valley had 20 dairy farms. In addition to farming and dairy operations, sand and gravel mines were scattered throughout the valley, and at

one point occupied about 596 acres. The property types associated with this theme include homes associated with ranch properties, and possibly other associated accessory buildings.

Modern Commercialization, Tourism and Commercialization of the Valley (1940-1970)

Mission Valley's character as it exists today began to take shape during the Post-WWII era. In the 1940s, the rural environment of the valley attracted recreation and leisure activities such as horse farms, riding stables, and polo clubs; and in 1947 the Mission Valley Golf Club was established along the San Diego River. In 1957 the Bowlero Bowling Alley opened along Camino del Rio South and included 56-lanes and a lounge, at the time the largest bowling alley in the west. Businessman C. Arnholt Smith, acquired the Pacific Coast League (PCL) Padres in 1955 and immediately constructed Westgate Park on the site of present-day Fashion Valley mall in 1956-1958. The Padres later relocated to the newly constructed San Diego Stadium (now SDCCU Stadium) upon its completion in 1967.

The development of Hotel Circle was spearheaded by local developer Charles H. Brown in an effort to increase property values and draw business towards Mission Valley and away from downtown.

Fagerheim Dairy, 1927. "Life Along the San Diego River." The Reader, July 25, 2002.

Bowlero, 1960s. Ralph Crane, LIFE Magazine.

In the 1950s, Brown helped secure zoning variances from the San Diego City Council, founded Atlas Hotel, Inc. and began developing hotels and motels along the I-8. The large span of open land in Mission Valley also began to attract the potentiality of a large regional shopping center at the center of the Valley. At the same time that the Hotel Circle was rezoned, other areas of Mission Valley were rezoned for general commercial construction, specifically for the Mission Valley Shopping Center developed by the May Company in 1958, which became the precedent for the broad commercialization of the community. By the end of the 1960s, office building development began to take root in areas of Mission Valley, particularly along Camino del Rio South and portions of Camino del Rio North.

Unlike other neighborhoods, residential properties within Mission Valley came much later following the commercialization of the valley. Briefly starting in the late 1960s, a wave of residential development did not readily follow until the 1970s when apartment complexes began to develop further east above the Mission San Diego site along Rancho Mission Road. Property types associated with the theme of Commercialization, Tourism and Commercialization of the Valley include golf courses, bowling alleys, stadiums, hotel and motel

developments, regional shopping centers, office buildings, and limited multi-family residential apartment and condominium buildings.

Resource Preservation

The Cultural Resources Constraints Analysis concluded that much of the community of Mission Valley has a moderate or high cultural sensitivity level for the presence of archaeological and tribal cultural resources. Over 157 cultural resource investigations have been conducted in Mission Valley, and 50 pre-historic and historic cultural resources have been recorded. While much of the community of Mission Valley of has been developed, it consists of a heavily active, depositional river valley utilized over thousands of years and the potential for intact cultural deposits at depth is probable at many locations. For these reasons, future discretionary projects within the community of Mission Valley would be evaluated by a qualified archaeologist with input from a Native American Monitor following the Mitigation Framework included in the Cultural Resources Constraints Analysis to determine the potential for the presence or absence of tribal cultural and buried archaeological resources.

Mission Valley is home to one designated historic resource, the Mission San Diego de Alcalá (located at 10818 San Diego Mission Road), which was listed as a National Historic Landmark in 1970 and on the City of San Diego's register in 1976. Also located in Mission Valley is the May Company/William Lewis Jr. Building (located at 1702 Camino del Rio North), designated by the Historical Resources Board but currently on appeal. The Mission Valley Historic Context Statement will aid City staff, property owners, developers and members of the community in the future identification, evaluation and preservation of significant historical resources in the community.

The implementing actions recommended to improve historic preservation are shown in brown in this section.

May Co. Image courtesy of Modern San Diego.

IA-65 Interpretive Programs. Support the development of interpretive programs to educate the public and acknowledge the cultural heritage of Mission Valley and its significance to the Kumeyaay people. This could include a physical and/or virtual interpretive program based on the historical, biological and cultural resources of the river that illustrate the cultural use of Mission Valley and its connections to Old Town and Mission Bay to the west and the mountains to the east.

IA-66 Place Names. Acknowledge the place names and places important to Native Americans who utilized and inhabited Mission Valley.

IA-67 Identification of Historic Resources. Conduct a Reconnaissance Survey of the Mission Valley Community to identify the location of resources that may be eligible for historic designation.

IA-68 Support for Nominations. Provide support and guidance to community members and groups who wish to prepare and submit historical resource nominations to the City.

PUBLIC FACILITIES, SERVICES, AND SAFETY

To provide for public safety and health, proper facilities need to be planned to accommodate existing/expected residents and employees as well as shoppers and tourists in Mission Valley. This section will focus on opportunities, actions, and technologies that the City can utilize to mitigate risks and the exposure to hazards to support and improve quality of life in Mission Valley, as well as minimize nuisances and provide improved delivery of services.

Many of these issues are addressed in depth in the General Plan, and this section is designed to supplement those existing policies. Please see the Public Facilities, Services, and Safety Element as well as the Noise Element of the General Plan for further guidance and standards as referenced in Table 8.

Table 8: General Plan Public Facilities, Services, and Safety Reference Policies

Topic	Policies
Public Facilities, Services, and Safety Element	
Fire-Rescue	PF-D.1 through PF-D.10
Police	PF-E.1 through PF-E.7
Schools	PF-K.1 through PF-K.9
Seismic Safety	PF-Q.1 through PF-Q.2
Hazardous Materials	PF-I.3.f and g
Storm Water Infrastructure	PF-G.1 through PF-G.6
Noise Element	
Noise and Land Use Compatibility	NE-A.1 through NE-A.5
Motor Vehicle Traffic Noise	NE-B.1 through NE-B.9
Trolley and Train Noise	NE-C.1 through NE-C.4
Commercial and Mixed-Use Activity Noise	NE-E.1 through NE-E.6
Construction, Refuse Vehicles, Parking Lot Sweepers, and Public Activity Noise	NE-G.1 through NE-G.2
Event Noise	NE-H.1 though NE-H.2
Typical Noise Attenuation Methods	NE-I.1 through NE-I.4

Public, Semi-Public, and Community Facilities and Services

To meet the expected growth in both employees and residents in Mission Valley more public, semi-public, and community facilities and services need to be provided. Figure 18 shows the existing and proposed facilities and services within Mission Valley.

First Responders

For adequate police and fire protection, additional facility locations have been identified to help meet required response times at plan buildout. To augment the existing services provided by the Fire-Rescue Department, the co-location of a potential Fire-Rescue station with the San Diego Police Department at the existing facility at the corner of Napa Street and Friars Road just outside of Mission Valley in Linda Vista is recommended. This will help first-due units better meet the response time of 7.5 minutes and the multiple-unit response time of 10.5 minutes. Implementation will require coordination with the Linda Vista community. A satellite Police station is proposed on the Stadium site to serve a future dense, active area with limited connectivity and accessibility from existing stations.

The implementing actions recommended to improve public facilities are shown in grey in this section.

Station 45 provides fire and rescue services to the eastern area of Mission Valley.

IA-69 Station Funding. Identify funding to support the development and regular upgrading of the police/fire stations within Mission Valley, as necessary, to adequately respond to fires and emergencies.

IA-70 Station Collocation. Support the collocation of a Fire-Rescue station with the San Diego Police Department located at 5215 Gaines Street to augment existing services.

IA-71 Satellite Police Station. Support the development of a satellite Police station on the Stadium site to serve a future dense, active area with limited connectivity and accessibility from existing stations.

IA-72 Mitigation Funding. Apply for grants and work with local organizations that support clearing and revegetation to mitigate the accumulation of debris and overgrown vegetation along the San Diego River in order to reduce flammability.

IA-73 Modernization. Modernize and/or replace facilities and equipment to meet the needs of the community as firefighting and police technology improves.

IA-74 Right-of-Way. Ensure that changes to the right-of-way do not impede access for emergency responders apparatus or personnel when implementing public improvements.

IA-75 Safety Mitigation. Support through ordinance new commercial and residential developments creating common driveways serving multiple units, to minimize the number of curb cuts along any given block to improve pedestrian and cyclist safety.

IA-76 Addressing. Move toward an addressing system that is point-based with coordinate locations instead of centerline-based, to ensure quick and accurate emergency response.

Schools

For education facilities, with the population of school age children (youth between ages five and 19) expected to grow from about 2,500 to over 5,000 by 2050, more educational facilities will be needed and are proposed. The Quarry Falls (Civita) Specific Plan allows for the development of an elementary, middle, and/or high school on the property. It is likely that the school would be located on a three-acre site north of Civita Boulevard adjacent to Civic Center and Park District. The Stadium Specific Plan will allow for the development of a school on the property. The school may be a collaboration between San Diego State University and San Diego Unified School District.

IA-77 Coordination. Coordinate with the San Diego Unified School District to explore options for the provision of pre-kindergarten to 12th grade educational facilities to serve future students within Mission Valley as needed.

IA-78 Joint Use. Pursue joint use agreements to allow and encourage full community use of school facilities during non-school hours for educational, recreational, and cultural purposes.

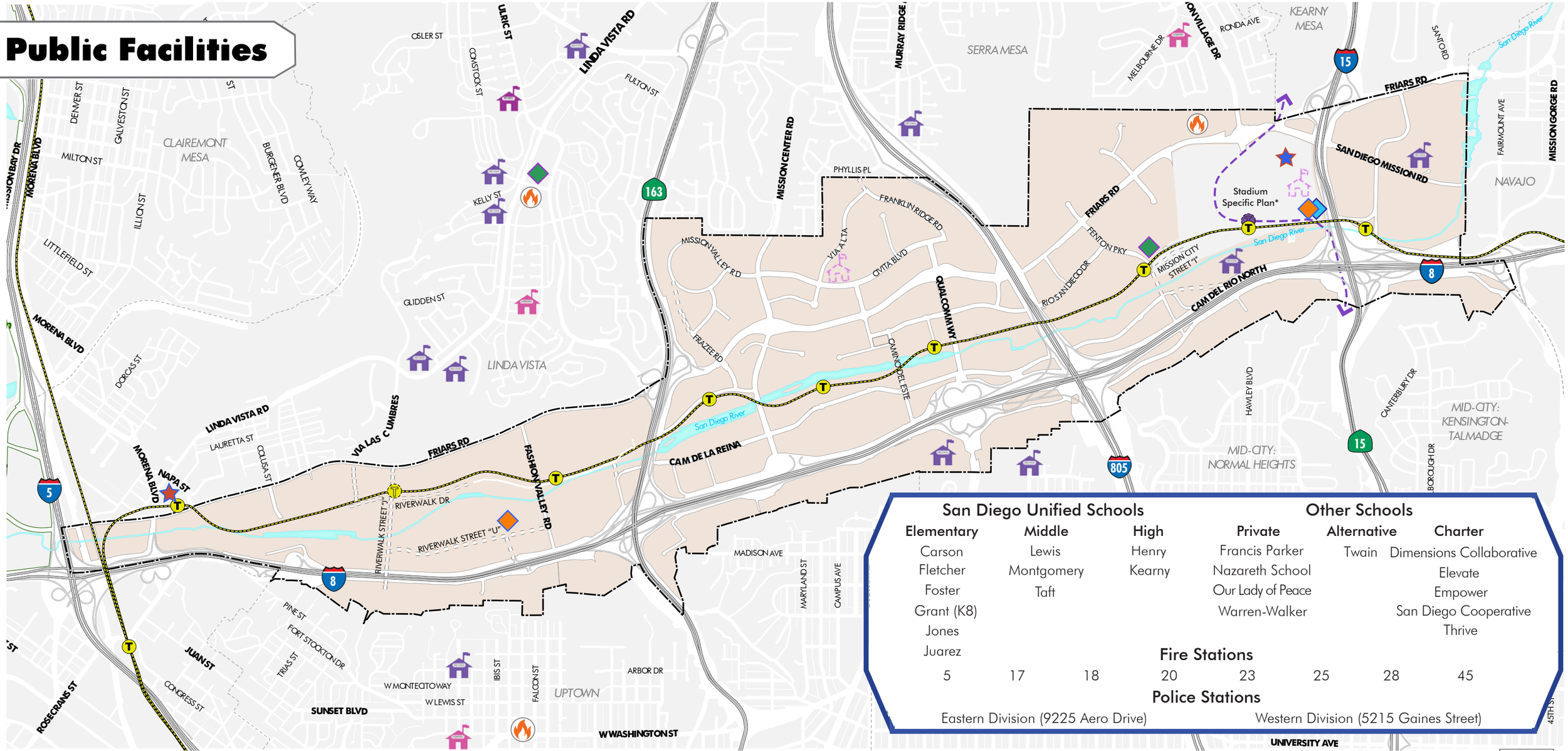
IA-79 Food Quality and School Proximity. Near schools, encourage a variety of healthy food outlets and limit nearby liquor stores.

IA-80 Safe Routes. Develop safe routes to provide students the ability to walk to sites as neighborhood schools are established.

The Mission Valley library is a celebrated community asset, providing educational opportunities for both school-aged children and adults.

Figure 18

Public Facilities



San Diego Unified Schools

Elementary	Middle	High
Carson	Lewis	Henry
Fletcher	Montgomery	Kearny
Foster	Taft	
Grant (K8)		
Jones		
Juarez		

Other Schools

Private	Alternative	Charter
Francis Parker	Twain	Dimensions Collaborative
Nazareth School		Elevate
Our Lady of Peace		Empower
Warren-Walker		San Diego Cooperative
		Thrive

Fire Stations

5 17 18 20 23 25 28 45

Police Stations

Eastern Division (9225 Aero Drive)

Western Division (5215 Gaines Street)

40ac
10ac

0 1/4 1/2 1
MILES

Transit

- Trolley Stops
- Light Rail
- Planned/Proposed Trolley Stops
- San Diego Trolley Purple Line (Planned)

General Information

- San Diego River
- Mission Valley Community Plan Boundary
- Community Planning Areas
- Freeways, Ramps
- Planned Roadway

Facilities

- Exisiting Police Station / Potential Combined Police-Fire Station
- Potential Police Facility
- Existing Fire Station
- Existing Library
- Potential Recreation Center
- Potential Aquatic Center
- Elementary School
- Middle School
- Other School
- Proposed / Potential School

*Additional infrastructure will be recommended through the specific plan.

Geologic and Seismic Hazards

Geologic conditions exist with Mission Valley that can pose serious problems when land is developed. The northerly trending Rose Canyon fault zone crosses the western part of the Mission Valley Community Plan area and is considered active and thought to pose a fault-rupture hazard. An earthquake on the Rose Canyon fault or other regional fault could result in severe ground shaking and associated liquefaction, seismic settlement, and lateral spread of the alluvial soils in Mission Valley and instability of the adjacent steep slopes. Earthquake ground shaking can also result in significant damage to engineered structures such as buildings, bridges, and dams. The slopes adjacent to Mission Valley are locally susceptible to instability. Steep slopes are prone to surficial failure (such as mud and debris flows) during prolonged periods of rainfall. Steep man-made slopes exposing conglomerate are locally susceptible to raveling cobbles.

A desktop Geotechnical and Geologic Hazard Evaluation was prepared as part of the environmental impact analysis of the Mission Valley Community Plan Update. This document is in an appendix of the community plan Environmental Impact Report and contains additional information regarding geologic and seismic hazards of the Mission Valley area.

IA-81 Public Health and Safety. Geotechnical investigation reports should be prepared in support of proposed development or construction projects. The geotechnical investigation reports should address geologic and seismic hazards in accordance with the City of San Diego Guidelines for Geotechnical Reports and provide recommendations to avoid or reduce these hazards to an acceptable level of risk.

IA-82 Protect Residents and Preserve Communities. Maintain and improve the seismic resilience of structures. Structures at risk of collapse during a significant earthquake should be inventoried for potential funding opportunities to assist with seismic retrofits.

IA-83 Enforcement. Enforce current City development and construction standards and standard of practice through technical review of proposed projects and inspection of approved projects.

Steep hillside slopes are prone to raveling cobbles and debris flows, particularly where denuded of native vegetation.

Hazardous Materials

Past or present industrial, light industrial, or commercial sites commonly have hazardous materials released to the subsurface soil and/or groundwater. The Hazardous Materials Technical Study, prepared as part of the plan's environmental analysis, documents sites impacted by hazardous materials or wastes, identifies potential impacts, and discusses measures for projects to mitigate those impacts.

IA-84 Remediation. Promote the continuation of remedial measures at the locations affected by the Mission Valley Terminal release to limit the adverse effects of residual levels of contaminants on human health and/or groundwater resources.

IA-85 State Regulation Compliance. Ensure that sites designated as contaminated comply with all state regulations.

IA-86 Funding. Seek funding sources specifically targeted at contaminated site remediation.

Noise

Mission Valley is an urbanized and developed environment that is subject to numerous noise sources, predominately due to its centrality in San Diego and bisection by several interstates. The Community Noise Equivalent Level (CNEL) is the noise rating scale used for land use compatibility. The CNEL rating represents the average of equivalent noise levels, measured in A-weighted decibels (dBA), at a location for a 24-hour period, with upward adjustments added to account for increased noise sensitivity in the evening and night periods. The A-weighted filter places a greater emphasis on frequencies within the range of the human ear.

The General Plan provides compatibility guidelines for evaluating land uses based on noise levels. With planned growth in Mission Valley that will be largely residential, noise effects on residential land uses are a significant concern.

IA-87 Coordination. Work with Caltrans to landscape freeway-highway rights-of-way buffers and install low noise pavement surfaces, berms, and noise barriers to mitigate state freeway and highway traffic noise.

IA-88 Noise Attenuation. Seek to reduce exposure, when parks are in noisier areas, through site planning, including locating the most noise sensitive uses, such as children's play areas and picnic tables, in the quieter areas of the site.

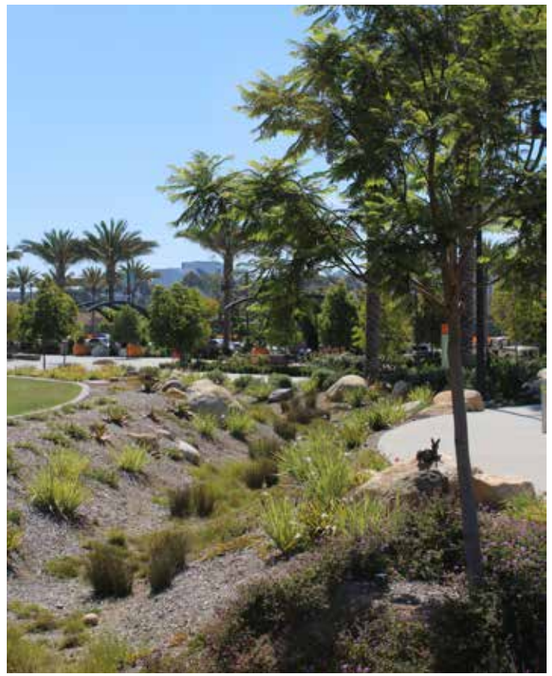
IA-89 Exposure Mitigation. Limit future residential and other noise-sensitive land uses in areas exposed to high levels of noise.

Young children and the elderly are the most vulnerable to high noise levels. Uses geared toward those populations should be designed to avoid prolonged exposure.

Flooding/Sea Level Rise/Storm Water

The primary source of flooding in Mission Valley is the San Diego River, but there is also flooding associated with Alvarado and Murphy Canyon Creeks. Further, most road crossings in the community are ford crossings, which allow crossing when water levels are low, but during storm events these roads temporarily flood, which makes some roadways impassible. To address these concerns as well as the threat of sea level rise due to the San Diego River and Pacific Ocean coastal confluence area, San Diego has in place a Master Storm Water System Maintenance Program and a City of San Diego Flood Mitigation Plan.

In addition, some community-wide strategies can also be adopted to address community specific concerns associated with flooding, sea level rise, and storm water.



Storm water detention basins help control flooding, improve groundwater recharge, and can be designed to be a community asset.

IA-90 Infrastructure Funding. Seek out grant funding to support the design and construction of infrastructure, including roads and pedestrian bridges, to allow safe means of travel should low level crossings and other parts of Mission Valley flood.

IA-91 ESL Implementation. Implement applicable requirements of the Environmentally Sensitive Lands regulations, Biology Guidelines, and the MSCP Subarea Plan for preservation, mitigation, acquisition, restoration, and management and monitoring of biological resources to provide areas for natural retention and filtration of water to better manage flooding.

IA-92 Flood Mitigation. Follow and implement flood mitigation strategies outlined in the City of San Diego Flood Mitigation Plan and the Land Development Code.

IA-93 Storm Water Infrastructure. Consider the need and potential for storm water infrastructure to treat, store, and control the release of water into the San Diego River and its tributaries.

IA-94 Maintenance. Support the continual maintenance of public dams upstream by dredging to decrease the potential for property damage and loss of life from flood and to avoid the need for further engineered channels, channel improvements, and other flood control facilities.

Green infrastructure can help filter storm water before it enters the conveyance system.

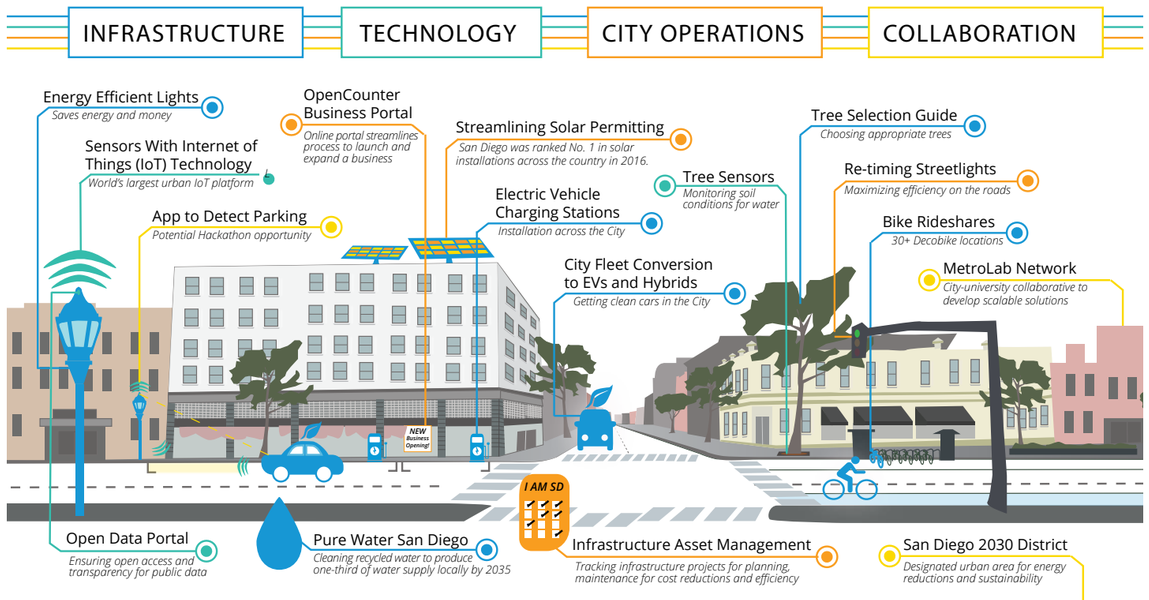
Smart City

Smart City San Diego is a broad public-private collaboration with the objective of improving the region's energy independence to empower consumers to use electric vehicles, reduce greenhouse gas emissions, and encourage economic growth. The City of San Diego communities will contain infrastructure such as electric vehicle charging stations and streetlights on a connected digital network to optimize parking and traffic, enhance public safety, and track air quality. Harnessing the abilities of smart technology will assist Mission Valley in addressing traffic concerns, emergency response, and support the City in meeting the goals of the Climate Action Plan.

IA-95 Technology Evaluation. Regularly evaluate and utilize new and emerging technology changes that can help to reduce greenhouse gas emissions and encourage the use of such technology when it is demonstrated to be an effective, fiscally responsible investment.

IA-96 Technology Utilization. When feasible, utilize emerging technologies and funding strategies to improve infrastructure efficiency, sustainability, resiliency, and delivery of services to the community.

IA-97 Smart Lighting. When lighting new and existing roadways, LED streetlights with adaptive controls for cost savings, energy efficiency, and to minimize light pollution should be installed. Further, smart sensors should be installed to gather real time data on parking and carbon emissions as well as how to improve intersections and emergency response.



URBAN DESIGN

In order to fulfill the vision for Mission Valley, future development will need to contribute to a vibrant regional destination and an attractive, livable, and safe community. This section describes guidelines and recommendations for achieving high-quality design of the built environment. It is intended to assist project applicants during the project design phase as well as planning staff and decision-makers in the project review and approval process, with the purpose of ensuring that new development contributes to the community vision.

This Urban Design section aims to be prescriptive enough to address design in Mission Valley's many physical contexts, but flexible enough to allow for creativity and innovation in design and planning. Development applications should achieve general consistency with the content provided in this section in order to obtain approval. Design Guidelines are provided in pink in this section to give clear direction on implementation.

This section is organized into three parts:

- **Public Realm,** which addresses the urban design of Mission Valley's rights-of-way, streetscapes, signage, public open spaces, and views. This subsection applies to the design of all publicly-owned areas of the community as well as the interface between public and privately-owned properties.
- **General Design,** which applies to design on private property, as well as the relationship of private development to neighboring properties and the public realm. Guidelines are intended to aid project designers in creating high quality buildings and site plans.
- **Area–Specific Design,** which describes the unique character of, and presents guidance for, development within specific areas of the community. These include Trolley Station Design Districts (areas within a quarter-mile radius of a trolley station); River Areas; Hillsides (areas with a slope of 15 percent or greater); Community Nodes and Main Streets; freeway-adjacent areas; and the area south of I-8.

An important emphasis to consider in this section is activation, which is an urban design strategy for creating more engaging spaces for pedestrians. All development should seek to activate ground-floor uses, which means creating ways to engage pedestrians through design, such as open porches and inviting landscaping for residential uses, or large, transparent windows and open patios for commercial uses. Creating active spaces is an important part of developing a more connected, walkable community. All development can contribute to making Mission Valley a pedestrian-friendly destination through active architecture, design, and uses.

Applicants should consult the entirety of this section to determine which guidelines apply or may apply to the property in question. This section works in tandem with the following Policies and Regulations section, which provides a policy checklist for applicants to verify projects follow the urban design intent described here.

Public Realm

The public realm refers to all public and publicly accessible spaces, including rights-of-way, streetscapes, parks, plazas, public connections to the Trolley stations, public connections to the San Diego River and other natural resources, freeway under-crossings, and views to Mission Valley. The sections below describe the character of each of these important public spaces, with design guidelines following. Related requirements are listed in the section on Policies and Regulations.

Streetscapes

Sidewalks and streetscapes are the most used and most visible elements of the public realm, linking and making accessible all development throughout the community. The streetscape area, located between the curb and property line, generally includes three distinct areas as demonstrated in Figure 20.

Building Entry
This refers to the publicly-accessible area immediately in front of the building or property line, located furthest from the curb. This area should provide access and visibility between buildings and the street, with building entrances and fenestration enhanced to create an attractive and engaging street frontage. Architectural enhancements may include building articulation and detailing, stoops, stairs, canopies/awnings, arcades, lighting, and signage.

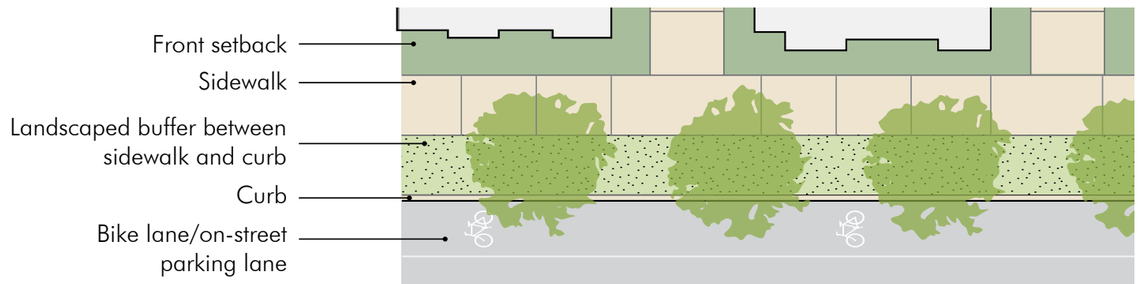
Pedestrian Pathways
The unobstructed path of travel for pedestrians, or sidewalk, should maintain the following minimum dimensions:

- Six feet along local streets;
- Eight feet along major streets, collector streets, and abutting high intensity residential development; and
- Ten feet abutting any high intensity commercial or mixed-use development.

When private drives provide primary circulation within a development, the City of San Diego Street Design Manual requires them to be constructed to the same design standard as public streets, such as including pedestrian sidewalks/pathways.

Buffers
Except in areas with very constrained right-of-way issues, a buffer area should separate the pedestrian pathway from the parking, driving, or vehicular travel lane, providing a noncontiguous sidewalk (see Figure 19). The buffer area should be enhanced with street trees and other landscaping either in trees grates, planters, or a continuous planter strip. The area should include other landscaping as can be supported in raised planter boxes; benches or other street furniture; "parklet" installations that support both seating and landscaping; trash/recycle bins; transit stops; and bicycle parking. Ideally utility boxes and other needed infrastructural equipment should be located in this area.

Figure 19: Non-Contiguous Sidewalk



(buffer between sidewalk and curb)

Figure 20: Streetscape Elements

DG-1 Active Commercial Entry Areas. In building entry areas in front of ground floor commercial uses, include spaces for outdoor dining, displays (stands, book racks, etc.), planters, and plazas.

DG-2 Entry Area Open Spaces. Define entry plazas and passenger loading areas with distinctive paving materials, seating, shade, and attractive landscaping.

DG-3 Sidewalks. Provide active pedestrian pathways along all private drives that provide primary access and public streets as noncontiguous sidewalks.

DG-4 Multi-functionality. Where desirable, encourage the multi-functionality and flexibility of the sidewalk and streetscape by supporting various modes of travel and pedestrian and bicycle amenities (e.g. street furniture, sidewalk dining, bicycle parking).

DG-5 Sidewalk Pavers. Vary pavers in an effort to delineate active pedestrian pathways from passive uses, including landscaping, street furniture, and public space areas.

DG-6 Street Trees. Incorporate street trees into sidewalk buffer areas in order to increase shade, promote carbon sequestration, shield pedestrian pathways, and provide additional vegetation in the urban environment.

Building entry areas can be enhanced through the use of pavers, seating areas, landscaping, and other design features.

Trees

Street trees are critical elements in creating a comfortable and usable streetscape. Suggested species for select corridors across the community can be found in Table 9 and on Figure 21. Tree variation is encouraged along all streets to promote visual interest and reduce the incidence of die off by any one species. All street trees for the buffer area should be selected from the City of San Diego Street Tree Selection Guide. Due to the high water table, Mission Valley sites are capable of supporting large trees, subject to right-of-way limitations.

Trees create a sense of place, provide shade, and help clean the air and sequester carbon.

Lighting

Projects should provide appropriate levels of street illumination responsive to the type and level of anticipated activity without under- or over-illuminating. Generally, higher illumination is desired where there are higher levels of nighttime use. Appropriately-spaced, decorative lighting should be provided to create a comfortable pedestrian environment.

Freeway Undercrossings

Freeway undercrossings should be designed to ensure pedestrian safety and comfort. Improvements may include transit stops and other pedestrian areas, landscaping, directional signage for cyclists and pedestrians, paving, murals and other public art installations, decorative screening and lighting. Where possible, sidewalks and pedestrian paths should be routed around the overpass structural supports such that the supports stand between the travel lanes and pedestrian paths.

For mid- and low-clearance undercrossings, (e.g., Friars Road under Morena Boulevard; Camino De La Reina under SR 163; Camino del Rio North under I-15; and Camino del Rio South under I-15), landscaping should be cleared and the sides excavated to the extent possible to allow for an expanded buffer area between the roadway and pedestrian area and to permit more light into the under-crossing.

DG-7 Freeway Undercrossings. Use spaces underneath freeways for transit stops, pedestrian areas, park space, or other public art areas.

Table 9: Suggested Street Tree Species

Street	Street Tree	Median Tree (if applicable)
Friars Road	California Sycamore* (Platanus racemose)	California Sycamore* (Platanus racemose)
Camino del Rio North, Hotel Circle North, Camino de la Reina	California Sycamore* (Platanus racemose)	California Sycamore* (Platanus racemosa)
Camino del Rio South, Hotel Circle South	Evergreen Ash (Fraxinus velutina)	Evergreen Ash (Fraxinus velutina)
Fashion Valley Road	Chinese Flame Tree (Koelreuteria bipinnata)	Chinese Flame Tree (Koelreuteria bipinnata)
Mission Center Road	Camphor Tree* (Cinnamomum camphor)	Camphor Tree* (Cinnamomum camphor)
Camino del Este	Camphor Tree* (Cinnamomum camphor)	Camphor Tree* (Cinnamomum camphor)
Qualcomm Way	Chinese Elm (Ulmus parvifolia)	Chinese Elm (Ulmus parvifolia)

**These trees are recommended for generously-sized parkways. For smaller parkways, usage of small to medium trees is advisable. Consult the City arborist and the City of San Diego Street Tree Selection Guide.*

Freeway underpasses present an opportunity to create unique public spaces and improve pedestrian safety and comfort.

Figure 21

Street Trees

General Information

- Trolley Stops
- Planned Trolley Stops
- Light Rail
- San Diego Trolley Purple Line (Planned)
- Planned Roadway
- Freeways
- Ramps
- San Diego River
- Mission Valley Community Plan Boundary
- Community Planning Areas

Street Trees

- Cal Sycamore
- Cal Sycamore and Poplar
- Chinese Flame Tree
- Camphor Tree
- Chinese Elm
- Evergreen and Ash

40ac
10ac

0 1/4 1/2 1
MILES

Public Open Space on Private Development

Public open space is an integral part of site plans for commercial and mixed-use development. These spaces help extend the public realm into private development and provide benefits to the entire community. Where public spaces are included in a site plan, they should be strategically placed, accessible, visible, and designed to encourage use by the community. Public open spaces, which include green spaces and paved plazas, should be located near the center of activity nodes, along pedestrian connections, and within view of both the nearest sidewalk and building entrances, in an effort to facilitate pedestrian access and encourage a variety of spillover activities (see Figure 22).

Public open spaces should be designed and located to encourage the sharing of amenities among different uses.

Public open spaces should incorporate a variety of pedestrian amenities and gathering spaces.

Design and programming of public open spaces should be for a variety of users (e.g. seniors, children, and families) at different times of day and evening, with activities and events that promote active uses. Uses may include paved areas for food trucks, social gathering and performances; chess tables; informational kiosks; telescope viewing areas; transit stops; play structures; gardens; and art installations.

DG-8 Landscaping. Use landscaping strategically to identify pedestrian entrances and articulate edges for plazas and courtyards.

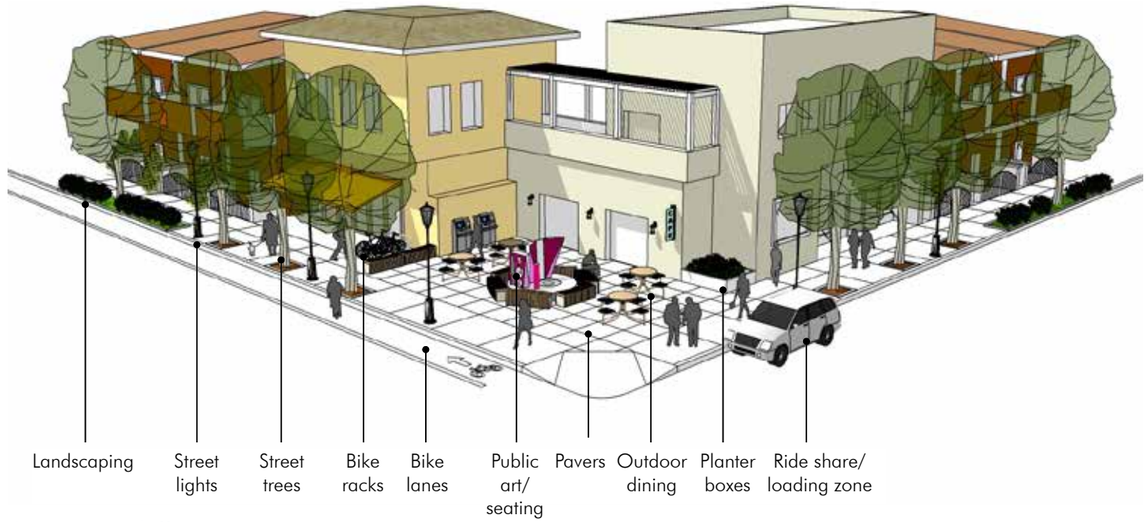
DG-9 Sun Exposure. Locate open space along the east, west, or southern block or building face, where feasible, and design to maximize exposure to the sun, while protecting from wind. Incorporate shaded and sheltered areas in addition to full sun areas.

DG-10 Shared Amenities. Provide amenities for public use within public open spaces, including ample seating (benches, seating walls, movable seating, etc.); trees and other plantings; and shaded and sheltered areas.

DG-11 Maintenance. Ensure that open spaces are clean and well-maintained. Use high-quality, durable materials that are cost-effective, energy efficient, and require minimal maintenance. Potential implementation includes standardized amenities (e.g. benches and trashcans) and energy efficient technology (e.g. solar trash compactors, moisture-sensing sprinklers, and light sensors).

DG-12 Pedestrian-Scaled Lighting. Provide pedestrian-scaled lighting along all walk-ways and common areas. Levels of illumination should be responsive to the type and level of anticipated activity without under- or over-illuminating.

Figure 22: Plazas



Access and Connectivity

Design of the Mission Valley public realm should support and facilitate access to the community's many open spaces. These open spaces, described in the Parks and Open Spaces section of this chapter, include the San Diego River area; a wide variety of parks and community spaces; and trails and other publicly accessible hillsides open spaces. As Mission Valley sees new development and public improvements, design of the entire public realm should acknowledge these spaces, provide safe and easy access, and encourage the enjoyment and use of these spaces.

DG-13 Multi-Use Bridges. Provide multi-use bridges along the San Diego River to allow ease of access as well as more opportunity for scenic outlooks. These may include:

- At the Fenton Parkway and Riverwalk Riverwalk Street "J" alignments;
- Near the Mission Valley and Hazard Center Stations;
- At the I-15 as part of the regional bikeway;
- Near the Mission Valley YMCA/Sefton Field.

This conceptual site plan envisions mid-block public open space that is visible from the street and accessible from all development on the block.

DG-14 Trailheads. Facilitate creation of new trailheads at the following locations:

- Bachman Place
- Camino del Rio South near Mission City Parkway

DG-15 Canyon Access Easements. Enhance access to, signage for, and visibility of the following canyon access easements and trail connections:

- Allen Canyon
- Dove Canyon
- Buchanon Canyon
- Sandrock Canyon
- Ruffin Canyon

DG-16 Green Streets. Implement Green Streets that can vary in design and appearance while still meeting functional goals (refer to Figure 23)

- Alternative Street Designs (Street Widths). New streets should be planned accordingly so that existing hydrologic functions of the land are preserved (wetlands, buffers, high-permeability soils, etc.).
- Swales. Vegetated open channels designed to accept sheet flow runoff and convey it in broad shallow flow. Swales reduce storm water volume, improve water quality, and reduce flow velocity.
- Bioretention Curb Extensions and Sidewalk Planters. Attractive planter boxes or curb extensions help infiltrate and store storm water, which reduces runoff volumes and attenuates peak flows.
- Permeable Pavement. Provides structural support, runoff storage, and pollutant removal through filtering and adsorption.
- Sidewalk Trees and Tree Boxes. Street trees are good for the economy, reduce the urban heat island effect and storm water runoff, improve the urban aesthetic, and improve air quality. Large tree boxes and root paths can be used under sidewalks to expand root zones, which allows street trees to grow to full size.

Public Signage

Mission Valley transit areas, gateways, and community open spaces should display unique public signage in addition to the requirements indicated in the River Park Master Plan. Mission Valley signage should include identification and directional signage for pedestrians, cyclists, and motorists and provide directions and distances to landmarks (e.g. transit stations, public parks, canyons, tributary creeks, and regional attractions). Connections across the river and paths between the river and public open spaces should be emphasized, and the design of signage should complement the overall urban design goals for the community.

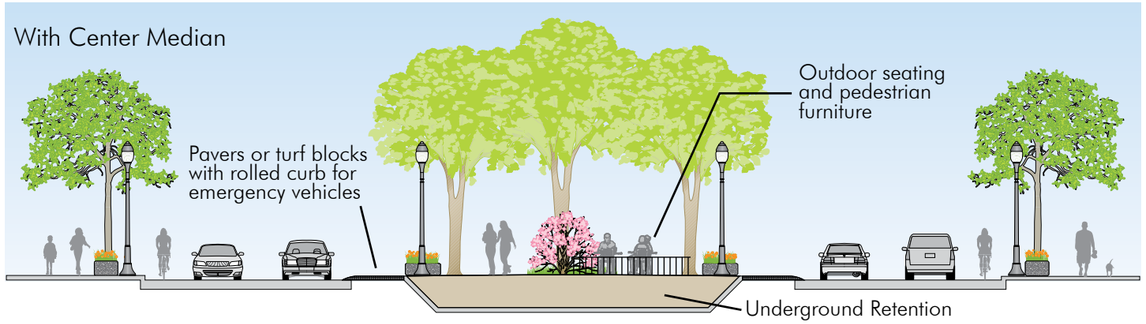
Paseos

The most promising opportunity to provide greater connectivity in Mission Valley is through a network of paseos, or enhanced pedestrian paths that provide ingress/egress through development projects. Paseos should be designed as an amenity as shown in Figure 24.

DG-17 Paseos. Provide enhanced paths to allow pedestrians to bisect mega blocks and connect to transit/recreation areas. When paseos are needed along property lines, they should be designed to be extended onto adjacent properties.

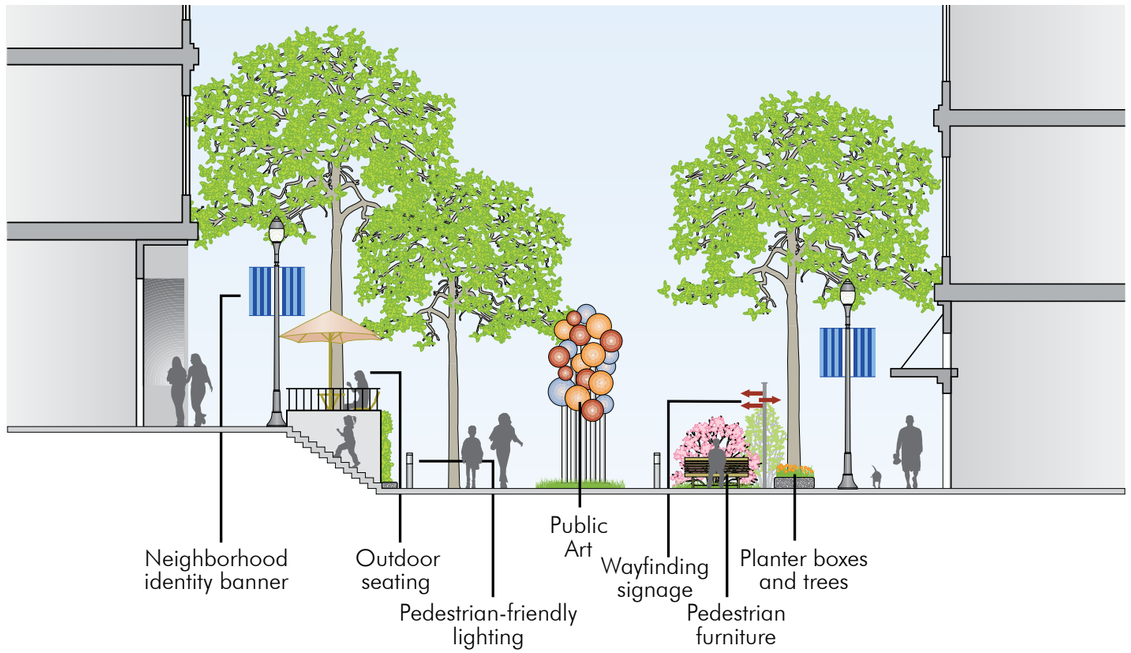
Paseos can more directly connect community members to transit or recreation areas.

Figure 23: Green Streets



See the City's Storm Water Standards Manual for more detail about implementing Green Streets.

Figure 24: Paseos



General Design

This section applies to site plan and building design of all private development throughout Mission Valley. The sections below describe the character of each element of development, with recommended design guidelines following. Related recommendations are listed in the final section of this plan, Policies and Regulations.

Parking and Access

High-quality architecture and public open spaces will be the visual focus of Mission Valley as the community develops, while parking will be secondary. New development should locate parking to the side or rear of buildings or underground, out of view from the public right-of-way to the extent possible, with access to parking areas from the rear or side streets. Where a large area of surface parking is required, it should be broken into smaller parking areas in an effort to avoid large expanses of surface parking. Shared parking areas should be located to encourage interaction among building occupants and to integrate ample landscaping. Structured parking "wrapped" with residential and commercial uses is encouraged.

Pedestrian access to parking areas should be designed to ensure safety and minimize conflicts among pedestrians, bicycles, and vehicles. The number of curb cuts and driveway entrances for any parking area or loading area should be minimized, with walkways the shortest practical distance between the building entry and the sidewalk. Areas should also be designated on-site for circulator, rideshare, and microtransit (i.e., shared bicycles and scooters) pick-up and drop-off, and spaces should be reserved for electric vehicle charging.

Like parking areas, loading and service areas should be located off the public right-of-way and screened with masonry walls, landscaping, or architectural elements.

DG-18 Reduced and Shared Access. Minimize curb cuts and driveway entrances to parking facilities and loading areas. Wherever possible, design driveways to be shared among neighboring properties in order to reduce potential conflicts with pedestrians and bicyclists. Provide space for shared transportation services, such as circulators, rideshare vehicles, and microtransit, to allow for the safe pick-up and drop-off of passengers.

DG-19 Lighting. Ensure adequate lighting of parking areas to improve visibility and safety. Motion-sensor lighting can reduce energy use.

- Surface lots should have frequently spaced lights no more than 15 feet tall, rather than a few tall bright lights.
- Parking garages should have adequate lighting along façades, but should shield the street from interior garage lighting.

DG-20 Additional Safety Measures. Employ design features and programs to enhance safety in parking areas, including prominent and well-illuminated entries. These may include additional lighting along pedestrian paths, low-rise landscaped buffers, and/or a comprehensive surveillance system where applicable.

DG-21 Flexibility. Design parking areas to be capable of eventually accommodating parking structures where surface parking is provided.

Paving may be used to distinguish pedestrian walkways from the vehicular right-of-way.

DG-22 Ground Floor of Structured Parking. Reduce the apparent mass on the ground floor through well-proportioned windows, landscaping, screening, and architectural emphasis on pedestrian entries and towers.

DG-23 Parking Structure Façade. Provide variation and interest on the facade of parking garages through decorative screens, trellises, ornamental railings, and/or openings that appear as well-proportioned windows (see Figure 25).

DG-24 Subterranean Parking Design. Activate exposed portions of subterranean garages with landscaping and stoops or terracing.

DG-25 Parking Lot Landscaping. Design surface parking lots to incorporate trees for shading and permeable surfaces to minimize storm water runoff.

- Round headed, rather than upright trees should be utilized in parking areas.
- Parking lot trees should have a mature height and spread of at least 30 feet. They should also be long-lived (60 years), clean, require little maintenance, and be structurally strong, insect and disease-resistant, and require little pruning.
- More than 10 percent of the parking lot area is encouraged to be landscaped. Landscaping areas should be distributed between the periphery and interior landscaping islands and be designed to break up large paved areas. A minimum ten foot wide landscaping island is encouraged.
- Parking lot landscaping should include primarily ground cover and tall-canopied trees, instead of bushes or short, bushy trees.
- To screen parking lots and structures from the street, large dense shrubs may be massed at the edge of the parking area. Trees and shrubs can be combined with earth berms to screen adjacent parking.

The structured parking (above ground floor) is designed as an integral part of the building through consistent architectural style and materials.

A minimum of ten percent landscaping of a parking lot area is encouraged.

Bicycle parking should be placed near building entrances and transit stops.

Figure 25: Parking Structures

Site Planning

Walkability, access to transit stations, and access to the community's many parks and open spaces is a priority in Mission Valley. Site plans lay out building orientation, vehicular access, pedestrian paths, and on-site open spaces within new development, all of which have an impact on the community's overall public realm and its overall priorities. Development should be designed around the location of the primary frontage, and ensure that it relates to adjacent roadways and/or pathways, whether new or existing. Site plans should encourage pedestrian activity and comfort, and incorporate elements that shorten actual and perceived walking distances through architectural features, landscape features, or building-to-street design. Plans should also provide well-defined open spaces, pedestrian paths, streets, frontage roads, access drives, and connections to the community's shared trails, open spaces, and bike facilities. In all cases, visibility of surface parking from the pedestrian realm and key public spaces should be minimized.

Residential entry facing a public street (primary frontage).

Buildings define a social open space.

DG-26 Entries. Orient the primary building entrance (defined as the entrance which provides the most direct access to a building's lobby and is unlocked during business hours) to face the primary frontage. Secondary building entrances are encouraged to access side streets, parks, or plazas. Building overhangs, canopies, and entryway landscaping should not obstruct views, the street tree canopy, or street signs.

DG-27 Solar Access and Energy Conservation. Employ climate-appropriate design strategies to allow for passive solar access and energy-efficient installations, including (see Figure 26):

- Allowing for adequate access to light and air so that daylight is able to reach all living spaces for part of the day, and adequate ventilation is provided when windows are open. Prioritize south-facing windows and private open space.
- Siting building so that plazas and other public spaces will not be kept in shadows at all times and will not experience excessive wind conditions.
- Locating parking areas with large paved surfaces to the east and north of adjacent buildings to reduce solar reflection on buildings.
- Placing evergreen trees on the west side of buildings to provide protection from prevailing winds.

Active residential entry in Mission Valley.

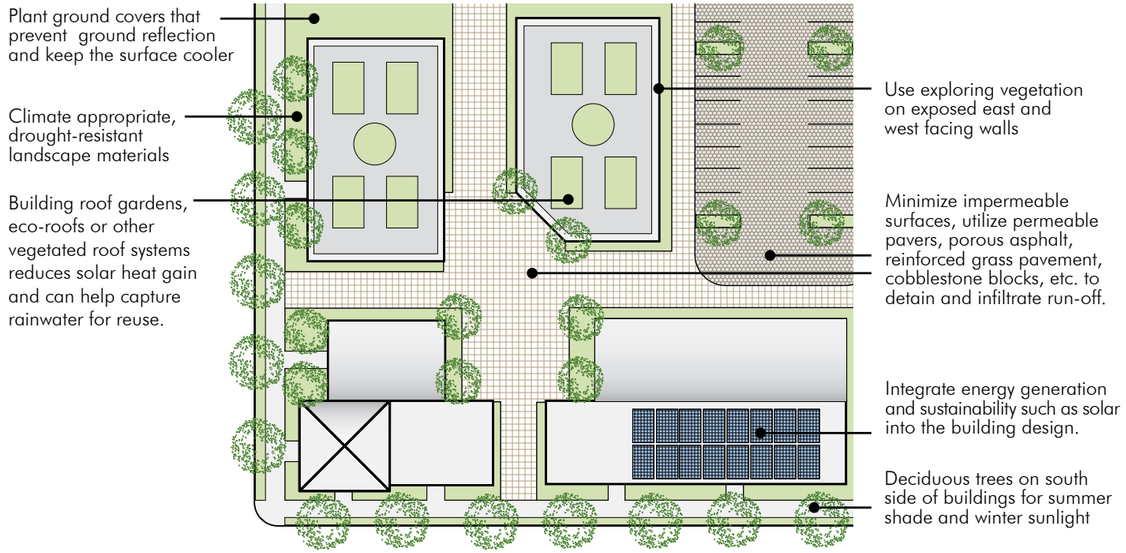
DG-28 Energy. Consider clustering buildings to use a common heating/cooling source.

DG-29 Crime Prevention and Safety. Design buildings and public spaces to be defensible, clearly identified and demarcated, and designed with high visibility and to prevent access of unauthorized persons. This can be accomplished through natural surveillance. Position common spaces, pedestrian pathways, and entries such that they are clearly visible from the street. Position windows to allow for visible sight lines toward public spaces, parking areas, and entrances to dwellings.

DG-30 Territorial Reinforcement. Delineate the transition from public space to private space with signs, pavement, building uses, or other objects. Fencing may only be used if a publicly accessible route is provided through the site.

Adequate access to natural light can minimize energy costs.

Figure 26: Solar Access, Energy Conservation, and Passive Cooling



Building Form and Design

Building form and design bring the urban design of Mission Valley to life. Height, massing, orientation, and other features of building design should relate to the physical context of the site, the site plan, and the urban design framework as a whole.

While the zoning for each development parcel determines basic development standards such as building height and setbacks, the Mission Valley Community Plan vision calls for quality urban design and an active and engaging public realm throughout the community. Buildings throughout Mission Valley should exhibit "three-dimensional" design that reduces apparent bulk and creates interest on all sides. Design of corner lots should feature distinct architectural elements, highlight destinations, or incorporate public spaces. Buildings must be designed to "smooth out" heights across areas with different prevailing or permitted heights, to avoid abrupt height transitions, and to successfully relate to the internal new rights-of-way, pedestrian paths, and open spaces.

Building design within Mission Valley is encouraged to include features such as recesses, projections, varied finishes, ample transparency, varied roof forms, and an active and engaging ground floor design, particularly in areas where land uses anticipate pedestrian activity. Buildings should be internally consistent in style, with window placement and ground-floor transparency that communicates building composition and use. Whether residential or commercial in use, ground floor design should be accessible, engaging, and contribute to an active public realm (Figure 27).

Building signage is also an essential part of urban design. New projects should provide way-finding signage as appropriate, to identify the pedestrian and bicycle routes to and from nearby trolley stations and the San Diego River. Placement of signs and other public facilities should be done in a manner so as to provide a clear unobstructed pedestrian path and continuous parkway design.

DG-31 Building Bulk. Encourage variation and articulation through changes in height and massing. This can be achieved through building design that creates smaller masses corresponding to the internal function of the building, modest changes in roof heights, and varied vertical planes.

DG-32 Diversity and Innovation. Find opportunities for diversity, creativity, and innovation in building form.

DG-33 Shadows. Consider the potential shade impacts on the surroundings, and design buildings such that heights, massing, and site plans respond to potential shading issues.

DG-34 Roof Surfaces. Consider locating sloped roof surfaces facing the south, and at an angle that can accommodate solar panel or film installation for renewable energy generation or centralized solar hot water heating.

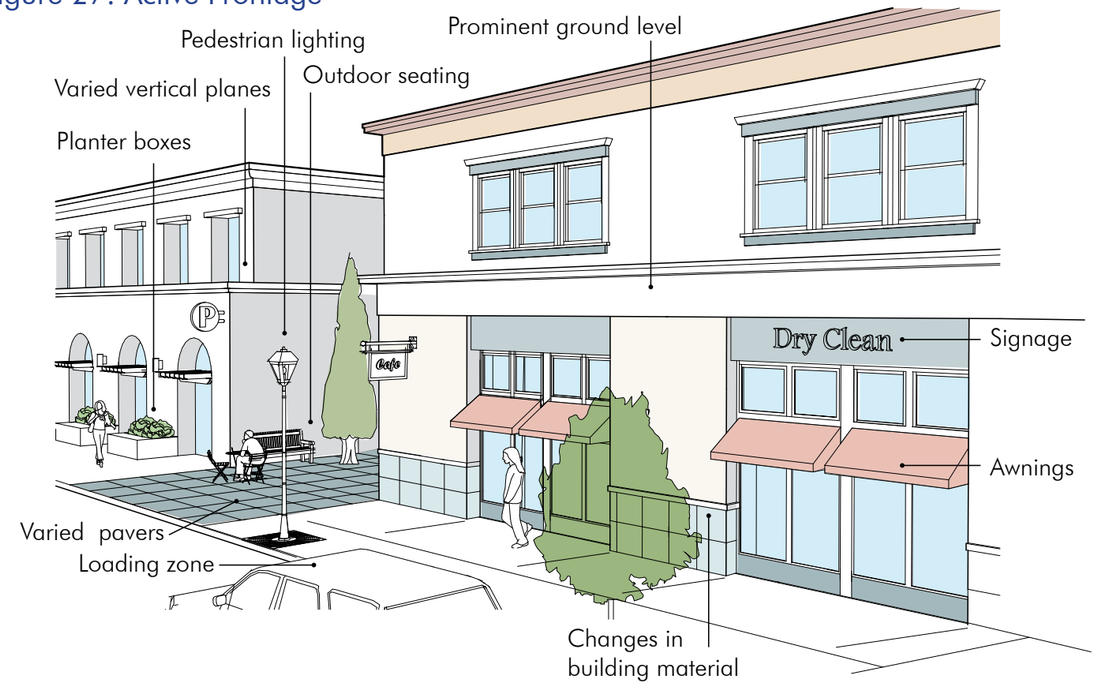
DG-35 Towers. Design towers to be slender in order to minimize the casting of large shadows. If large floor-plates are necessary on lower floors, middle and upper floors should taper, step back, or otherwise employ a reduction in massing.

DG-36 Vertical Segmentation. Articulate a distinct building base, middle, and top through changes in materials, colors, or fenestration that reflect the internal function of the building. Avoid repetitive elements or monolithic treatments.

DG-37 Ground Floors. In multi-story buildings, design the ground floor to be tall, prominent, and establish a street presence.

DG-38 Façades. Treat all publicly visible façades of a building equally in terms of materials, colors, and design details. The building should have a finished appearance on all visible sides.

Figure 27: Active Frontage



DG-39 Limitations on Blank Walls. Minimize the amount of the linear frontage on the first story street-facing wall that may consist of blank walls. Where blank walls are unavoidable, reduce the impact by:

- Placing blank walls as out of view as possible from the street.
- Providing architectural treatments such as panels, contrasting textures, high-quality and interesting building materials, blind windows, planting treatments, murals or other public art, and/or exterior detailing. As much creativity should be given to these walls as to the rest of the façade of the building (Figure 28).

DG-40 Operable Windows. Wherever applicable, provide operable windows that allow natural ventilation and potentially eliminate the need for mechanical ventilation. If mechanical systems are necessary, use energy-efficient and low emission heating, ventilation, and air conditioning (HVAC) systems.

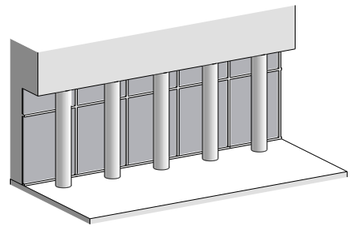
DG-41 Garage Doors. Reduce the visual prominence of garage doors on the street level using the following methods:

- Locate garage doors facing a side street wherever feasible. Garage doors are not recommended along pedestrian paths.
- Dimension garage doors as narrow as is functionally feasible.
- Place the garage door toward the end of the façade, not in the middle or toward an intersection.
- Recess the garage door.
- Call attention to other prominent architectural elements on the façade.
- Design the garage door to be consistent with the architectural style of the building.

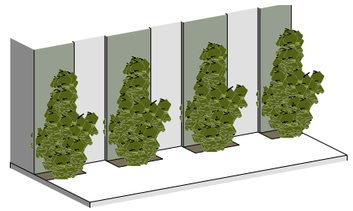
DG-42 Visual Access. Building height, spacing, and bulk should be designed to create landscaped and visually accessible areas from projects to community landmarks and open space features.

DG-43 Design of Building Signs. Design building signage to be compatible with the building architecture and to be harmonious with signs on adjacent buildings. On high-rise buildings, symbols and graphic designs, rather than full building-width lettering, are encouraged.

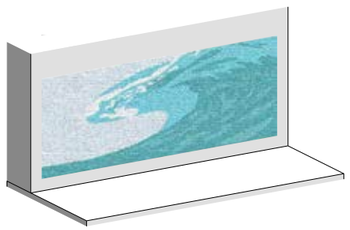
Figure 28: Blank Wall Alternatives



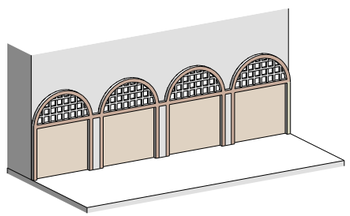
Exterior detailing



Planting treatments



Mural or other public art



Architectural panels

Building Style and Materials

DG-44 High Quality Materials. Use high-quality, durable architectural materials and finishes that provide a sense of permanence through the exterior and public interior spaces of the buildings. The materials palette should be reflective of the character of the location, type of architecture, and use of the building, and a unified palette of materials should be used on all sides of buildings.

DG-45 Energy and Building Materials. Use building materials which will act as insulators or conductors, depending on energy needs.

DG-46 Authentic Materials. Use authentic materials with a substantial appearance, including stone, brick, masonry, tile, wood shingles, metal panels, and glass panels. Avoid using inauthentic materials that have the appearance of thin veneer or attachment such as scored plywood, vinyl, and aluminum siding. If used, inauthentic materials should not be the dominant façade material and should not be used for detailing or ornamentation.

DG-47 Architectural Styles. No particular architectural style is mandated for any area in Mission Valley. However, design should:

- Be sensitive to the context and the surroundings without necessarily conforming to the architectural styles of surrounding development.
- Consider and respect the architectural features and styles of adjacent buildings and the surrounding district. Provide compatible or complementary features through architectural details, materials, colors, and lighting. In particular, draw on adjacent or nearby building features that are desirable to achieve compatibility.

DG-48 Color. Employ a color palette that reinforces building identity and complements changes in plane. The body of the building should generally be muted and light in tone to reduce heat gain. Bright colors should be used as accent colors only. A coordinated palette of complimentary colors should be used rather than a patchwork of competing colors.

Residential Uses

DG-49 Family-Oriented Housing. Design family-oriented housing and units for a range of ages. Opportunities include:

- Situate family-oriented units on lower floors to maximize accessibility for children and elderly.
- Provide adequate storage space and design entryways that are visible from inside the home with wider hallways to accommodate stroller and bicycles, etc.

DG-50 Views. Take advantage of views to the San Diego River, hillsides, and other natural features in design, particularly for living areas.

DG-51 Privacy. Maintain a sense of privacy from within housing units, while allowing views onto streets or interior courtyards. In areas with narrow side yards, side elevation windows should be offset from those of the adjacent unit or otherwise obscured (e.g. with frosted glass) to ensure privacy.

DG-52 Air and Sunlight Access. Balance privacy and safety with air and sunlight access, as well as wind protection. Prioritize south facing open space opportunities and design balconies with slatted or partially transparent grating or railing.

DG-53 Safety and Security. Integrate features that enhance security such as timed lighting and windows that look out onto pedestrian paths. Avoid using bars or security grills on windows and doors.

Figure 29: Residential Frontage Types

Balcony

Porch, Patio

Arcade, Colonnade, Gallery

Stoop

Awning, Canopy, Marquee, Sun Shade, Trellis

Accordian / Roll-Up Door

DG-54 Frontages. Articulate frontages to differentiate residential units from each other and from the overall massing. Incorporate porches, stoops, recessed windows, bay windows, accordian/roll-up doors, and balconies to provide visual interest (see Figure 29).

DG-55 Residential Windows. Design windows to highlight the uses within. In residential areas on upper stories, for example, smaller windows allow more privacy.

DG-56 Ground Floor Private Open Spaces. To ensure privacy and sunlight access, provide partially transparent screening or landscaping for open spaces facing a public street, such as tall grasses and fences with openings.

DG-57 Separation from Shared Open Space. Separate private open space from common open space with low walls or fencing.

Commercial Uses

DG-58 Active Uses. Prioritize active uses on the ground floor.

DG-59 Large Retail Establishments. Enclose large retail establishments within multi-story buildings. When possible, design large retail establishments to be two-stories.

DG-60 Compatibility of Uses. Maximize compatibility and mutual benefit in the mix of uses. Retail use should be generally limited to the ground-floor spaces along the street.

DG-61 Ground Floor Windows. Consider installing operable windows or stacking doors that allow the full length of the storefront to be opened to the sidewalk. At the street level, storefront windows should enliven the street and provide pedestrian views into the interior.

Green Building Practices and Sustainability

Conservation and protection of natural resources is an increasingly important aspect of daily life in every community. Project designers can conserve resources through green building practices, which employ building orientation, materials, building articulation, design of fenestration, and other design elements to passively cool a building. Additional practices to achieve sustainability in design are listed below.

DG-62 Sustainable Materials. Where possible, use sustainable building materials. Incorporate recycled, renewable, sustainable, and non-toxic/ low-VOC (volatile organic compound) materials. Use of locally harvested and/or manufactured materials is desired.

DG-63 Sustainable Landscaping. Provide attractive and context-sensitive on-site landscaping that minimizes heat gain, is drought-resistant, requires minimal irrigation by:

- Planting deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.
- Exploring vegetation on the exposed east and west facing walls.
- Planting groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.
- Building roof gardens, eco-roofs, or other vegetated roof systems to help reduce the solar heat gain of building roofs and to serve as shared open space.
- Minimizing impervious surfaces that have large thermal gain.

DG-64 Water Efficiency and Conservation. Install water saving appliances and systems such as gray water systems, moisture-sensitive irrigation rainwater cisterns, and low-flow toilets and faucets. Any exterior systems should be integrated into building design.

DG-65 Storm Water Capture and Treatment. Ensure the design of new development integrates storm water best management practices on site to maximize their effectiveness by:

- Allowing the use of green roofs and water collection devices, such as bioswales, cisterns, and rain barrels, to capture rainwater from the building for re-use.
- Utilizing disconnected drain sprouts to interrupt the direct flow of rain-water from the buildings to the storm water system. Integrate these features to imbibe buildings with a distinctive architectural character.
- Minimizing on site impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement, cobble stone block pavement, etc. to detain and infiltrate runoff on-site.
- Encouraging the use of permeable paving elements in auto and non-auto-oriented areas.

DG-66 Daylight Utilization. Install timed or motion sensor light fixtures that turn off or dim during daylight hours in interior hallways, foyers, and other spaces that are constantly used.

DG-67 Energy Generation. Integrate energy generation and sustainability such as solar, wind, geothermal or other technologies into the overall building design consistent with the architectural design.

DG-68 Carbon Sequestration. Incorporate new trees into site plans that have the potential for storage and sequestration of high levels of carbon.

DG-69 Zero Net Energy Buildings. Strive for zero net energy in a building design.

DG-70 Maintenance. Develop long-term maintenance for all vegetation to be in accordance with adopted City-wide landscape standards.

Area-Specific Design

This section describes the urban design of Special Attention Areas in Mission Valley (Figure 31), which are areas with unique characteristics, physical conditions, and context-specific opportunities. These are:

- **Trolley Station Design Districts** applies to all development within a quarter-mile radius of a trolley station, as identified in Figures 31 and 32.
- **Community Node/Main Street** applies to development located within a community node or along a "Main Street." See Figure 34.
- **River–Adjacent** applies to the River Corridor Area and the River Influence Area, as identified in Figure 35.
- **Hillside/Steep Slope** guidelines apply to any development on a sloped lot, as shown in Figure 31. While Figure 31 maps the areas within Mission Valley with a slope of 15 percent or greater, these policy guidelines (see Figure 36) may also be useful for properties with more moderate slopes. South of I-8 guidelines apply to all development south of I-8 (see Figure 37).
- **Freeway Adjacent** guidelines (see Figure 38) apply to development on all parcels that abut I-8, I-805, I-15, or SR 163.

This section also includes schematic massing diagrams, or "vignettes," of several specific Mission Valley sites that demonstrate how the urban design framework and design guidelines may be implemented. They do not dictate a prescribed site plan or design; rather, they represent one of the many possible interpretations of urban design principles and design guidelines.

Figure 30 identifies urban design and connectivity opportunities for the central core of Mission Valley. A complete network of Neighborhood Connector Streets, Potential Main Streets, and Internal Retail Streets form a Central Loop through the heart of the valley. **Neighborhood Connector Streets** provide local access and connectivity for community residents. **Potential Main Streets** traverse residential, commercial, and mixed-use development that is designed to create an active public realm with limited setbacks and a streetscape experience rich with pedestrian amenities. **Internal Retail Streets** are pedestrian paths in either existing shopping malls or at future development areas where the primary circulation design is focused on a lively pedestrian experience. **Primary Public Realm Opportunities** identified in yellow highlight public realm areas and private property areas that may be best developed as privately-owned public open space. In addition key **Trolley Stations** and **Potential Aerial Tram Stations** are identified to demonstrate how streets and public realm improvements in the valley can also enhance connectivity and access to high-quality transit services.

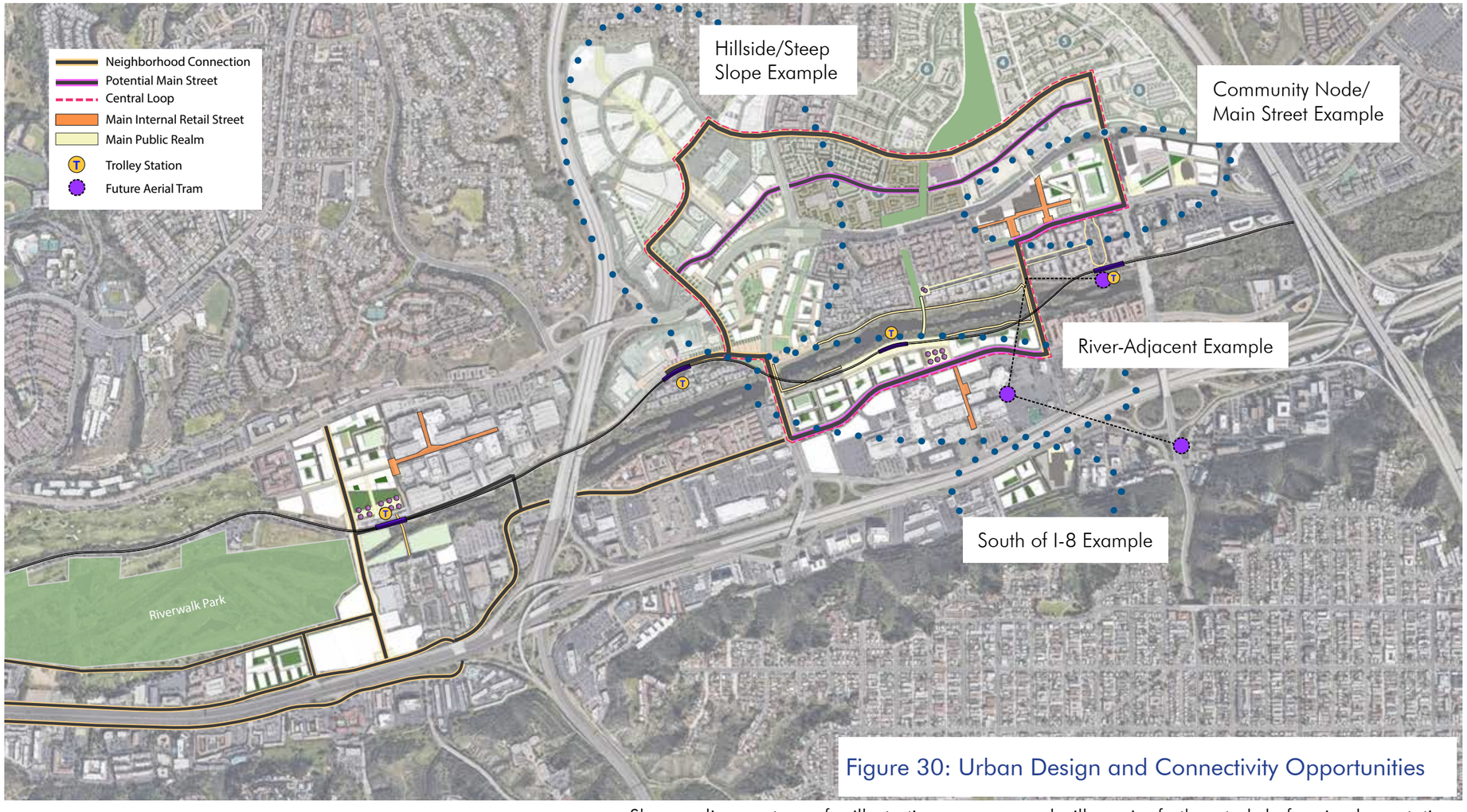
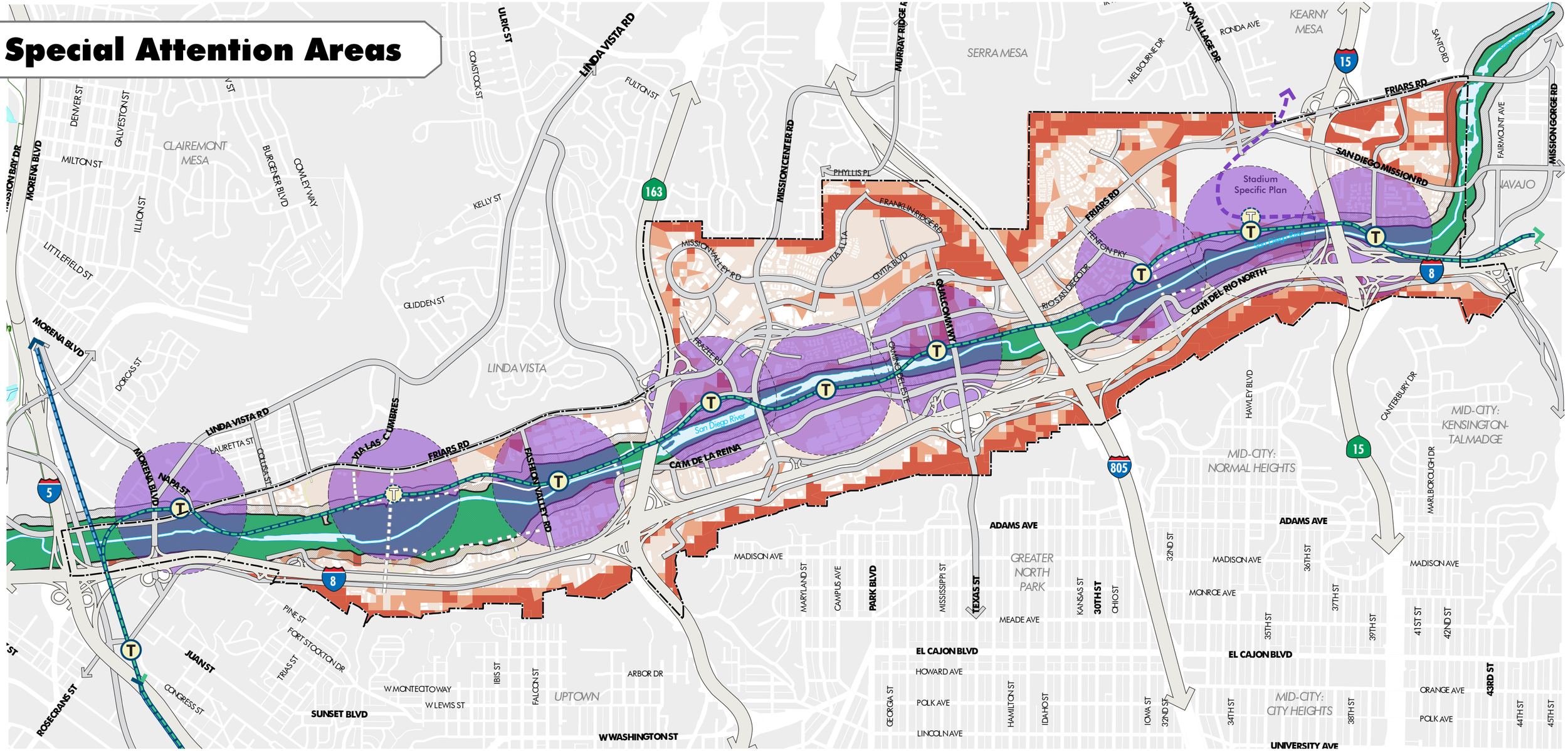


Figure 30: Urban Design and Connectivity Opportunities

Skyway alignments are for illustrative purposes and will require further study before implementation.

Figure 31

Special Attention Areas



General Information

- Mission Valley Community Plan Boundary
- San Diego River

Transit

- Existing Trolley (Blue Line)
- Existing Trolley (Green Line)
- Planned Trolley (Purple Line)
- Planned Trolley Stop (Riverwalk)

Specific Areas

- Trolley Station Design District (1/4 Mile)
- River Corridor Area
- River Influence Area
- Hillside (Slope 15%-25% / Slope >25%)

40ac
10ac

0 1/4 1/2 1

MILES

Trolley Station Design Districts

A trolley station design district is defined as the area within a quarter-mile radius from the trolley stations. There are eight trolley station design districts within Mission Valley. Design and development within these trolley station design districts focuses on enhancing non-motorized connectivity and accessibility to the trolley. Visibility of and access to the station is a priority, as is a high-quality public realm that makes connections between travel modes easy, comfortable, and engaging.

The following diagrams in Figure 32 demonstrate how to approach site design and placemaking in areas with a trolley stop. Although this is one approach to appropriate design, the general principles can be replicated in many formats.

Initially the location characteristics should be identified, including important frontages and obstacles. Next clear paths to the stations should be established, focusing on ways to expand access. Finally, building designs should be augmented to enhance the opportunities identified in the site planning process and design guidelines followed.

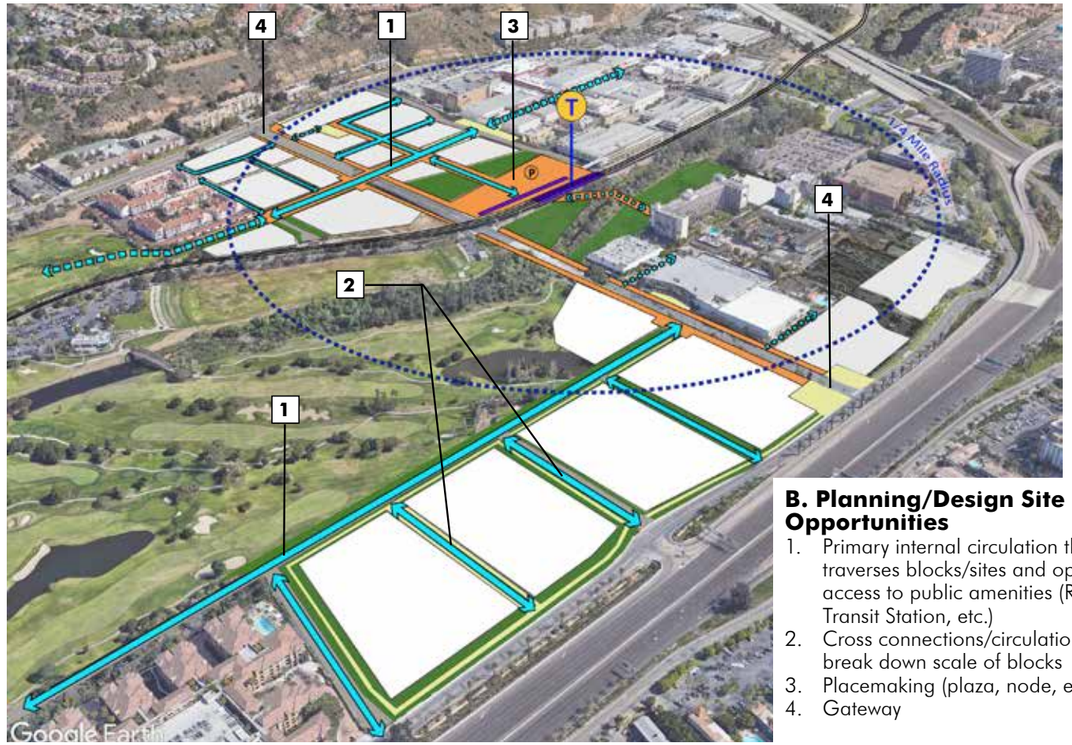
Figure 32: Site Planning and Placemaking Near Trolley Stations

Legend for all diagrams:

- *Main Circulation*
- *Potential Connection*
- *Main Frontage*
- *River Corridor*
- *Building Activation*
- *Path to Transit*
- *Trolley Station*

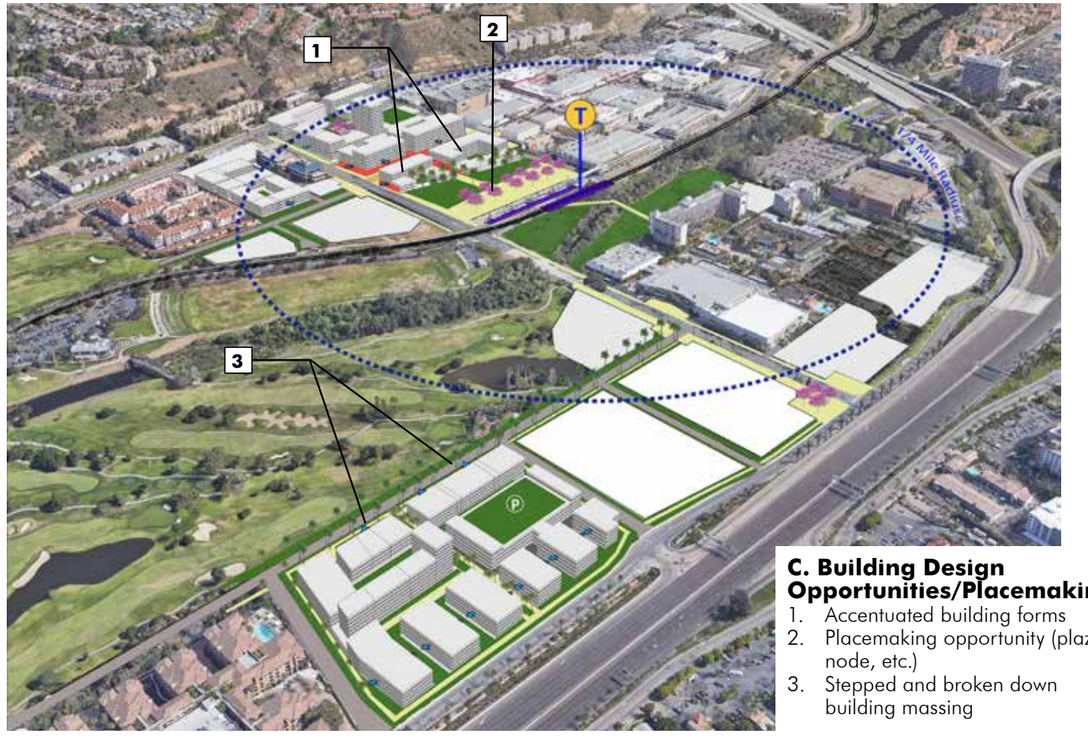
A. Location Characteristics

+ Intensification of Superblocks
+ 1/4 mile to Transit Station
+ 1/4 mile to River Path Amenity
+ Main Street Frontage (Fashion Valley Road)
+ Friars Road Frontage and Buffer
+ River Corridor Frontage



B. Planning/Design Site Opportunities

1. Primary internal circulation that traverses blocks/sites and opens access to public amenities (River, Transit Station, etc.)
2. Cross connections/circulation break down scale of blocks
3. Placemaking (plaza, node, etc.)
4. Gateway



C. Building Design Opportunities/Placemaking

1. Accentuated building forms
2. Placemaking opportunity (plaza, node, etc.)
3. Stepped and broken down building massing

DG-71 Station Arrival Plaza. Incorporate an arrival plaza as a visual gateway. Include public art, landscaping, lighting, and pavers to the station and plaza design.

DG-72 Station Amenities. Improve the experience of trolley riders by providing a range of amenities at each trolley station. Amenities may include bike parking, benches, substantial overhangs and/or awning, shelters, information kiosks, public restrooms, and other trolley rider-serving amenities.

DG-73 Mobility Hubs. Design areas around trolley stations to provide for a range of services that can improve first-last mile connections. This includes drop-off/pick-up areas for ride-hailing and shuttle services, space for scooter- and bike-share storage, parking spaces dedicated to car-sharing services, charging stations, and package pick-up areas. See Figure 33.

DG-74 Mix of Uses. Promote vertically and horizontally mixed uses within the trolley areas. Enhance livability and neighborhood vitality by providing a range of uses that serve visitors, workers, and residents.

DG-75 Identifiable Style. Encourage building design in each trolley station area to exhibit an identifiable architectural style.

DG-76 Walkable Blocks. Explore opportunities for large site redevelopment to reduce existing block scale by establishing new streets and/or public pedestrian pathways. Block faces longer than 350 feet should provide mid-block crossings to achieve a fine-grained street grid.

- Design direct and attractive pedestrian routes and pathways to connect trolley stations, local destinations, activity centers (retail core, plaza, etc.), and the surrounding neighborhood.
- Avoid meandering paths or any treatment that would unnecessarily obstruct the view to the trolley station.
- Design pedestrian routes to prioritize public right-of-way. Routes across private land should be open to the public at all time and be clearly marked for public use.

DG-77 Wayfinding. Locate directional signage at key locations such as major intersections and trail access points to direct people to trolley stations.

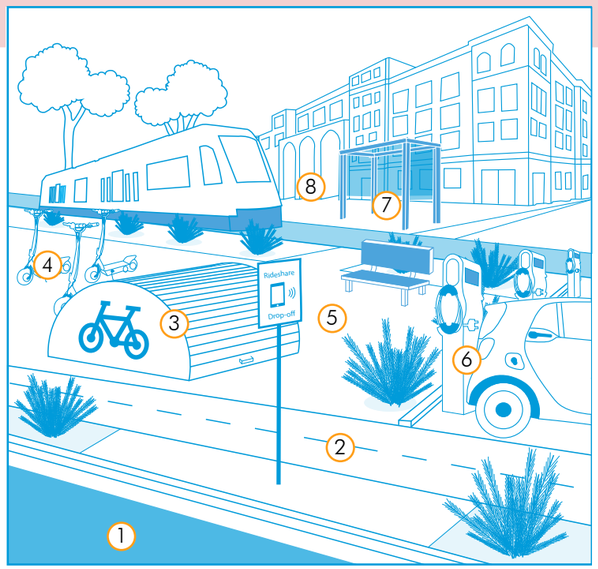


Figure 33: Example of a Mobility Hub

Mobility Hub Services

1. Rideshare drop-off
2. Separated bicycle lane
3. Bicycle storage
4. Micromobility (scooter) parking
5. Pedestrian plaza
6. EV charging spaces
7. Trolley station
8. Active uses and walkable blocks

Community Node/Main Street

Foci of community life within Mission Valley take the form of central Community Nodes or linear "Main Streets". These are compact mixed-use destinations that play a major role in shaping the identity of the community. Each area is unified by an identifiable streetscape scheme, is walkable, and exhibits a street-level vibrancy that makes it "hum". These areas provide a concentration of commercial activity; recognizable and comfortable gathering spaces; connections to shared community open spaces; and an organizing framework for the urban design of the entire community. The following diagrams in Figure 34 and guidelines focus on creating a sense of place around or along these foci.

A. Location Characteristics

+ Intensification of Superblocks
+ 1/4 mile to Transit Station
+ 1/4 mile to River Path Amenity
+ Main Street Frontage (Rio San Diego Drive)
+ Friars Road Frontage and Buffer

DG-78 Orientation of Development. Within Community Nodes, design site plans with buildings facing, and paths leading toward, the Node's "center of gravity".

DG-79 Main Street Facades. Strive to achieve a "street wall" effect along Main Streets. Incorporate pedestrian-only paths or alleys to parking areas, open space, or rights-of-way to the rear.

DG-80 Gateway Features. Incorporate a signature architectural element, public art, or other gateway features at the end of a Main Street or at the center of a Node to enforce the identity of the area provide a recognizable feature.

DG-81 Pedestrian Scaled Articulation. Incorporate pedestrian-scaled façade articulation to create an active and inviting public realm, create visual interest and diversity, and reinforce the pedestrian scale and character of main roadways and pedestrian paths.

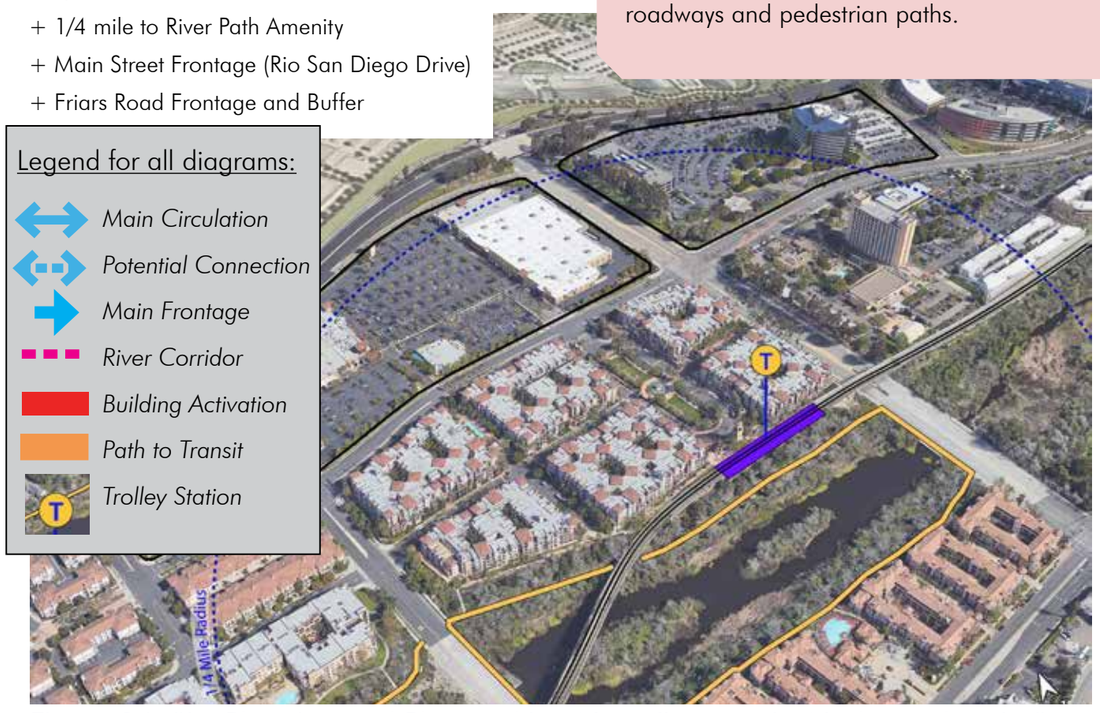
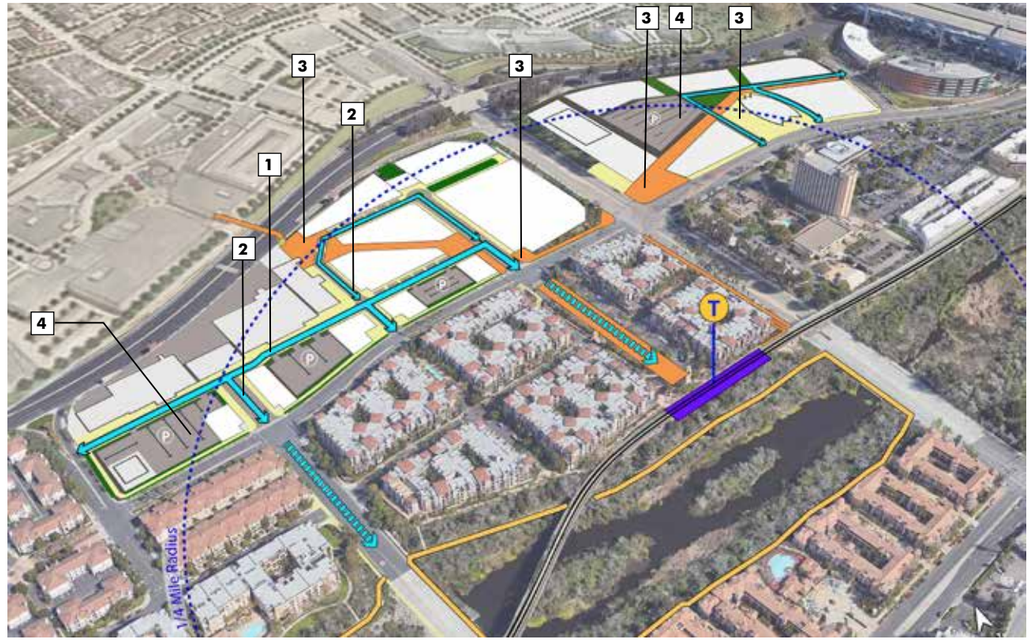
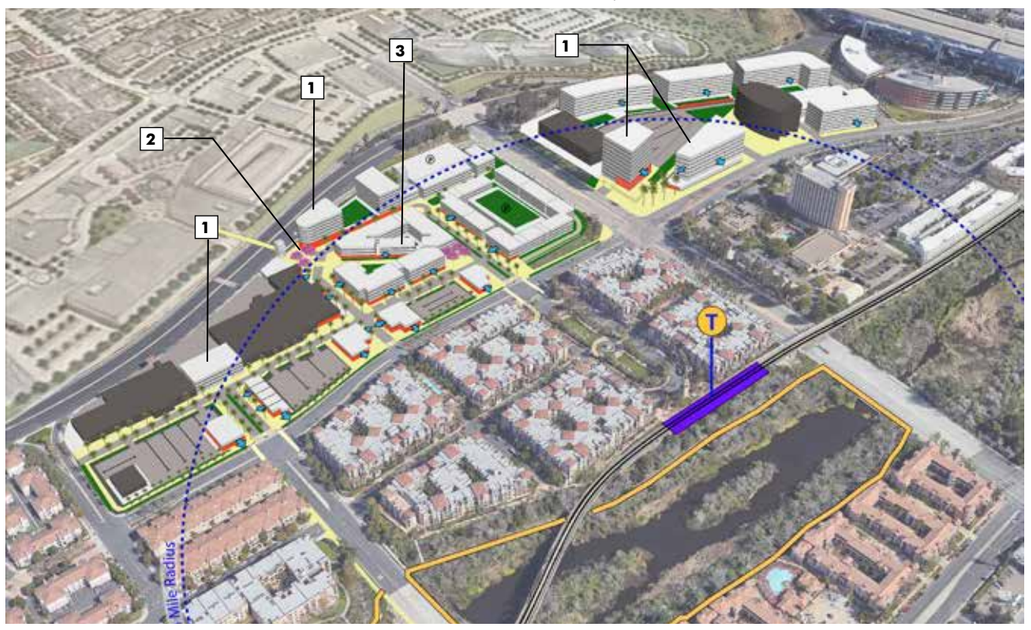


Figure 34: Site Planning and Placemaking Near Community Nodes and Main Streets



B. Planning/Site Design Opportunities

1. Primary internal circulation that traverses blocks/sites
2. Cross connections /circulation that break down scale of blocks
3. Placemaking opportunity (plaza, node, etc.)
4. Break down of surface parking lots w/ defined pedestrian circulations



C. Building Design/Placemaking Opportunities

1. Accentuated building forms
2. Placemaking opportunity (plaza, node, etc.)
3. Stepped and broken down building massing

River-Adjacent Areas

The San Diego River is the Mission Valley community's greatest natural asset. It provides a natural spine of open space and serves as the visual and structural organizing element of the community. The River district includes two areas:

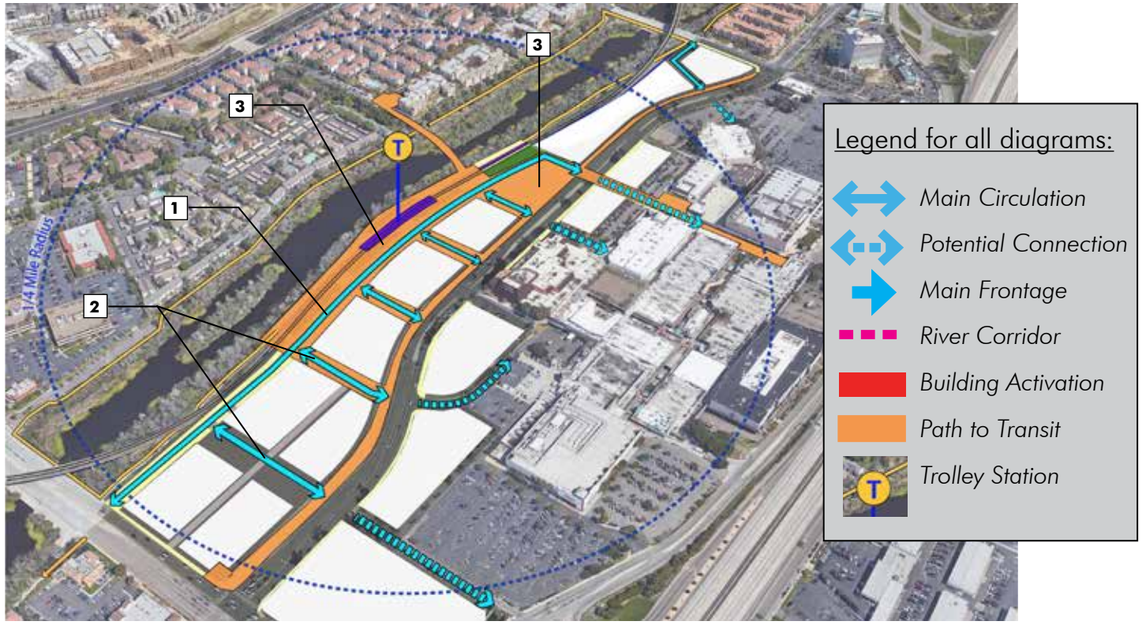
- The River Corridor Area: This is the 100-year floodway plus a 35-foot path on each side. This area is critical to the river hydrology and must support restoration of the river habitat.
- The River Influence Area: This is defined as a 200-foot buffer on either side of the River Corridor Area, within which the built environment must appropriately address the river.

The diagrams in Figure 35 demonstrate how site planning and placemaking can occur near the San Diego River, while also providing connectivity to neighboring assets such as the transit center and mall. The following guidelines ensure that development within the entire River Area enhances trail entrances and river access; guides storm water capture; establishes and protects over-looks; and protect views of the river. These guidelines supplement the policy guidance of the San Diego River Park Master Plan.

A. Location Characteristics

+ "Mono-Oriented Block" along the River
+ Intensification of Superblocks
+ River Corridor Influence Area
+ 1/4 mile to Transit Station
+ 1/4 mile to River Path Amenity
+ Main Street Frontage (Camino de la Reina)
+ Mall access/connectivity

Figure 35: Site Planning and Placemaking Near the San Diego River



B. Planning/Site Design Opportunities

1. Primary internal circulation that traverses blocks/sites and opens access to public and private amenities (river, Mission Valley Center Station, mall)
2. Cross connections /circulation that break down scale of blocks
3. Placemaking opportunity (plaza, node, etc.)

C. Building Design/Placemaking Opportunities

1. Accentuated building forms
2. Placemaking opportunity (plaza, node, etc.)
3. Stepped and broken down building massing

DG-82 Amenities. Provide amenities for public use, including benches, overlooks, drinking fountains, public bathrooms, and bicycle parking. Amenities may be shared with adjacent public facilities such as transit stations and public parks, per the San Diego River Park Master Plan.

DG-83 Pavers. Wherever possible, pave all multi-use portions of the trail. Trail segments may be unpaved when they lead off to interpretive overlooks or when paving may negatively impact sensitive habitats.

DG-84 Overlooks. Create overlooks at viewpoints or at nodes where north-south connection to a community meets the San Diego River Pathway. Overlooks may include amenities such as picnic tables, interpretive signs, and seating according to the size of the space.

DG-85 Shading. Ensure adequate shading at various portions of the trail throughout the day. Shading provided by trees is more desirable than shadow cast by adjacent development.

DG-86 River Presence. Emphasize the location and presence of the river corridor by creating view corridors to the river within development projects and extending landscaping of the riparian corridor—both native trees and understory vegetation—through to the project site.

DG-87 Building Access. For development that abuts the River Corridor Area, provide the following: a primary façade and entrance oriented towards the River Corridor Area; and a pedestrian path from the river side of the building to the San Diego River Pathway that utilize the same materials as the primary entrance.

DG-88 Streets. Where appropriate along the river, locate public streets adjacent to the river corridor area so as to orient the buildings naturally toward the river. This eliminates the necessity for long lengths of fencing along private property.

DG-89 Crosswalks. At intersections adjacent to the River Corridor Area, consider crosswalks of a different paving material and color than the street, bulb-outs to help ease traffic, signaling that counts down time to cross, and raised crosswalks to match the level of the connecting sidewalk.

DG-90 Architecture. Along the River Influence Area, vary buildings in form and façade and avoid repetition in order to create visual interest and to help define view corridors. There should also be variety through roof form, recesses or extensions of the façade form, window and curtain wall patterns, shading devices, balconies, material changes, color variation, and surface pattern and texture changes.

DG-91 Transparency. Design building facades above the ground floor that front the River Corridor Area or a street that abuts and runs parallel to the area to be a minimum of 25 percent transparent. This includes glass windows, display windows, or windows affording views into customer services, offices, galleries, cafes, lobby spaces, or pedestrian entrances.

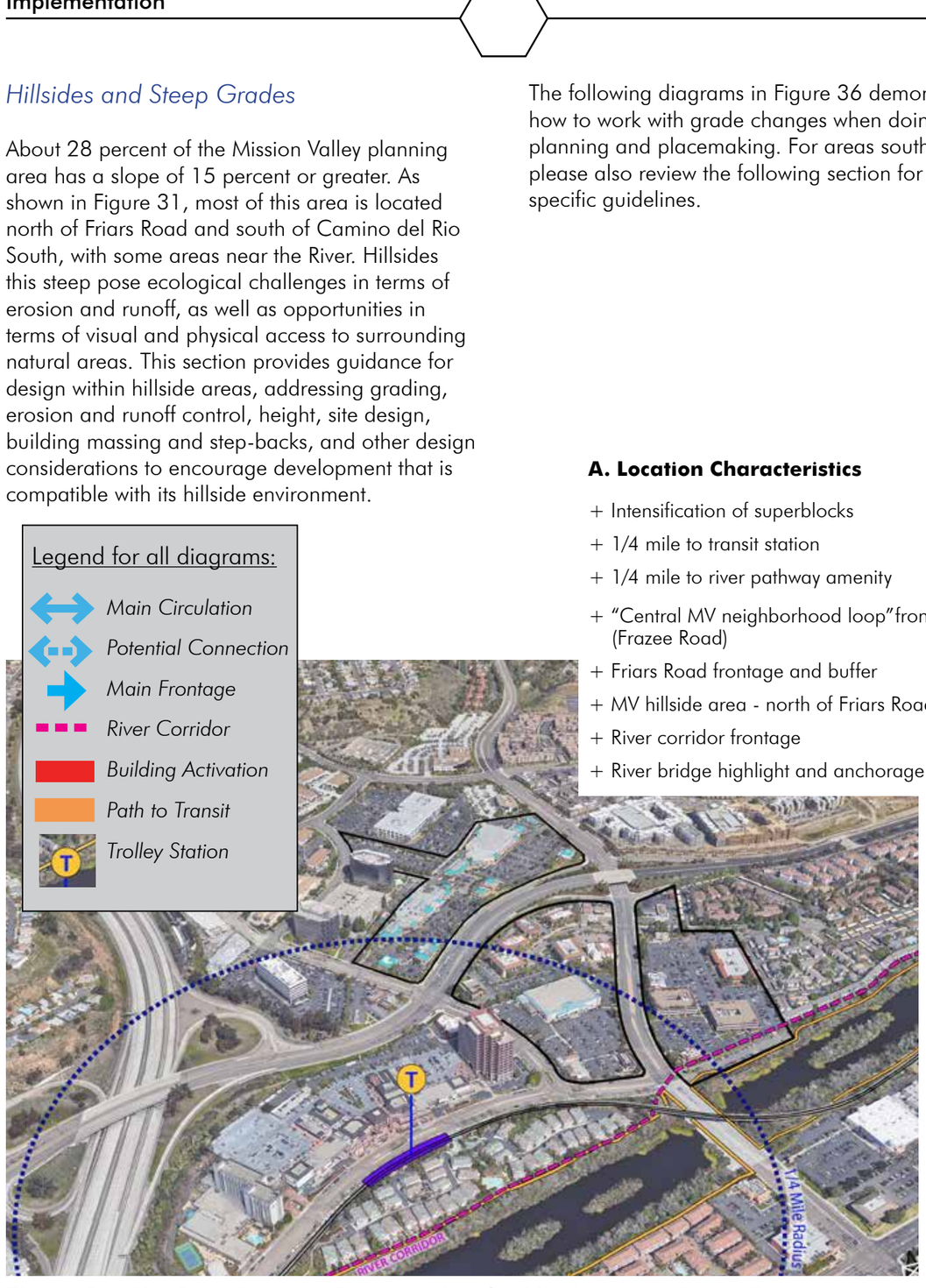
DG-92 River-Adjacent Landscaping. Include sustainably grown wood products and 'green' materials with post-consumer recycled content in landscaping materials. This includes, but is not limited to, fencing, trellises, and hardscapes. Plant materials should frame and enhance views of the River Corridor Area.

DG-93 Public Art. Design art within the River Influence Area to celebrate and enhance the river experience, as well as to compliment the natural colors and textures of the river valley where it is located. The placement of public art is encouraged to be viewed not only from the River Influence Area, but also from the San Diego River Pathway in the River Corridor Area. Public art should be integrated into functional elements, such as site furnishings and signage, to engage and educate the public about the river park and its environs.

Hillsides and Steep Grades

About 28 percent of the Mission Valley planning area has a slope of 15 percent or greater. As shown in Figure 31, most of this area is located north of Friars Road and south of Camino del Rio South, with some areas near the River. Hillsides this steep pose ecological challenges in terms of erosion and runoff, as well as opportunities in terms of visual and physical access to surrounding natural areas. This section provides guidance for design within hillside areas, addressing grading, erosion and runoff control, height, site design, building massing and step-backs, and other design considerations to encourage development that is compatible with its hillside environment.

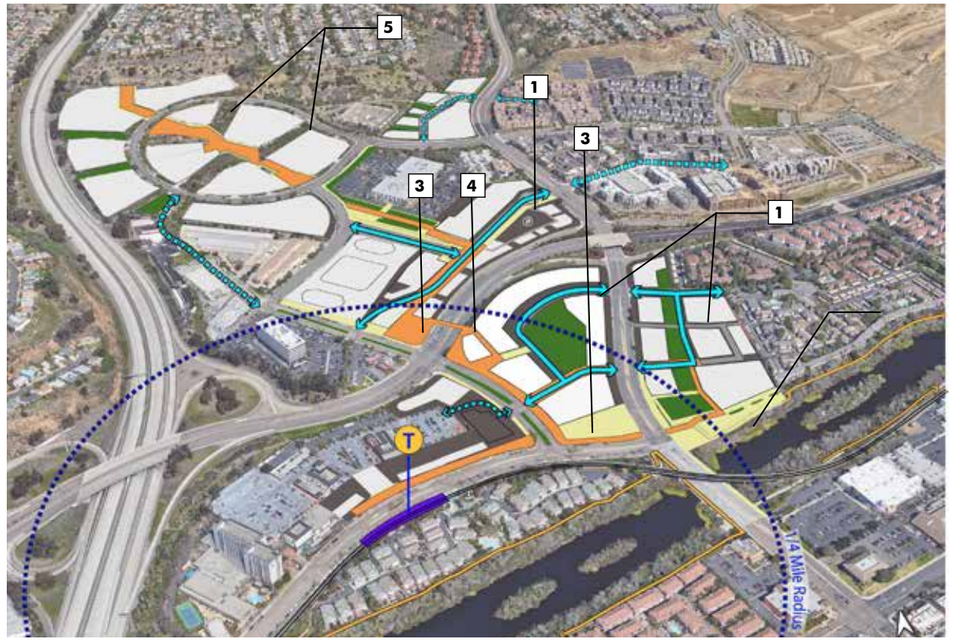
The following diagrams in Figure 36 demonstrate how to work with grade changes when doing site planning and placemaking. For areas south of I-8, please also review the following section for area-specific guidelines.



A. Location Characteristics

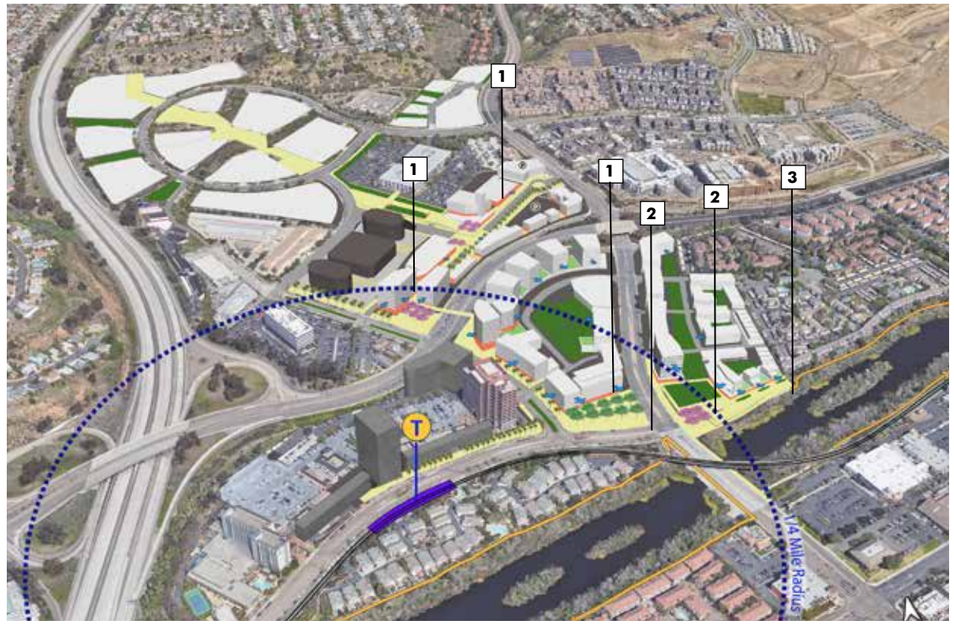
+ Intensification of superblocks
+ 1/4 mile to transit station
+ 1/4 mile to river pathway amenity
+ "Central MV neighborhood loop"frontage (Frazee Road)
+ Friars Road frontage and buffer
+ MV hillside area - north of Friars Road
+ River corridor frontage
+ River bridge highlight and anchorage

Figure 36: Site Planning and Placemaking for Hillsides and Steep Grades



B. Planning/Design Site Opportunities

1. Primary internal circulation that traverses blocks/sites
2. Cross connections / circulation break down scale of blocks
3. Place making (plaza, node, etc.)
4. Gateway
5. Preserved existing hillside



C. Building Design Opportunities/Placemaking

1. Accentuated building forms
2. Placemaking opportunity (plaza, node, etc.)
3. Stepped and broken down building massing

DG-94 Site Planning on Hillsides. Retain natural topographic features such as drainage swales, streams, slopes, ridgelines, rock outcroppings, views, natural plan formations and trees to the extent possible. Where possible, site structures along tree lines, natural drainage courses, or along other topographical changes in contour, provided drainage is not impeded. Minimize buildings pad areas and parking areas on hillsides.

DG-95 Regrading of North Slopes. Regraded areas on north slopes should maintain a slope of 1.5:1, and should be sculpted to recreate natural slopes and contours to the extent possible.

DG-96 Building Massing and Form. Utilize the natural contours of the terrain in the design of multi-level buildings, with entrances on more than one level. Incorporate building step-backs that following the natural line of the slope.

DG-97 Roof Design. Employ sloped and landscaped roofs to minimize disruption of view from the ridges above.

DG-98 Clustered Development. Cluster development in portions of the slope that have already been disturbed or that are sparsely vegetated, in order to preserve sensitive plant and wildlife habitat, biological resources, and contiguous open space.

DG-99 Access. Building access provided by new access roads should be from the downhill approach to the building.

DG-100 Innovative Hillside Design. Use pedestrian bridges and walkways to link elements of developments separated by drainage courses, subsidiary canyons, or gullies.

DG-101 Southern Slopes. Preserve the linear greenbelt and retain the natural form of the southern hillside to the extent feasible.

DG-102 Open Space Easement. Maintain in a natural state all dedicated open space easements in hillside areas. Emphasize access points to all trails and open space easements.

Conceptual illustration of development designed to complement an existing grade with pedestrian amenities. Courtesy of AVRP/Skyport Studios

South of I-8

Physically separated from the majority of the community by a major structural barrier, the area south of I-8 has a distinct character within Mission Valley. The dramatically sloping topography of this area and its high visibility from the interstate present opportunities for gateway features/ signature architecture and framing views of Mission Valley. However, its narrowness, limited access, and proximity to the interstate create challenges to placemaking.

The following diagrams in Figure 37 and design guidelines address how site planning and placemaking for sites south of I-8 can occur. The diagrams also call out how development can address a potential aerial tram system.

DG-103 Camino Del Rio South. Foster a consistent relationship between development and Camino del Rio South. For parcels abutting Camino del Rio South, primary facades should be located along, with access either from or visible from Camino del Rio South.

DG-104 Visibility. As appropriate, capitalize on proximity to the freeway with signature architecture that enhances the visibility of development.

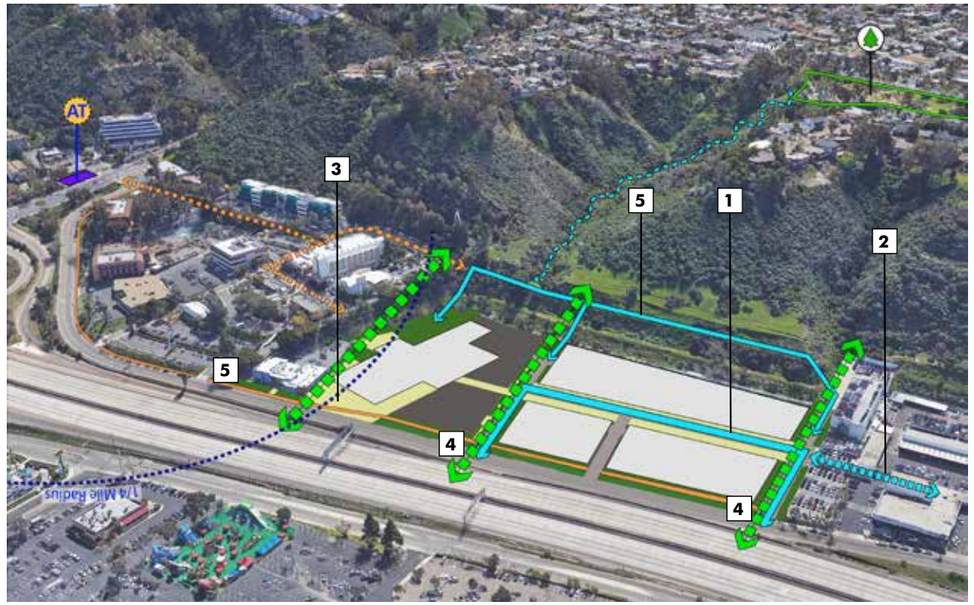
DG-105 Hillside Landscaping. Incorporate landscaping that is consistent blends in with the nearby hillside vegetation.

DG-106 Building Form. For buildings above three stories, avoid long, uninterrupted facades oriented parallel to I-8 in an effort to preserve views of the hillsides and ridges from the Mission Valley floor.

A. Location Characteristics

+ Intensification of mono-oriented blocks
+ MV hillside area - south of I-8
+ I-8 frontage and buffer

Figure 37: Site Planning and Placemaking for Sites South of I-8



B. Planning/Design Site Opportunities

1. Primary internal circulation that traverses blocks/sites
2. Cross connections / circulation break down scale of blocks
3. Place making (plaza, node, etc.)
4. Open public view corridor treated as green corridor
5. Circulation along the hillside (can be vehicular for narrow sites South of the I-8)

C. Building Design Opportunities/Placemaking

1. Accentuated building forms
2. Placemaking opportunity (plaza, node, etc.)
3. Stepped and broken down building massing

Freeway-Adjacent Areas

Several freeways traverse the Mission Valley community: I-8 in the east-west direction, and I-5, I-15, I-805 and SR 163 in the north-south direction. Noise, air quality, and impacts on surrounding views should be considered in all site planning and building design on all sites adjacent to and within 500 feet of a freeway. Residential uses in particular should be buffered from impacts of the freeway by taller buildings placed between the residential uses and the freeway, as well as landscaping. Residential buildings should be designed such that residential units are above the level of the freeway (see Figure 38). Public open spaces, common open spaces, and private open spaces should be oriented away from the freeway.

DG-107 Site Planning. In plans for large sites, locate taller buildings so that they act as buffers between residential uses and the freeway.

DG-108 Freeway-Adjacent Landscaping (Buffers). Install ample landscaping adjacent to the freeway. This should include understory vegetation as well as trees.

DG-109 Noise Attenuation. Buffer residential development from noise with setbacks or elevation differences. Use noise-absorbing building materials and install double-paned windows. Incorporate landscaping materials, landscaped berms, and structural forms in wall design. Consider installation of sound walls where appropriate.

Figure 38: Building Design for Residential Projects Adjacent to Freeways