MISSION VALLEY

Community Plan Update

Special Meeting

August 10, 2018

MISSION VALLEY
Community Plan Update

Overview

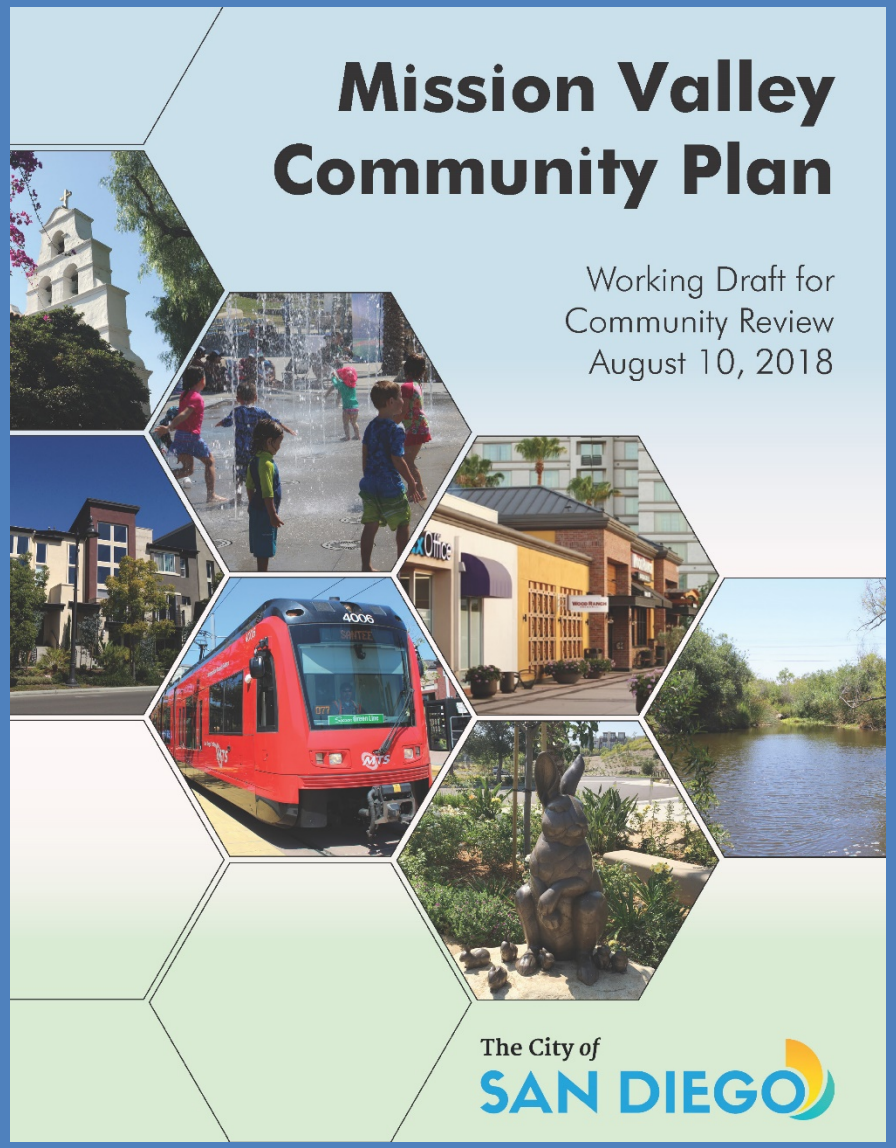
- 3:00 – 4:00
  - Community Plan Presentation
    - Mobility Recommendations
- 4:00 – 4:30
  - Discussion

MISSION VALLEY
Community Plan Update

Ready for Download

- The working draft plan is up on the City's MVCPU webpage:

  https://www.sandiego.gov/planning/community/cpu/missionvalley



MISSION VALLEY
Community Plan Update

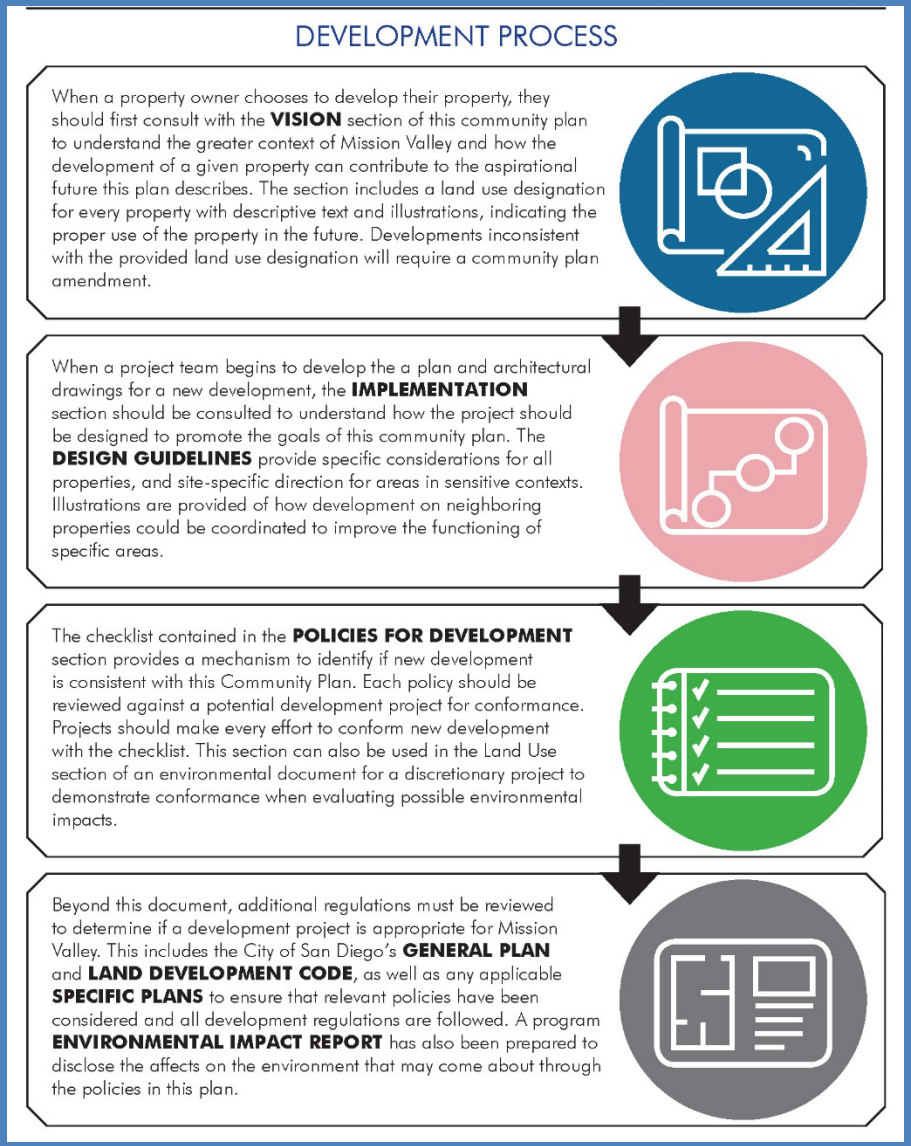
New Format

- Plan is divided into 3 chapters:
  - Vision
  - Implementation
  - Policies for Development

MISSION VALLEY
Community Plan Update

Guidance

- Provides better guidance on how the plan will shape the development process



Aspirational Places

ASPIRATIONAL PLACES

Americana at Brand
Glendale, CA

This Mission Valley Community Plan emphasizes urban design policies and goals that prioritize placemaking and creating a strong public realm. Central Mission Valley will encourage the development of great places inspired by existing destinations like The Americana at Brand in Glendale, California. This development has successfully created a community feel with a centralized park that serves as a hub for gatherings surrounded by unique shopping opportunities, restaurants, markets, and a variety of housing options. Intimate, landscaped streets traverse the development for a comfortable environment for pedestrians and convenient access for vehicles. Americana serves as its own small town with diverse architecture styles and varying building heights and materials. Rather than serving as isolated developments, lifestyle centers inspired by Americana will be connected to the rest of Mission Valley via pedestrian paths, shuttles, green streets, and the trolley.

Tysons Corner
Fairfax County, VA

Tysons Corner, located in Northern Virginia, offers inspiration for Mission Valley as a vibrant community that draws commuters, residents, and visitors alike, who enjoy and utilize the diversity of its mobility options provided by its excellent connections to greenways, pedestrian connections, and the DC Metro. Part of the success of this area is the service of multiple rail lines. Like Tyson's corner, Mission Valley will leverage its transportation and land use connections to further establish the community's prominence as a regional hub. Mission Valley's excellent transportation foundation laid by the Green Line of the San Diego Trolley, the future Purple Line, the close connection to the Blue Line, multimodal opportunities along the San Diego River Path, and improvements to the pedestrian environment will be bolstered by complementary land uses that invite and receive those arriving by all modes of travel.

Buffalo Bayou
Houston, TX

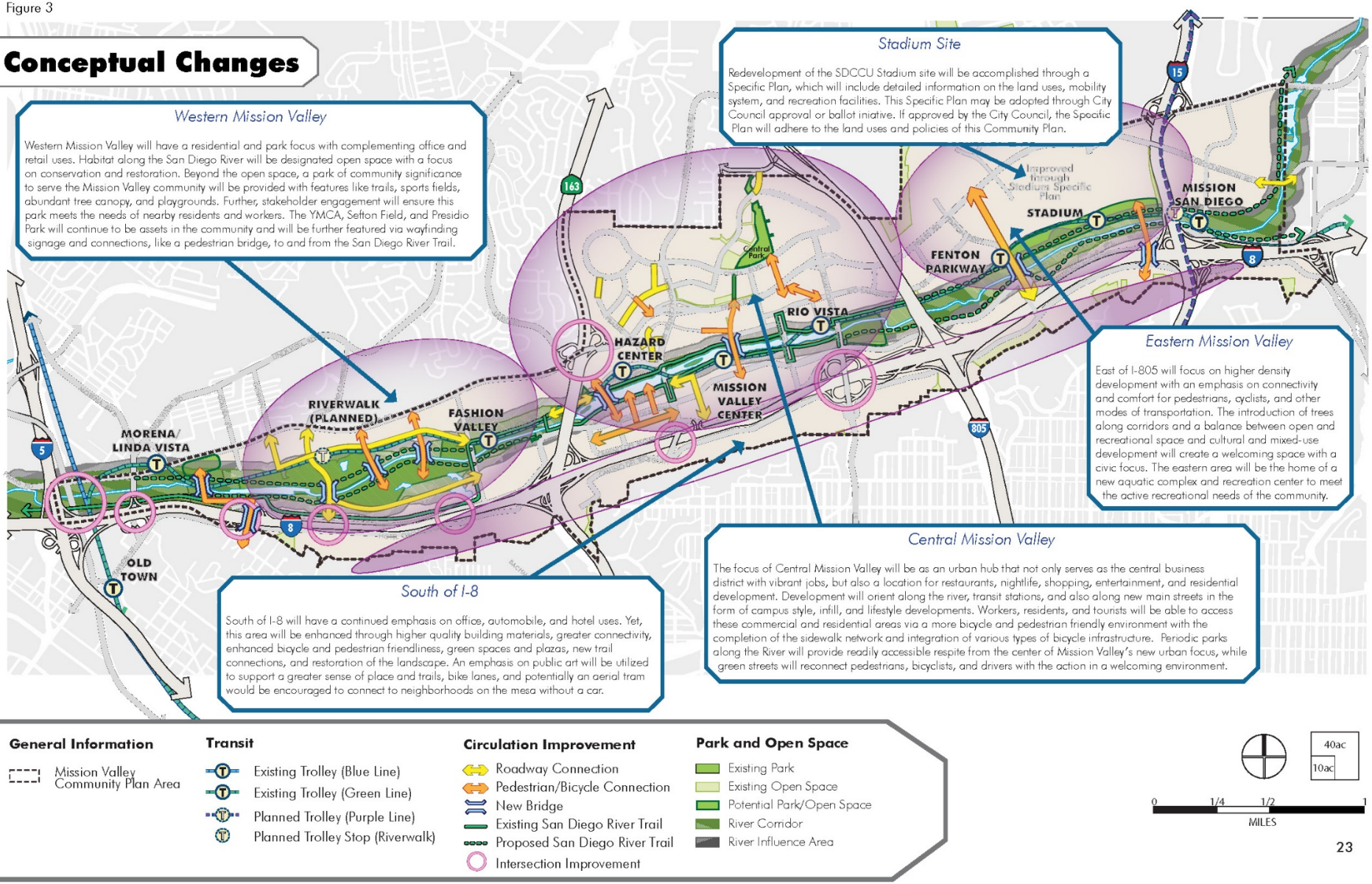
Similar to the vision of the San Diego River Park Master Plan, Buffalo Bayou Park in Houston is a renewed 160-acre urban green space, anchored by the principal drainage system for much of the city. Stretching over 2.3 miles, the park offers visitors access to the bayou and over ten miles of pedestrian and bike paths, including four pedestrian bridges. It offers opportunities to explore the restored ecology of the bayou, while promoting healthy activities for Houston's growing population. Large event lawns, signature gardens, a nature play area, and flexible plazas provide the infrastructure to support year-round events. This park serves as a prime benchmark for a successfully executed vision for Mission Valley, applying creative design and use of critical green space, contributing water storage to help mitigate flood risks, and providing enhanced recreational opportunities along a key ecological resource in the heart of a world class city.

The Rise
Vancouver, BC

The Rise demonstrates the viability of mixing uses that are often not traditionally co-located in Southern California. The Rise provides 92 live/work rental homes along with a green roof that serves as a community gathering space and vegetable garden. These housing units are built above a home improvement store and grocery store demonstrating how much needed housing can be added strategically into urban environments, serving both retail and housing needs in a creative format. The Rise serves as a model for an urbanizing environment as envisioned for Mission Valley.

Lots of Maps, Photos, and Graphics

Figure 3



Visual Examples of New Development

Residential-Low

This designation allows for condominium/apartment buildings that typically consist of two or three story townhomes with attached garages. Units often have individual and shared open space areas and amenities.

- Up to 44 DU/Acre
- Height Controlled by Zone
- Garage Parking

Residential-Medium

This designation allows for condominium/apartment buildings that typically consist of residential units that include a centralized amenity with individual or shared open space areas, along with structured parking.

- 44 to 73 DU/Acre
- Height Controlled by Zone
- Structured Parking

Residential-High

This designation allows for condominium/apartment buildings that typically consist of a large block of residential units that include integrated underground or structured parking, with shared open space areas and amenities.

- 73 to 109 DU/Acre
- Height Controlled by Zone
- Structured Parking

Mixed Use-Medium

This designation allows for a variety of resident- and employee-serving commercial uses. Residential uses are strongly encouraged in both horizontal and vertical formats, with above or below grade structured parking.

- Up to 85 DU/Acre
- No Height Limit
- Structured Parking

Mixed Use-High

This designation allows for a variety of employment-based uses that serve residents and workers in the community. Residential uses are strongly encouraged in both horizontal and vertical formats, with above or below grade structured parking.

- 73 to 140 DU/Acre
- No Height Limit
- Structured Parking

Horizontal & Vertical

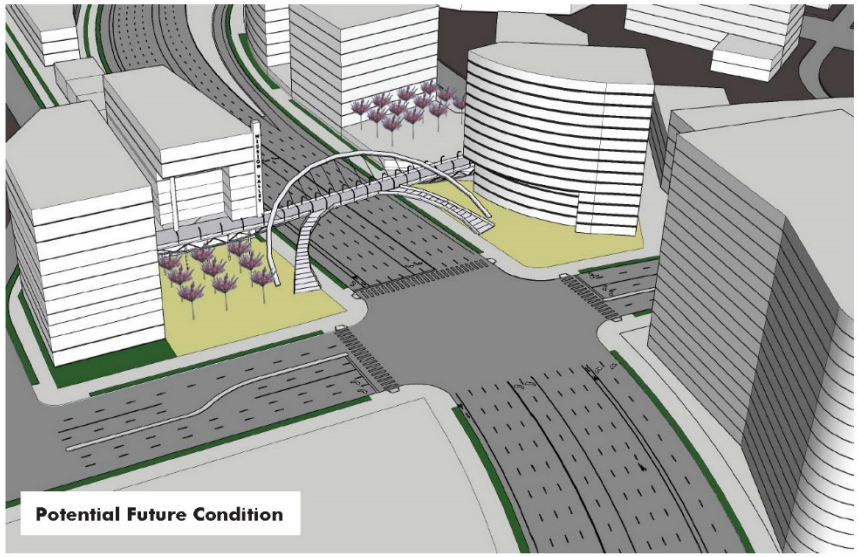
The Mission Valley Community Plan encourages the use of both horizontal and vertical formats of mixed use development. Horizontal mixed use juxtaposes buildings of primarily single uses adjacent to each other on a single site. Vertical mixed use integrates multiple uses in a single building. Both formats are envisioned for the Mixed Use designations.

Renderings of Key Concepts

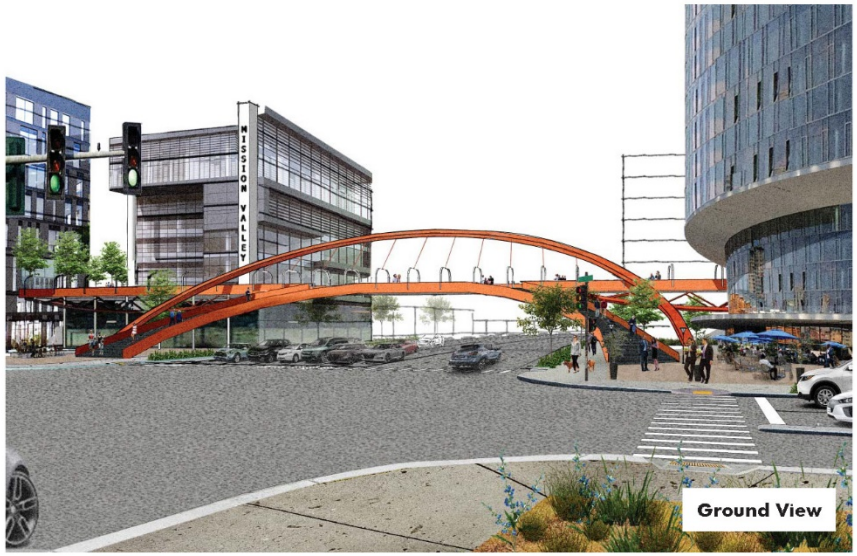
Figure 6: Example Implementation of a Multi-Use Bridge Across Friars Road at Frazee Road

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

Renderings of Key Concepts

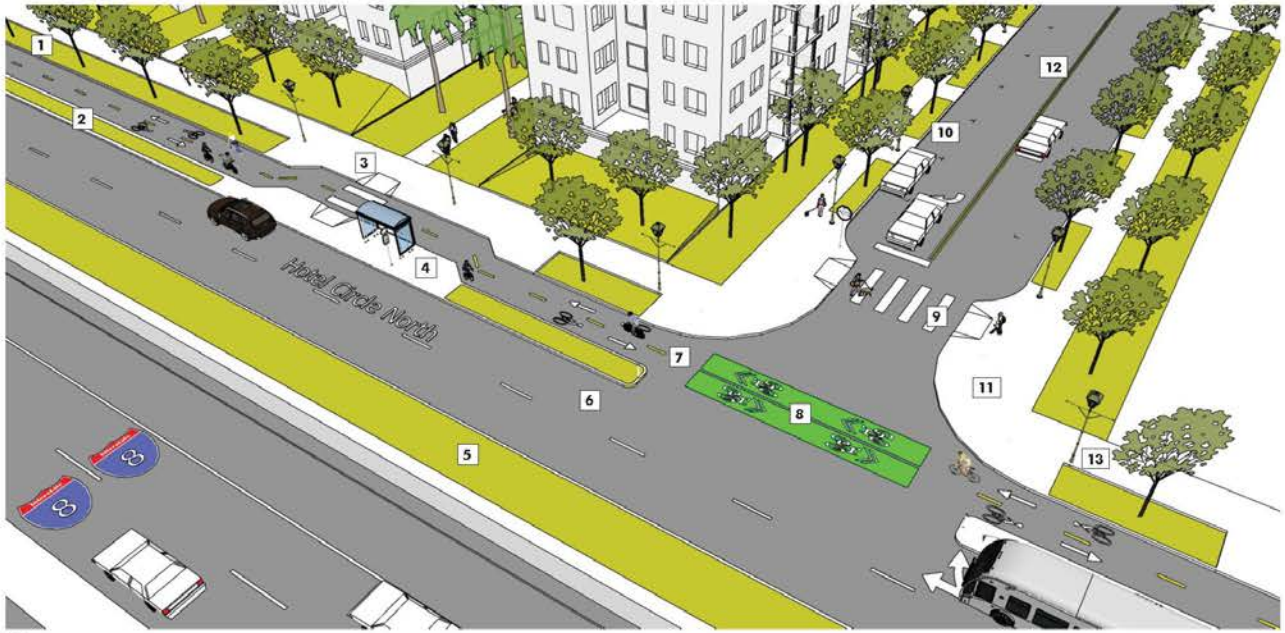


Figure 10: Example of Implementation of Two-Way Cycle Track on Hotel Circle North

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

Implementing Actions:

City Efforts to Maintain and Improve Quality of Life

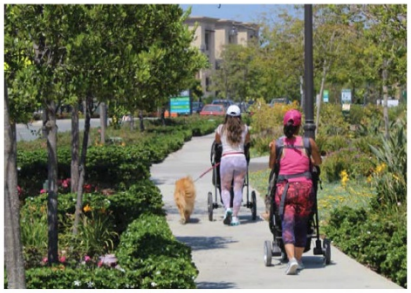
Noise

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. When parks are in noisier areas, seek to reduce exposure 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.

A significant amount of ambient noise in Mission Valley comes from the freeway system.

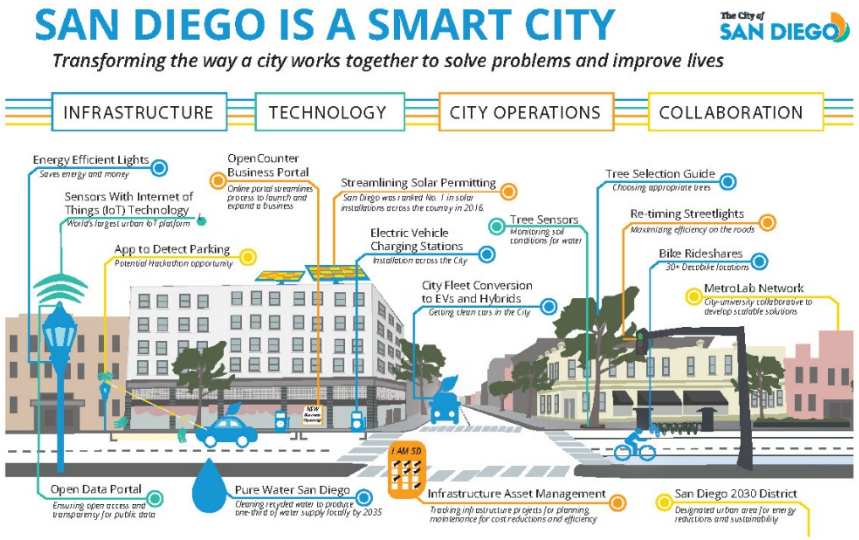
Smart City

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. Mission Valley, as well as all other City of San Diego communities, will participate as locations for 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-90 Technology Evaluation. Regularly evaluate 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-91 Technology Utilization. When feasible, utilize emerging technologies and funding strategies to improve infrastructure efficiency, sustainability, resiliency, and delivery of services to the community.

IA-92 Smart Lighting. When lighting new and existing roadways, the City should install LED streetlights with adaptive controls for cost savings, energy efficiency, and to minimize light pollution. 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.



Design Guidelines:

How Private Development Can Help Implement the Vision

DG-14 Trailheads. Create 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. The functional goals are the same when it comes to Green Streets (Figure 21), although the design and appearance can vary:

- Alternative Street Designs (Street Widths). New streets must 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 stormwater volume, improve water quality, and reduce flow velocity.
- Bioretention Curb Extensions and Sidewalk Planters. Attractive planter boxes or curb extensions help infiltrate and store stormwater, 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 stormwater 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 shall 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 shall be emphasized, and the design of signage should complement the overall urban design goals for the community.

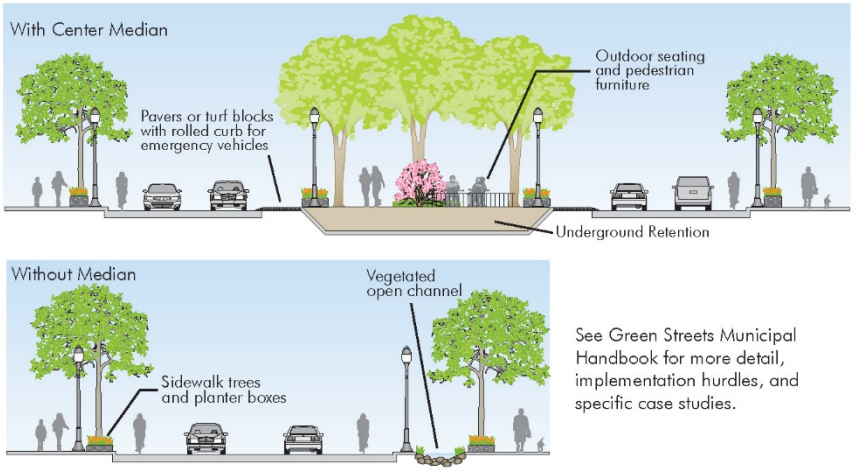
Paseos

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 22.

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.

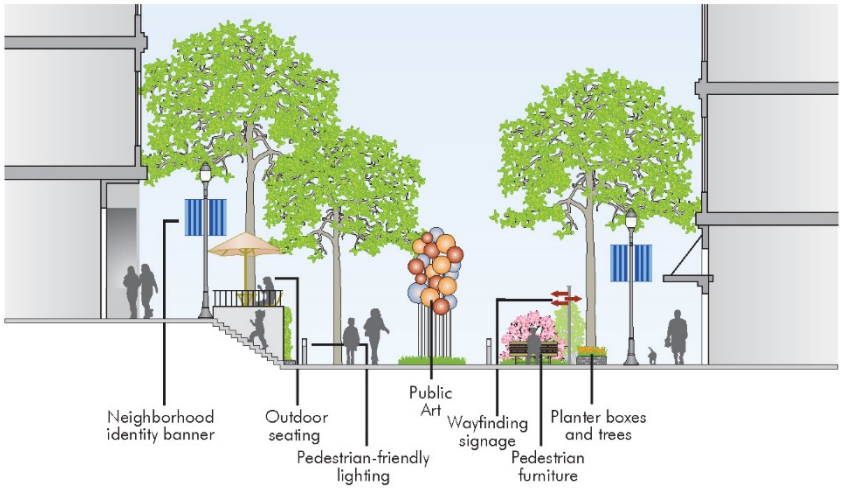
Paseos can more directly connect community members to transit or recreation areas.

Figure 21: Green Streets



See Green Streets Municipal Handbook for more detail, implementation hurdles, and specific case studies.

Figure 22: Paseos



Site Planning

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 33, 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 33 demonstrate how to work with grade changes when doing site planning and placemaking. For areas south of Interstate 8, please also review the following section for area-specific guidelines.

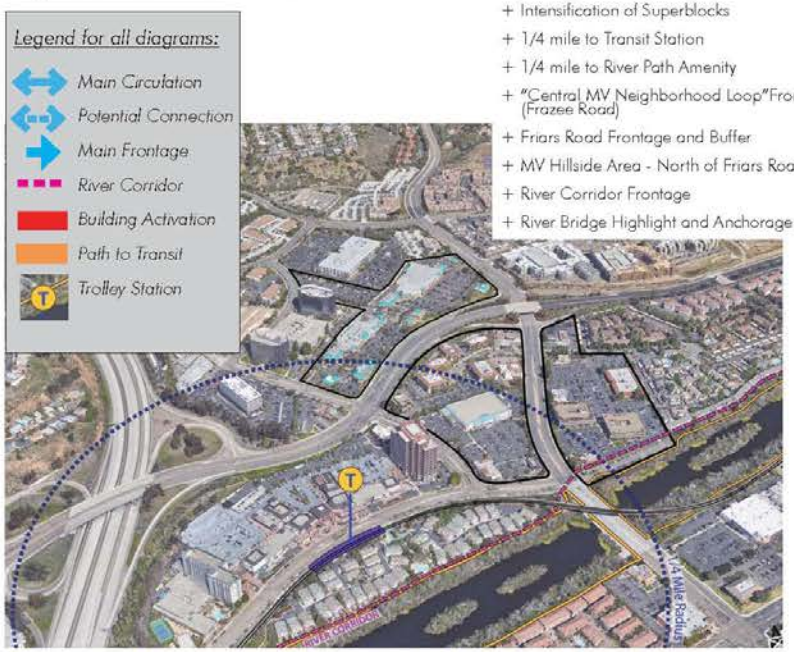


Figure 33: Site Planning and Placemaking for Hillsides and Steep Grades

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

Policies in an Easy to Use Table

COMMERCIAL DEVELOPMENT

Future development in Mission Valley should contribute to the thriving commercial center while offering new formats to meet changing business and consumer needs.

Policies	
COM-1	New commercial development should be designed with a "Main Street" feel, providing building doors and access to open space areas directly from the street, or primary pedestrian path if adequate street frontage is unavailable.
COM-2	Building design should distinguish and accentuate the ground floor through facade articulation and transparency of building function/program.
COM-3	Storefront design should create an active and inviting pedestrian realm. ○ In one retail structure with several stores, define individual storefronts by providing variations in facades, such as shallow recesses at entries, piers, or other architectural elements, to create the appearance of several smaller buildings or shops, rather than a single, large, and monotonous building. ○ Complete storefront facades should include doors, large display windows, bulkheads, signage areas, and awnings.
COM-4	Building entries should be designed so that they are clearly defined and distinguishable as seen from the street and pedestrian paths. Building entries should include at least one of the following design features: entry plaza, vertical articulation, or architectural elements such as a recessed entry, awnings canopy, or portico.
COM-5	The primary entrances for both first-floor establishments and upper level units should be within the primary façade and should be visible and accessible from the street.
COM-6	Nearly all parking serving commercial development should be sited behind any buildings facing the primary street. Large parking fields in front of buildings are not permitted.
COM-7	Any new commercial development sited adjacent to residential development should provide for the privacy and noise attenuation of adjacent homes.
COM-8	New office development should be designed to accommodate changes in workforce styles and needs. Office uses should be developed within high-quality office districts where workers have access to restaurants, services, and outdoor recreation.
COM-9	No drive-thrus should be permitted within strictly commercial sites, but should be designed as an integrated part of a mixed use development.
COM-10	New car dealerships should be designed to be contained within buildings in an urban format, with limited parking fields and car storage through the use of structured parking.
COM-11	New retail establishments should provide goods and services needed for local area residents and employees unless placed on a site designated for Regional Retail services.
COM-12	All commercial development should be designed to be accessed by all modes of travel, not just automobiles. All primary entrance doors should be connected by a primary pedestrian path with limited conflict points with automobiles.

MIXED USE DEVELOPMENT

Future mixed use development in Mission Valley should be developed in an urban format where uses are functionally integrated and designed to be compatible with the unique nature of Mission Valley.

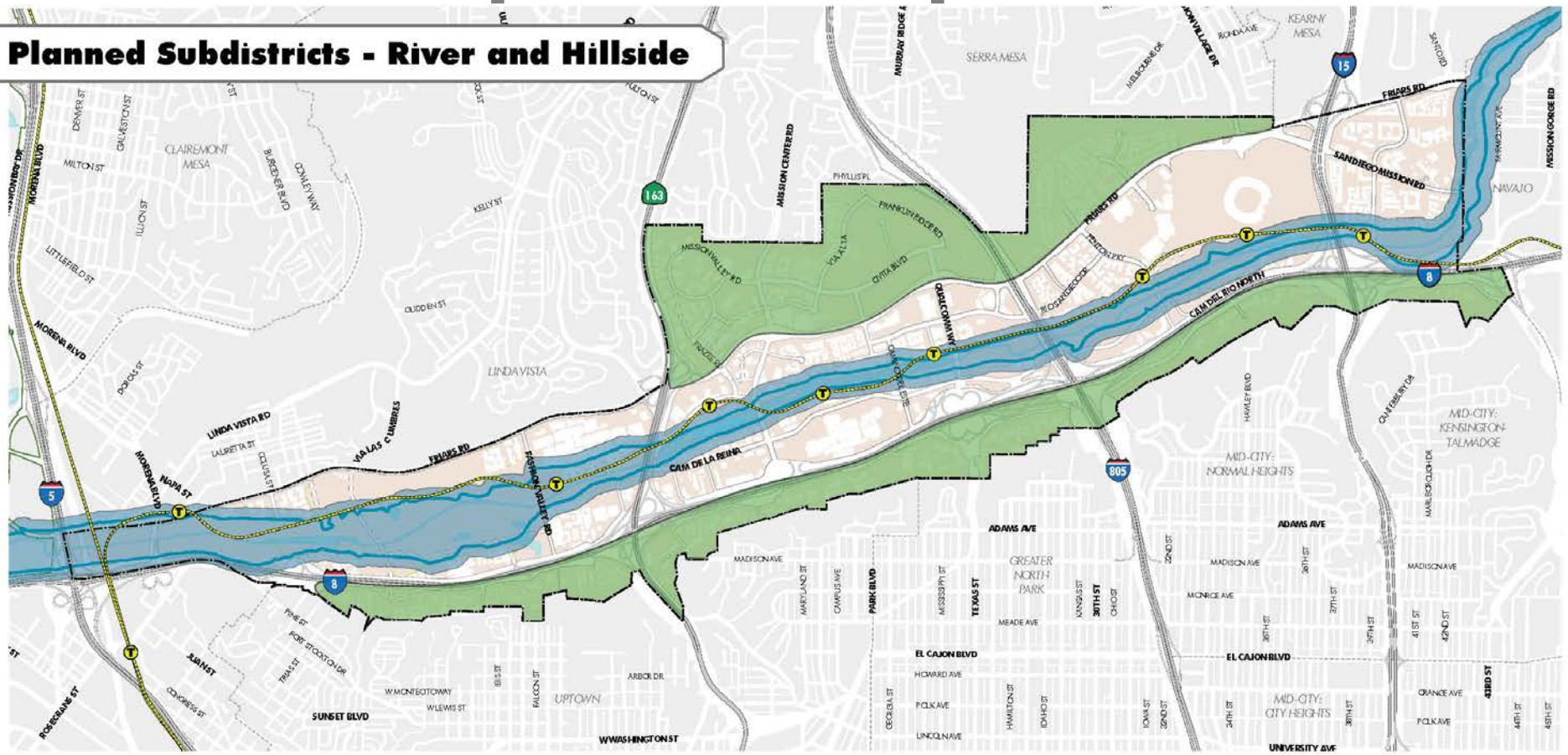
Policies	
MXU-1	Any mixed use development involving residential or commercial development needs to demonstrate consistency with the policies identified for those individual uses.
MXU-2	When mixed use development is proposed on a previously all commercial site, the new project should have a land use mix that has no net loss of jobs on the site while increasing opportunities for housing.
MXU-3	Mixed use development can be designed in either a horizontal or vertical format as long as all uses are functionally integrated with unobstructed pedestrian paths with limited automobile conflict points between all uses.
MXU-4	In mixed use sites adjacent to transit stops and stations, employment uses should be prioritized in areas directly adjacent to transit services to promote transit ridership.
MXU-5	Commercial uses should be located such that they are not disruptive to residential uses.
MXU-6	In mixed use buildings, the primary entrances for both first-floor establishments and upper level office or residential units should be within the primary façade and should be visible and accessible from the street.
MXU-7	Mixed use structures should utilize the ground floor for retail commercial or residential uses to increase pedestrian activity at the street level and along major pedestrian paths.
MXU-8	When home occupations are used to meet mixed use commercial requirements, amenities to support commercial activities are required on-site such as commercial-grade Internet service, communal conference facilities, with professional lobbies and mail storage areas.
MXU-9	New mixed use development should be designed to provide for the needs of children through amenities and open areas designed to meet their needs. The siting of childcare facilities should be considered to meet on site commercial requirements.
MXU-10	Drive-thru establishments should only be permitted if the entire drive-thru system is contained within an enclosed parking garage, including ordering windows and idling car storage.

INSTITUTIONAL DEVELOPMENT

To provide for a growing population in Mission Valley, sites have been designated for future institutional uses and infrastructure.

Policies	
INT-1	Development on sites designated for institutional uses should only include uses that meet for the needs of the greater community, such as infrastructure, community centers, public safety facilities, and schools. These uses may be operated by either public or private entities.
INT-2	An evaluation should be completed to build anything that is not community-serving on a site designated for institutional uses. Permits should only be granted if findings can be made that the site is not needed for any institutional use.

Maintains River and Hillside Development Requirements



General Information

- Trolley Stops
- Planned Roadway
- Light Rail
- Freeways
- Ramps
- Streams/Creeks
- Lakes/Ponds/Bays
- Mission Valley Community Plan Boundary
- Community Planning Areas

Subdistricts and Floodway

- San Diego River Subdistrict
- Hillside Subdistrict
- 100 Year Floodway

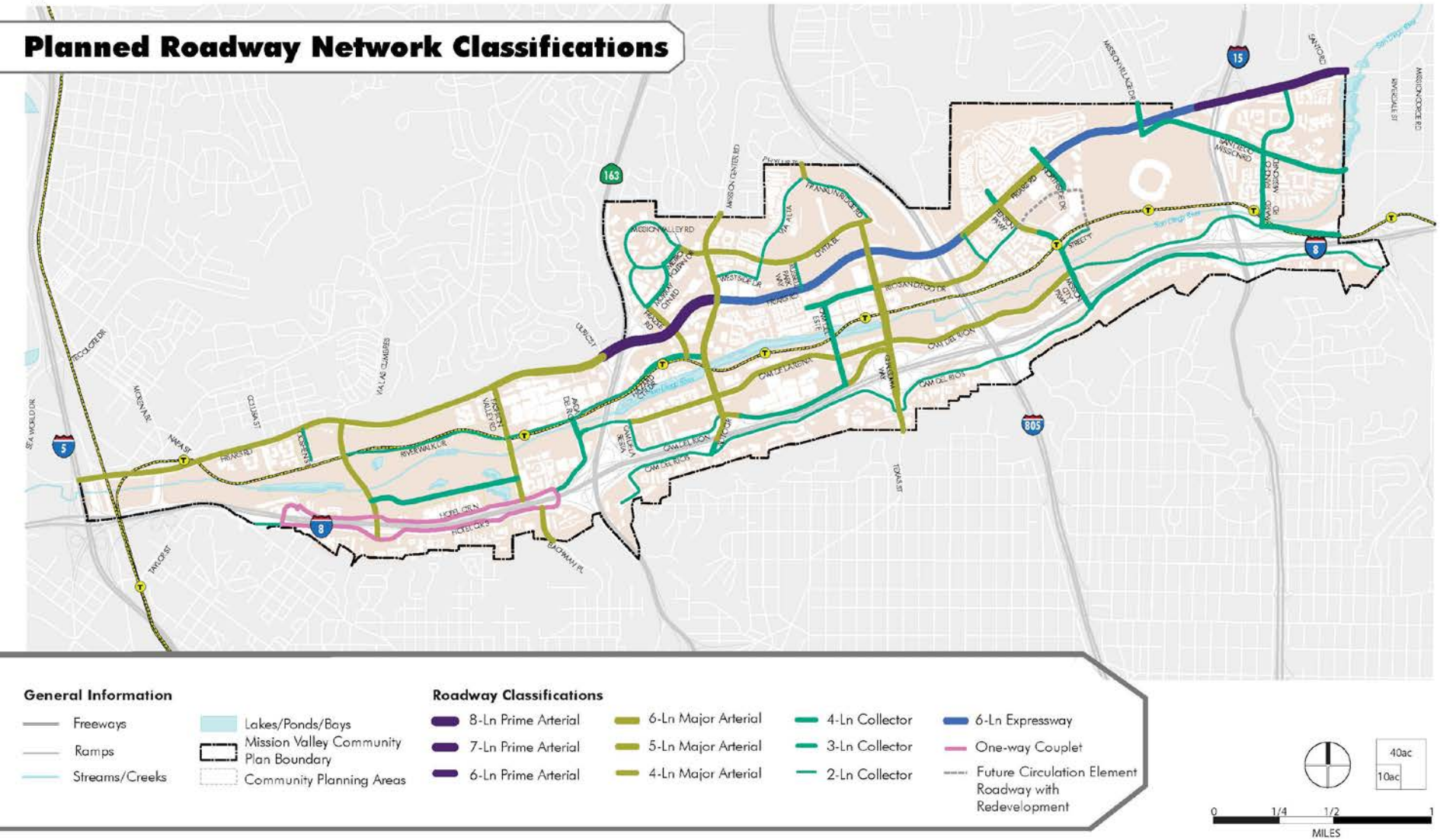
40ac
10ac

0 1/4 1/2 1 MILES

Note: This map illustrates approximate boundaries and may not be relied upon to demonstrate actual boundaries, which are established according to the location of the current 100-year floodway as mapped by the Federal Emergency Management Agency (FEMA) and which is subject to change.

Planned Mobility Network

Figure 14



MISSION VALLEY
Community Plan Update

River Bridge

Recommendation

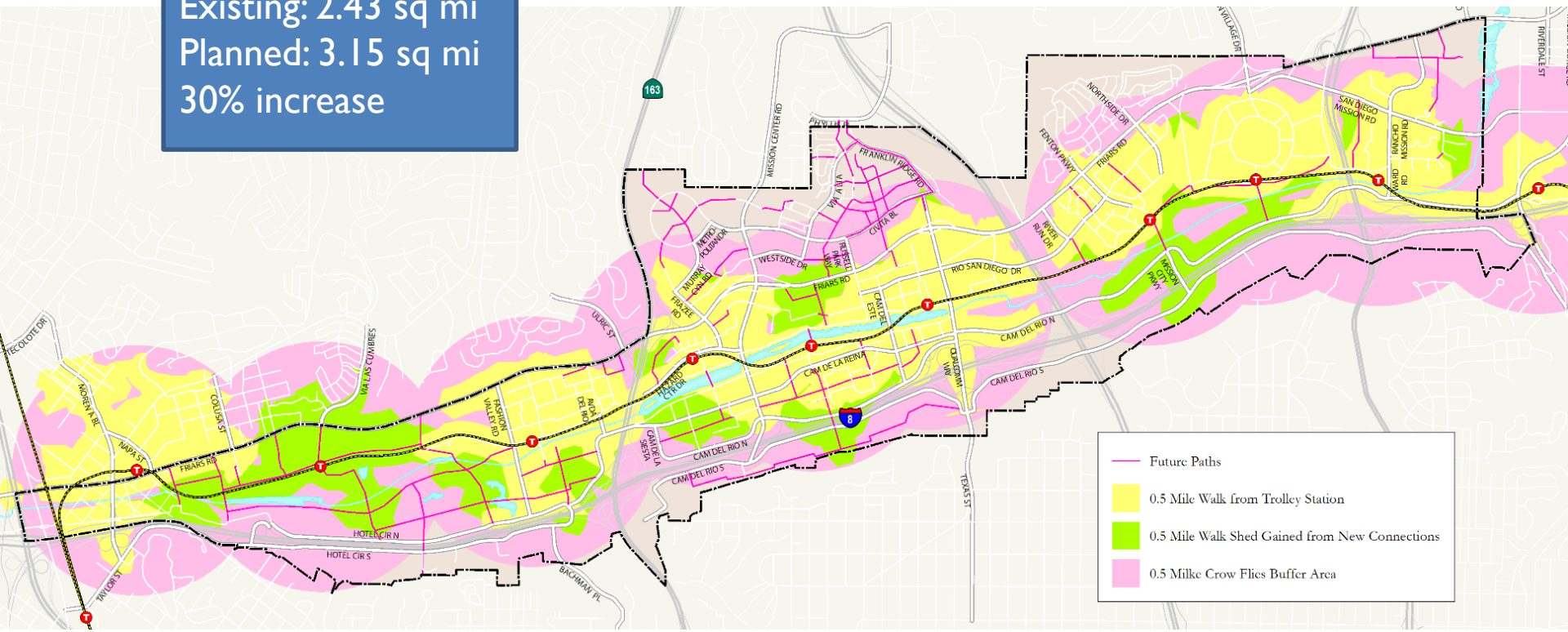
- One of the main goals of the plan is to improve connectivity, and these bridges present some of the best opportunities to achieve that goal
- SB 743 is not just about VMT, it is also about improving connectivity for all modes
  - Better for bus performance
  - Creates capacity to improve bicycle and pedestrian infrastructure
  - Best way to proactively manage flooding issues related to mobility
- More data will be presented with the Mobility Study results

MISSION VALLEY
Community Plan Update

Draft Community Plan

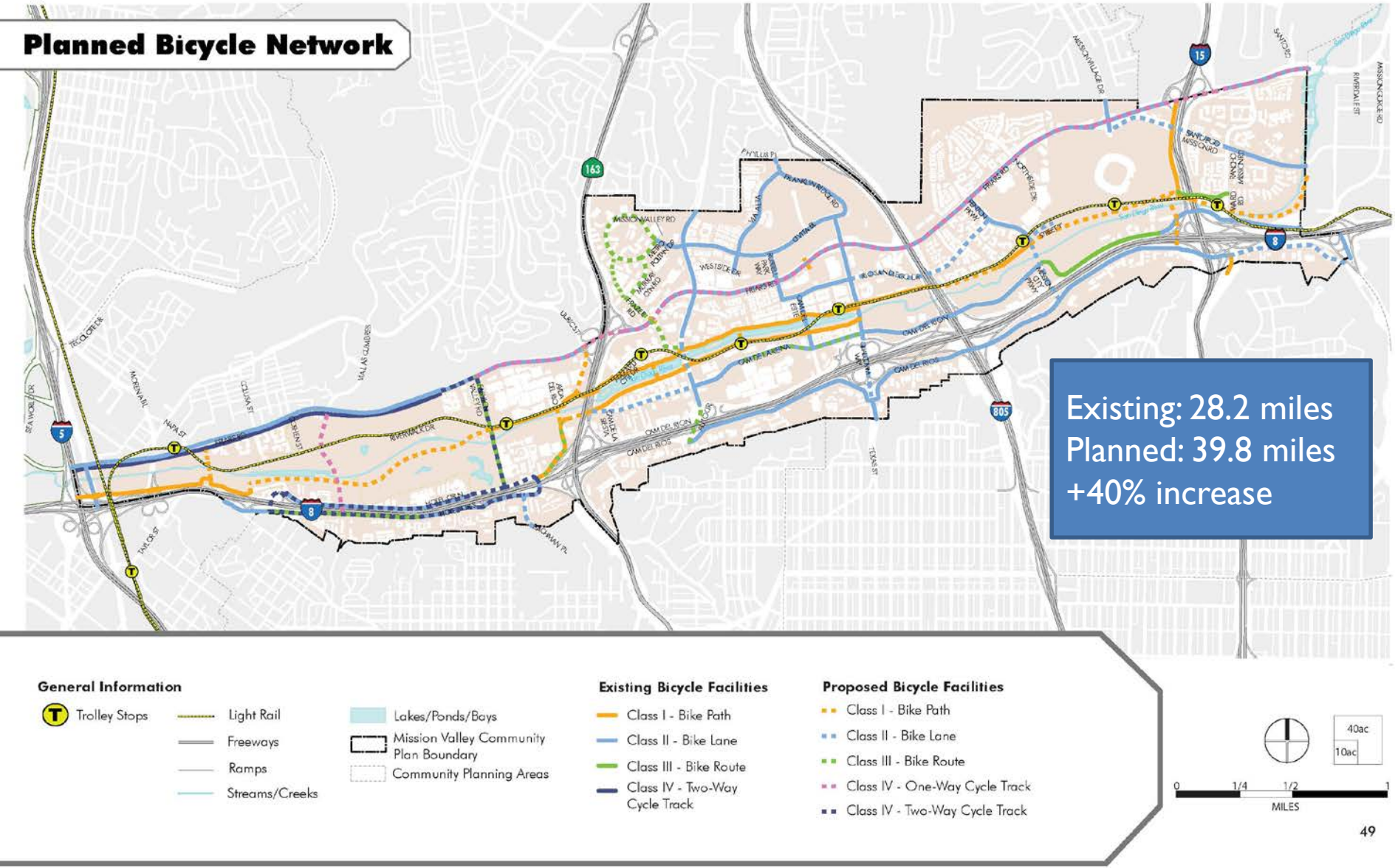
Active Transportation (Transit Accessibility)

Existing: 2.43 sq mi
Planned: 3.15 sq mi
30% increase



Planned Bicycle Network

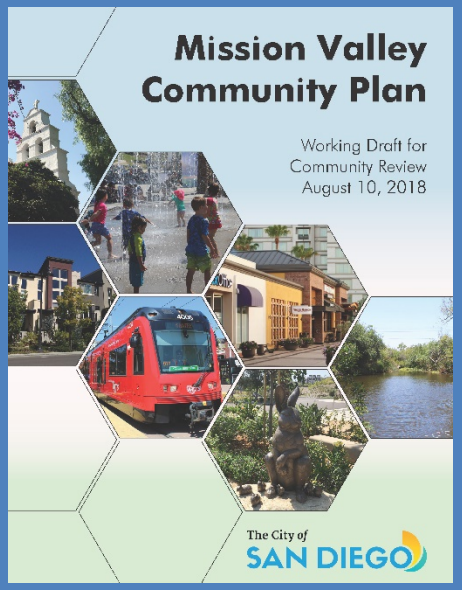
Figure 9



MISSION VALLEY
Community Plan Update

Two Formats

- 8.5 x 11
  Double-sided print version
- 11 x 17 on screen viewing version



MISSION VALLEY
Community Plan Update

Next Steps

- Over the next 3-4 months the Subcommittee is encouraged to meet to identify changes to the Working Draft
- Comments need to be submitted in writing to the City by November 13, 2018
  - Use web page contact link
- Upon Project Manager return, staff will begin to revise the working draft

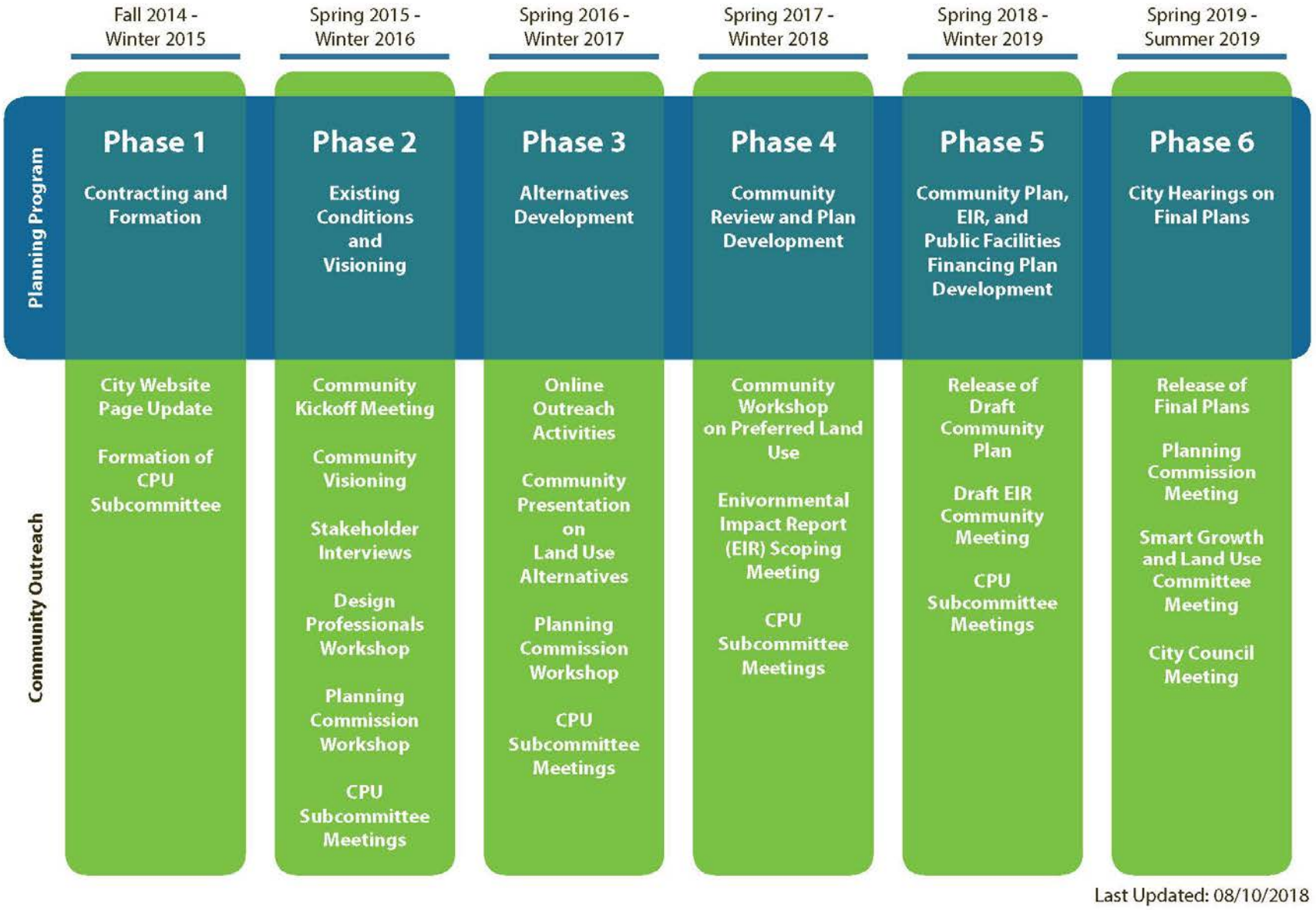
MISSION VALLEY
Community Plan Update

Ongoing Information

- Mobility Study – September/October 2018
- Zoning – New Year 2019
  - New Zones
  - Community Zoning Map
- Draft EIR – Late Winter/Early Spring 2019
- Hearings – Summer 2019

Project Schedule

Mission Valley Community Plan Update (CPU)
Anticipated Community Outreach Process and Timeline



Last Updated: 08/10/2018

MISSION VALLEY
Community Plan Update

THANK YOU!