

ATLAS SPECIFIC PLAN

Prepared for:

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I. INTRODUCTION

A. BACKGROUND AND PURPOSE

Atlas Hotels, Inc. owns ~~seven~~six sites within the Mission Valley area of the City of San Diego totaling approximately ~~86~~47 acres. The sites are non-contiguous and are located both north and south of Interstate 8 (I-8). At this time, Atlas Hotels, Inc. wishes to establish land uses and intensities for the sites and to consolidate them into a single specific plan area with the intent of ensuring orderly and integrated development of all of the sites. The ~~seventh~~sixth site, the Evelyn Terrace site, comprises 3.70 acres which are being reserved for future dedication for off-ramps associated with the proposed I-8/Via Las Cumbres interchange. No development currently is proposed for this site as a part of the Atlas Specific Plan.

The ~~seven~~six sites which comprise the Atlas Specific Plan area are:

1.	Town and Country	39.40 Acres
2. <u>1.</u>	Hanalei Tower	1.91 Acres
3. <u>2.</u>	Hanalei Hotel	15.77 Acres
4. <u>3.</u>	Mission Grove Office Park	2.51 Acres
5. <u>4.</u>	Kings Inn	3.67 Acres
6. <u>5.</u>	Mission Valley Inn	18.90 Acres
7. <u>6.</u>	Evelyn Terrace	3.70 Acres

During the summer and fall of 1983, as part of their coordinated planning effort, Atlas Hotels, Inc. prepared a master plan for all of the ~~seven~~six properties and submitted that plan to the City of San Diego Planning Department. On October 13, 1983, the City of San Diego Planning Commission authorized preparation of a specific plan and development agreement for the Atlas Hotels properties within Mission Valley.

This specific plan, along with the attendant development agreement, establishes the land use and intensity of development for each of the ~~seven~~six sites and is intended to serve as the property owner's and the City's framework for preparation and analysis of future applications covering actual development of the property. In addition, this specific plan evaluates the consistency of the proposed development with the applicable community plan – the Mission Valley Community Plan.

A companion document to this specific plan is its accompanying environmental impact report, and EIR Supplement (EQD Nos. 84-0129 and 88-0142). The EIR and EIR supplement evaluate environmental issues related to development of the sites and development intensities.

B. LOCATION

The Atlas Specific Plan is located in the Mission Valley area of the City of San Diego. ~~Three~~Two of the ~~seven~~six sites within the specific plan area are located north of I-8 adjacent to the San Diego River. The remaining four sites are located south of I-8 adjacent to the hillsides which

form the southern boundary of Mission Valley. All of the ~~seven-six~~ sites are located entirely within the Mission Valley Community Plan Area. The location of all~~may be located on page 60 of the Thomas Brothers Map Book, coordinates A 1, A 2, A 3, B 1, B 2, B 3, C 1, C 2, and C 3.~~ All of the sites is illustrated in Figures 1, 2 and 3. Figures 1 and 2 are a regional map and a vicinity map of the specific plan area. Figure 3 illustrates the location of each of the specific plan sites.

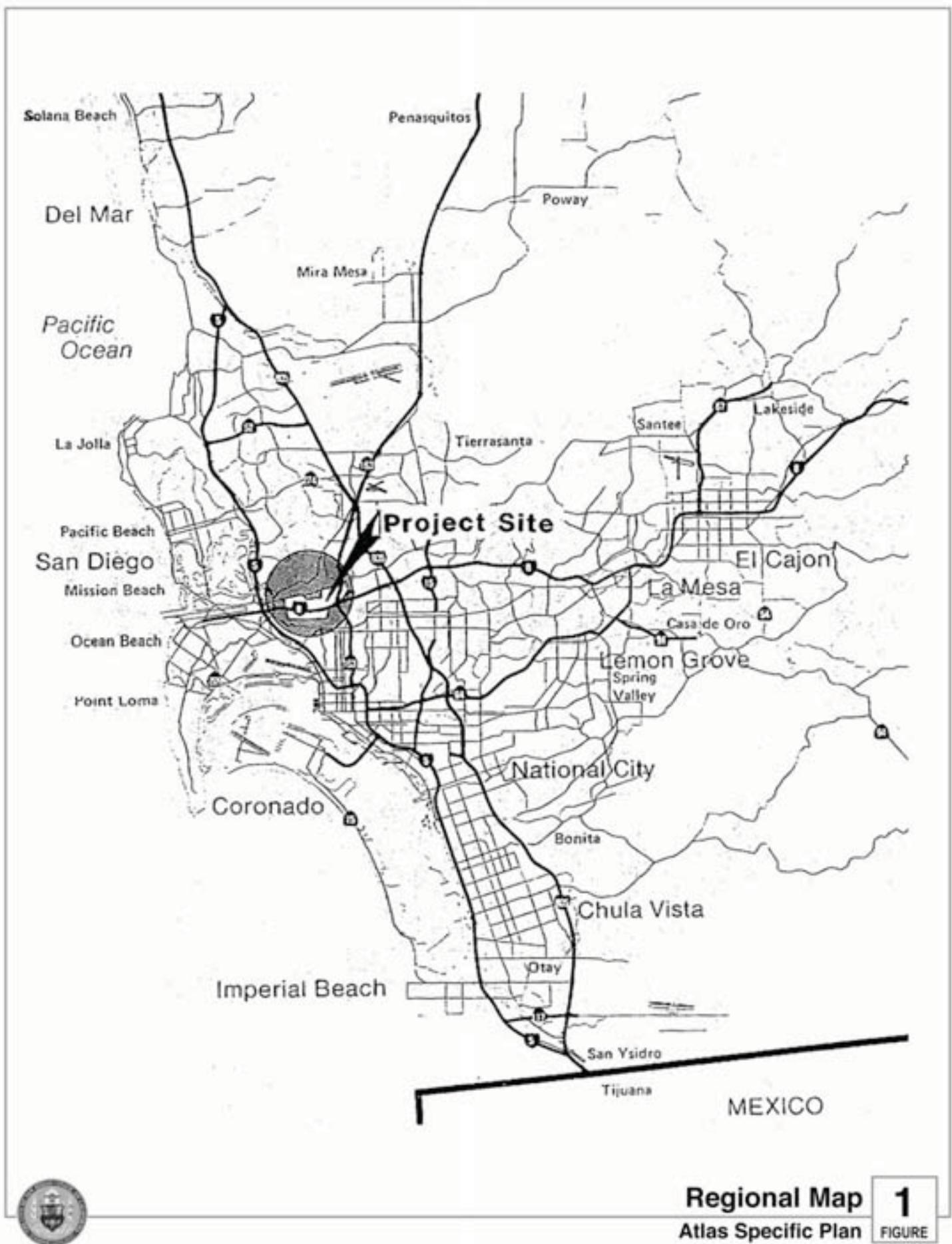
C. SETTING

The specific plan area is located between SR-163 and I-5 in the Hotel Circle area of Mission Valley. Atlas Hotels, Inc. is a major landowner in this portion of Mission Valley and currently operates ~~the Town and Country Hotel and Convention Center,~~ the Hanalei Hotel, the Kings Inn, and the Mission Valley Inn in the Hotel Circle area. These ~~four-three~~ sites are proposed for refurbishment or expansion in conjunction with specific plan implementation. Mission Grove Office Park, containing 59,158 square feet of leasable office space, was recently completed on another of the Atlas sites within Mission Valley and no expansion is proposed for this site. The remaining two sites with the specific plan area are currently vacant. These are the Hanalei Tower and Evelyn Terrace sites.

Development in areas north and south of I-8 present different opportunities and constraints which must be addressed in specific plan design. North of I-8, the proximity of the sites to the San Diego River offers the opportunity for river orientation and enhancement of the aesthetic appeal of each individual site. Care must be taken, however, to ensure that impacts to sensitive wetland habitats are mitigated. Flood control measures must also be incorporated into individual project designs to ensure the public health and safety while at the same time exhibiting sensitivity to the wetland habitat. South of I-8, the proximity of the sites to sensitive hillside areas requires careful attention to grading design, erosion control, and revegetation efforts. The hillside location also offers opportunities for view enhancement and distinctive architectural design.

Other significant land uses in the vicinity of the Atlas Specific Plan area include a variety of hotel and commercial-recreation oriented uses, the Stardust Country Club and the River Valley Golf Course, Fashion Valley Shopping Center and the specific plan area for the First San Diego River Improvement Project (FSDRIP). Development types proposed in conjunction with FSDRIP include a mixture of residential, office and commercial uses. A specific plan has also been approved for the Stardust Country Club (Levi-Cushman) property by Chevron Land Development. Planned uses in this specific plan area include a mixture of residential, hotel and office uses. These and other recent developments in the area have increased the importance of Mission Valley as one of the major urban nodes in the City of San Diego.

Excellent regional access is provided by five freeways in the project vicinity: Interstate 8, which provides direct access to Hotel Circle and the ~~seven-six~~ Atlas Hotels properties; Interstate 5 and State Route 163, immediately west and east of Hotel Circle, respectively; and Interstate 805 and 15, located east of Hotel Circle in Mission Valley. Freeway improvements for I-8 and SR-163 are major features of the urban setting of the Atlas Specific Plan.





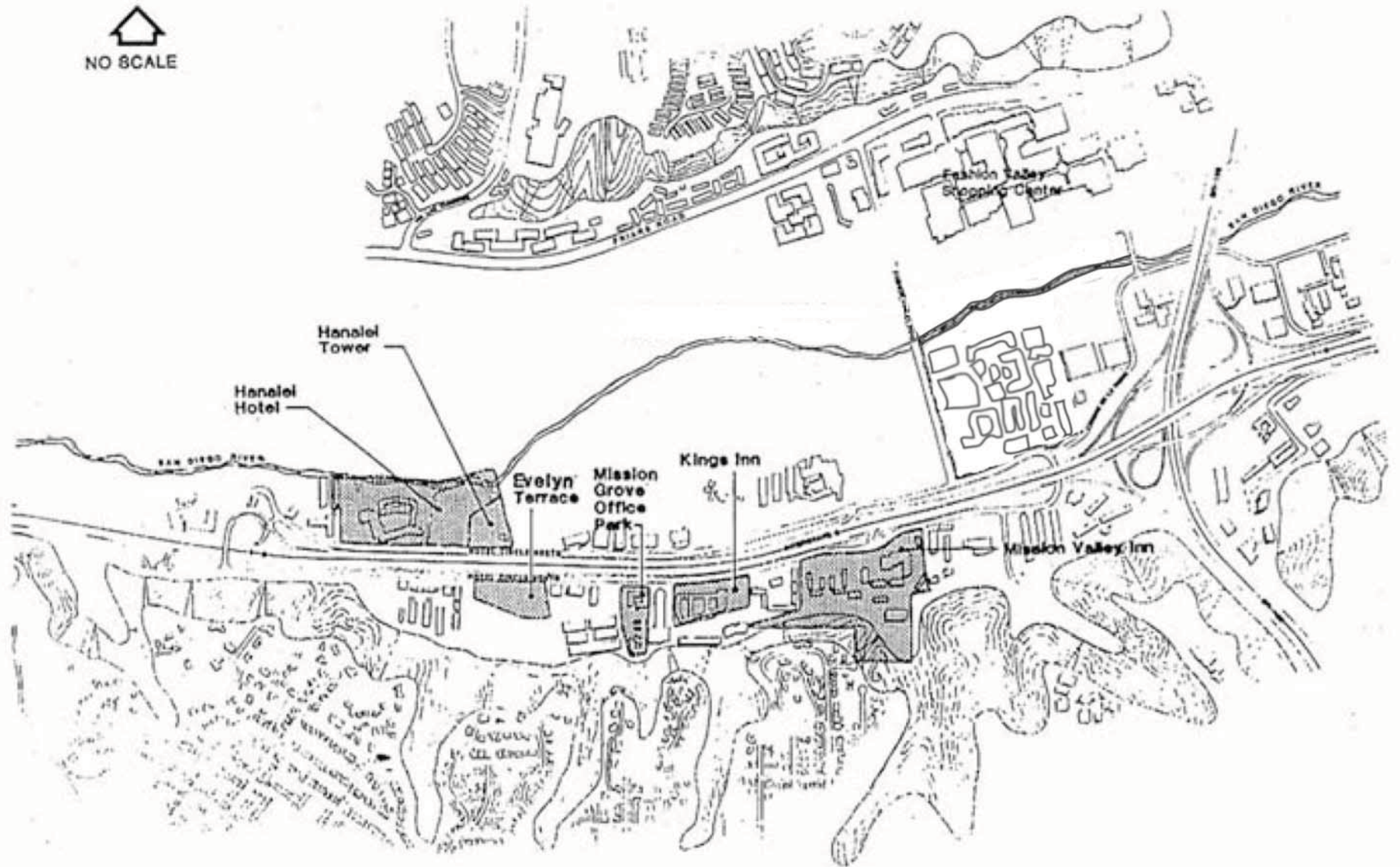
Vicinity Map
Atlas Specific Plan

2

FIGURE

Amended

NO SCALE



Site Locations
Atlas Specific Plan

3

FIGURE

Amended

II. DEVELOPMENT ISSUES

Several key development issues are relevant to the design of the Atlas Specific Plan and a brief overview of these issues is provided in this section. Each of these issues is discussed in greater detail in the appropriate elements of this specific plan.

A. ENVIRONMENTAL ISSUES

A wide range of environmental issues are associated with development of a project such as the Atlas Specific Plan including flood control, wetland habitat preservation, hillside preservation, air quality, energy conservation, seismic safety, urban design, and visual quality. The Atlas Specific Plan responds to these environmental issues in a variety of ways and environmental concerns are addressed in detail in the EIR and EIR Supplement (EQD Nos. 84-0129 and 88-0142) which accompany this specific plan. The EIR and EIR Supplement identify both direct and cumulative environmental impacts associated with implementation of the Atlas Specific Plan.

The specific plan includes detailed urban design and river improvement elements which provide for both flood protection and replacement of wetland habitats. The urban design element also contains specific guidelines regarding hillside development and includes a conceptual streetscape plan for the Hotel Circle area to ensure compatibility and consistency of landscaping and urban design. Transportation control measures have been incorporated into the specific plan to encourage adherence to regional air quality standards.

Wetland habitat in the Hotel Circle area of Mission Valley is not as extensive as in other portions of the valley due to past disturbance associated with construction of the Fashion Valley shopping area and hotels, restaurants, and other commercial facilities. A revegetation plan has been prepared for the specific plan area and is incorporated into the river improvement element of this specific plan. Atlas Hotels, Inc. is committed to implementing a revegetation plan which is acceptable to both the City of San Diego's and the U.S. Army Corps of Engineers' applicable guidelines.

Flood control has been a major problem in Mission Valley for many years and is of particular concern in the Hotel Circle area where, in some locations, development has occurred extremely close to the existing pilot channel on both the north and south sides of the floodway of the San Diego River. ~~This is particularly true on both sides of the pilot channel between SR 163 and Fashion Valley Road, where the existing Town and Country Hotel, Fashion Valley shopping center, and Union Tribune building are located.~~ Adjacent to the Hanalei tower and Hanalei Hotel sites, flood control is less of a concern due to the presence of undeveloped golf course property north of these sites. In order to address the issue of flood control for the ~~Town and Country,~~ Hanalei Hotel, and Hanalei Tower sites, detailed, computerized hydrology studies were conducted by Boyle Engineering, Inc. The flood control measures which have been incorporated into the design of these sites reflect the conclusions and recommendations of the Boyle Engineering studies. These flood control measures are discussed in detail in the river improvement element of this specific plan. In general, the flood control improvements proposed by the Atlas Specific Plan would ~~extend from SR 163 to Fashion Valley Road in the vicinity of~~

~~the Town and Country site. No specific flood control improvements are~~ not be specifically proposed at the Hanalei Hotel or Hanalei Tower sites, since all proposed construction will be outside the 49,000 cfs floodway.

An important element of the flood control studies for the Atlas Specific Plan has been coordination of flood control plans for the Atlas properties with adjacent property owners, most notably with flood control plans for the Levi-Cushman specific plan area. Representatives of Atlas Hotels, Inc. and its consultant, Boyle Engineering have met several times with the applicant for the Levi-Cushman Specific Plan and with that applicant's engineer, Rick Engineering, to ensure that such coordination takes place. The primary goal of these meetings has been to ensure that no flood control measures proposed by the Atlas Specific Plan would preclude flood control proposals for the Levi-Cushman properties. ~~The proposed Atlas flood control improvements will provide appropriate transitions to both the FSDRIP and Levi-Cushman Specific Plan areas under both interim and ultimate conditions.~~ Representatives of Atlas Hotels, Inc. have also kept in close contact with representatives of the Fashion Valley Shopping Center and the Copley property. ~~to ensure that these adjacent properties are kept informed of flood control measures proposed by the Atlas Specific Plan.~~ These coordination efforts are discussed in greater detail in the river improvement element of this specific plan.

Since Mission Valley is bordered on the north and south by scenic hillside areas, preservation of views of and from these hillside areas is an important component of the Mission Valley Community Plan. Two of the four specific plan sites south of I-8 (Mission Grove Office Park and Mission Valley Inn) include some property within the City's Hillside Review Overlay Zone. No hillside development is proposed on these sites.

B. PUBLIC FACILITIES ISSUES

An important public facility concern relevant to development within the specific plan area and in all of Mission Valley is traffic circulation. Many of the assumptions underlying the Mission Valley Community Plan involve the ultimate configuration of the circulation system for Mission Valley and the capacity of that circulation system. Development of a balanced circulation system which provides ample opportunities for alternative modes of transportation, including light rail transit, bus, bicycle and pedestrian movement, is a primary goal of the community plan. In order to evaluate the contribution of the specific plan toward the achievement of that goal, a computerized travel forecast for the specific plan area was conducted by Linscott, Law and Greenspan, Inc. The data derived from that forecast resulted in a variety of transportation system recommendations and a circulation system improvement phasing plan which are discussed both in the transportation element of this specific plan and in the EIR which accompanies this document.

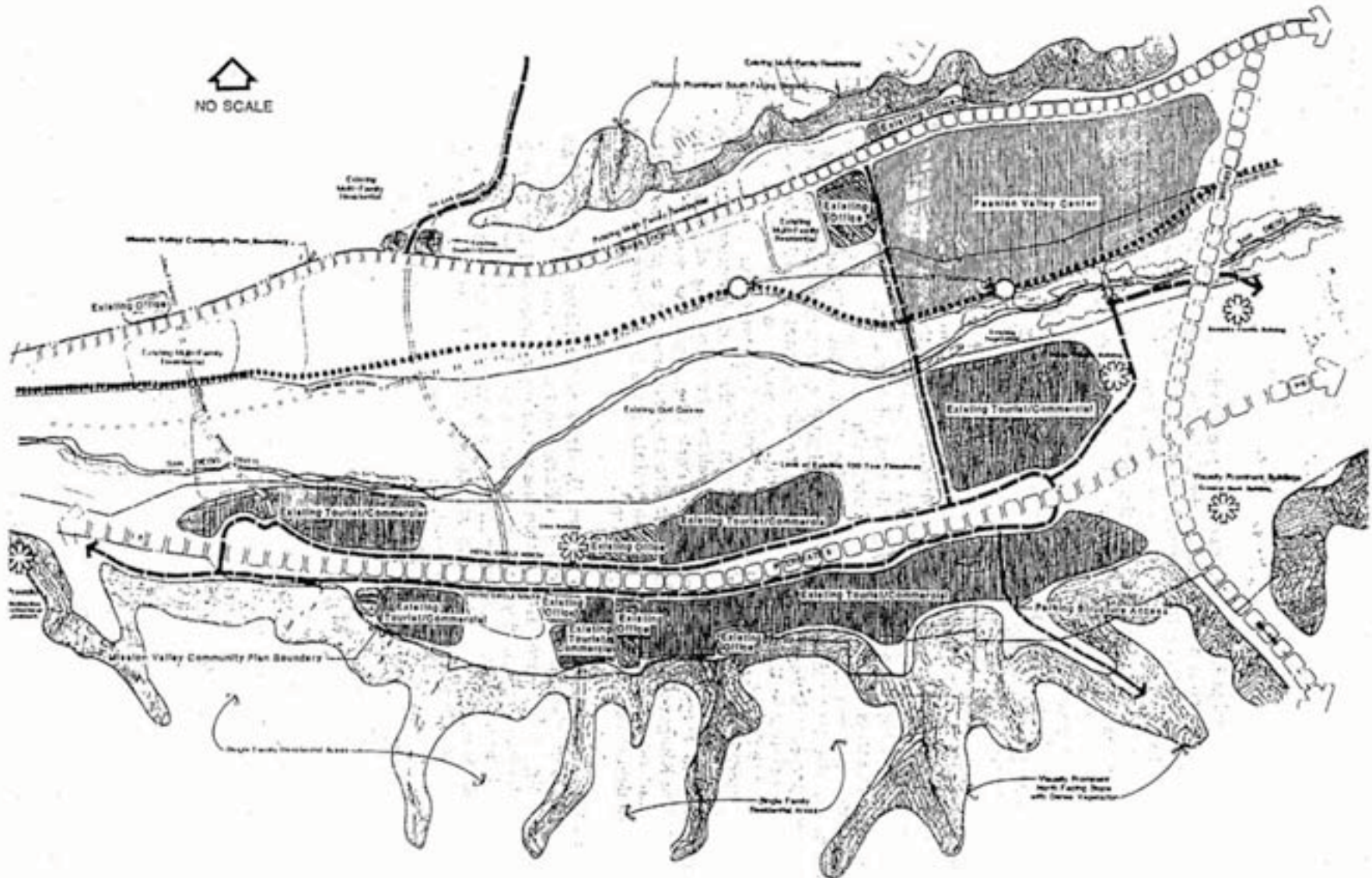
Other public facilities such as water and sewer service, and gas and electric utilities are also addressed in this specific plan. Existing utilities and services do not represent significant constraints to development of the specific plan area.

C. DESIGN ISSUES

A wide variety of design issues have affected preparation of the specific plan for the Atlas Hotels properties as discussed in detail in the urban design element. The most significant of these are the constraints posed by existing development, the existing urban character and quality of the Hotel Circle area, and the need to preserve and enhance views of and from the specific plan area. As shown on the opportunities and constraints analysis (Figure 4), existing development within the Hotel Circle area consists primarily of tourist-related commercial uses, the Fashion Valley shopping center, and some office uses. The existing Stardust Country Club and River Valley golf course represent major undeveloped properties in the Hotel Circle area. A specific plan has been approved for the Stardust (Levi-Cushman) property.

With the exception of the Fashion Valley shopping center, most of these existing uses have been developed in a piecemeal manner with little attention given to consistency of design or an overall architectural or landscape theme. In response to this design challenge, the urban design element of this specific plan includes a conceptual streetscape plan for the Hotel Circle area. The streetscape improvements proposed for the Atlas Specific Plan sites will be an integral component of the land development process, building permit process or street improvement projects which are triggered by traffic volumes resulting from the phasing of individual development projects proposed by the Atlas and Levi/Cushman Specific Plans. Requiring streetscape improvements concurrently with street improvements or widenings and not solely in conjunction with new developments on individual project sites will allow the upgrading of streetscape areas adjacent to the Mission Grove Office Park where no new development is proposed or the King's Inn where only minor site improvements are proposed. The conceptual plan takes into account the constraints posed by existing development but strives to develop a unifying design theme.

As shown on the visual analysis map (Figure 5), views of the Hotel Circle area are available from both the hillsides north of Friars Road and south of Hotel Circle South. The design of the seven sites within the specific plan area will therefore be an important factor in preserving and enhancing those views. Enhancement of views of the river corridor, implementation of aesthetically-pleasing landscape techniques, and orientation of high-rise structures to avoid view blockage are significant features of the specific plan design.

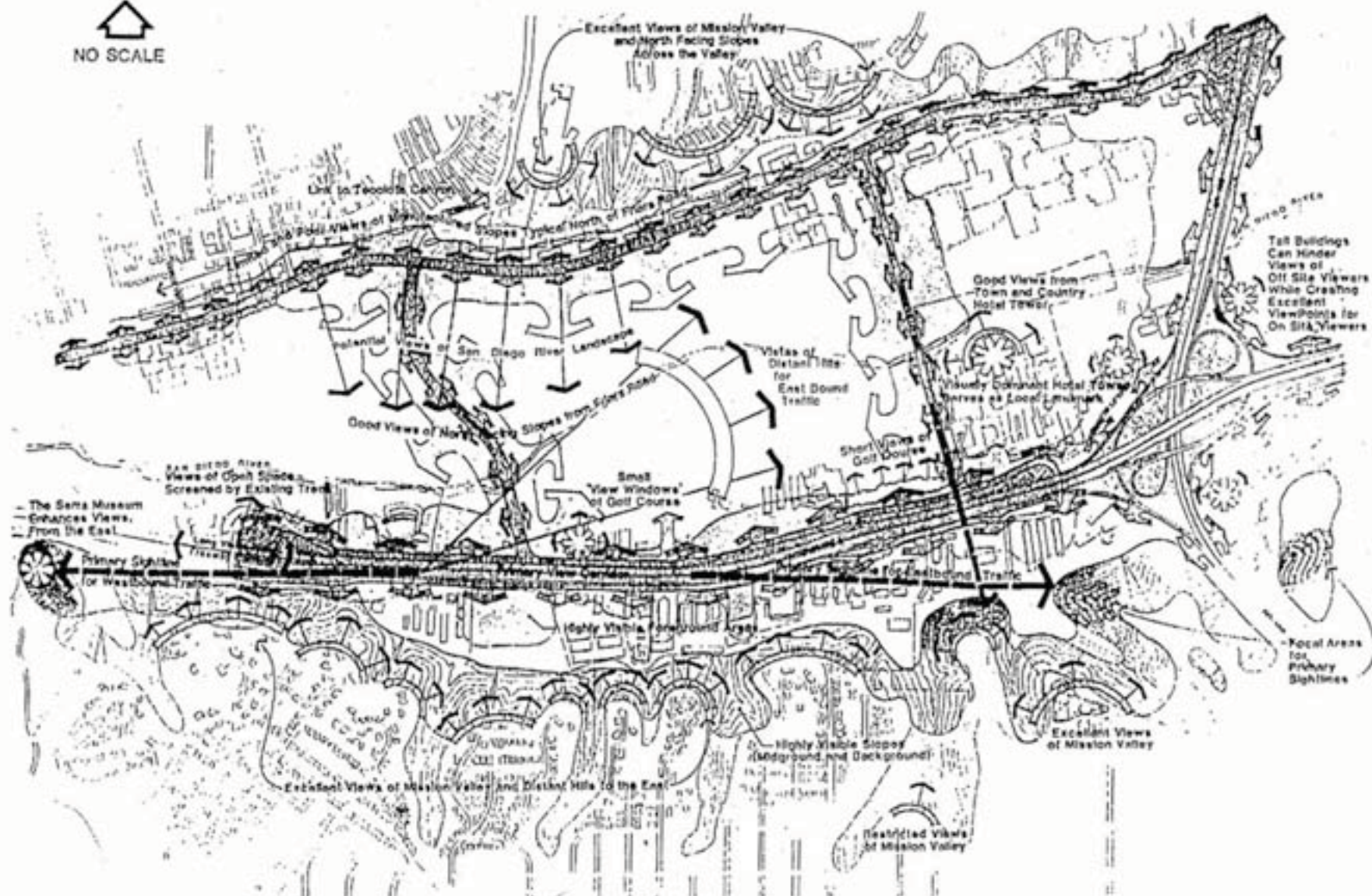


Opportunities and Constraints

Atlas Specific Plan

4

FIGURE



III. LAND USE ELEMENT

A. OBJECTIVES

The primary land use objective of the Atlas Specific Plan is to establish uses and intensities for Atlas Hotels' properties in Mission Valley. In preparing the development program for its Mission Valley properties, Atlas Hotels considered a variety of factors including the marketability and compatibility of the proposed uses and achievement of the goal of enhancing Hotel Circle as a vital and dynamic urban node offering recreation opportunities for tourists and business opportunities for local resident.

The Atlas development program is intended to be a balanced one with ~~the intense Town and Country development serving as the focal point which supports and enriches the other sites. The reorganized and consolidated convention center at the Town and Country site is expected to support growth at the Mission Valley Inn and Hanalei Hotel sites, and to provide business for other hotels in Mission Valley.~~ The proposed office uses at the Hanalei Tower site will also encourage hotel use, ~~and use of exhibit halls and meeting and banquet facilities.~~ All of the sites will be integrated by an intra-valley shuttle, funded and operated by Atlas Hotels, Inc., which will transport hotel guests, office employees and members of the general public between the Atlas office, hotel, ~~and convention center facilities,~~ and the San Diego Lindbergh Field. Shuttle stops are proposed for each of the Atlas sites. The proposed plans for the shuttle are discussed in greater detail in the Transportation Element (Section VI).

B. DEVELOPMENT PROGRAM

As shown in Table 1, the development program for the Atlas Specific Plan area consists of a combination of existing and proposed uses. Of the ~~seven~~ six sites within the specific plan area, ~~five~~ four are currently developed (~~Town and Country,~~ Hanalei Hotel, Mission Grove Office Park, Kings Inn, Mission Valley Inn) and two are vacant (Hanalei Tower, and Evelyn Terrace). Only minor changes are proposed for two of the currently developed sites (Mission Grove Office Park, Kings Inn). The Mission Valley Inn will be expanded by 96 rooms and; the Hanalei Hotel will be expanded by 202 rooms, ~~and extensive redevelopment is proposed for the Town and Country site.~~ Office development is proposed on one of the two currently vacant sites, the Hanalei Tower site. The ~~seventh~~ sixth site, the 3.70 acre Evelyn Terrace site, is being reserved for irrevocable dedication for the right-of-way for the future proposed I-8/Via Las Cumbres interchange. No development is currently proposed for this 3.70 acre site. The specific development proposals for each of the ~~seven~~ six sites are discussed in greater detail later in this section and in the Urban Design Element of this specific plan.

In preparing the development program for the specific plan area, Atlas Hotels, Inc. evaluated a variety of uses for one of the two vacant sites – Hanalei Tower. For the Hanalei Tower site, the desirability of developing either office or hotel uses was investigated. Potential hotel uses on these sites were evaluated in the context of the overall development program which calls for ~~1,340 additional hotel rooms to be constructed on the Town and Country site,~~ 96 additional

Table 1
Atlas Specific Plan
Development Program

Site	Net Acres*	Use	Existing	Additional Proposed (1)	Total
1. Hanalei Tower	1.91	Office	---	157,500 S.F.	157,500 S.F.
2. Hanalei Hotel	13.39*	Hotel Banquet Facilities	448 rooms 30,000 S.F.	202 rooms 34,000 S.F.	650 rooms 64,000 S.F.
3. Mission Grove Office Park	2.51	Office	59,158 S.F.	---	59,158 S.F.
4. Kings Inn	3.67	Hotel	140 rooms	---	140 rooms
5. Mission Valley Inn	18.90	Hotel Banquet Facilities Health Club	210 rooms 2,500 S.F. 27,000 S.F.	96 rooms 17,500 S.F.	306 rooms 20,000 S.F. 27,000 S.F.
6. Evelyn Terrace	3.70	Reserved for Interchange (2)		---	---
		Total Office =	216,658 S.F.		
		Total Hotel =	2,056 rooms		

* Excluding floodway acreage. The proposed floodway acreage is as follows: Hanalei Hotel = 2.38 acres.

Note 1. These numbers represent the maximum development scenario and are subject to change at the time of detailed site designs.

Note 2. The 3.70 acre Evelyn Terrace site is being reserved for future dedication for off-ramps associated with the future I-8/Via Las Cumbres interchange. No development is currently proposed for this site.

rooms on the Mission Valley Inn site and 202 additional rooms on the Hanalei Hotel site. With the proposed additions at the ~~Town and Country~~, Mission Valley Inn and Hanalei Hotel sites, a total of ~~3,396~~-2056 hotel rooms will be provided within the Atlas Specific Plan area. Given Atlas Hotels' current vacancy rates and anticipated growth in the Mission Valley area, Atlas Hotels, Inc. believes that ~~3,396~~-2056 is the maximum number of ~~units~~-rooms which can be developed, marketed, and efficiently operated on their Hotel Circle properties. It is anticipated that the proposed office uses at the Hanalei Tower site will complement and support existing commercial recreation and retail development in the Hotel Circle area.

One issue of concern regarding the proposed development program involves the intensity of development associated with implementation of the Atlas Specific Plan. In order to evaluate the development intensity of the Atlas Specific Plan in the context of the Mission Valley Community Plan, Tables 2 and 3 have been prepared.

The primary basis for analyzing development intensity according to the Mission Valley Community Plan is trip generation. The Community Plan divides the community plan area into 13 development intensity districts (DID's) labeled A-M and assigns allowable trip generation rates (in terms of trips/acre) to each DID. As shown on Table 2, the Atlas Specific Plan area is located within DID's B, ~~C~~, and D. Table 2 provides a comparison of the trips allocated to the specific plan area utilizing the DID methodology outlined under the community plan and those anticipated to be generated by the proposed development program utilizing standard, maximum City traffic generation rates. It should be noted that Table 2 assumes no reduction in trip generation based on multiple use, vacancy rates or transit use. It also assumes no "credits" or development intensity bonuses given for multiple use or other factors. Such reduction factors and development intensity bonuses are permitted according to the Mission Valley Community Plan. Their applicability to the Atlas Specific Plan are discussed in the Transportation Element (Section VI) of this specific plan.

Table 3 provides a comparison of the Atlas Specific Plan to the Mission Valley Community Plan based on an equivalent dwelling unit (EDU) analysis. The factors utilized to determine existing Atlas Specific Plan and Community Plan EDU's are based upon the EDU factors presented in the Mission Valley Community Plan. As shown on Table 3, little or no growth would be permitted at four of the specific plan sites according to the Community Plan. These are the Town and Country site, the Hanalei Hotel site, the Mission Grove Office Park site, and the Kings Inn site. No growth is proposed at the Mission Grove Office Park or Kings Inn sites by the Atlas Specific Plan. The Specific Plan proposes to add 202 rooms to the Hanalei Hotel site. The Specific Plan also proposes to add 96 rooms to the Mission Valley Inn site. Significant additional development is proposed at the Town and Country site. Such additional growth is proposed at the Town and Country site because the site represents a landmark in the Hotel Circle area and it is assumed that the convention center and hotel uses at the site will serve as the focal point for other development in the Hotel Circle area.

Table 2
Atlas Specific Plan vs Mission Valley Community Plan
Trip Generation Comparison

Site	Acreage	Atlas Specific Plan Trip Generation ²	MVCP Development Intensity District ¹	MVCP Daily Trips Permitted Per Acre ¹	Anticipated Mission Valley Community Plan Trips (Based on DID's)
Town and Country	39.40	18,400	C	417	16,430
Hanalei Tower	1.91	2,520	B	263	502
Hanalei Hotel	15.77	5,200	B	263	4,148
Evelyn Terrace	3.70	0	D	380	1,406
Mission Grove Office Park	2.51	1,180	D	380	954
Kings Inn	3.67	1,120	D	380	1,395
Mission Valley Inn	13.50	2,450	D	380	5,130
Subtotal:		30,870			29,965
Note: ¹ Mission Valley Community Plan ² 1986, Travel Forecast by Linscott, Law and Greenspan Engineers ³ Net, assumes reduction for HR property ⁴ The acreage noted is reserved for the I-8/Via Las Cumbres interchange. No development is currently proposed.					

Table 3
Atlas Specific Plan vs. Mission Valley Community Plan
EDU Comparison

Site	Existing EDU's	Proposed EDU's Atlas Specific Plan	Proposed EDU's Mission Valley Community Plan
Town and Country	887	1,840	1,066
Hanalei Tower	-0-	252	385
Hanalei Hotel	358	520	358
Evelyn Terrace	0	0	141
Mission Grove Office Park	118	118	118
Kings Inn	112	112	112
Mission Valley Inn	168	245	278
Note: ¹ The EDUs noted are the result of acreage reserved for the I-8/Via Las Cumbres interchange. No development is currently proposed			

C. SITE-SPECIFIC LAND USE PROPOSALS

This section describes the uses proposed for each of the ~~seven~~six sites within the Atlas Specific Plan area. Individual land use schematics, specific site plans and the special design features of each of the ~~seven~~six sites are described in greater detail in the urban design element.

~~1. Town and Country~~

~~The 39.4-acre Town and Country site will be the most intensely developed within the specific plan area including a mixture of hotel, hotel-related retail commercial and convention center uses. The site is currently developed with 960 hotel rooms, a 58,000 square foot convention center/meeting space and 21,000 square feet of freestanding restaurant. Table 4 summarizes proposed land uses within the Town and Country site at build-out.~~

Table 4
Town and Country – Land Use Analysis

Use	Proposed Development
Hotel	2,300 rooms
Convention Center/Meeting Space/Restaurants	229,000 sf

~~A special feature of the Town and Country site is a pedestrian-oriented plaza adjacent to the river with direct access from the site's central plaza area and the pedestrian/bicycle pathway system at the river. A restaurant and lounge with outdoor dining is located within this area visually and functionally linking the Town and Country development with the river corridor. An existing pedestrian bridge over the river would be replaced and expanded to provide a major~~

~~pedestrian/bicycle access to the Fashion Valley Shopping Center and to the LRT station to be located on the north side of the river. Pedestrian and bicycle pathways have also been incorporated into the design as has right of way for the extension of Camino de la Reina.~~

12. Hanalei Tower

The 1.91-acre Hanalei Tower site will be developed with 157,500 square feet of commercial office space in conjunction with specific plan implementation. The site area has been redefined from the existing site boundary, based on the proposed Via Las Cumbres interchange.

The office uses will be constructed in one nine-story tower. Access to the site will be provided from the Via Las Cumbres interchange and by the reconfigured Hotel Circle North Road. The street will cul-de-sac at the southeast corner of the site.

23. Hanalei Hotel

The 15.77-acre Hanalei hotel site is currently developed with 448 hotel rooms and approximately 30,000 square feet of restaurant and banquet facilities. An additional 202 rooms and 34,000 square feet of banquet facilities will be constructed in conjunction with this specific plan implementation. The main entry to the hotel will be relocated east along the proposed Levi-Cushman Road to align with a new entry lobby for the expanded facility. A new mid-rise hotel tower and lobby arcade with mixed dining and retail functions is proposed at the new hotel entry. A shared pedestrian/bicycle pathway located along the river has been incorporated into the project design. Wetlands mitigation will be provided.

~~through the Town and Country wetlands revegetation program.~~

34. Mission Grove Office Park

The 2.51-acre Mission Grove Office Park site is currently developed with 59,158 square feet office space in two structures. No new development is proposed as part of specific plan implementation. Existing development on the Mission Grove site consists of two wood-shingled buildings stepping up the hillside and separated by parking facilities. The frontage of the site along Hotel Circle South will be extensively landscaped in conjunction with the specific plan implementation.

45. Kings Inn

The 3.67-acre Kings Inn site is currently developed with 140 hotel rooms. No new structural development will occur in conjunction with the specific plan implementation, but the site will be refurbished and re-landscaped.

56. Mission Valley Inn

The 18.9-acre Mission Valley Inn site is currently developed with 210 hotel rooms and associated facilities including the Atlas Health Club. An additional 96 hotel rooms will be constructed and 17,500 square feet of banquet space will be added in conjunction with specific

plan implementation. In addition to construction of 96 hotel rooms and additional banquet space, the Mission Valley Inn site will be extensively refurbished and re-landscaped.

67. Evelyn Terrace

The 3.70 acre Evelyn Terrace site is being reserved for irrevocable dedication to the City, at no cost to the City, for the right-of-way for the proposed future interchange at Interstate 8 prior to the issuance of building permits for the Hanalei Tower site. No development is proposed for this vacant site. If the interchange has not been constructed within 10 years after adoption of the Atlas Specific Plan, the City shall allow Atlas to proceed with the redevelopment of the Mission Valley Inn site as provided in this Specific Plan as if the interchange was in place.

IV. RIVER IMPROVEMENT ELEMENT

A. OBJECTIVES

~~Three~~ Two sites within the specific plan area (~~the Town and Country site,~~ the Hanalei Tower site, and the Hanalei Hotel site) are located adjacent to the San Diego River. The primary objective of the river improvement element of this specific plan is to develop coordinated flood control and wetlands management programs for these ~~three~~ two sites which provide both flood protection and wetlands mitigation and which adhere to the guidelines and criteria established by the City's Floodplain Section and the San Diego River Wetlands Management Plan. Flood protection within the specific plan area will be provided against the future 100-year flood identified as 49,000 cubic feet per second (cfs) by the City of San Diego and the U.S. Army Corps of Engineers.

B. RIVER CORRIDOR DESIGN CONCEPT

The overall river corridor design concept envisioned by the Mission Valley Community Plan and the San Diego River Wetlands Management Plan is that of a natural-appearing, enhanced river channel providing a natural and useable open space corridor within the valley. Both the community plan and the wetlands management plan recognize the urbanized nature of Mission Valley and the degree to which existing development has occurred near the river corridor. The need for a comprehensive flood protection program for existing and future development within the valley is also recognized as is the need for preservation and enhancement of existing wetland habitats and compensation for habitat lost as a result of development.

The river corridor design concept for the Atlas Specific Plan consists of two major components – a flood management program and a revegetation program. Each of these components has been specifically tailored ~~to~~ the individual characteristics of the river-oriented sites within the specific plan area. The revegetation plan is an integral part of the river corridor design. Its chief purpose is to mitigate for losses of wetland habitat resulting from floodway and development improvements.

~~At the Town and Country site, existing development is located adjacent to both the north and south sides of the pilot channel. This area, including property both within the Town and Country site and within the boundaries of the Fashion Valley Shopping Center, is also expected to accommodate a variety of public facilities as shown on various local plans and documents. These facilities include a flood control channel, wetlands revegetation, right-of-way for the LRT, an LRT station, Camino de la Reina (a circulation element road), and pedestrian and bicycle pathways. Portions of these facilities would be located on both the Town and Country and Fashion Valley properties. The river corridor design concept for the Town and Country area must therefore focus on accommodating all of these facilities, while at the same time provide the maximum degree of flood protection and wetlands mitigation possible.~~

At the Hanalei Tower and Hanalei Hotel sites, little or no development has occurred adjacent to the pilot channel. The Hanalei Tower site is currently vacant, and the Hanalei Hotel property

consists of a 448-room hotel and banquet facilities oriented more toward Hotel Circle than toward the river. The north side of the pilot channel is occupied by the River Valley golf course. Since little existing development is located adjacent to the pilot channel, good opportunities exist for provision of a wider open space corridor as envisioned in the Mission Valley Community Plan. The design concept in this area focuses on providing river orientation for existing and proposed developments, and providing an open space corridor along the river. Flood protection is not as great a concern in this area since a larger area is available to carry floodwaters and phasing of construction at the site is being coordinated with the channel improvements proposed by Levi/Cushman and Warner Ranch.

C. FLOOD MANAGEMENT PROGRAM

NOTE: This flood management program is for informational purposes only. This is because the Boyle Engineering study focused primarily on the area between SR-163 and Fashion Valley Road (essentially the Town and Country site) which was removed from the Specific Plan area by amendment after the adoption of the Atlas Specific Plan in 1988. Therefore, an updated hydraulic study shall be performed before any development is proposed for the Specific Plan area.

Also, the San Diego City Council adopted the San Diego River Park Master Plan (SDRPMP) on May 20, 2013 (Resolution No. R-308196). The SDRPMP was established to reverse the historical trend of severely altering and constraining the San Diego River to accommodate mining, flood control and development. The SDRPMP provides the vision and guidance to reverse this trend and to restore a symbiotic relationship between the river and surrounding communities by creating a river-long park, stretching from the San Diego River headwaters near Julian to the Pacific Ocean at Ocean Beach. As detailed in the SDRPMP, this new approach is closely aligned with the City's General Plan goals for land use, mobility, urban design, economic prosperity, public facilities, recreation, conservation and historic Preservation.

In addition, some important base assumptions have changed with the May 16, 2012 revision of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) for the specific plan area.

In order to develop a comprehensive flood management program for the Atlas Specific Plan, a computerized hydraulic study was conducted by Boyle Engineering Inc. prior to the original adoption of the Specific Plan in 1988. The Boyle Engineering study focused primarily on the area between SR-163 and Fashion Valley Road (essentially the Town and Country site which was removed by amendment from the specific plan area), but also established the limits of the 49,000 cfs floodway (existing conditions) for the Hanalei Tower and Hanalei Hotel sites.

Key terms in understanding the management of a flood-prone area are the floodplain, the floodway, and the floodplain fringe. These terms are defined as follows:

floodplain – refers to the land surface which is inundated by the 100-year flood (49,000 cfs).

floodway – refers to the channel of a river and the adjacent land areas that must be reserved in order to convey the 100-year flood without increasing the water surface elevation by more than one foot.

floodplain fringe – refers to the area within the floodplain, but outside the floodway, which may be developed by raising the ground level at least two feet above the water surface elevation of the design flood, in this case the 100-year flood (49,000 cfs).

The HEC-2 computer program developed by the Army Corps of Engineers was used to calculate water surface profiles, and floodway and floodplain limits for the study area. Cross-sectional data was based upon City of San Diego data for existing conditions west of SR-163 and upon data provided by Dr. Howard H. Chang of San Diego State University for sections east of SR-163. The computerized hydraulic study assumed for the area east of SR-163 the implementation of flood control improvements upstream from SR-163, as outlined in the specific plan for the First San Diego River Improvement Project (FSDRIP).

~~The assumptions for the area east of SR-163 assumed implementation of flood control improvements upstream from SR-163, as outlined in the specific plan for the First San Diego River Improvement Project (FSDRIP).~~

As part of the flood management program study assumptions, the 49,000 cfs floodplain and a new 49,000 cfs floodway were defined for the study area between the Morena Boulevard bridge and SR-163. The 49,000 cfs floodway was developed by constricting the existing floodplain equal amounts on each side of the river until a maximum 1 foot rise in the water surface elevation was obtained in accordance with federal criteria. (This assumptions are no longer correct, see note at beginning of section).

The effects of the 49,000 cfs flood were modeled for three river improvement construction scenarios to ensure continuity and coordination between FSDRIP, Atlas Hotels, Levi-Cushman, and Warner Ranch. The first scenario establishes the base water surface elevations for comparison with the next two cases and assumes that FSDRIP is constructed east of SR-163 while the existing pilot channel remains in its present state west of SR-163. The second scenario is no longer valid because the Town and Country site has been removed from the specific plan area by amendment. The second scenario also assumed FSDRIP improvements in place east of SR-163, improvements between SR-163 and Fashion Valley Road (which are not located within the specific plan area and will not occur), and a transition channel west of Fashion Valley Road to match the existing pilot channel 1,100' west of Fashion Valley Road (which will also not occur). The third scenario is also no longer valid because the Town and Country site has been removed from the specific plan area by amendment. The third scenario addressed the fully improved condition for the San Diego River with FSDRIP in place east of SR-163, improvements constructed between SR-163 and Fashion Valley Road (which are not located within the specific plan area and will not occur), and the channel improvements proposed by Levi-Cushman and Warner Ranch west of Fashion Valley Road.

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~~Figure 6 shows the proposed 49,000 cfs floodplain limits and the proposed 49,000 cfs floodway relative to the existing 49,000 cfs floodplain.~~

~~The effects of the 49,000 cfs flood were modeled for three river improvement construction scenarios to ensure continuity and coordination between FSDRIP, Atlas Hotels, Levi-Cushman, and Warner Ranch. The first scenario establishes the base water surface elevations for comparison with the next two cases and assumes that FSDRIP is constructed east of SR-163 while the existing pilot channel remains in its present state west of SR-163. The second scenario also assumes FSDRIP improvements in place east of SR-163, the proposed Town and Country improvements between SR-163 and Fashion Valley Road, and a transition channel west of Fashion Valley Road to match the existing pilot channel 1,100' west of Fashion Valley Road (see Figures 8 and 13). The third scenario addresses the fully improved condition for the San Diego River with FSDRIP in place east of SR-163, the proposed Town and Country improvements constructed between SR-163 and Fashion Valley Road, and the channel improvements proposed by Levi-Cushman and Warner Ranch west of Fashion Valley Road. Figure 12 demonstrates how these improvements will ultimately fit together.~~ Critical to the computation of water surface elevations are the selection of appropriate friction factors or “n-values” for the computer model. The n-values selected are based on the characteristics of the area studied, and include the type and extent of vegetation as defined in the revegetation plan; material of the flow area (earth, pavement, riprap, etc.); the surface irregularity of the channel sides and bottom; and possible obstructions. After careful consideration and comparison with n-values used in FSDRIP, the Levi-Cushman, and Warner Ranch improvement plans, the roughness coefficients were assigned as follows:

Main Channel	n = (average) 0.060
Vegetated Buffer Areas	n = 0.05
Parking Lots	n = 0.02 to 0.035

Town and Country (not a part of the specific plan area) – Existing Conditions

The first step for evaluating any proposed improvements for the study areas was to establish a “benchmark” for comparison. While the current floodplain and floodway are based on a 100-year discharge of 36,000 cfs, it is estimated by the Corps of Engineers that increased runoff from future development in the San Diego River watershed will eventually yield a 100-year peak discharge of 49,000 cfs. The City is requiring all new developments to be based on a 100-year peak discharge of 49,000 cfs. The effects of the 49,000 cfs flood at the Town and Country [site \(not a part of the specific plan area\)](#) were first modeled assuming no channel improvements beyond the “existing condition,” which includes a “pilot channel” between Fashion Valley Road and SR-163.

The results of the modeling studies showed that in the reach between Fashion Valley Road and SR-163, virtually the entire area between Friars Road and I-8 would be flooded in a 100-year flood ~~as shown in Figure 6.~~

The study also showed that at several locations along the present pilot channel, the velocity of flow in a 100-year flood would exceed seven feet per second. This is considered to be erosive for the types of vegetation and soil in the area. Additionally, flood waters frequently cause the closure of Fashion Valley Road and Avenida del Rio even in minor storms (less than 10-year frequency).

Should an alternative solution be developed which further reduces the flooding potential on the Fashion Valley Shopping Center property, Atlas Hotels, Inc. will incorporate that solution into subsequent detailed engineering design provided that: the alternative solution meets the approval of all City, State and Federal agencies having jurisdiction prior to the time the river improvements are implemented; the solution does not limit the development of the Atlas properties as provided in this specific plan; and all additional costs resulting from the alternative solution shall be borne by Fashion Valley.

~~Additionally, the existing condition profile shown on Figure 7 shows that the depth of the flooding would be great enough to inundate the first floors of most, if not all, of the buildings in Fashion Valley to the north of the river, as well as the Town & Country Hotel and Union-Tribune buildings (not shown on profile) to the south. Flooding would be 2.8 feet deep in J.C. Penny's, 1.5 feet deep in the Broadway, and 0.5 feet deep in Buffums. On the south side of the river, flooding would be 3.0 feet above finished floor elevation at the existing Town and Country Hotel.~~

The study also showed that at several locations along the present pilot channel, the velocity of flow in a 100-year flood would exceed seven feet per second. This is considered to be erosive for the types of vegetation and soil in the area. Additionally, flood waters frequently cause the closure of Fashion Valley Road and Avenida del Rio even in minor storms (less than 10-year frequency).

Town and Country Site—Flood Management Program

~~A variety of considerations were involved in developing the flood management program for the Town and Country site. These included alleviating valley-wide flooding; reducing existing flooding depths at the Fashion Valley Shopping Center, if possible; the need to accommodate the Camino de la Reina crossing over the San Diego River without creating backwater problems for FSDRIP or the area east of the Town and Country site; and the objective of accommodating the uses proposed under the Atlas Specific Plan in a manner consistent with the flood control and wetlands criteria established by the City of San Diego. The Town and Country flood management program meets most of these objectives. It lowers the depth of flooding on the Fashion Valley Shopping Center; contains the 100-year flood flow along the south channel bank between SR 163 and Fashion Valley Road and 10-year flood flow along the north channel bank; provides a new 10-year protection crossing at Fashion Valley Road; provides 10-year protection for the Camino de la Reina bridge across the San Diego River; and, meets the habitat replacement criteria of the San Diego River Wetlands Management Plan, with the exception of meeting the percentage criteria for freshwater marsh habitat as identified in that plan.~~

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~~The proposed flood management program for the Town and Country site is the product of an evolutionary process which considered various alternatives before arriving at an acceptable and reasonable solution. A “natural” channel capable of containing the entire 49,000 cfs flood within its banks was the first alternative to be studied. Such a channel would need to be approximately 400 feet wide (based on the FSDRIP and Levi Cushman projects) and would require converting nearly the entire existing Town and Country parking lot, portions of the Copley parking lot and half the existing Fashion Valley parking lot into a flood control corridor. Due to the significant loss of existing parking facilities, such an alternative would be unacceptable to Atlas Hotels, Inc., Copley and the Fashion Valley shopping center.~~

~~Since a natural channel and 100-year capacity would not be feasible, other alternatives were considered. One of the alternatives considered consisted of box culverts parallel to the existing channel. These box culverts would be prohibitively expensive for the relatively small conveyance capacity they would provide. Additionally, they would require transition structures at the upstream end of dubious hydraulic feasibility. Other alternatives considered the use of concrete and other lining materials in the channel. These included: a trapezoidal channel with a concrete bottom and lined side slopes; a low flow rectangular concrete channel with natural side slopes above the low flow channel; and, a natural low flow channel alongside a concrete side channel. Each of these alternatives failed to meet the San Diego River Wetlands Management Plan criteria of providing a natural river channel and/or were prohibitively expensive.~~

~~Based on discussions of these alternatives with representatives of the San Diego City Planning Department, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service and the California Department of Fish and Game, it was determined that the flood management program as defined in this Specific Plan best met the criteria of the San Diego River Wetlands Management Plan by maintaining a totally natural channel with flow velocities of 7 fps or lower, even though the north side of the river channel is not provided with 100-year flood protection.~~

Town and Country—Proposed Improvements

~~As discussed in the San Diego River Wetlands Management Plan, the existing pilot channel adjacent to the Town and Country site was created after 1977 as part of a program aimed at reducing flooding problems in particularly flood-prone areas of Mission Valley. The pilot channel was not intended to handle high magnitude floods and does not represent the “natural” configuration of the San Diego River. In conjunction with the proposed Town and Country improvements, the existing pilot channel will be widened from 110 feet to an average width of 200 feet between Fashion Valley Road and the proposed Camino de la Reina Bridge, increasing to approximately 300 feet wide at SR 163. The proposed river channels for both the Levi-Cushman and FSDRIP specific plans have a width of approximately 400 feet. The smaller width of the Atlas Specific Plan river channel is due to the constraints of existing development on both sides of the river. The existence of these constraints is recognized in the San Diego River Wetlands Management Plan. The new channel, which will be deeper and wider than the existing channel, will easily accommodate the 10-year flood (4,600 cfs) and will carry approximately 50 percent of the flow during the 100-year flood. During the 100-year storm, a portion of the flow will utilize the paved parking areas south of the Fashion Valley Shopping Center. A 30-foot (average) wide buffer area south of the channel from Fashion Valley Road to SR 163, and a 2-~~

~~foot (average) wide landscape setback strip north of the channel from Fashion Valley Road to the new Camino de la Reina Bridge will be revegetated as discussed later in this section. The existing car rental agency located in the floodway adjacent to the Town and Country site will also be removed in conjunction with specific plan implementation.~~

~~Proposed flood control improvements at the Town and Country site are illustrated in Figures 8, 9, 10, 11, 12 and 13. Figure 8 shows a plan view of the proposed improvements at the Town and Country site. Figure 13 illustrates the Atlas Specific Plan channel improvement transition to existing conditions west of Fashion Valley Road. Figure 12 demonstrates how these improvements will ultimately match with the improvements proposed by FSDRIP upstream and Levi-Cushman downstream. Figures 9, 10, and 11 show typical cross sections of the improvements with the 10-year and 100-year water surface elevations (WSEL). As part of the implementation of the Atlas Specific Plan, the existing culverts at Fashion Valley Road will be removed and replaced with a new 80-foot long, 3-span bridge and the grades along Fashion Valley Road will be adjusted slightly to match the new location of the channel crossing. The bridge crossing will be capable of safely passing a 10-year flood. Fashion Valley representatives are currently studying alternatives to the Atlas proposed flood control improvements at Fashion Valley Road to further reduce the existing flooding potential on the Fashion Valley Shopping Center property. Atlas Hotels, Inc. will continue to cooperate in this effort. Should an alternative solution be developed which further reduces the flooding potential on the Fashion Valley Shopping Center property, Atlas Hotels, Inc. will incorporate that solution into subsequent detailed engineering design provided that: the alternative solution meets the approval of all City, State and Federal agencies having jurisdiction prior to the time the river improvements are implemented; the solution does not limit the development of the Atlas properties as provided in this specific plan; and all additional costs resulting from the alternative solution shall be borne by Fashion Valley.~~

~~The effect of the channel improvements will be to narrow the floodplain and floodway, and to lower the water surface elevation by ½ to 2 feet or more between Fashion Valley Road and SR-163. By lowering the water surface elevation and improving the channel, the flooding hazard to the Town and Country site, the Copley and Golden properties, and a portion of the Fashion Valley site will be eliminated. Table 5 summarizes the various scenarios evaluated in the flood control study and Table 6 summarizes the effect that the proposed improvements will have on the water surface elevations in a 100-year flood. [\(This data is no longer valid; see note at beginning of section\)](#)~~

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Table 5
Comparison of Water Surface Elevations in a 100-Year Flood
for Three Improvement Phasing Scenarios

Scenario I:	FSDRIP in place east of SR-163 Existing conditions west of SR-163
Scenario II:	FSDRIP in place east of SR-163 Atlas improvements constructed between Fashion Valley Road and SR-163 Existing conditions west of Fashion Valley Road
Scenario III	FSDRIP in place east of SR-163 Atlas improvements constructed between Fashion Valley Road and SR-163 Levi-Cushman and Warner Ranch improvements constructed west of Fashion Valley Road

Table 6
Water Surface Elevations
(in feet)

Location Description	WSEL Scenario I	WSEL Scenario II	Change in WSEL Scenario II	Scenario III	Change in WSEL Scenario I to III
Fashion Valley Road	36.4	33.2	-3.2	33.2	-3.2
150' west of footbridge	36.3	34.1	-2.2	34.1	-2.2
East side of existing Town & Country Hotel	36.5	34.8	-1.7	34.8	-1.7
West side of SR-163	37.7	37.3	-0.4	37.3	-0.4
East side of SR-163	38.3	38.0	-0.3	38.0	-0.3

~~The U.S. Army Corps of Engineers studies and other investigations of the Mission Valley area indicate a variable groundwater level between 10-20 feet above mean sea level in the vicinity of the Town and Country Hotel. The existing channel bottom in this area is approximately 17 feet above mean sea level and year round water exists in the channel subject to a seasonal variation in depth of several feet. The proposed channel improvements at the Town and Country site will lower the existing channel bottom to approximately 7 feet above mean sea level. To meet the objectives of the U.S. Fish and Wildlife Service and the San Diego River Wetlands Management Plan for the maintenance of year round water flow in the channel reach between SR 163 and Fashion Valley Road, the invert at the Fashion Valley Road Bridge will be raised six feet above the level of the channel bottom as part of the flood control improvements. A year round pond with a depth of approximately six feet will thus be created by this raising of invert. To promote the continuance of freshwater marsh habitat in the channel, the channel improvement will include "benches" (slightly sloped areas near the bottom of the channel) to promote freshwater marsh habitat. This is discussed in detail in the revegetation plan section of the Atlas Specific Plan. As discussed in maintenance of the revegetation efforts, willows and other such woodland vegetation will occupy the slope banks. This will help slow flow in the channel during floods.~~

~~Town and Country – Public Safety~~

~~As shown on Figure 7 and Table 6, the 49,000 cfs 100-year water surface elevation will be lowered with implementation of the proposed improvements by improving the channel section and constructing a new crossing at Fashion Valley Road. This will help to alleviate major flooding of structures at the Fashion Valley Shopping Center as discussed below and will provide 100-year protection for the properties south of the river, between SR 163 and Fashion Valley Road.~~

Town and Country – Relationship to Fashion Valley

Flooding of the Fashion Valley Shopping Center is a major concern in the study area. ~~As shown on the profile view (Figure 7), t~~The 100-year 49,000 cfs flood currently inundates Penneys, the Broadway, and Buffums. The limits of flooding shown on Figure 6 for the 49,000 cfs flood also show that virtually the entireportions of Fashion Valley Shopping Center would be inundated under existing conditions. In general, the flooding which would occur with the proposed Atlas improvements would be similar to that occurring under existing conditions. The floodway boundary would extend to the southern boundary of existing structures at the shopping center and the floodplain would extend northerly almost to Friars Road. The depth of flooding during the 100-year storm would, however, be approximately 1/2 to 2 feet less than that occurring under existing conditions. This represents an improvement in flood protection for the Fashion Valley Shopping Center. The improvement of the Fashion Valley Road crossing to accommodate the 10-year flood will also improve access to Fashion Valley since the present crossing is frequently flooded when it rains. Another important improvement to Fashion Valley will be the 10-year crossing of the San Diego River provided by Camino de la Reina. Access to the shopping center parking lot can be provided from Camino de la Reina which is protected from a 10-year storm. No access to Fashion Valley from the south currently exists which is protected from a 10-year storm.

The LRT track and an LRT station will be located on the north side of the channel. In order to protect these facilities from the 100-year flood and to provide vertical clearance over Fashion Valley Road and SR-163, the LRT will need to be elevated in this area.

~~A pedestrian linkage to the Fashion Valley Shopping Center and LRT station will be provided with construction of a new footbridge across the river, ending on the south side of the future Camino de la Reina. This footbridge will be located approximately 220 feet east of the existing footbridge to provide a more direct link with the LRT station, and will be elevated to allow the 100-year flood to pass safely underneath. The footbridge shall be of sufficient height to pass debris during the 100-year flood and shall have a minimum of 2 feet of free board. An at-grade pedestrian crossing across Camino de la Reina will be provided between the footbridge and LRT station at a signalized intersection at Camino de la Reina and a Fashion Valley Shopping Center parking access road. In the event that a signalized intersection is infeasible, a grade-separated pedestrian crossing will be provided over Camino de la Reina to the LRT station as approved by the City Planning Director and City Engineer.~~

Fashion Valley representatives are currently studying alternatives to the Atlas proposed flood control improvements at Fashion Valley Road to further reduce the existing flooding potential on the Fashion Valley Shopping Center property. Atlas Hotels, Inc. will continue to cooperate in this effort. Should an alternative solution be developed which further reduces the flooding potential on the Fashion Valley Shopping Center property, Atlas Hotels, Inc. will incorporate that solution into subsequent detailed engineering design provided that: the alternative solution meets the approval of all City, State and Federal agencies having jurisdiction prior to the time the river improvements are implemented; the solution does not limit the development of the Atlas properties as provided in this specific plan; and all additional costs resulting from the alternative solution shall be borne by Fashion Valley.

~~The only improvements which would affect parking at the Fashion Valley Shopping Center are the construction of Camino de la Reina, Hazard Center Drive and potentially the LRT station and line. A half width of Camino de la Reina would be located on the Fashion Valley property. The remainder of the roadway would be located on Atlas property. Both Camino de la Reina and Hazard Center Drive are circulation element roads which would be constructed with or without the Town and Country site project. No features of the proposed flood control improvements at the Town and Country site would result in the loss of parking at the Fashion Valley shopping center.~~

~~It is estimated that between 250-300 parking spaces at Fashion Valley would be lost due to the construction of Camino de la Reina. An additional 350-400 spaces would be lost as a result of construction of Hazard Center Drive. An additional approximately 250 spaces would be isolated between Hazard Center Drive and the river when Hazard Center Drive is constructed. However, these spaces would still be available. In addition, parking spaces could be lost at Fashion Valley in conjunction with construction of the LRT station and track. The number of spaces which could be lost as a result of this construction cannot be determined at this time since both the station design and precise track alignment are unknown.~~

Town and Country—Relationship to Copley and Golden Properties

Currently, the Copley property will be inundated from the 49,000 cfs flood as shown in Figure 6. With the flood control improvements proposed by the Atlas Specific Plan, the Copley property will have 100-year flood protection. This represents significant improvement in flood protection for the Copley property. In order for the proposed flood control improvements to be effective, continuity of the barrier on the south side of the river channel must be maintained. This will mean constructing an earthen levee approximately 7 feet high along the northerly edge of the Union Tribune (Copley) parking lot, connecting the berm with the southwesterly abutment of the proposed Camino de la Reina bridge. The construction of such a levee would mean the Union Tribune would lose the use of approximately the northern 50 feet of its property, but with no loss in parking. In light of the flood control protection afforded by a levee, this would be an advantageous trade-off. The only alteration to the Golden property will be associated with the widening of Camino de la Reina. This widening will result in the loss of approximately 27 parking spaces on the Golden property. No alterations to the Golden Property would result from implementation of the Atlas Specific Plan flood control improvements. Additionally, like Copley, Golden would benefit by receiving 100-year flood protection.

Town and Country—Relationship to SR 163 and FSDRIP

Figure 7 shows the profile of the 100-year flood under the SR 163 bridge under existing conditions and with implementation of the Atlas Specific Plan. With implementation of the specific plan, the elevation of the floodwaters under SR 163 will be approximately the same as that occurring under the existing condition. The proposed improvements will conform with the FSDRIP improvements upstream and contain the 100-year flood entirely beneath the SR 163 bridge.

In order to provide a smooth transition from the FSDRIP improvements and to direct the flow along the new channel, the existing pilot channel will be widened downstream of the SR 163 bridge. The northern bank of this widened pilot channel will parallel the southern edge of the Fashion Valley parking lot. The southern bank will consist of a levee/buffer area north of Camino de la Reina which will join with the levee proposed in the FSDRIP improvements to protect Camino de la Reina under SR 163 in a 100-year flood. The 10-foot wide shared pedestrian/bicycle path will connect easterly under SR 163 to the FSDRIP pedestrian/bicycle improvements.

Both the proposed FSDRIP improvements upstream of SR 163 and the Atlas proposed improvements include a lowering of the channel bottom, but neither includes a lowering of the channel bottom under the SR 163 bridge. This creates a “high spot” in the channel under SR 163 which serves to slow the flow upstream of the bridge, but means that in the area downstream of SR 163, the channel is susceptible to erosion during moderate floods. For example, with a 10-year flood the water will drop about 13 feet. As flood flows increase, the water level downstream of SR 163 rises to drown out the fall. Velocities at this location remain erosive until after the 10-year (future condition) discharge is surpassed. This area immediately downstream of SR 163 would require slope protection to guard against erosion.

Town and Country—Camino de la Reina

The alignment and profile of the Camino de la Reina bridge across the San Diego River was also evaluated by Boyle Engineering. Camino de la Reina west of SR-163 is proposed to be widened by adding 2 lanes to the south of the existing roadway to accommodate two lanes of traffic in each direction. In addition, the future roadway will be lowered under SR-163 to allow 15 feet minimum clearance. Provisions for these improvements are shown in the proposed FSDRIP plans. As part of the Atlas Specific Plan, the alignment and future grade have been matched with that proposed by FSDRIP. Traveling west from SR-163, Camino de la Reina will pass under SR-163, continue west to Avenida del Rio and then proceed north across the river. The river crossing will be perpendicular to the river. After crossing the river channel the roadway would continue west, parallel the northern bank of the new channel and connect with Fashion Valley Road. The distance between SR-163 and Fashion Valley Road is extremely short to accommodate the necessary changes in elevation and direction. Geometric constraints for horizontal and vertical curves, sight distance, super-elevation, and vertical clearance under SR-163 limit the elevation possible for the Camino de la Reina bridge over the ~~new~~ channel; however, the proposed alignment will allow a 10-year flood to pass under the bridge.

~~Also, The proposed Camino de la Reina alignment also accommodates a connection of Hazard Center Drive from the east. The alignment and future grade of Hazard Center Drive have been matched with that proposed by Hazard Center.~~

~~Minor road improvements will also be required to raise the north-south portion of the street east of the Copley property, presently named Camino de la Reina, to match the proposed Camino de la Reina roadway as it rises to cross the river.~~

~~As discussed previously, a levee will parallel Camino de la Reina on the south bank of the channel between the Camino de la Reina bridge and SR-163. This levee will match with the levee proposed by FSDRIP to protect Camino de la Reina in a 100 year flood. This area currently floods frequently, closing the road for short periods of time. Under existing conditions flows would reach Hotel Circle North with a 20-year flood. This flooding will be eliminated with construction of the proposed improvements.~~

Town and Country—Transition to Levi Cushman

~~Other flood control improvements associated with implementation of the Atlas Specific Plan involve upgrading of Fashion Valley Road and transition to the Levi Cushman property. The objectives of the Atlas Specific Plan in this regard are to improve Fashion Valley Road to the level of a 10-year crossing and to have floodwaters from the Town and Country site enter the Levi Cushman property in a manner which is not detrimental to the downstream property. As described previously, the 49,000 cfs flood currently crosses Fashion Valley Road and enters the Levi Cushman property flowing over an area approximately 2,000 feet wide from Hotel Circle North to a point about 600 feet south of Friars Road. The proposed south bank improvements match the Levi Cushman improvements which will contain the 100-year flow on the south. This will reduce the width of the flow entering the Levi Cushman property to approximately 1,000 feet. This benefits the downstream property as it no longer has to face flooding along a 2,000~~

~~foot-plus line but rather one less than 1,000 feet wide. Without this management of the flow, it would be much more costly for Levi-Cushman to collect and direct the floodwaters through their property as they plan to do in their own specific plan.~~

~~As currently constructed, Fashion Valley Road is not protected against the 10-year storm. With specific plan implementation, the existing culverts at Fashion Valley Road will be removed and replaced with a bridge to accommodate the 10-year flow. The channel area immediately upstream would be protected from scouring by riprap because of the extra turbulence which could be experienced. At some point between the 10-year and 25-year storms, Fashion Valley Road will be overtopped. Fashion Valley Road will act as a drop structure for the 100-year flood. As the water flows over the roadway and down the western embankment it reaches erosive velocities. In order to protect the western embankment and the area immediately downstream for the ultimate condition, rip-rap protection similar to what currently exists should be installed along the embankment and for approximately 80 feet downstream. The exact nature and configuration of the protection would depend upon the timing of the development of the Levi-Cushman property. Fashion Valley representatives are currently studying alternatives to the Atlas proposed flood control improvements at Fashion Valley Road to further reduce the existing flooding potential on the Fashion Valley Shopping Center property. Atlas Hotels, Inc. will continue to cooperate in this effort. Should an alternative solution be developed which further reduces the flooding potential on the Fashion Valley Shopping Center property, Atlas Hotels, Inc. will incorporate that solution into subsequent detailed engineering design provided that: the alternative solution meets the approval of all City, State and Federal agencies having jurisdiction prior to the time the river improvements are implemented; the solution does not limit the development of the Atlas properties as provided in this specific plan; and all additional costs resulting from the alternative solution shall be borne by Fashion Valley.~~

~~The 10-foot wide shared pedestrian/bicycle path will connect westerly to an undercrossing at Fashion Valley Road to connect with the Levi-Cushman pedestrian/bicycle improvements. The precise alignment and configuration will be coordinated with Levi-Cushman.~~

~~Downstream from Fashion Valley Road, on the Levi-Cushman property, a short transition of approximately 1,000 feet (see Figure 13) will bring the new channel alignment back to the existing pilot channel until such time as permanent channel improvements are constructed. The transition channel would only be constructed by Atlas if the Atlas flood control improvements are implemented prior to implementation of the Levi-Cushman flood control improvements. The Atlas Specific Plan recognizes and allows for the changes in the configuration of the channel on the Levi-Cushman property proposed as part of the Levi-Cushman Specific Plan.~~

~~As discussed at the beginning of the Flood Management Program, particular attention was given to the coordination aspects between FSDRIP, Atlas Hotels, Inc., Levi-Cushman, and Warner Ranch. Figure 12 illustrates the continuity of the Atlas improvements with the improvements proposed by Levi-Cushman west of Fashion Valley Road and FSDRIP east of SR-163.~~

Town and Country Flow Velocities

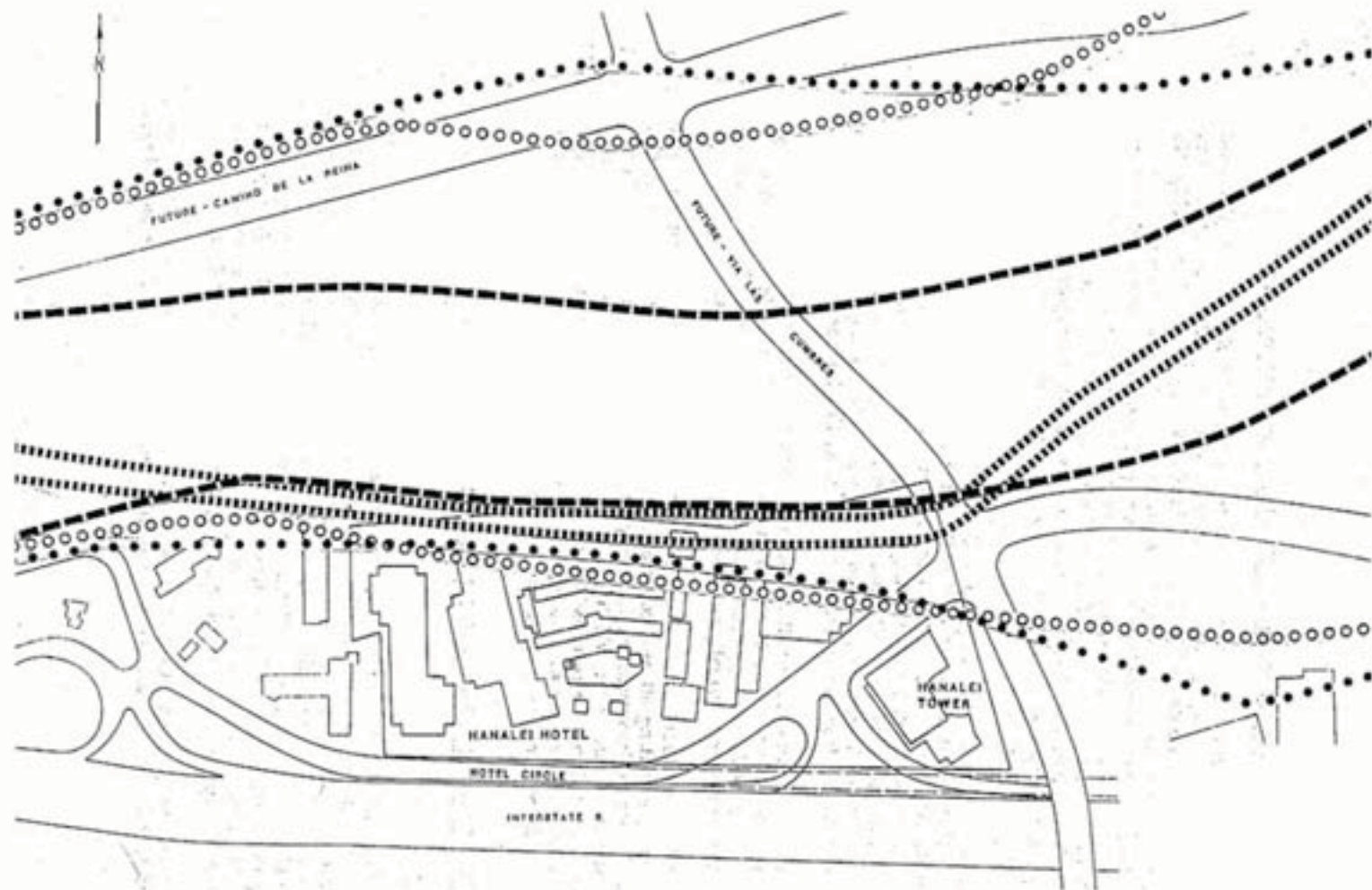
One item of concern with regard to the flood control improvements for the Town and Country site involves potential high velocity of the floodwaters. Between SR 163 and Fashion Valley Road, existing condition channel velocities typically range between four and eight feet per second, with lower velocities at Fashion Valley Road where the flow is slowed by the obstruction created by the road embankment. With the proposed improvements, the 100-year flood will create channel velocities of 4 to 7 feet per second. In the channel reach between Fashion Valley Road and SR 163 channel velocities in a 50-year storm (27,000 cfs) range from 3 to 6 feet per second, velocities in a 25-year storm (11,000 cfs) range from 2 to 5 feet per second, while channel velocities for the 10-year storm (4,600 cfs) are typically less than 4 feet per second.

For storm in excess of 10-year recurrence interval, the Fashion Valley parking lot will also be utilized to convey flow. The velocities in the parking lot tend to be about the same or higher than in the channel. Although the velocity of flow in the parking lot may exceed 7 feet per second in storms greater than 50-year, this is not a concern because the paved parking surface is not susceptible to erosion.

To further minimize both channel velocities and their negative effects, several elements have been incorporated into the design of the channel and banks. First, by creating a wetland habitat with deep pool areas for open water, the velocities are reduced because of the greater flow area provided and by flattening the slope. Second, by including benches and varying the side slopes, the resistance of the channel is slightly increased due to the irregularity of the channel, further slowing the flow. Third, the planting of thick vegetation for the habitat on the banks serves to anchor the soil with a tangle of roots, thereby improving the soil's resistance to erosion, along with creating more flow resistance. Finally, to protect the Fashion Valley Road crossing, SR 163, the pedestrian/bicycle bridge and the Camino de la Reina bridge from undermining, riprap or some other City approved method of erosion protection will be installed in all locations where velocities exceed 7 feet per second. Locations of proposed rip rap are illustrated in Figures 8, 12, and 13.

Hanalei Tower and Hanalei Hotel Sites – Flood Management Program

As part of the Hanalei flood management program, a new 49,000 cfs floodplain and a new 49,000 cfs floodway for existing conditions were defined for the study area between the Morena Boulevard Bridge and Fashion Valley Road. The 49,000 cfs floodway was developed by reducing the existing floodplain's conveyance by equal amounts on each side of the river until a maximum 1 foot rise in the water surface elevation was obtained in accordance with federal criteria. Figure 14 shows the new 49,000 cfs floodplain and floodway limits relative to the existing 36,000 cfs floodway. The 49,000 cfs floodway limits are also shown on Figure 14 both with completion of the proposed improvements by Levi-Cushman and Warner Ranch and without those improvements.



- EXISTING CONDITIONS 36,000 CFS FLOODWAY
- EXISTING CONDITIONS 49,000 CFS FLOODWAY
- ||||| EXISTING PILOT CHANNEL
- ===== PROPOSED CONDITIONS 49,000 CFS FLOODWAY (LEVI-CUSHMAN IMPROVEMENTS)

Hanalei Hotel/Hanalei Tower

Atlas Specific Plan

14

FIGURE



The boundary of the existing conditions 49,000 cfs floodway at the Hanalei Tower and Hanalei Hotel sites is similar to that for the 36,000 cfs floodway as illustrated in Figure 14. All construction at the Hanalei Hotel site and Hanalei tower will be located outside this 49,000 cfs floodway. It is anticipated that construction at these sites will follow the channelization improvements proposed for Levi-Cushman and Warner Ranch. These improvements will widen the existing pilot channel to contain the 100-year flood and relocate the floodway line further to the north.

No features of the Atlas Plan will preclude developing a new configuration of the floodway proposed by the Levi-Cushman and Warner Ranch Specific Plans. Atlas is working closely with the applicant for the Levi-Cushman and Warner Ranch Specific Plan to develop mutually agreeable flood control solutions.

Additional flood protection will be provided at both the Hanalei Hotel and Hanalei Tower sites by elevating all new construction 2 feet above the level of the 49,000 cfs flood. Since no improvements are proposed by the Atlas Specific Plan in the vicinity of the Hanalei sites which would alter the configuration of the existing floodway, Atlas will not be responsible for any flood control improvements in this area. As in the past, Atlas Hotels, Inc. is willing to work closely with Levi-Cushman to develop mutually agreeable flood control solutions.

~~Additional flood protection will be provided at both the Hanalei Hotel and Hanalei Tower sites by elevating all new construction 2 feet above the level of the 49,000 cfs flood. Since no improvements are proposed by the Atlas Specific Plan in the vicinity of the Hanalei sites which would alter the configuration of the existing floodway, Atlas will not be responsible for any flood control improvements in this area. As in the past, Atlas Hotels, Inc. is willing to work closely with Levi-Cushman to develop mutually agreeable flood control solutions.~~

D. REVEGETATION PLAN AND MANAGEMENT PROGRAM

Introduction

Recognizing the importance of the adjacent wetlands to the Atlas project, the following revegetation plan has been prepared. This section describes the revegetation plans for the ~~Town and Country site,~~ Hanalei Tower, and Hanalei Hotel sites. The revegetation plan complies with the guidelines and criteria outlined in the San Diego River Wetlands Management Plan, with the exception of the meeting the percentage criteria for freshwater marsh habitat as identified in that plan. Complete listings of plants and animals observed on the property are included in the appendix to the EIR which accompanies this Specific Plan.

The purpose of the Revegetation Plan is to outline an effective means of compensating for loss of biologically valuable wetland habitats of the San Diego River associated with development of the Atlas Specific Plan area. This Revegetation Plan is guided in its preparation by the San Diego River Wetlands Management Plan, prepared by the City of San Diego Environmental Quality Division. The Wetlands Management Plan is an element of the Mission Valley Community Plan, and its purpose is to allow for continued development of the Mission Valley area, while at the same time permitting no net loss of wetland habitat within the floodway zone. The Wetlands

Management Plan is comprehensive in that if its requirements are met, requirements of state and federal agencies responsible for wetlands preservation and enhancement should also be met.

Revegetation of wetland habitats within San Diego County is a relatively new phenomenon, and no “proven” methods have been established; however, considerable research and in-the-field work has been done elsewhere in southern California. This work, by Dr. Bertin W. Anderson and John Disano of the Colorado River Laboratory, is of much help in outlining specifics such as planting depths, spacing, irrigation, etc. Much of the logic for wetlands habitat revegetation is a result of observing man-made and natural disturbances within floodplains, and the effects these phenomena have on the vegetation. A revegetation effort is currently under way east of the Atlas Specific Plan area and is beginning to yield some useful information.

Purpose

Specifically, the purpose of the revegetation plan is to present in detail specifications for establishment and maintenance of biologically viable riparian woodland, ~~freshwater marsh~~, and open water habitats. Wetland habitats will be created from uplands, and degraded wetlands will be replaced with newly created wetland habitats. The newly-created wetlands must be of high use to native wildlife species; wildlife preservation is one of the chief reasons why wetlands are being preserved along the San Diego River. In order to achieve high wildlife usage of the wetlands, the revegetation effort must be properly planned, executed, maintained and monitored.

Status of Existing Habitats

This Revegetation Plan addresses the biological resources of ~~three~~-two Atlas Hotels sites in Mission Valley, San Diego, California. Riparian resources of the San Diego River will be altered in each case. This revegetation plan focuses on the following areas: existing conditions, expected project impacts on riparian resources, and revegetation guidelines to mitigate impacts.

The area surveyed for this revegetation plan includes the riparian habitats of the San Diego River which front the Hanalei Hotel and Hanalei Tower sites, ~~and similar habitats in the vicinity of the Town and Country Hotel site (from Fashion Valley Road east to SR-163)~~. The sites were surveyed by Eric N. Wier and Harold A. Wier, biologists.

Three-Two native plant communities occur over the sites: riparian woodland, ~~freshwater marsh~~ and open water. ~~An additional native category, floodplain, was mapped.~~ Several non-native or disturbed areas are present, such as lawn, eucalyptus grove, pavement, exotic landscaping and bare soil.

Riparian Woodland is characterized by an overstory of riparian trees such as Fremont cottonwood (Populus fremontii), arroyo willow (Salix lasiolepis) and black willow (Salix gooddingii). Understory plants are absent in many places, but where present include natives such as green sedge (Cyperus eragrostis), sandbar willow (Salix hindsiana) and mule fat (Baccharis glutinosa), and woods such as giant reed (Arundo donax) and castor bean (Ricinus communis). The height of trees ranges from about 2.5 meters to over 12 meters. Riparian woodland covers

approximately 1.6 acres at Hanalei Hotel and Hanalei Tower sites, and 2.8 acres at the Town and Country site.

The existing riparian corridor is very restricted, and pressure from human usage and general disturbance is very high. The proximity of major highways and roads, and busy commercial areas such as Fashion Valley currently have a significant adverse effect on habitat quality. However, wildlife usage remains moderately high. One contributing factor to the relatively high usage is the greenbelt surrounding the river along most of its length from Morena Boulevard east to Fashion Valley Road. The golf courses comprise most of this greenbelt, together with weedy areas and scattered native and exotic trees. Whether natural or not, the greenbelt provides forage, cover and nesting opportunities for many species. Many animals utilize both the greenbelt buffers and the riparian habitats. If the golf courses and other open space areas were eliminated, use of the riparian habitats would probably decrease. Certain species would suffer more than others, such as ash-throated flycatcher and blue grosbeak.

~~Freshwater marsh is characterized on site by dense stands of California bulrush (*Scirpus californicus*) and Cattail (*Typha* spp.). This plant community occurs within the river, or on its banks, and in most cases, the plants have their "feet in water." These plants range in height from about 1.5 to 3 meters. Freshwater marsh occurs only at the Town and Country site, and covers 1.1 acres.~~

~~A fourth wetland category was mapped, and is termed "floodplain." This is a somewhat transitional type as a result of disturbance from natural causes such as flooding. On site it is characterized by an absence of a significant amount of vegetation, and the presence of gravel or sand bars. This habitat type covers about 0.6 acre east of the Town and Country site and west of SR-163.~~

Other non-native cover types occur in the project area, including eucalyptus groves dominated by blue gum (*Eucalyptus globulus*), disturbed areas, and areas landscaped with lawn and trees. In total, these non-native types cover about 7 acres [BD1] in the project area.

Flora

The recorded flora for the sites totals 72 species, 21 of which are native (29%), 51 of which are non-native (71%). The native flora is typical of lowland riparian habitats in coastal southern California. The San Diego River habitats in this area are highly disturbed and impinged-upon by human uses on all sides. This partially accounts for the high number of non-native species recorded. Also, floodplains tend to support many exotic species due to the frequent natural disturbance as a result of flooding.

No plant species considered rare, endangered or threatened by federal or state agencies was detected or is expected on the sites. The lower San Diego River floodplain is not known for its sensitive plant habitat; a few species could reasonably be expected, including Palmer's ericameria (*Ericameria palmeri*), San Diego sagewort (*Artemisia palmeri*), and San Diego ambrosia (*ambrosia pumila*). These species were looked for and not found in the surveyed area.

Zoology

(Amphibians and reptiles). One amphibian, bullfrog (Rana catesbeiana), and one reptile, great basin fence lizard (Sceloporus occidentalis longipes), were observed. Several other species are expected, including garden slender salamander (Batrechoseps major), pacific treefrog (Hyla regilla), San Diego alligator lizard (Gerrhonotus multicarinatus webbi), and gopher snake (Pituophis melanoleucus). A more intensive survey for this group of animals would produce a great variety of species.

Birds

Fifty-four species and about 375 individuals were detected on the sites. Most of these species were associated with riparian habitats, and breeding behavior was noted in many. A higher species total is expected for this stretch of the San Diego River, with the addition of many winter and summer visitors and transients. Over 100 species have recently been recorded for the freshwater portion of the San Diego River in Mission Valley (Nasland Engineering, 1981-1983).

~~Of special note is the presence of a possible nest burrow of a belted kingfisher, a very uncommon nesting species in San Diego County. Nesting activity was not confirmed, as a bird was seen exiting the hole only once and was not observed in the area again. This species requires vertical or nearly vertical soil or soft rock banks for nesting. This habitat occurs in only one location in the project area, south of the Fashion Valley parking lot.~~

Mammals

A total of 4 species was detected by means of direct observation and indirect evidence: brush rabbit (Sylvilagus bachmani) was common in the non-riparian areas; Botta's pocket gopher (Thomomys bottae) was in evidence in some areas; California ground squirrel (Spermophilus beecheyi) was uncommon; coyote (Canis latrans) scat was found in one location; and black rat (Rattus-rattus) was observed along the river bank. Numerous other mammals are expected, including several species of bats and mice, opossum, striped skunk, long-tailed weasel and grey fox.

No animals currently considered rare, threatened or endangered by federal or state authorities were detected or are expected on-site.

Analysis of Significance

The most significant biological resources associated with the sites are, of course, the San Diego River riparian habitats. It can be effectively argued that these habitats are of lower quality than on much of the rest of the river. This fact does not diminish the importance of the river and the semi-developed land around it as existing, functional habitat and as potentially high-quality habitat. The San Diego River riparian corridor must be considered as an entire system, not as sections of significant and insignificant habitat which could be alternately developed and preserved.

~~The presence of a nesting Belted Kingfisher on-site may be considered significant. Due to the lack of evidence for nesting activity, however, the observation is only of interest at this time.~~

Expected Biological Impacts

Development of the sites is expected to have direct and indirect biological impacts. All wetland vegetation will probably be temporarily destroyed as a result of river course alteration. Approximately 4.73 acres of riparian woodland, 1.41 acres of freshwater marsh and 1.78 acres of open water habitat [BD2] would be impacted ~~between SR 163 and Fashion Valley Road and~~ adjacent to the Hanalei sites. Approximately 0.45 acres of riparian woodland habitat would not be disturbed at the Hanalei Hotel site; however, the elimination of related habitat due to site development may not ensure the viability of the undisturbed riparian woodland habitat. For this reason, this undisturbed riparian woodland habitat has not been credited to the impacted habitat at the Hanalei sites. In addition, the proposed Via las Cumbres (at Hanalei) ~~and Camino de la Reina (at Town and Country)~~ bridges will have a “shading effect” on the vegetation below. Habitat value will be reduced to an unknown degree, but to be conservative, 100% reduction in quality has been assumed for purposes of determining the mitigation requirements in the revegetation plan. The actual amount of disturbance will depend on factors such as the height of the bridge above the river and the type and extent of abutments and supports used in the bridge design. A high bridge with a small amount of disruption within the river channel will probably have a minimal long-term impact on biological resources.

Any increase in lighting associated with walkways, bicycle paths, and visual landscaping effects will likely have a detrimental impact on wildlife usage of the river corridor. The degree to which lighting impacts wildlife activity depends on its brightness, angle, duration, and frequency per unit of distance. Lighting proposed adjacent to the river corridor will be reviewed by EQD.

Direct impacts during construction will severely disrupt wildlife activities along the river. The greatest disturbance will result from removal of vegetation and ~~re~~channelization of the river. Secondary impacts will result from noise, dust and soil compaction.

Mitigation Measures

Several measures can be taken to mitigate the effects of the proposed development. The most basic and effective of these is compensation for lost acreage through habitat restoration. This type of mitigation is required as a result of the San Diego River Wetlands Management Plan in the form of a comprehensive revegetation plan. Such a revegetation plan has been prepared for the Atlas properties and is described below.

Construction impacts are not easily mitigated, but certain general guidelines can be followed to minimize the effects of potentially harmful activities:

1. Remove vegetation during the late summer, when birds have completed nesting, and before migrant populations arrive in the area.

2. Preserve as much existing native riparian vegetation as possible, especially large willows and cottonwoods.
3. Keep to a minimum the time between vegetation removal and wetland habitat replanting.
4. Plant vegetation for restoration as soon as possible after finish grading is complete.
5. Provide certain areas for dense plant vegetation to hinder public access or disturbance to wildlife habitats.

Compensation Concept

The primary objective of the Atlas Revegetation Plan is to compensate for all on-site and off-site impacts to wetland resources on an acre-for-acre basis. Off-site impacts associated with development of the ~~Town and Country site include the upstream area between SR 163 (the western limit of the FSDRIP improvement) and the eastern boundary of the Town and Country site, and the area west of Fashion Valley Road which would contain the transition channel on the Levi Cushman property if the Atlas flood control improvements are implemented prior to the implementation of the Levi Cushman flood control improvements.~~ Off-site impacts associated with development of the Hanalei sites include disturbance associated with development of Via Las Cumbres.

~~Existing and proposed habitats at both the Town and Country and Hanalei sites are illustrated in Figures 15 and 16. Existing and proposed habitats at the Levi Cushman transition area are illustrated in Figures 17 and 18.~~ Existing habitats at the Hanalei sites are illustrated in Figure 19. Table 7 summarizes the acreages of existing habitats on ~~both the~~ sites. Table 7 also summarizes the acreages of wetlands expected to be disturbed and created in conjunction with implementation of the Atlas Specific Plan. As shown on Table 7, compensation for wetlands disturbance would be provided on greater than an acre-for-acre basis for the open water, freshwater marsh and riparian woodland habitat vegetation categories. Compensation for habitats disturbed at the Hanalei sites can be provided at the Town and Country and Camino de la Reina (off-site) revegetation areas. Revegetation to be provided at the Town and Country site will mitigate all impacts to open water, riparian woodland, and freshwater marsh habitats within the Atlas Specific Plan area.^[BD3] It should be noted that the impact on habitats result from Via Las Cumbres has been eliminated from the calculations in Table 7 due to the current realignment of the proposed road to the east of the Hanalei sites.

~~The Levi Cushman transition channel is treated separately in the revegetation plan due to the uncertainty associated with its construction. The transition channel would only be required if flood control improvements proposed at the Town and Country site are implemented prior to implementation of flood control improvements on the Levi Cushman property. In such circumstance, a revegetation plan would be implemented for the transition channel with compensation based on the acreage calculations presented in Table 8. As shown in Table 8, compensation would be provided on greater than an acre for acre basis. The Levi Cushman~~

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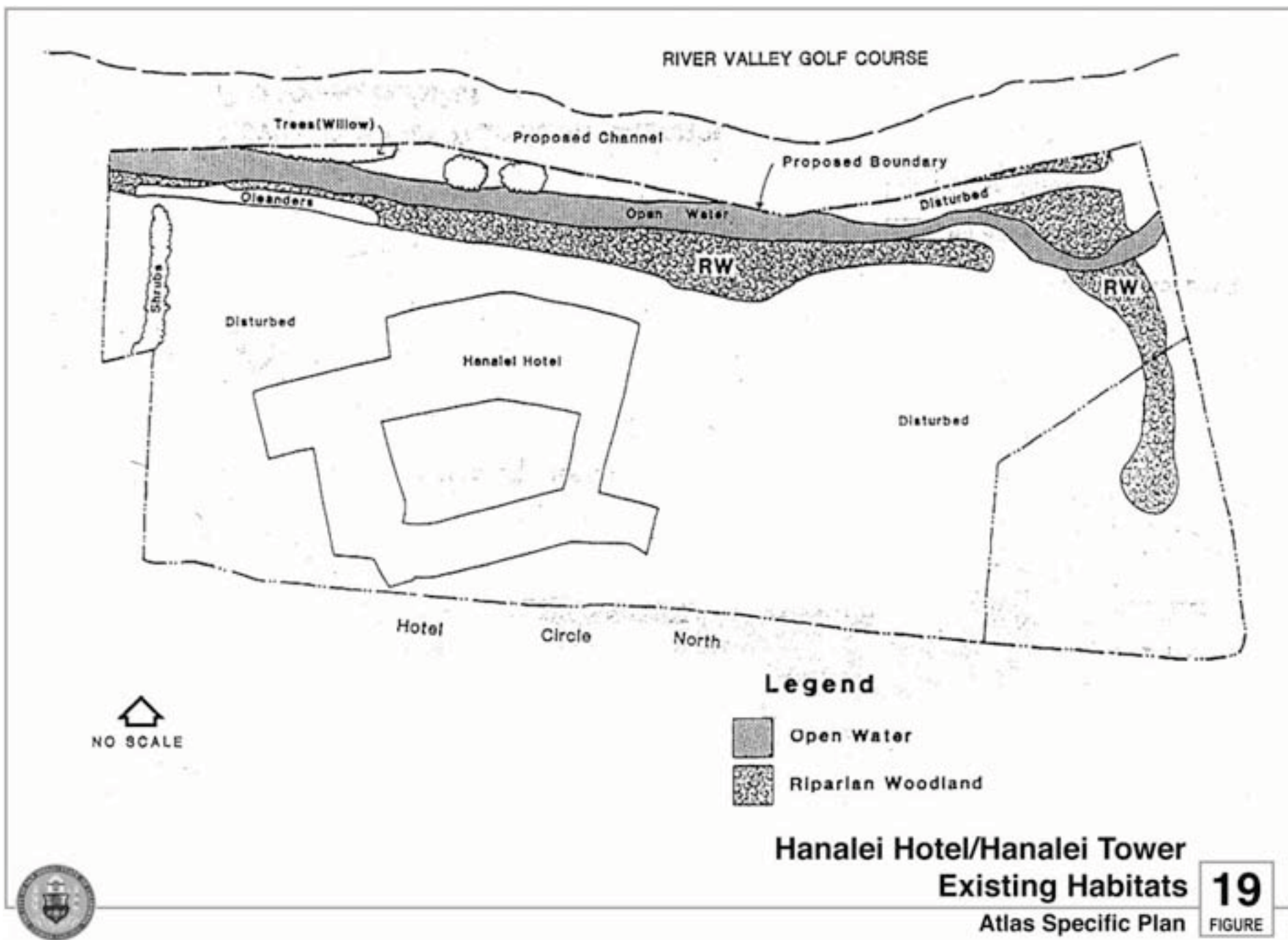


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transition channel, and associated revegetation efforts, are regarded as temporary and would be removed in conjunction with implementation of flood control and revegetation plans planned for the Levi Cushman Specific Plan area.

Slope Protection

An important consideration in the development of a revegetation plan for the Town and Country site is the relationship between the revegetated areas and flood protection devices. Minimal erosion protection will be required in certain locations in order to protect Fashion Valley Road, the downstream end of SR 163, the pedestrian/bicycle bridge between Town and Country and the Fashion Valley Shopping Center, and the Camino de la Reina Bridge from erosion. Erosion protection in these areas will include rip-rap or some other erosion protection material subject to the approval of the City of San Diego. The proposed locations for erosion protection are illustrated in Figures 9, 12, and 13.

Treatment of Habitat Types

Three section drawings of the proposed Town and Country revegetation plan are illustrated in Figures 20 and 21. The proposed revegetation plan at the Town and Country is illustrated in Figure 16. The proposed revegetation plan for the Levi Cushman transition area is illustrated in Figure 18.

Table 7
Atlas Revegetation Plan
Acreage Summary

Existing Conditions					Impact				Mitigation		
Atlas Specific Plan					Atlas Specific Plan				Town and Country	Camino de la Reina (off site)	
Habitat type	Town and Country	Camino de la Reina	Hanalei Sites	Total	Town and Country	Camino de la Reina (off-site)	Hanalei Sites	Total	Create	Create	Total
Open Water	0.45	0.13	1.2	1.75	0.45	0.13	1.2	1.78	3.09	2.03	5.12
Freshwater Marsh	1.11	.30	---	1.01	1.11	0.30	---	1.41	1.22	0.46	1.68
Riparian Woodland	2.81	0.32	1.6	4.73	2.81	0.32	1.6	4.73	3.57	1.36	5.13
Floodplain	---	0.59	---	0.59	---	0.59	---	0.59	---		---
Total Wetland	4.37	1.34	2.3	8.51	4.37	1.30	2.3	2.51	7.88	4.05	11.93
<p>Note:</p> <p>Averages are approximate.</p> <p>¹ Includes 0.45 acres of existing riparian woodland habitat which would not be disturbed by the proposed development but whose long-term, viability is questionable, given anticipated relocating of the floodway boundary at the Hanalei sites.</p> <p>² Includes mitigation for 1.2 acres of open water to be disturbed at the Hanalei Sites</p> <p>³ Includes mitigation for 1.6 acres of riparian woodland to be disturbed at the Hanalei Sites.</p> <p>⁴ San Diego River Wetlands Management Plan.</p>											

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- Buffer Planting

The Wetlands Management Plan calls for the location of buffers an average of 20 feet wide outside of the floodway on both sides of the river. ~~According to this definition, only the buffer areas located on the south side of the river channel could be considered to be true buffers. The landscaped areas on the north side of the river channel are located within the floodway due to the continued use of the Fashion Valley parking lot as an overbank area. Since t~~The San Diego River Wetlands Management Plan requires that buffers be located outside the floodway, ~~these landscaped areas cannot be termed buffers and have thus been termed landscaped setback area in this specific plan. On the south side of the river channel, the proposed buffer in the vicinity of the Golden and Copley properties would be located along the top of and on the backside of the levee and would be an average of 30 feet in width. The proposed buffer along the Town and Country site would be located between the top of the channel and the proposed development and would be an average of 30 feet in width. The landscaped setback on the north side of the river between Fashion Valley Road and the proposed bridge between Camino de la Reina North/Hazard Center Road and Camino de la Reina South would be 2 feet wide outside of the Camino de la Reina right-of-way, which is proposed to be expanded to include an 8-foot wide parkway and 10-foot wide sidewalk. The placement of landscaped areas along the north side of the channel would occur within the floodway and are thus not considered buffers by the Wetlands Management Plan.~~

The landscape plantings in the buffer areas and the landscape setback area will screen the wildlife habitat areas in the wetlands from the adjacent human activities associated with the planned development. The plantings will also provide valuable habitat edge and additional opportunities for non-wetland wildlife, thereby increasing the overall species diversity within the affected area. A 10-foot wide pedestrian/bicycle path will occur along the south side of the river channel and may be located within the buffer. The buffer areas and landscape setback areas will provide a visual transition between the manicured and ordered plant groupings associated with a maintained landscape and less orderly planting of other naturalistic wetland habitat. Finally, visual access to the wetland areas will be maintained from the buffer areas although physical access will be prohibited. The urban design section of this specific plan contains specific criteria for the development of the river corridor.

All plant material used in the buffer areas and landscape setback areas will be native. Suggested trees and shrubs include white alder, western sycamore, Fremont cottonwood, and coast live oak. The trees should be spaced to allow for an open canopy at final maturity. The shrub understory should be densely planted in order to provide a high degree of cover for wildlife, denser screening from adjacent human activities, and an effective barrier to human access to habitat areas.

- Riparian Woodlands

Riparian woodlands will be a tree-dominated plant association between the buffer plantings and the ~~freshwater marsh areas~~open water areas. There will be two basic types of riparian woodland; the cottonwood association or a drier habitat located away from the waters edge from the top of the ~~2-1/2:1 channel~~ bank to the middle of the ~~2-1/2:1 channel~~ bank, and the willow association or

a wetter habitat located from the middle of the ~~2-1/2:1-channel~~ bank to the lower edge of the ~~2-1/2:1-channel~~ bank. Trees of varying stature will be planted. Of the planted, 1-gallon tree stock, 40 percent will be black willow and 35 percent shall be a combination of at least two of the following: arroyo willow, red willow or polished willow. The remaining 25 percent of the trees will be white alder and Fremont cottonwood. The willows should be planted 10 feet apart, the ~~adler~~alder and cottonwoods 15 feet apart. Shrubs should be planted 3 feet apart and extend only 5 feet into the tree plantings.

- ~~Freshwater Marsh~~

~~This plant association will begin at the water's edge where it occurs (see Figure 16). Basically freshwater marsh will occur along continuous, gently sloped banks on both the north and south sides of the river channel and would average 15 feet in width on both sides. The plant material may be collected locally, using whole plants and rhizomes of cattail, bulrush, and others. One stem will be planted approximately every 5 feet, but not in an exactly linear arrangement. Dense planting is not necessary as this plant community will invade on its own.~~

- Open Water

Open water areas will not be planted.

Distribution of Habitat Types

The San Diego River Wetlands Management Plan identifies the following criteria for distribution of habitat types within the wetlands corridor:

Open Water	20-40%
Freshwater Marsh	25-35%
Riparian Woodland	35-45%

As shown in Table 7, the distribution of habitat types within the Atlas Specific Plan Revegetation Plan is 43% open water, 14% freshwater marsh and 43% riparian woodland. The revegetation plan does not, therefore, meet the distribution percentage criteria for freshwater marsh habitat as identified in the San Diego River Wetlands Management Plan. It does, however, replace the freshwater marsh habitat on greater than an acre-for-acre basis. [BD4]

Selection of Plant Material

The plants recommended for use in the revegetation plan are listed in Table 8. Some of the plant species suggested for use in revegetation are not readily available at nurseries. It is suggested that several sources be considered when arranging for plant stock. Most preferable are local sources such as Mission Valley. Many species, such as arroyo willow, become established readily from suitable cuttings. Rooted cuttings should be healthy, pest-free, and properly fertilized. Of high importance is the purity of the plant material collected in the local area. Great care must be taken not to introduce invasive weeds such as giant reed (Arundo donax), castor bean (Ricinus communis), pampas grass (Cortaderia spp.) and tamarisk (Tamarix spp.), with containerized

stock. These plants deteriorate the quality of riparian habitats and spread rapidly once introduced by seed or stolons. Use of 1-gallon stock is highly encouraged, as larger individuals have a lower survival rate, slower growth, and a lower chance of developing an adequate (deep) root system.

Table 8
Revegetation Summary
Levi-Cushman Transition Channel

Habitat type	Existing Conditions	Impact	Mitigation
Open Water	1.4	1.4	1.7
Freshwater Marsh	0	0	0
Riparian Woodland	0	0	1.42
Totals	1.4	1.4	3.12

Site Preparation

Site preparation is necessary prior to revegetation of wetland plant communities. Included in these site preparations will be state-of-the-art techniques such as:

1. Regrading of upland areas such that the finish grade is near the average water table level. This will allow for the conversion of upland plant communities to wetland plant communities.
2. Removal of weed species through both mechanical means, such as hoeing or discing, and the application of approved herbicides compatible with the wetland plant and animal communities.
3. When planting trees and shrubs from containers in compacted soils or soils less permeable than sand, holes must be augered to permanently moist soil.
4. Conduct soils analysis for soil layering, soil density, and salinity. The consulting biologist shall review soil conditions prior to grading to ensure that optimal soils are present in revegetation areas.
5. Backfill holes with loose soil material amended with appropriate nutrients, as determined by soil analysis.
6. Mass deep tillage of the soil may be an alternative to augering of individual plant holes. The consulting biologist shall determine the appropriate technique for various areas. The time between soil preparation and planting must be minimized to prevent drying and hardening of the prepared soil.

Maintenance

- Irrigation

A temporary irrigation system will be necessary to establish plant material in the riparian woodland and buffer areas. ~~Depending upon the time of year the freshwater marshes may also require some supplemental watering.~~ A drip irrigation system approved by the consulting biologist should be used in the riparian woodland and buffer areas so that deep penetration of the root system is encouraged and permanent (non-irrigated) establishment is more likely. Plants should be tested for establishment after an appropriate period of months by withholding water to a test block in each habitat. If wilting or other drought-related stress occurs, irrigation must be resumed until such time as all the plant stock is self-sufficient. The time it takes for various plant species to become established will vary.

Table 9
Selected Plants for Use in Revegetation

1. Trees for Riparian Woodland		
<i>Platanus racemosa</i>	Western Sycamore	2, 3
<i>Populus fremontii</i>	Freemont Cottonwood	1, 2, 3
<i>Quercus agrifolia</i>	Coast Live Oak	2
<i>Salix gooddingii</i>	Black Willow	1, 2, 3
<i>Salix hindsiana</i>	Sandbar Willow	1, 2, 3
<i>Salix laevagata</i>	Polished Willow	1, 2, 3
<i>Salix lasiandra</i>	Red Willow	1, 2, 3
<i>Salix lasiolepis</i>	Arroyo Willow	1, 2, 3
2. Shrubs for Riparian Woodland		
<i>Amorpha fruticosa</i>	False Indigo Bush	2
<i>Artemisia douglasiana</i>	Western Mugwort	2, 4
<i>Artemisia palmeri</i>	Palmer Sagebrush	2, 4
<i>Baccharis glutinosa</i>	Mule Fat	3, 4
<i>Clematis lasiantha</i> (vine)	Pipestem Clematis	2
<i>Hymenoclea monogyra</i>	Cheesebush	4
<i>Iva hayesiana</i>	San Diego Poverty Weed	2
<i>Rosa californica</i>	California Rose	2,3
<i>Rubus ursinus</i>	California Blackberry	2,3
<i>Salix hindsiana</i>	Sandbar Willow	1,2,3
<i>Solanum douglasii</i>	White Nighshade	2
<i>Vitis girdiana</i> (Vine)	Desert Grape	2
3. Perennials for Freshwater Marsh		
<i>Alisma trivale</i>	Common Water Plantain	
<i>Anemopsis californica</i>	Yerba Monsa	3
<i>Carex spissa</i>	San Diego Sedge	3

<i>Juncus acutus</i>	Spiny Rush	3
<i>Mimulus cardinalis</i>	Scarlet Monkey flower	3
<i>Phragmites communis</i>	Common Reed	
<i>Psoralea macrostachya</i>	Leather Root	3
<i>Scirpus acutus</i>	Hard-stem Bulrush	3
<i>Scirpus americanus</i>	Three-Square	3
<i>Scirpus californicus</i>	California Bulrush	3
<i>Scirpus olneyi</i>	Olney's Bulrush	3
<i>Scirpus robustus</i>	Pacific Coast Bulrush	2,3
<i>Sparganium eurycarpum</i>	Broad-fruited Bur-reed	4
<i>Typha</i> ssp Cattail		3
4. Annuals and Herbaceous Perennials for Riparian Woodland, Buffer and Landscape Setback Planting		
<i>Camissonia cheiranthifolia</i> ssp. <i>suffruticosa</i> *	Primrose	
<i>Eremocarpus setigerus</i>	Doveweed	
<i>Eriogonum parvifolium</i> (s)	Buckwheat	
<i>Eschscholzia californica</i> (s)	California poppy	
<i>Helianthus annuus</i> (s)	Sunflower	
<i>Lotus scoparius</i> (s)	Deerweed	
<i>Lupinus bicolor</i> (s)	Lupine	
<i>Nemophila menziesii</i> (s)	Baby blue-eyes	
<i>Oenothera hookeri</i> (s)	Evening primrose	
<i>Phacelia tanacetifolia</i> (s)	Phacelia	
<i>Plantago insularis</i> (s)	Plantain	
<i>Sisyrinchium bellum</i> (s)	Blue-eyed grass	
5. Shrubs for Buffer and Landscape Setback Plantings		
<i>Atriplex lentiformis</i>	Quail Brush	2,4
<i>Baccharis pilularis</i> var. <i>consanguinea</i>	Coyote Bush	2,3,4
<i>Ceanothus</i> spp.	Ceanothus	2
<i>Cercocarpus minutiflorus</i>	Smooth Mountain-Mahogany	2
<i>Clematis pauciflora</i> (vine)	Virgin's Bower	2
<i>Comarostaphylis diversifolia</i>	Summer Holly	2
<i>Elymus condensatus</i>	Giant Wild Rye	3,5
<i>Fremontodendron mexicanum</i>		2
<i>Haplopappus squarrosus</i>	Sawtooth Goldenbush	4
<i>Haplopappus venetus</i>	Isocoma	
<i>Heteromeles arbutifolia</i>	Toyon	2,3,4
<i>Keckiella cordifolia</i>	Heartleaf Bush Penstemon	2
<i>Lonicera subspicata</i>	Southern Honeysuckle	2,3
<i>Malacothamnus fasciculatus</i>	Globemallow	3
<i>Mimulus puniceus</i>	Red-Bush Monkey-Flower	2
<i>Penstemon spectabilis</i>	Showy Penstemon	4
<i>Prunus ilicifolia</i>	Hollyleaf Cherry	2

Prunus Iyoni	Catalina Cherry	2
Quercus dumosa	Scrub Oak	2
Phamnus crocea	Redberry	2
Rhus integrifolia	Lemonade Berry	2
Rhus ovata	Sugarbush	2
Rhus trilobata	Basketvine	2
Sambucus mexicana	Mexican elderberry	2,3,4
Yucca schidigera	Mojave Yucca	2
Other non-weedy native or exotic species consistent with a naturalistic landscape.		
6. Trees for Buffer and landscape Setback Plantings		
Alnus rhombifolia	White Alder	
Quercus agrifolia	Coast Live Oak	
Platanus racemosa	Western Sycamore	
Populus fremontii	Fremond Cottonwood	

- Weed Control

Noxious and invasive weeds such as giant reed and castor bean must not be allowed to invade the revegetation site, as their presence will adversely affect habitat quality and aesthetic appearance. These weeds should be treated with an environmentally safe herbicide suitable for use in wetland habitats. The biological consultant should be consulted in this matter.

- Replacement

During the first five years, all trees and shrubs lost to vandalism, disease, ~~underwatering~~under watering, flooding, etc., shall be replaced in-kind or with a suitable replacement (with approval of the biological consultant). Replacement applies only to newly created or enhanced wetlands, not to existing habitat, unless revegetation elsewhere has affected existing habitat.

- Routine Maintenance

Routine maintenance will be conducted at the project site. It will consist of three elements: 1) Bio/landscaping; 2) Hydraulic efficiency; and 3) Aesthetic.

The Bio/landscaping aspect will relate directly to the monitoring and management of the riverine vegetation. Specifically, routine irrigation, replacement of any dead plants (unless the biologist indicates otherwise), vegetation removal to establish intended patchiness, soil preparation, control of pest species, weed removal, or measures taken to correct human intrusion problems, such as new fencing, signing or buffer plantings. Irrigation will be maintained at a level specified by a certified landscape architect or the biological consultant to ensure success of the revegetation effort. This may require a system of valves of differential emitters.

The hydraulic efficiency of the new channel must be maintained to ensure the 100-year flood flow of 49,000 cfs. If maintenance dredging is necessary, it should be confined to the open water areas of the channel and initiated by the decision of the City's Engineering and Development Department and the Army Corps of Engineers. No dredging shall occur without prior approval of appropriate agencies.

Aesthetic maintenance will consist mostly of trash clean-up and repair of walkways and will be key to the Revegetation Plan with regard to attractive, practical vegetation. Dead plants will be removed (if indicated by the biologist) and new ones replanted.

The overall maintenance aspect of this plan can be carried out rather routinely each year as needed but should be managed carefully to avoid ~~"manicuration"~~ a manicured appearance of the habitat areas, but at the same time, meet the visual needs of the adjacent developments.

Implementation

Performance of the management plan will be secured by the applicant in a manner satisfactory to the reviewing agencies.

According to the San Diego River Wetlands Management Plan, mitigation of impacts to wetland resources should occur at the time those impacts take place. Impacts to wetland resources within the Atlas property holdings along the San Diego River may take place at several different times. ~~This is especially true when the proposed road improvements, Light Rail Transit (LRT) line and other developments north of the river are considered. Implementation of the revegetation plan will, however, take place in conjunction with construction of the Town and Country site flood control improvements. The described improvements will be constructed at Atlas cost and expense concurrently with the development of Phase Two of the Town and Country site provided, however, that if Atlas proposes development in the 100-year floodway as a part of Phase One of the development of the Town and Country site, the river improvements and revegetation plan will be implemented concurrently with Phase One.~~ Atlas Hotels, Inc. will bond for ~~the river channel improvements including~~ the revegetation plan, or provide other assurance of funding acceptable to the City, prior to the issuance of building permits for the ~~Town and Country Phase One~~ development. Atlas may seek to establish one or more assessment districts for the purpose of financing the construction of the river improvements, including the revegetation plan and other public amenities adjacent to the river, and the City shall assist Atlas in establishing such assessment districts.

Monitoring of the Revegetation Program

The success of the revegetation plan will be monitored by a biological consultant. The establishment of mature vegetation and restoration of habitat value will require a number of years and the monitoring program is designed to assess the progress of the vegetation effort and enable any necessary modifications to be made in a timely manner. A generalized discussion of the basic components of the monitoring methodology is provided. The following factors will be evaluated:

- Foliage density and diversity
- Foliage patchiness
- Plant growth rate and mortality ~~rate~~ rate (species-specific)
- Water flow and surface elevation
- Habitat density and diversity
- The period of monitoring will be five growing seasons, beginning with the first spring after revegetation
- Documentation will consist of color aerial photography, habitat mapping, and vegetation sampling. Through the first 2 years after revegetation, field visits should be monthly and reports to EQD should be quarterly. In the 3rd, 4th, and 5th years, the visits should be bi-monthly (6 per year), and reports should be bi-annual (2 per year).
 1. Aerial photography at 1" = 200' scale, flown by a professional service, with a 9" x 9" format. One set of stereo pairs will be taken in the late spring or early summer of each year.
 2. Habitat mapping on 1" = 200' scale, from the aerial photographs and field visits. Prepare habitat maps monthly. Censusing will be done according to seasons on the basis of phenology and the timing of nesting and migration; censusing will take place on at least five different days distributed throughout each season of sampling.
 3. Vegetation sampling. The purpose will be to document growth and survival. Field measurements to assess the progress of the vegetation development will be made on a semi-annual basis in May or June and again in August or September until the vegetation has stabilized as determined by the biological consultant, at which time measurements may be reduced to annually.
 - a. Measure growth of tree species – height, canopy diameters, and trunk diameter. Sample size should be sufficiently large to be statistically significant (eliminate large standard deviations).
 - b. Survivorship of planted stock by direct count within permanent plots. Plot size will be representative and selected to yield a sufficiently large sample size. This may require counts of all planted specimens. Stratify according to habitat, soil differences, water level differences, and other if necessary.
 - c. Document results with ~~color slides~~ digital photographs (for the project file) and prints (for the quarterly reports).
 4. Landforms. Describe the stability or failure of original and constructed landforms, as well as soil limitations to plant growth.

5. Irrigation system. Describe the functioning of this system.
 6. Weed control. Describe the growth of pest plants.
- Reporting will be done quarterly to EQD using a standard scientific format. Discuss revegetation progress, failures, and success of corrective actions that were recommended in earlier reports.
 - Recommendations: In each quarterly report, identify specific corrective actions which should be undertaken. In the final report, identify specific correction actions which remain to be undertaken in order to complete successful revegetation. Reports will contain a sufficient amount of data to support conclusions and recommendations but will emphasize analysis and conclusions.
 - Biological Consultant Selection: The consultant or consultant team will be selected by Atlas Hotels, Inc. but must be approved by the City's Environmental Quality Division. It is preferable for the same consultant to be retained for the duration of the monitoring period.

Assurance of Mitigation, Maintenance, and Monitoring

In order for the revegetation effort to be effective, the City of San Diego, the owner, landscape architect, a landscape contractor and a biological consultant must be involved with each other for a period of five years. Atlas Hotels will be responsible for implementing the revegetation plan and maintaining and monitoring the revegetation plan for a period of five years, with the City serving as a review agency. Regular and consistent monitoring of the revegetation areas, and semi-annual reports quantifying the relative success of the plantings and wildlife use will also be required. This work will be conducted by a qualified biologist. The biological consultant will also approve the type and quality of plant stock prior to planting. It is very important that the biological consultant and the landscape contractor be genuinely committed to seeing the revegetation work through to its successful completion. The completion of this program will be in accordance with the requirements of the Wetlands Management Plan. After the five year period, Atlas Hotels, Inc. will participate in a maintenance district to be formed to provide future maintenance of the channel and wetland habitats in perpetuity.

E. RIVER ORIENTATION AND PROPOSED OPEN SPACE USES

Several features have been incorporated into the design of the ~~Town and Country and~~ Hanalei Hotel sites to encourage river orientation and definition of the river corridor as natural and useable open space. ~~In order to essentially shift the orientation of the Town and Country site from Hotel Circle North to the river, a pedestrian promenade, plaza, and other public uses including a restaurant and lounge with outdoor dining have been incorporated into the design of the Town and Country site adjacent to the river. The existing pedestrian bridge across the pilot channel will be reconstructed as a pedestrian/bicycle bridge to provide access to Fashion Valley and the LRT station. Pedestrian links are provided throughout the Town and Country site to the river and the pedestrian sidewalks within streetscape areas to encourage use and enjoyment of the pedestrian plaza.~~

| A pedestrian plaza has ~~also~~ been incorporated into the design of the Hanalei Hotel site to provide river orientation. A meandering pedestrian/bicycle pathway will be developed adjacent to the river and may be located within the 30-foot to 50-foot buffer area. The pedestrian/bicycle pathway will provide a link to the adjacent Hanalei Tower site.

Open space uses of the river corridor will consist primarily of opportunities for walking and riding bicycles along the river. The pedestrian plazas will offer opportunities for sitting and enjoying views of the river.

Specific criteria for the development of the river corridor are contained in the Urban Design element of this specific plan.

V. URBAN DESIGN ELEMENT

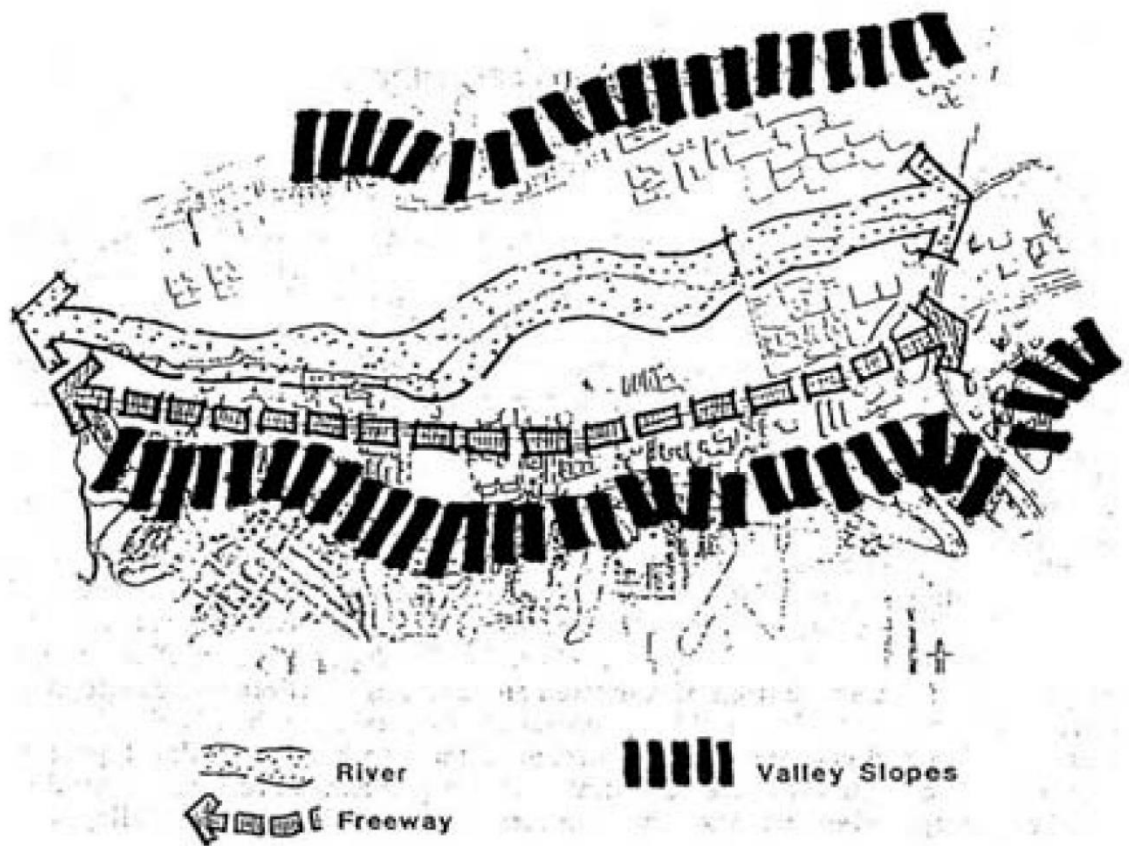
A. OBJECTIVES

The purpose of this urban design element is to encourage and ensure, to the extent possible, the creation of a quality urban landscape. The various elements of the urban landscape include not only the planted landscape, but structures, roads, buildings, the land itself and perhaps most importantly, the people. A city is interaction; creating this interaction, as well as providing for other human needs such as aesthetics, privacy and quiet, is a primary purpose of this urban design element.

The river, the distant mountains, the freeway, the Presidio, the hotels, the crowds of busy people, the valley slopes; these are the obvious perceptions and elements one feels within and around the Atlas Specific Plan area. ~~What was once~~ Once a rich agricultural valley, Mission Valley has now become one of the urban centers of San Diego. The Atlas Specific Plan area, ~~or basically that includes portions of the~~ area between Taylor Street and State Route 163, ~~has become~~ known as “Hotel Circle.” The Atlas Specific Plan area has great potential ~~for~~ to contribute to the creation of a larger unified and exciting multiple use development. The elements needed to fulfill this potential already exist. What is required is a logical, creative and organized set of design criteria to help guide development in the planning area to its ultimate potential. Design guidelines are incorporated into this urban design element that will ensure the creation of a quality urban landscape.

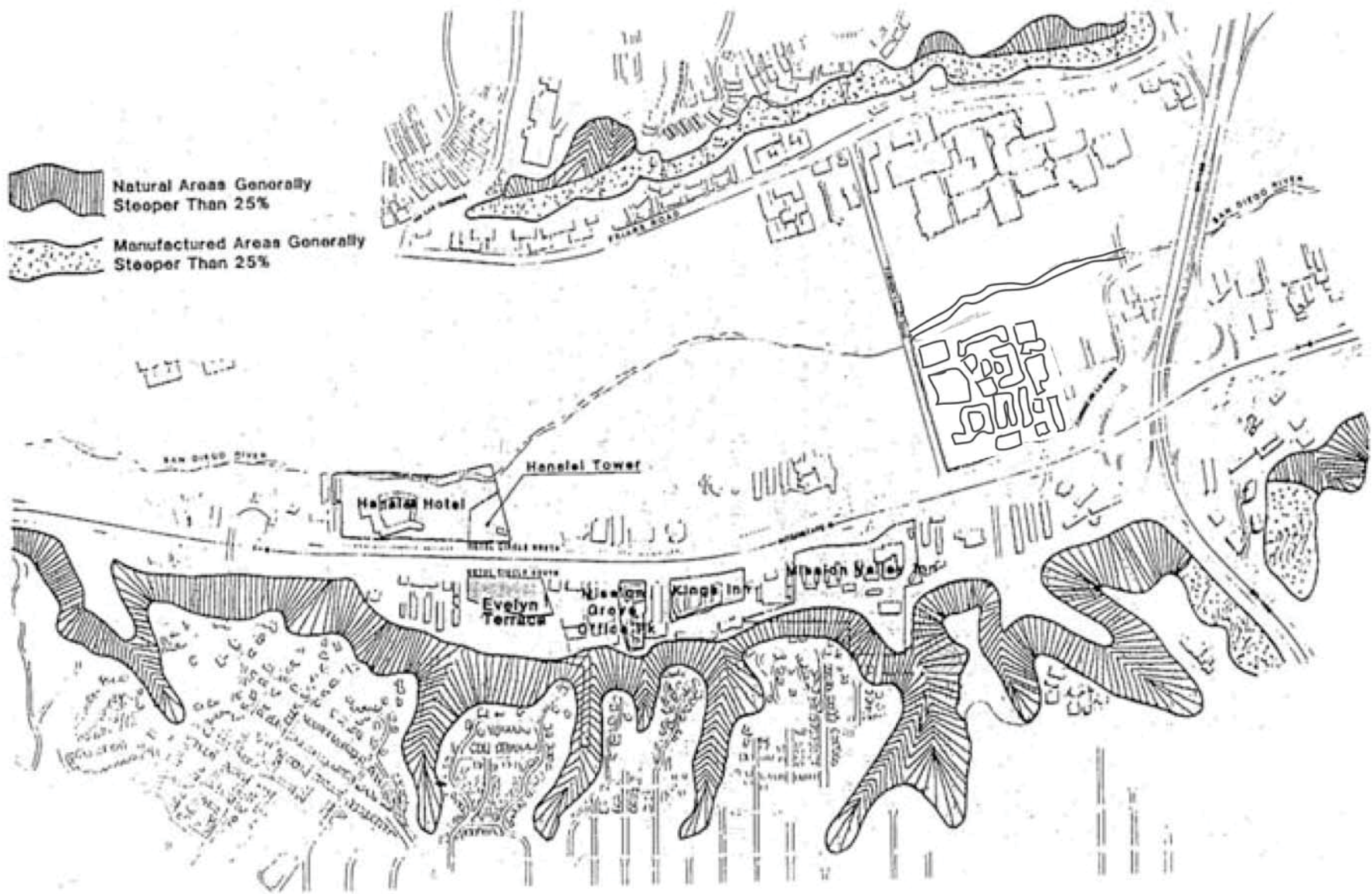
There are three major factors which affect the spatial character of the Atlas Specific Plan area. These three factors are the principal reasons the “space” is perceived as it is. The design of the Atlas Specific Plan area emphasizes the relationships to and between these elements. The three major factors are:

- The River: The central focus of the Atlas Specific Plan area is its relationship with the river. A symbolic statement indicating the union between a very natural element, the river, and a highly urbanized and built environment would be ideal for those sites adjacent to the river. The river, by specific design treatment, will provide a transition between man and “nature,” and provide a very necessary unifying element for the project. The river, along with the freeway, becomes the thread, so to speak, that holds the Atlas Specific Plan area fabric together.
- The Valley Slopes: The integrity of the natural Mission Valley topography will not be affected by the Atlas Specific Plan proposed design. On those projects which are adjacent to natural hillside areas along the southerly slopes of Mission Valley, in particular the Mission Valley Inn site, careful and sensitive architectural design will maintain the integrity of the valley walls by respecting the topography and integrating the forms of the building into the hillside. Site design, architectural design and site grading on the Mission Valley Inn site will be consistent with the requirements of the Mission Valley Community Plan to ensure sensitive site design and the retention of significant views of the Mission Valley hillside.



As shown on Figure 22, Hillsides, none of the Atlas sites except the Mission Grove Office Park and Mission Valley Inn sites are affected by slopes steeper than 25%. The Mission Valley Inn site contains relatively little steep land, and no development is proposed on the hillside. The Mission Grove Office Park also contains relatively little steep land and no additional development is proposed. Both the Mission Grove Office Park and Mission Valley Inn sites are subject to hillside review (HR) as per the requirements of City Ordinance 16523.

- The Freeway: Most people perceive the Atlas Specific Plan area while on the Interstate 8 freeway. It is one of the most travelled sections of freeway in San Diego. The freeway, however, need not be considered a constraint. In fact, as previously mentioned, along with the river the freeway acts as one of the unifying elements, a “thread” that holds the urban design fabric of the area together. A key to the successful design of the Atlas Specific Plan area is recognizing the importance and design possibilities the freeway possesses. The specific plan responds to the design opportunities offered by the freeway corridor by suggesting a skyline theme planting of palm trees (*Washingtonia robusta*). These palm tree plantings would visually accentuate the freeway corridor and emphasize its importance in uniting the spatial relationships of Mission Valley. A more detailed discussion of the freeway’s planting treatment can be found in the Streetspace guidelines.



| The river, the valley slopes, [and](#) the freeway: these are the predominant environmental factors whose relationships affect the Atlas Specific Plan area. In addition to these, however, the “urban character” created within each individual site will emphasize and reinforce several key design elements.

- Views: The planning area presents two principal “positive” view types; background views and middle-ground views. The background views occur in an east-west direction toward the distant hills and mountains (i.e., Cowles Mountain) and present a pleasant visual backdrop. The valley walls, in particular the north facing slopes on the south side of the valley, provide middle-ground views and a much needed “green belt” that softens the intensity of the existing urban landscape. The main objectives of the streetscape and urban design guidelines are to preserve and reinforce the positive background and middle-ground views while mitigating and enhancing foreground views.
- Grading: When grading is required, several smaller pads rather than a few large pads will be created. This will maximize view opportunities from within the sites and minimize large slopes, thus enhancing the views from outside the planning area.
- Open Space: The creation of quality open space is of prime importance. These exists in the plan three basic types of open space. The first type is “natural open space” which consists of the river corridor and the undisturbed hillsides south of Hotel Circle. The second type is “useable open space.” This includes the river buffer and any designated park-like or plaza areas adjacent to the river. The third type is “project open space.” This includes areas such as setbacks, project entries and internal project plazas, walks, etc.
- Building Form and Mass: To provide quality open space, the buildings which delineate open space areas should have an orientation, form, massing, and exterior finish which enhance the visual, aesthetic and psychological character of the open space areas. Projects which are adjacent to the river corridor should locate their tallest buildings, or buildings with the largest mass, away from the river corridor. Where buildings front on the river corridor they should be terraced back on each successive building story to provide a transition toward river corridor open space. A consistent design theme for building design, landscaping and signage should be developed for the entire specific plan area giving it a unique and easily recognizable identity. Although specific architectural themes will vary at each site, the general design criteria outlined in the Mission Valley Community Plan will be utilized. Reference is made to the design principles for hillside areas and to criteria identified for development in river areas as included in the Mission Valley Community Plan. Signage criteria is identified in the signage and street graphics sections of this specific plan.

Analysis of the specific plan area based on the environmental factors and key design elements previously mentioned resulted in the establishment of several major development goals. In summary, they are:

- Maintain the visibility of the hotels, restaurants and offices along the freeway corridor from the freeway corridor.

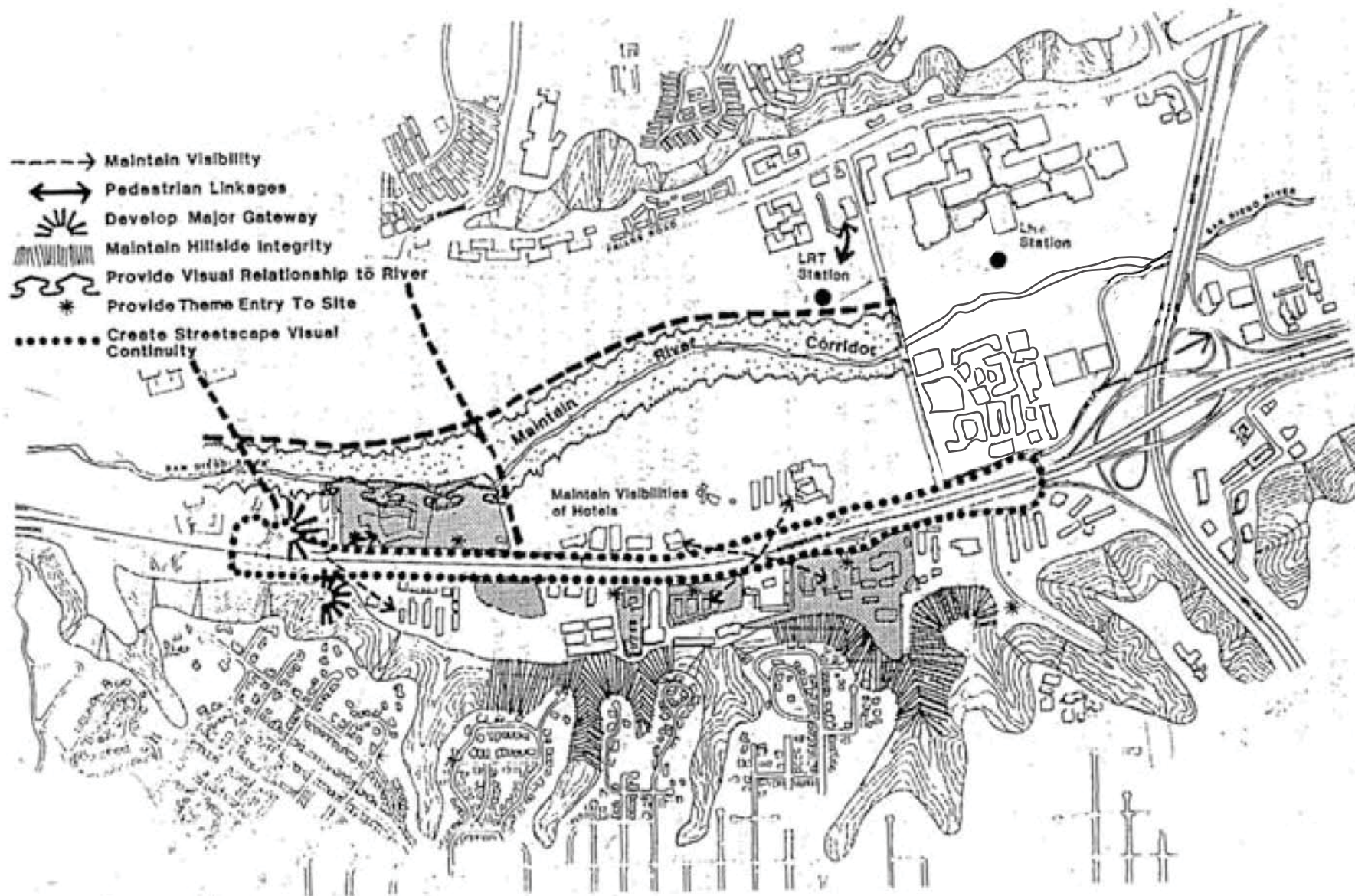
- Establish a pedestrian linkage network between the proposed LRT stations and the proposed Atlas developments by providing pedestrian sidewalks and/or bicycle paths or lanes along project vehicular corridors and on both sides of the river. Since the specific plan area has some unique site design constraints, pedestrian sidewalks, bikeways, buffer areas and landscaping are graphically documented with each specific site recommendation. Where exceptions from established design standards are proposed, alternate design criteria is specified.
- Develop a major gateway~~s~~ at the ~~eastern and~~ western end~~s~~ of Hotel Circle. Gateways can be formed by natural geologic features, building massing and placement, and/or distinctive landscape development. Refer to the specific site development criteria for the ~~Town and Country~~, Hanalei Hotel and Hanalei Tower sites.
- Maintain the integrity of the hillsides through natural contour grading and revegetation ~~on of~~ larger manufactured slopes with native compatible plant material.
- Provide a relationship to the river by orienting development and pedestrian activity areas to the river.
- Maintain and enhance the river corridor as an open space corridor.
- Provide theme entries to the individual project sites.
- Maximize distant views.
- Create a visually continuous streetscape along Hotel Circle North and South within the Specific Plan area which upgrades and enhances foreground views through street improvements which improve pedestrian access and landscaping.

These major goals are graphically summarized on Figure 23.

Design Concepts and Criteria

The following design concepts, design criteria and development standards will regulate and guide future development. The basic objective will be to create a visually and functionally integrated urban environment fulfilling the major development goals previously discussed. The guidelines presented herein are not intended to be inflexible. Each individual site within the Atlas Specific Plan area will be developed during different time periods. Economics, technology, and markets are constantly changing. A design element should provide room for alternatives in order to properly address changing economic and social conditions. These criteria will provide a basic framework for directing the creation of the ultimate plan.

The Atlas Specific Plan area contains a combination of properties. The General Design Concepts and Criteria in Section ~~V.B. which follow~~ below are prepared to address the problems of overall continuity and quality of urban design solutions. The general criteria address the design performance levels expected for the entire specific plan area. The general criteria will provide for



an overall urban design framework within which individual sites may be developed. The implementation of the concepts and criteria contained in the eleven categories covered in the General Design Criteria will provide a common urban design fabric which will unify and link individual development sites. The General Design Criteria include:

1. Land Use Criteria
2. Circulation System Criteria
3. Streetscape Criteria
4. Site Planning Criteria
5. River Corridor Criteria
6. Landform Alteration Criteria
7. Open Space and Recreation Criteria
8. Planting Criteria
9. Architectural Criteria
10. Visual Criteria
11. Energy and Conservation Criteria

Site Specific Design Criteria are contained in Section ~~V.C~~ [below](#). These criteria provide detailed design performance for each of the proposed development sites and existing developed sites owned and controlled by Atlas Hotels. The site specific criteria respond to the unique physical features on each of the Atlas sites. The site specific criteria, while responding to the physical features of the ~~seven-six~~ sites, also provide for their integration with a linkage to the overall site development categories in Section ~~V.B~~: [General Design Concepts and Criteria](#). Site specific design criteria have been prepared for the following sites:

- ~~1.~~ ~~Town and Country~~
- ~~2.~~ [1.](#) Hanalei Tower
- ~~3.~~ [2.](#) Hanalei Hotel
- ~~4.~~ [3.](#) Mission Grove Office Park
- ~~5.~~ [4.](#) King's Inn
- ~~6.~~ [5.](#) Mission Valley Inn

The ~~seventh-sixth~~ site, the 3.70 acre Evelyn Terrace site, is being reserved for irrevocable dedication to the City, at no cost to the City, for the right-of-way for the proposed future interchange at Interstate 8 prior to the issuance of building permits for the Hanalei Tower site. No site specific design criteria have been prepared for this site. If the interchange has not been constructed within 10 years after adoption of the Atlas Specific Plan, the City shall allow Atlas to proceed with the redevelopment of the Mission Valley Inn site as provided in this Specific Plan as if the interchange was in place.

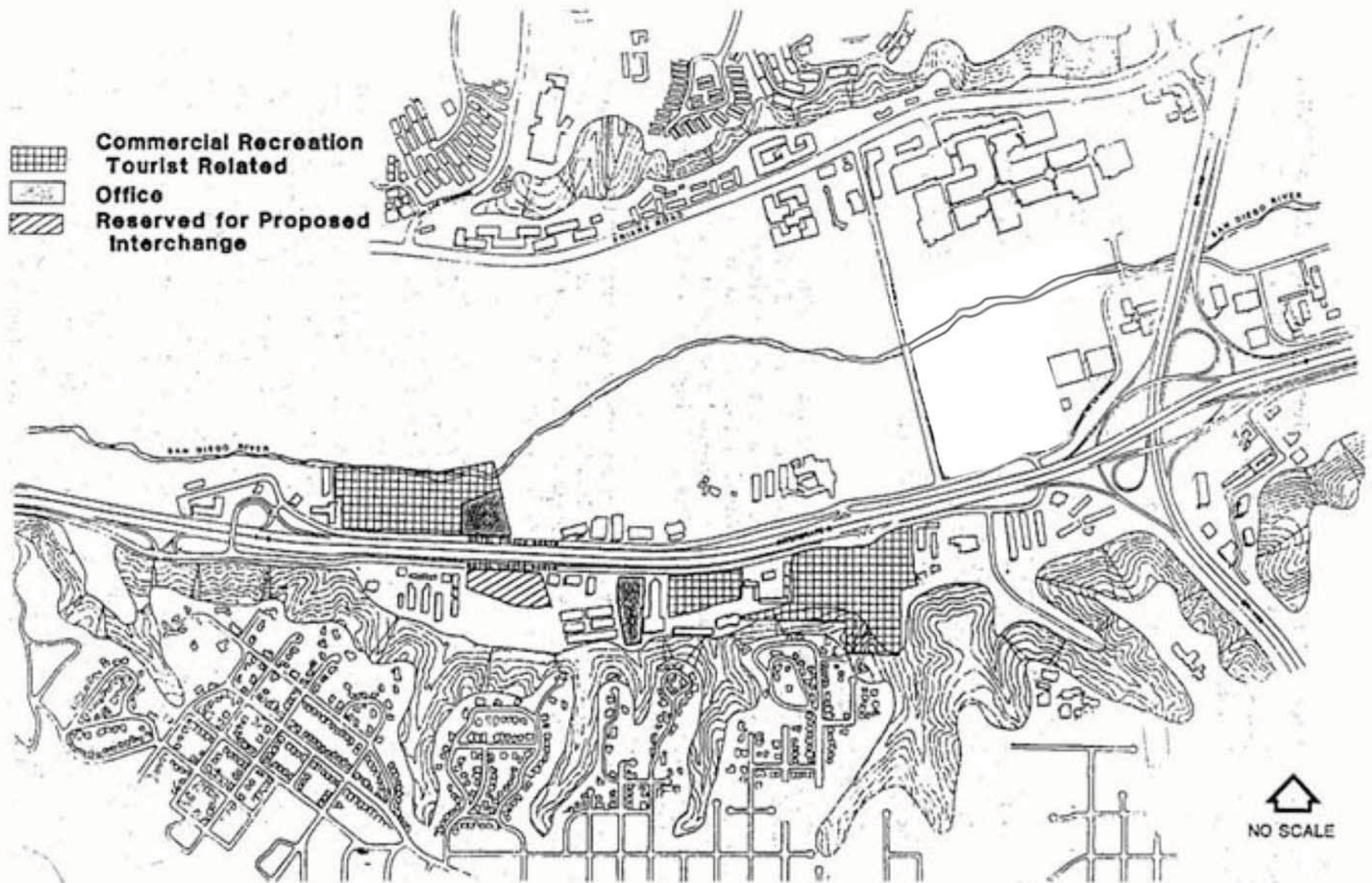
B. GENERAL DESIGN CONCEPTS AND CRITERIA

1. Land Use

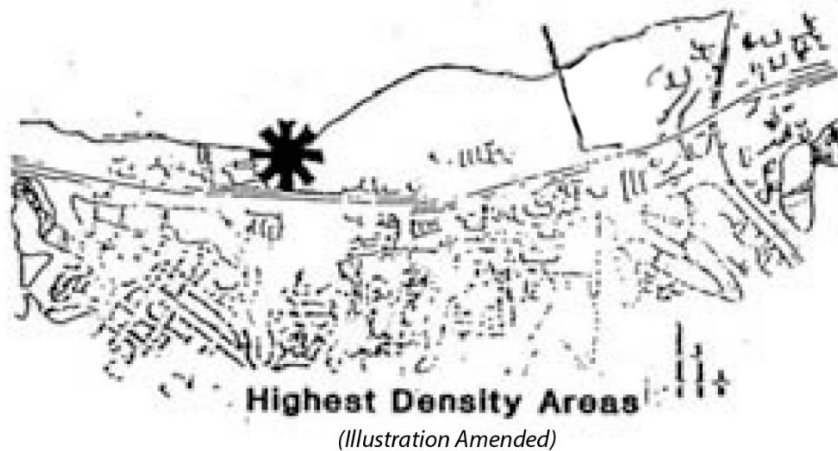
The basic themes for the land uses within the Atlas Specific Plan area have been established as predominantly tourist-related [commercial](#) with some office uses as shown in Figure ~~25~~²⁴. The Atlas Specific Plan land uses would remain within this basic established framework and would be consistent with the existing land use pattern which is “multiple use” oriented. Hotels, office buildings, residential condominiums, and golf courses presently occur adjacent to each other, providing a sense of excitement to the area as well as helping to mitigate traffic congestion during peak hours. Proper land use planning and urban design applied conscientiously and effectively can result in a proposed project area design that unifies, is aesthetically pleasing, mitigates environmental and planning concerns, and retains a multiple use concept which provides exciting spaces for human enjoyment.

Concepts and Criteria

- Integrated multiple-use development shall be encouraged on those sites where it is possible from an economic point of view.
- Developments along the river corridor have at least two orientations; one to the river, and the other to the freeway and hotel circle. Improvements within those parcels shall be site-planned to respect both these important orientations. Service access and utility areas are not appropriate uses for either frontage.
- A sense of community shall be maintained within the entire area. Adjacent compatible developments should not separate themselves from each other, but rather an attempt should be made to integrate, to the best extent possible, these adjacent uses. Integration of adjacent compatible developments can be partially achieved through the implementation of the pedestrian circulation and streetscape improvements contained in the general concepts and criteria.
- In general, the area should be considered an urban area and not a suburban area. This creates, however, some difficulty in integrating a highly urban situation with a highly natural one, the river. Improvements within those parcels adjacent to the river shall, at least symbolically, reflect as much of the river environment as possible within the interior of the site. In this way, a sensitive and subtle transition will occur between river, structure, and the freeway corridor. For example, utilizing riparian trees and water elements around a central courtyard or plaza could be one way to reflect a site's proximity to the river.



Proposed Land Uses
Atlas Specific Plan



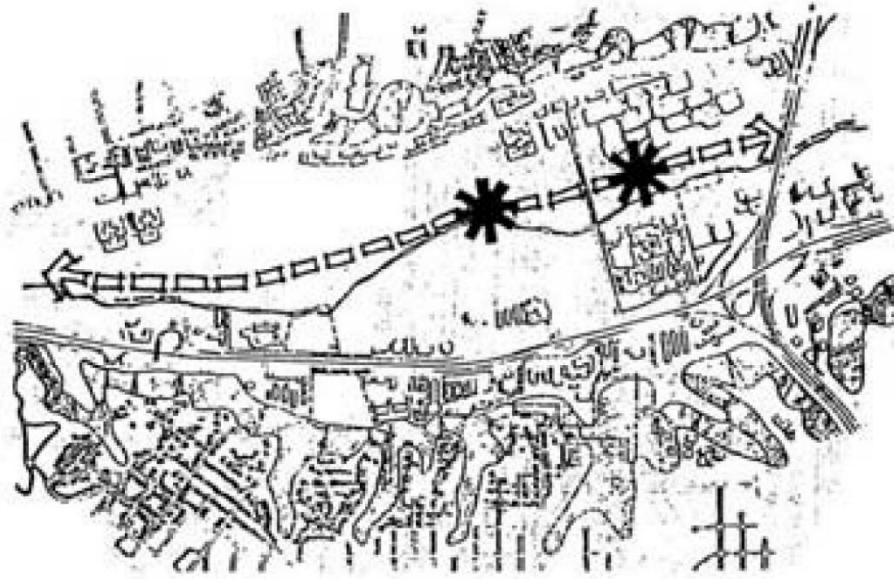
- City-wide regulations, CalTrans Design Criteria, and the Mission Valley Community Plan Design Criteria for landscaping, pedestrian walks, bikeways, signage and planned development regulations shall be the minimum standard unless modified by this specific plan.

2. Circulation System Concepts and Criteria

~~People-movement~~Mobility within the planning area will occur in a variety of ways; either by light rail public transit, by bus, by automobile, by intra-valley shuttle, by bicycle or by foot. Frequently these various transportation methods are conceived separately, with little thought given to their interrelationships. Because of the highly urbanized nature and character of the Atlas Specific Plan area, the individual transportation systems must carefully interrelate. Concepts and criteria for the light rail, bus, automobile (including service, emergency, and parking), bicycle and pedestrian systems are included in this section. A more detailed discussion is included in Section VI, Transportation Element.

(a) Light Rail Public Transit

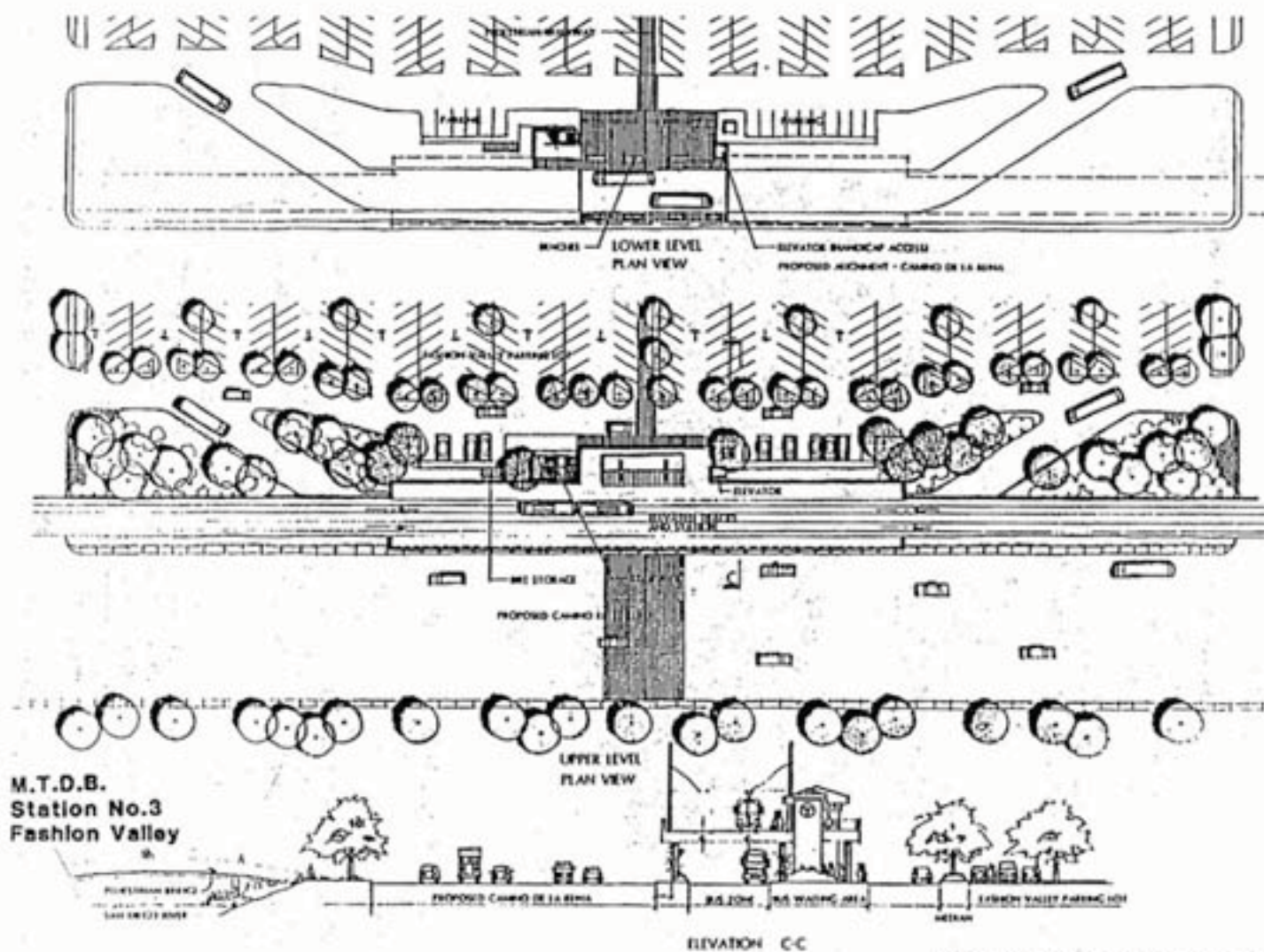
A preferred LRT alignment for the Mission Valley area, including station locations, has been adopted by the Metropolitan Transit Development Board (MTDB). Two transit stations are shown in the adopted alignment in the vicinity of the Atlas Specific Plan area – one north of the river adjacent to the Town and County site (not a part of the Specific Plan area) ~~north of the river~~ and another north of the river within the Levi-Cushman Specific Plan area. The anticipated alignment for the LRT in the Mission Valley area is located on property not owned by Atlas Hotels, Inc.



LRT Station Locations

The light rail transit (LRT) system will most likely be incorporated along an east-west alignment along the northern boundary of the river. The precise alignment will be determined by the Metropolitan Transit Development Board and has yet to be finalized. However, in order to provide for the LRT line, the following shall be considered:

- An LRT station should be located immediately north of the Town and Country site (not a part of the Specific Plan area) and the river. In this way, the station would better serve the high density Town and Country site (not a part of the Specific Plan area) as well as the busy Fashion Valley Shopping Center as conceptually illustrated in Figure 25. ~~Atlas Hotels, Inc. will fund construction of an at grade LRT station and at grade LRT facility the length of the Town and Country property, with funding provided as required to meet the MTDB construction schedule. Atlas will bond for these improvements, or will provide other assurance of funding acceptable to MTDB, prior to the issuance by the City of building permits for Phase One of the development of the Town and Country site. Access to the station shall be provided by a pedestrian/bicycle bridge extending from the Town and Country site across the river. The bridge will be elevated above the 100-year flood elevation and shall be of sufficient height to pass debris during the 100-year flood with a minimum of 2 feet of free board. The bridge will connect with the sidewalk along the south side of Camino de la Reina. An at grade pedestrian crossing shall be provided across Camino de la Reina to the LRT station at a new signalized intersection of Camino de la Reina and a new Fashion Valley Shopping Center parking access road. In the event that a signalized intersection is infeasible, a grade separated pedestrian crossing shall be provided over Camino de la Reina and to the LRT station as approved by the City Planning Director and City Engineer.~~



Source: Mission Valley L.R.T. Preliminary Engineering Study

Mission Valley LRT Conceptual Station Design (for reference only)

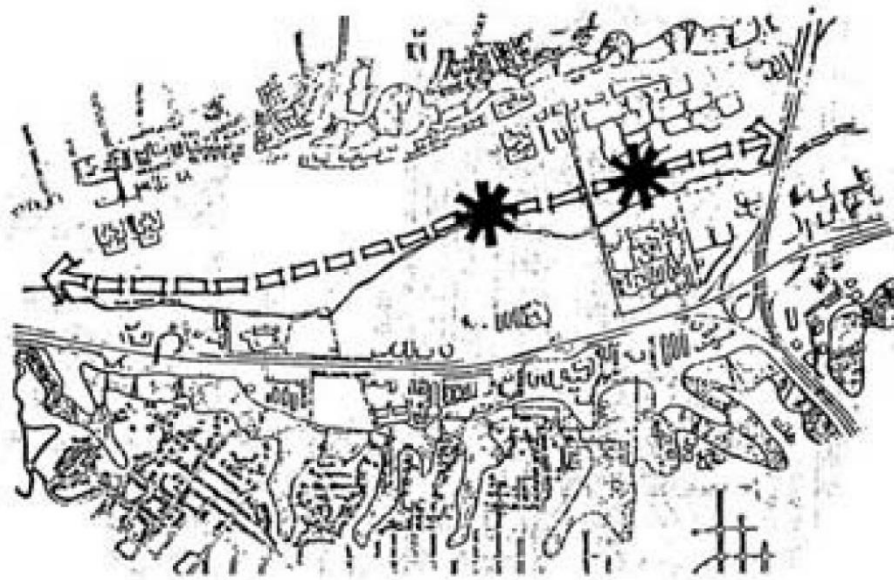
Atlas Specific Plan

25

FIGURE



- Another LRT station should be located north of the river along Via Las Cumbres within the Levi-Cushman Specific Plan area. This location would allow for easy access and a central location for the users in the western end of the valley.
- The LRT line shall be located above the 100-year flood level. This will require that the LRT line be constructed on an elevated bridge type structure. ~~Atlas Hotels, Inc. will provide funds to MTDB for construction of an at-grade facility adjacent to the Town and Country site.~~
- Vehicular and pedestrian at-grade crossings with the LRT line shall be prohibited except at signalized intersections.



LRT Station Locations

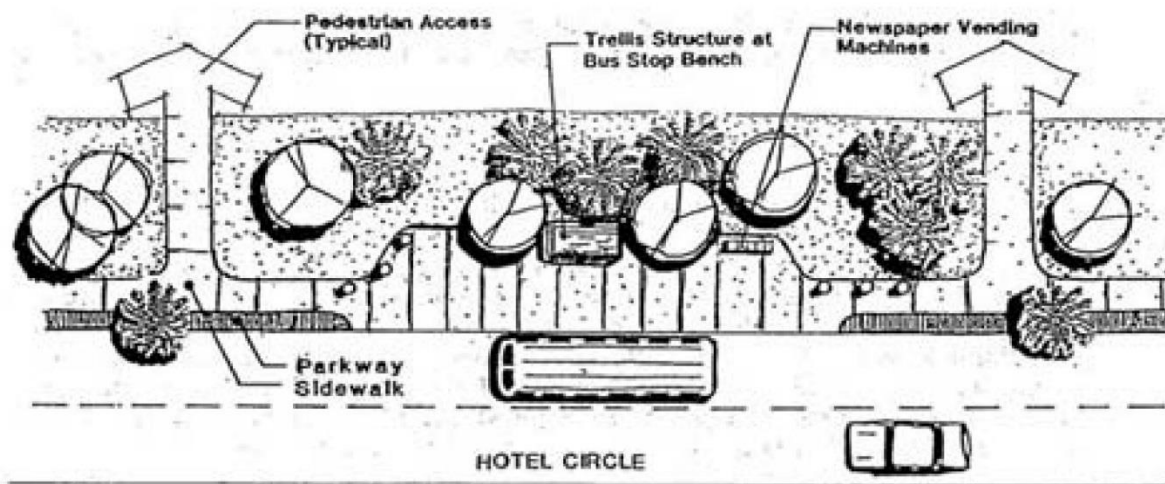
(b) Bus and Intra-Valley Shuttle

Bus and Shuttle Route Considerations:

Hotel Circle and Fashion Valley Road are identified as major bus or shuttle transportation routes serving the Atlas Specific Plan area. Bus stop areas shall be located at points which give the greatest walk-in access possibilities and interface with the LRT stations.

- Bus stops shall be designed to be integrated into building or pedestrian areas, streetscapes and urban plazas in order to provide easy pedestrian access from bus stop to destination. These facilities shall be designed to maximize security features and shall be located in proximity to both traffic signals and pedestrian crosswalks, in order to provide for ease of ingress for buses and ease of access for pedestrians.

- If not integrated into a building, bus stops shall incorporate a shelter into their design. Bus stops shall be colorful, properly signed, and readily identifiable to both pedestrian and rider.
- Provide bus drop-offs at bus and shuttle stops.
- Intra-valley shuttle stops shall be provided for each of the Atlas Hotel sites already developed or proposed for development. The shuttle stops will be provided adjacent to building lobbies or within expanded sidewalk paving areas in the Hotel Circle North and South Streetscapes. Atlas Hotels, Inc. will fund and operate an intra-valley shuttle to transport hotel guests, office employees and the general public between the Atlas Specific Plan sites and San Diego Lindbergh Field.



(c) Automobile Considerations

There are three distinctive types of automobile circulation systems; public systems, service systems, and emergency/police systems. The routes traveled by these are not necessarily the same. Most of the concepts specified herein integrate and consider the need for this distinction. The following concepts and criteria also include parking areas.

- Emergency (police, fire, and ambulance) services shall have complete access to structures as required by San Diego safety codes. Superblock areas ~~(i.e., Town and Country)~~, plazas and mall areas shall allow for emergency access. Consideration shall therefore be given to limiting the use of steps, steep ramps, and walls within these predominately pedestrian areas. Removable bollards, requiring minimum paving widths of 12 feet and minimum turning radii shall be considered in the final design of these areas.
- Driveway entrances into parking areas shall be minimized in order to avoid breaking the pedestrian continuity of the sidewalk areas, especially along Hotel Circle. If possible,

these access points could be minimized by providing shared driveways at property lines. Care should be taken, however, that other urban design features, such as linear plazas and visual corridors are not compromised by these driveways. Also, too few driveways can cause congestion if a blockage occurs.

- Automobile driveways shall be carefully designed with the pedestrian crossing in mind. The driveway width shall be minimized and a patterned surface should be included to visually accent the pedestrian right-of-way.
- At sites where additional development is proposed, and at sites which may be proposed to be redeveloped in the future, a minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25 percent may be in surface parking areas. These surface parking areas shall have a minimum of 10 percent of the interior area (excluding the landscape setback buffer adjacent to major streets) landscaped, and should be designed to screen parked vehicles from view of the adjacent street.
- Parking on roofs of structures shall be restricted. For each site, 30% of the parking structure roofs shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures. In all cases, a minimum of 10% of each parking structure roof shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures or landscaping.
- Large parking areas shall feed off of an internal project street rather than a public arterial street area. In that manner, ingress and egress is simplified and the project provides drive up and drop off access as well as parking.
- Multiple-use areas within the same parcel of land may be considered for lower parking ratios than single use parcels. In order to obtain the lower overall parking ratios, an evaluation of peak use has to be made, as well as a specific review of the parking areas, their access and design in relation to buildings during each specific project permit process. Any requests for shared parking shall be based on ULI guidelines and approved by the Engineering and Development Department and Planning Department of the City.
- Surface parking areas shall, wherever possible, be screened from view of the public right-of-way by walls, berms or combination. Surface parking areas shall meet City-wide parking and landscaping regulations and shall be landscaped with broad canopy, long lived, evergreen trees.
- Large surface parking areas shall be constructed slightly below the grade of adjacent streets whenever feasible, particularly when visibility of the structures beyond is desired and berms are not appropriate.
- Parking facilities shall be designed to ensure proper access and shall generally be specified for use by residents, employees, customers, visitors, goods deliveries and/or the handicapped.

- Parking facilities shall be designed to be adequate for both initial development and future expansion of land uses in terms of size and intensity. For example, initial parking facilities could be surface lots capable of eventually accommodating parking structures. Surface lots could also reserve land for future development.
- Parking along major public streets shall be prohibited.
- The use of public rights-of-way for the loading and unloading of goods by providing adequate delivery areas shall be prohibited.
- Off-street loading and unloading bays shall be provided for new commercial developments.

(d) Bicycle Considerations

Bicycle paths provide an energy efficient alternative to the automobile and help to link commercial, residential, office, hotel, and open space uses.

- A combined pedestrian/bikeway shall be included along the south side of the river.
- Bikeway design standards shall reflect those presently adopted by the City, CalTrans, and the Mission Valley Community Plan.
- The minimum paved width for a shared pedestrian/bicycle path shall be 10 feet.
- A minimum 2-foot horizontal clearance to obstructions shall be provided adjacent to the pavement.
- The vertical clearance to obstructions across the clear width of the path shall be a minimum of 8 feet.
- Drainage inlet grates, manhole covers, etc. on bikeways shall be designed and installed in a manner that provides an adequate surface for bicyclists.
- Uniform signs, markings, and traffic control devices are mandatory and shall conform to the requirements of State law.
- All bicycle pathways shall have adequate lighting and signing to provide for the safety of the users.
- Office and hotel projects shall provide secure bike racks, bicycle parking facilities and other facilities to encourage bicycle use. Such facilities should be provided in accordance with City of San Diego regulations or guidelines pertaining to bicycle parking and related facilities.
- Hotels shall be encouraged to provide bicycle rental facilities within their respective complexes.

(e) Pedestrian Considerations

The San Diego River environment provides an excellent opportunity for utilizing an extensive local and regional system of trails and walkways. As the area grows, the dependence on the automobile could be minimized by encouraging pedestrian circulation. The following concepts and criteria shall be followed as closely as possible to ensure a successful pedestrian circulation system.

- Major linkages and plazas shall reflect the urban character of the sites while providing a transition with the riparian elements of the nearby river.
- Pedestrian sidewalk and parkway criteria, except where noted in this specific plan, shall conform to the Implementation Guidelines of the Mission Valley Community Plan which establishes sidewalk and parkway widths based on the adjacent street classifications as follows:
 - Major streets or arterials: 10-foot clear corridor sidewalk
8-foot parkway
 - 3-4 lane collector streets: 8-foot clear corridor sidewalk
6-foot parkway
 - 2 lane collector streets: 6-foot clear corridor sidewalk
5-foot parkway

Sidewalks should have adjacent pedestrian amenities such as benches and mini-plazas. Parkway shall incorporate a consistent street tree concept within their design to provide an inviting and “walkable” space. Project interior walkway widths of 10 feet to 20 feet and urban plazas should be considered within the interior of high intensity projects.

- Where insufficient rights-of-way or physical constraints (i.e., severe grade changes or physical conditions such as existing buildings) preclude the installation of the prescribed sidewalk and parkway widths, alternative streetscape sections may be considered. Alternative streetscape sections and exceptions to the community-wide criteria shall be subject to the approval of the City Planning Director.
- Pedestrian access shall be provided along the entire length of the river corridor at the ~~Town and Country and~~ Hanalei Hotel sites. Refer to the river corridor section of the Urban Design Element and elsewhere in this specific plan.
- Separate internal pedestrian circulation and automobile circulation shall be provided throughout the specific plan sites wherever possible.
- Projects that front on the public street shall provide identifiable pedestrian access from the street into the project, even in areas where parking lots are located between the street

and the buildings. Pedestrian access shall be provided through parking lots so as to minimize conflicts between automobiles and pedestrians.

- Urban plazas and other project open areas shall have direct pedestrian links to either the river corridor or to Hotel Circle pedestrian systems. Where these pedestrian links must cross parking areas, they shall be constructed of a paving material consistent with the pedestrian links or urban plazas and which provide a contrast to parking area paving.
- On-grade street crossings shall be permitted only in conjunction with major signalized street intersections. Pedestrian crossings shall be identified through special paving design. Special paving shall occur only at signalized intersections and at pedestrian crossings of local streets as determined by the City Engineer.
- All pedestrian pathways shall have adequate lighting and signing to provide for the safety of the users.
- Individual site development shall provide linkages between internal project circulation systems and the overall streetscape sidewalk system.
- Safe and convenient pedestrian movement shall be provided both within and to and from parking areas.
- Direct pedestrian links from transit stops (bus or LRT) shall be provided to high activity areas. These pedestrian links shall also relate to the river corridor.

3. Streetscape Criteria

The concepts and criteria in this section will be of a more general nature since most of the elements comprising the streetscape are covered throughout other sections of this urban design element. However, certain characteristics of the streetscape are particularly important.

Streetscape Philosophy

The streetscape is much more than the sum of the buildings, plantings, paving, and street furniture that give the street its appearance. The true streetscape incorporates emotional and cultural factors as well as physical factors. All of these factors contribute to perhaps the most important characteristic, function.

The streetscape must also include people as an element. Human figures as well as the vehicles they operate, act as kinetic design elements. Frequently, they alone can create the diversity and variety necessary to energize a space.

A streetscape can be perceived at three levels:

- Level 1. From the street as a pedestrian.
- Level 2. From the street as a passenger in a vehicle.
- Level 3. From the surrounding or adjacent structures or buildings.

Each level utilizes different criteria for design and quite often all three must be taken into consideration, especially in a highly urbanized area. Level three perceptions and criteria, those derived from the buildings themselves, are usually quite compatible with the pedestrian experience and the automobile experience. Levels one and two, however, frequently compete with each other. Because of the location, scale, perception, and speed differences, the same streetscape scene utilized for a 40 mile per hour parkway, for example, cannot be repeated and expected to also function as a pedestrian experience. Visual perception is only one area where the automobile and pedestrian often do not mix.

Streetscape Design Factors

Numerous design techniques and considerations shall be considered when preparing the final detailed streetscape design for the Atlas Specific Plan area. These include:

- Available right-of-way
- Element of surprise
- Communication
- Noise
- Interest versus clutter
- Lighting
- Spontaneity
- Geometrics
- Height
- Scale
- Natural light
- Grade changes
- Public versus private space
- Second-level access
- Signage (public and private)
- Physical site constraints
- Micro-climate
- Landmarks
- Energy conservation
- Indoor/outdoor relationships
- Soft versus hard landscape
- Plant material
- Pedestrian/vehicular separation
- Music
- Food
- Art

The utilization of the various design techniques, coupled with fulfilling the needs of the community, will result in a streetscape scene that is appropriate, functional and aesthetically pleasing.

Streetscape Design Elements

The elements of the streetscape can be divided into 6 basic categories. These are:

(1) Street Furniture: Those elements used to comfort, service and direct.

- Fire hydrants
- Phone kiosks and booths
- Bicycle racks
- Newspaper racks
- Trash receptacles
- Bollards
- Seats/benches
- Railings, balustrades

- Mail boxes
- Planters
- Tables
- Tree guards
- Drinking fountains

(2) Spatial, Visual and Coverage Elements: The major elements utilized to create outdoor spaces.

- Vegetation
 - Trees
 - Shrubs
 - Vines
 - Groundcovers
- Overhead Structures
 - Canopies
 - Trellises
 - Shelters
- Topography
 - Walls
 - Berms
 - Ramps
 - Steps
 - Terraces
- Visual/Functional Components
 - Screens
 - Framing
 - Terminus points
 - Focal points
 - Facades
 - Utility wires, antennas, etc.
 - Signage

(3) Surfaces: Deals with paving and other surfaces used in streetscape design.

- Paving (Used as focus, accent, interlace, edges)
 - Shape
 - Texture
 - Color
 - Size
 - Expansion joints
 - Quantity and location
- Tree grates
- Utility covers

(4) Control Elements:

- Light standards
- Stop lights
- Parking signs
- Traffic bollards
- Other traffic related graphics

(5) Street Graphics:

- Directional signs (public and private)
- Billboards
- Storefront signs
- Art
- Sculpture
- Characteristics include
 - Legibility
 - Reading rate
 - Location/surroundings
 - Letter style/background
 - Color
 - Lighting
 - Sight lines
 - Correct copy
 - Integrated signage
 - Flexibility/changeability
 - Letter
 - Heights
 - Square footage
 - Symbols
 - Confusion on traffic standards

(6) Architectural Elements:

- Space articulation
- Forms and shapes
- Windows
- Views
- Energy considerations
- Adjacent styles
- Transitions in forms and scale
- Indoor/outdoor relationships
- Visual connections

Concepts and Criteria

The streetscape design for the Atlas Specific Plan area shall consider the following concepts and criteria. The concepts presented in this section are general in nature with more specific criteria presented following, in the “Hotel Circle Streetscape” section or in other individual sections, such as landscape concepts and architectural considerations.

Environmental Goals and Objectives:

- Mitigate climate extremes (seasonal and localized microclimate).
- Improve the quality of the environment by utilizing visual, audio, air and water features.
- Minimize adverse wind tunnel effects. Wind studies should be undertaken on significant projects proposing several high rise buildings located near each other.

Aesthetic/Sensory Quality Goals and Objectives:

- Recognize and enhance major views.
- Relate the scale and character of the street to adjacent uses.
- Provide focal points.
- Promote and encourage artistic expression.
- Street graphics within the project shall be of consistent type and style. A comprehensive sign plan shall be prepared for all Atlas Specific Plan sites and approved by the City prior to planned development permits being issued.
- Public signing for the open areas, river corridor, traffic management and parking access shall be graphically coordinated. Sign sizes shall be subdued relative to the other design elements of the project.
- Street signing within the project area shall be coordinated in the graphic design of the signs themselves and in their location. Sign locations shall be prominent in order to establish a clear directional identification.
- Private development signing shall be coordinated for directional signing, identifying entrances, etc.
- Building identification signs shall emphasize the use of logo designs and shall be integrated on the building exterior.
- Other signs identifying building activities and tenants shall be designed to fit the structure and design of the building.
- Establish a uniquely urban and Southern California quality to the Atlas environment while maintaining the “flavor” that is Mission Valley.
 - Utilize plant material that is appreciated visually, environmentally and emotionally.

- Architectural materials and forms shall be compatible with those in the area as well as being appropriate for the region.
- Create an indoor/outdoor linkage and relationship between major project interior plazas and the streetscape.

Functional Goals and Objectives

- Provide for lighting that respects the functions and hierarchies of various street and activity centers.
- Provide barrier-free design amenities for the disabled.
- Arrange centers or groupings of activities to facilitate access, minimize conflicts.
- Minimize conflicts between circulation systems (pedestrian, automobiles, transit and service) by proper integration between transportation and circulation systems.
- Provide transportation nodes conveniently located so as to efficiently move people, goods, and vehicles throughout the area.
- Provide a pedestrian network that includes spatial and design qualities that allows the pedestrian to feel that the space was created for him, not as an afterthought.

Social Goals and Objectives

- Provide an attractive and secure environment for private investment.
- Provide for social interaction (group and individual).
- Improve communications and reduce visual clutter by proper utilization of street graphics.
- Provide for activities that will bring life into the Mission Valley streetscapes where feasible; for example, food vendors, sidewalk cafes, and street entertainment.

Hotel Circle Streetscape

The existing streetscape, particularly Hotel Circle, is a haphazard collection of random elements which results in an incongruous street scene that adds to the visual confusion of the area. The following section focuses on the Hotel Circle streetscape. Atlas [Hotels, Inc.](#) will not improve the entire Hotel Circle, but only those areas immediately adjacent to its properties.

Several major problems have been identified with the existing Hotel Circle street scene. Although the following identified problems have a negative impact on the Hotel Circle streetscape, the solutions will take some time to evolve. It is not proposed that the problems be

immediately corrected. Rather, a long term improvement program should be established. The major problems are:

- Certain physical site constraints such as topography or the location of existing improvements such as buildings, walls, utilities, or driveways, make expansion or improvement of streetscape areas to the optimum standards established by the Mission Valley Community Plan difficult if not impossible.
- Discontinuous pedestrian sidewalks occur typically throughout the area.
- There is an emphasis on vehicular circulation.
- There is a de-emphasis on pedestrian circulation.
- Overhead utility lines are visually objectionable.
- Too much variety in plant material with no consistent frame.
- Utility structures such as electrical transformers and telephone equipment create visual clutter within the perceived streetscape.
- The freeway side of the Hotel Circle right-of-way is relatively barren.
- There is informational overload due to the number and design of the street graphics.
- The cumulative effect of street lights, parking lot lights, commercial signs, flag poles, traffic signs, utility poles, and single palm trees, creates a busy and cluttered urban forest of “poles.”

Conversely, some positive aspects of the existing streetscape have been identified. They are:

- Light standards have good visual quality, detail, and are generally regularly spaced. The night scene, therefore, appears more cohesive.
- The planting within the freeway right-of-way is well planned and maintained.
- The proximity and views of the southern valley slopes help soften the harshness of the existing streetscape.

Design Criteria for the Hotel Circle Streetscape

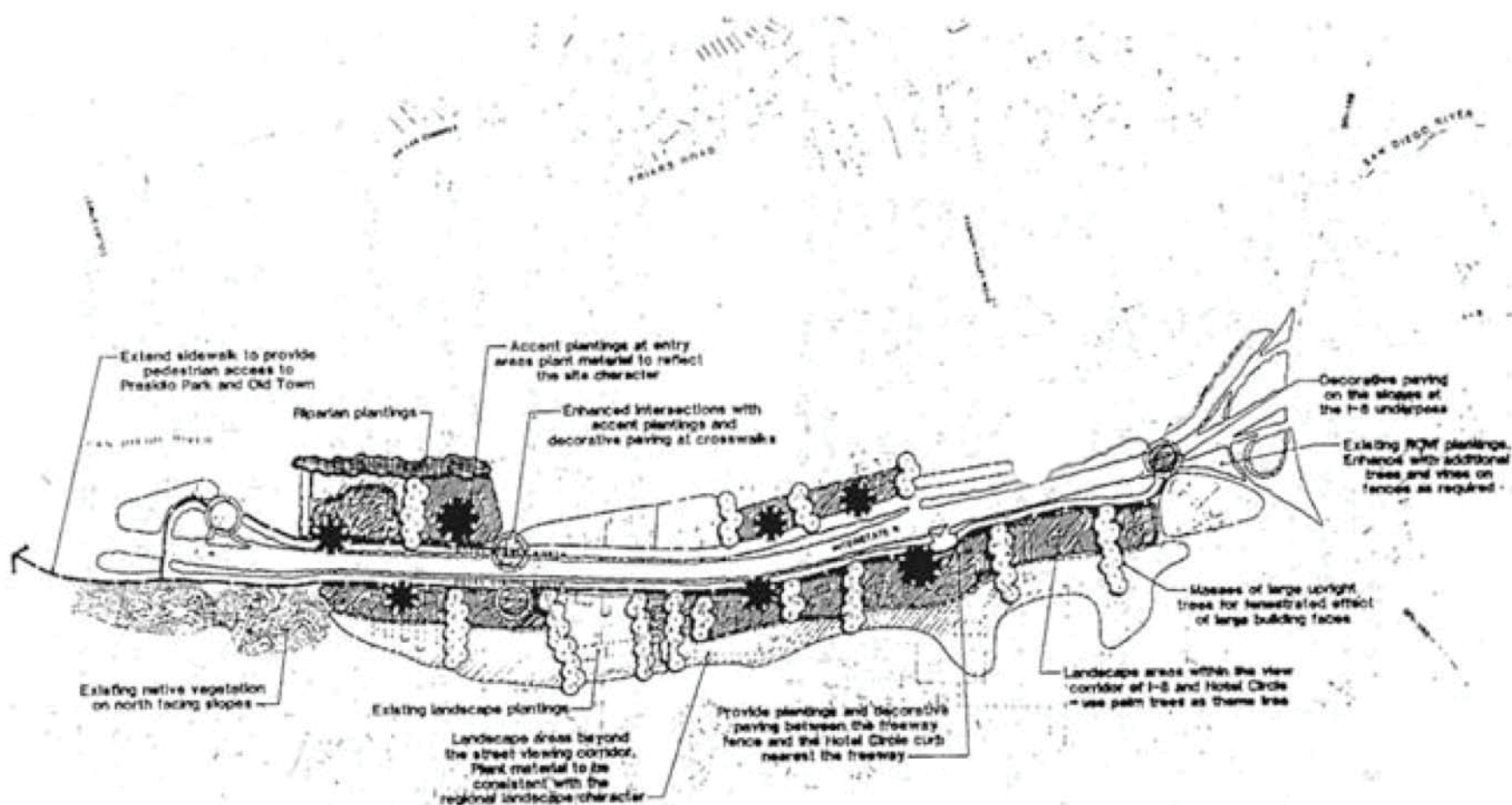
In addition to the general streetscape criteria previously mentioned, the following specific streetscape criteria shall be followed for Hotel Circle.

Theme

Due to the proposed cul-de-sacs on Hotel Circle North it will no longer be a continuous thoroughfare. For this reason a major emphasis should be placed upon introducing a main, skyline palm theme planting in the unpaved right-of-way areas on the north and south sides of Interstate 8. This proposed theme planting for I-8 would be implemented by appropriate agencies, not Atlas Hotels, Inc. The proposed palm tree planting would emphasize the importance of Interstate 8 as a main element in the urban design fabric of Mission Valley. It would also give the highway visual prominence and a “tropical feel” which would enhance the experience of visitors to the Mission Valley area. The palm tree planting would retain a high visibility factor for destination-oriented hotels and businesses along the I-8 corridor due to their skyline quality and compact foliage. To retain this high visibility along Hotel Circle, the streetscapes for Hotel Circle North and South shall be planted with small to medium sized broad headed evergreen trees. This will allow people in vehicles on the highway to see hotels and business along and beyond Hotel Circle North and South without streetscape plantings obscuring their view. The lower scale of the Hotel Circle streetscape plantings would also place further emphasis and importance on the palm tree plantings along Interstate 8. The graphics on the following pages illustrate both the proposed design suggestions for the I-8 right-of-way and other non-Atlas improvements, and design concepts and criteria for the Hotel Circle streetscape improvements by Atlas Hotels, Inc. Figure 26 presents the proposed Hotel Circle concept streetscape design recommendations. The following criteria shall be adhered to at all Atlas Specific Plan sites:

General Criteria

- Provide planting between the freeway fence and the Hotel Circle curb nearest the freeway immediately opposite the Atlas Specific Plan sites. Where planting areas occur, skyline palm tree plantings should be provided to emphasize the highway corridor’s function as a major design element and to provide a tropical theme for Mission Valley.
- Provide a continuous paved 8’ wide pedestrian sidewalk with a 6’ wide landscaped parkway between the sidewalk and the street incorporating small to medium height, broad-headed, evergreen street trees at each of the Atlas Specific Plan sites along the outer perimeter of Hotel Circle; that is, the north side on Hotel Circle North and the south side on Hotel Circle South, except where otherwise noted within this specific plan.
- Where site constraints due to topography or existing improvements such as buildings, walls, utilities, or driveways preclude installation of the 8’ wide sidewalk with 6’ wide landscaped parkway, alternative streetscape designs may be allowed. Refer to the site specific design criteria section of the Urban Design Element for locations of alternative streetscape design. Minor exceptions to the streetscape and alternative streetscape design criteria shall be approved by the City Planning Director.



Hotel Circle Streetscape Plan

Atlas Specific Plan

26

FIGURE

Amended

- The installation of Hotel Circle streetscape improvements shall be provided in conjunction with street widenings or improvements triggered by traffic thresholds which are described in the traffic analysis of this specific plan.
- Accent colors shall be used to prevent monotony. Color can originate from plant material, building material, street graphic materials, or landscape materials.
- Theme entries shall be incorporated at the major access points to each site. Theme entries shall consist of decorative landscape paving, special signage and special entry monument or destination-oriented signage and special plant material treatment. This treatment results in being able to identify major entries quickly and safely as well as providing a pleasing aesthetic scene.
- Utilize decorative textured paving at pedestrian crosswalks.
- When trees occur in paved areas, removable tree grates shall be used.

Signage and Street Graphics

The present visual quality of the Hotel Circle streetscape and the adjacent Interstate 8 transportation corridor is significantly affected by a variety of existing informational signage and graphics. In general, the visual results produced by the variety of signs existing in the specific plan area are somewhat chaotic. In an effort to reduce the negative visual impacts created by a perceived lack of coordination of signage types or a limitation on their number, this specific plan proposes the basis for a comprehensive signage and graphics program for the Hotel Circle streetscape. This program shall be developed and submitted to the City for approval in conjunction with the first Planned Commercial Development submittal for the Atlas Specific Plan sites.

The Mission Valley Community Plan is relatively flexible in its discussion of street graphics and signage. Rather than providing specific guidelines or concepts it suggests the development of a special signage district for Mission Valley and the incorporation of comprehensive signage programs within specific plans.

The most important issue these signage criteria will address is the performance standards for ground mounted, free-standing, freeway-oriented signage. Division 11, Citywide Sign Regulation, of the Municipal Code limits freeway-oriented signage heights to 50' with a maximum sign face area of 300 square feet. ~~There are, however, existing freeway-oriented signs at the Town and Country Hotel site which are subject to a City of San Diego Planning Commission Resolution No. 1747 previously approving Comprehensive Sign Plan No. 2 pertaining to the Town and Country Hotel site.~~

Atlas Hotels recognizes that the visual continuity of freeway-oriented signage, as well as other signage, is important to the success of the urban design and streetscape design for the Atlas Specific Plan areas and Mission Valley. Atlas will comply with the regulations in Division 11, the criteria in this section ~~and Comprehensive Sign Plan No. 2.~~ The

timing and phasing of ~~the~~ freeway-oriented signs ~~at the Town and Country site~~ will be identified in the comprehensive sign program to be prepared by Atlas.

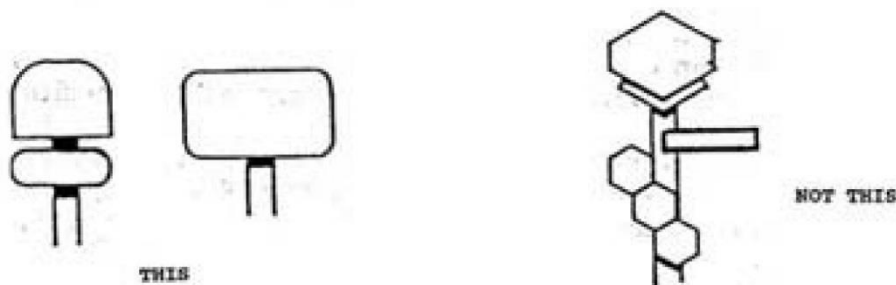
The signage criteria for the Atlas Specific Plan area will consider a variety of basic signage types which would accommodate the basic signage and graphic needs of individual development sites and the area wide needs of the entire Specific Plan area. The sign types discussed will include:

- Freeway-oriented signage
- Building wall signage
- Individual project entry signage
- Secondary signage (vehicular safety and directional signage, etc.)
- Building directory signage
- Temporary signage

Sign type will be discussed in terms of general concepts and criteria which would address the performance standards for all sign types and specific concepts and criteria which would address detailed performance standards for each individual sign type.

General Signage Concepts and Guidelines

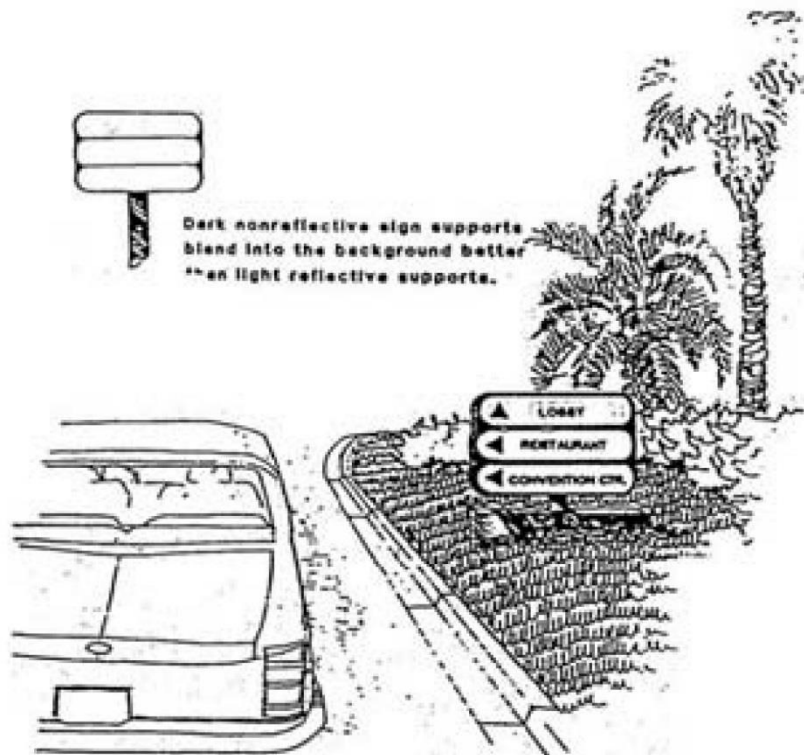
- Commercial signage shall limit the amount of informational bits occurring on any one sign.



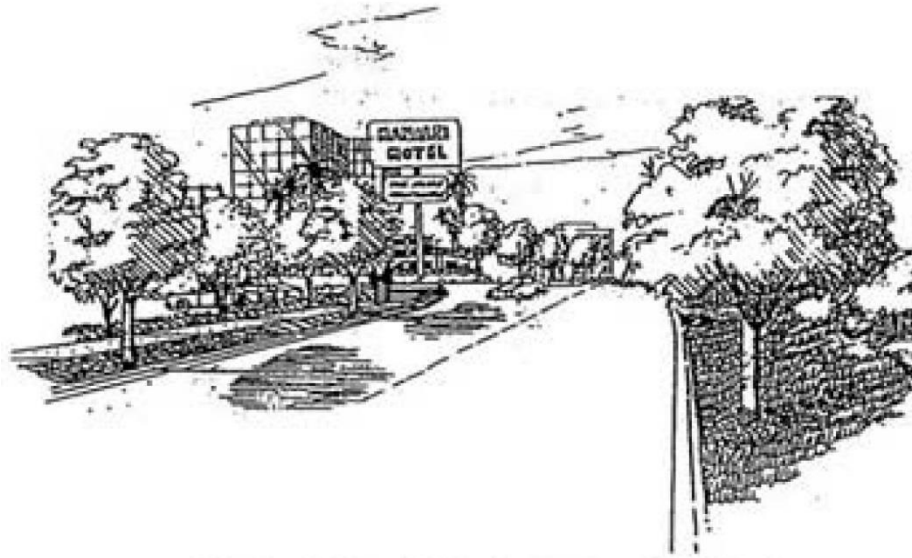
- Major freeway-oriented identification signs should have simple forms and shapes to minimize visual clutter.
- Each individual site shall establish a signage vocabulary that will create a distinctive yet consistent sign program. The design vocabulary should address lettering style, size, form, color, and materials.
- Individual rather than multiple sign supports should be utilized; especially for major freeway-oriented identification signs. Where multiple sign supports are employed they will be limited to two support poles. These poles should be designed to appear as a visually continuous design element such as an arch or a

“u”-shaped structural element. Combinations of individual unattached or discontinuous support poles should be avoided.

- Signs shall not contain any moving parts.
- Sign supports, materials and colors shall be compatible with the architecture on the project they occupy.
- Lighting for signs should be as minimal as possible and still provide readability. Glare and ambient light should not affect adjacent properties. Flashing lights shall be prohibited. Where lighted, computerized, digital read-out signage is allowed and employed, it shall be a steady, constant read-out type, and not of intermittent or flashing operation.
- The number of colors utilized in any one sign shall be minimized. Use light or dark letters on a solid contrasting background.

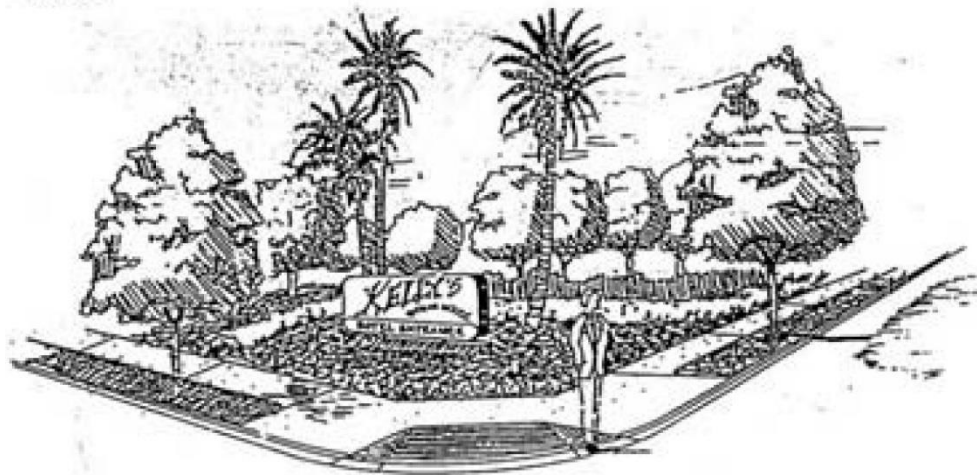


Typical Directional Sign



Typical Hotel Circle Street Graphics

- Information should be located on a single sign rather than utilizing multiple signs.
- Freestanding signs, other than freeway-oriented signs, shall have a maximum height of 30 feet, a maximum size of 200 square feet, and shall be located at least 10 feet from the public right-of-way, ~~unless otherwise allowed by Resolution No. 1747.~~
- No signs shall be located immediately on the “roof” (on top) of any structures.
- Wall signs shall be allowed when applied directly to the building face only if they are integrated into the architectural design of the buildings and meet criteria established by Division 11, Citywide Sign Regulations, of the Municipal Code.
- Signage, other than secondary signage, shall be discouraged along the river.



Typical Monument Corner Sign

Specific Signage Criteria

The following criteria provide specific performance standards for each of the individual signage types anticipated for the Atlas Specific Plan area. These criteria provide the basis for future development of a comprehensive signage program for the Atlas Specific Plan sites. These guidelines do not, however, relinquish the requirement to prepare signage design written and graphic information concurrently with individual planned development permits for site development. These criteria and the future comprehensive signage program will be used as a reference for determining the performance and adequacy of signage proposals contained in planned development permit submittals. All signs described below will conform ~~with~~to the Mission Valley Community Plan, the Citywide Sign Regulations contained in Division 11 of the Municipal Code and with the following criteria whichever is more stringent, ~~with the exception of those signs and related criteria established by Resolution No. 1747.~~

1. Freeway-oriented signage: These signs are generally classified as major, pole support or ground-mounted signs which are readily visible from the freeway. Freeway-oriented signage will conform to the following criteria: ~~with the exception of those signs and related criteria established by Resolution No. 1747.~~
 - The maximum height of freeway-oriented signs is 50' north of I-8 and 40' south of I-8.
 - The maximum sign face area for freeway-oriented signs is 300 square feet. Freeway-oriented signs may be double sided. Where double sided signs are used, the total area of both sign faces shall not exceed 600 square feet.
 - Freeway-oriented signage shall be in accordance with Division 11 setback requirements from a property line or public street right-of-way.

- Freeway-oriented signs will only be allowed on properties which front on a public right-of-way which is designated as a major street or prime arterial in the General Plan or which is wider than 60’.
- Each project site which qualifies for a freeway-oriented sign, based on road designation or width, will only be allowed one such sign per project site.
- Sign type face and logos shall not exceed 75% of the sign face. Where double face signs are used, both sides shall conform to the 75% maximum. Signage type face size and logos shall comply with Division 11 requirements.
- The number of poles used to support freeway-oriented signs shall be limited to a maximum of two.
- Where computerized digital read-out display is allowed and incorporated into a sign, it should not occupy more than 50% of the sign area.
- The computerized read-out characters will not be allowed to change color, intensity or to flash intermittently.
- The height of logos or letters displayed on a computerized read-out shall comply with Division 11 requirements.
- Letters and logos on freeway-oriented signage may be internally illuminated or externally illuminated. Internal illumination might be more appropriate for signs constructed with matte finish plastic panels. External illumination may be more appropriate for sign faces with applied metal or plastic letters.
- Where external illumination sources are employed they should be provided with appropriate shielding to eliminate glare to adjoining properties or sensitive land uses such as the river.
- Because of their relatively large size, freeway-oriented signs should be placed with themed landscape planting elements. Combining freeway-oriented signage with landscaping will help to create a transition between sign supports and the ground and allow signs to appear more in concert with the pedestrian scale when viewed from the streetscape.

2. Building Wall Signage – Signs and logos which are attached to a building wall or an extension of a building wall such as an arcade or a porte-cochere. Building signage will conform to the following criteria:

- The total area devoted to wall signage and logos on a building will comply with Division 11 requirements. Only one wall-mounted sign will be allowed on any building elevation.
- All building wall signage shall employ a low, horizontally-oriented layout.

- Metal or matte finish plastic letters and logos which are individually attached to a building wall surface or letters and logos which are directly cast and recessed into a wall surface are preferred. However, some building architectural styles may lend themselves to individual wood letters and logos or wood panels with carved or recessed letters and logos.
- Where a fabricated metal, wood, or plastic panel type sign is used for building signage it shall comply with Division 11 requirements. Letters and logos on panel type signs shall not exceed 75% of the total area of the panel.
- Letters and logos shall not be directly painted onto building wall surfaces or extension of building wall surfaces.
- All figures, logos or lettering for building wall signs should exhibit a finished typeset quality. Approximations of typestyles will not be permitted.
- Wall-mounted signage shall not extend beyond the sides or tops of building walls, building extensions (porte-cocheres, etc.) or fascias and shall be placed a minimum of two feet away from the corner or top of a building wall or fascia.

3. Individual Project Entry Signage – Signage or logos which are placed on ground-mounted, free-standing walls or retaining walls at major project entry driveways. Individual project entry signs should conform to the following criteria:

- Project entry sign walls may be placed on each side of a major project entry drive. Major project entry drives are those driveways which provide access to a project from Hotel Circle North or South, or other major roadways.
- Project entry sign walls shall have a maximum height of 5' measured from finish grade and a maximum wall face area of 80 square feet.
- Project entry sign walls should retain a horizontally-oriented or rectangular shape to remain consistent with building wall signage.
- No more than 60% of the total face area of a project entry sign wall shall be occupied by logos and typeface.
- Project entry wall sign material shall be consistent with the architectural theme of the building on a site.
- Individually attached metal or matte finish plastic letters and logos or letters, and logos which are recessed into wall surfaces are preferred. However, wood letters and logos or wood sign panels with recessed or carved letters may be appropriate with certain styles of architecture.

- Decorative fountains or water features or design elements such as flags or banners may be used in conjunction with project entry wall signage.
 - Project entry wall signage shall be in accordance with Division 11 setback requirements from a property line or public street right-of-way.
 - The placement of project entry walls should not conflict with any requirements by the City of San Diego Traffic Engineering Department for vehicular line-of-sight distance.
4. Secondary Signage – These signs would generally be ground-mounted signs which are located within or near vehicular roadways, accessways, driveways, or project entries. These signs would serve to provide information for motorists, pedestrians or bicyclists. Secondary signs shall conform to the following criteria:
- Secondary signs shall be appropriately sized to be easily read without becoming over dominant when perceived at the pedestrian scale.
 - Secondary signs shall have a maximum 6' height including sign face when measured from finish grade. However, where certain vehicular, pedestrian or bicycle safety signs (stop signs, etc.) require maximum heights or sign face areas which differ from the foregoing, they shall comply with those standards which are required by the governing agencies (i.e., City of San Diego, CalTrans, etc.). Such standards shall take precedence over the maximum 6' height criteria.
 - Secondary signs may be single or double faced. The area of a sign face shall not exceed 12 square feet.
 - In general, simple sign face treatments are preferred. The internationally accepted symbols or graphics for certain activities or services (i.e., bicycle path, food or lodging, etc.) should be used whenever possible in lieu of type face descriptions.
 - Whenever possible, secondary information signs should be stacked within an appropriate sign frame or on an individual pole.
 - In general, metal signs with dark matte finish backgrounds and light colored or white symbols and letters are preferred. However, wood signs may be appropriate for secondary signage when placed in proximity to certain architectural styles within a project site.
 - Secondary signs shall not be located in a public street right-of-way.
5. Directory Signage – These signs would usually be located within landscaped areas adjacent to building entries or vehicular drop-off points but would generally not be visible from the public street. They would serve to provide directions to

visitors of buildings such as hotels which have a variety of functional areas within one structure:

Directory signs shall conform to the following criteria:

- Directory signs shall employ simple sign faces. The exterior framework of the directly sign shall be consistent with the materials used in the building which it serves.
- Building directory signs shall have a maximum sign face area of 10 square feet and may be double sided.
- Individual letters or logos placed in directory signs shall have a maximum height of 8 inches.
- Letters and logos may be individually attached or may be applied by using adhesive backed or painted stencil letters on an individual panel.

6. Temporary Signage – These signs will include temporary signs used for the sale, lease, or rental of a building space and temporary signs which announce the construction and development of a project site. Temporary signs shall conform to the following criteria:

- One freestanding temporary construction sign will be allowed for each project or site.
- Temporary construction signs may not be installed closer than 5' from a property line or right-of-way along a public street.
- Temporary construction signs shall employ a square or rectangular format and should have a maximum total sign face area of 100 square feet.
- Temporary construction signs shall be single-sided and no more than 75% of the total sign face area shall be occupied by typeface and logos.
- Temporary construction signs shall be removed immediately following completion of construction.
- One temporary sign may be permitted for each building or portion of a building which announces the sale, lease or rental of that building or portion of a building.
- Temporary signs used to advertise sale, rental or release shall comply with Division 11 requirements.

Street Furniture

Street furniture shall conform to the following criteria:

- Street furniture shall not intrude into the required width of pedestrian sidewalks.
- Public telephones, if installed, shall not be considered as “afterthoughts,” they should be integrated into the street scene. If possible, they should be located on or adjacent to a structure; either a bus shelter, or building facade or transit stop.
- Trash receptacles shall be installed periodically, especially at waiting areas like bus shelters or transit stops. They shall be constructed of a material compatible with the existing light standards.
- Benches shall be contoured for human comfort and constructed of a warm, inviting, and vandal resistant material (i.e., hardwood). Benches should be provided at bus/shuttle stop locations in expanded sidewalk paving sections within streetscapes. No advertising shall be allowed on any benches.
- Bollards can be utilized as a safety separation between vehicles and pedestrians. Their materials shall match or be compatible with the street light standards and trash enclosure container materials which are installed within streetscape areas.
- Newspaper vending machines shall be allowed only in groups of uniformly designed units in logical areas (i.e., bus stops, shuttle stops and near hotel lobbies).
- Miscellaneous items such as mailboxes, fire call boxes, traffic speed and directional signs, traffic signal boxes, and electrical transformers will require careful location studies along with color and material coordination.



Lighting

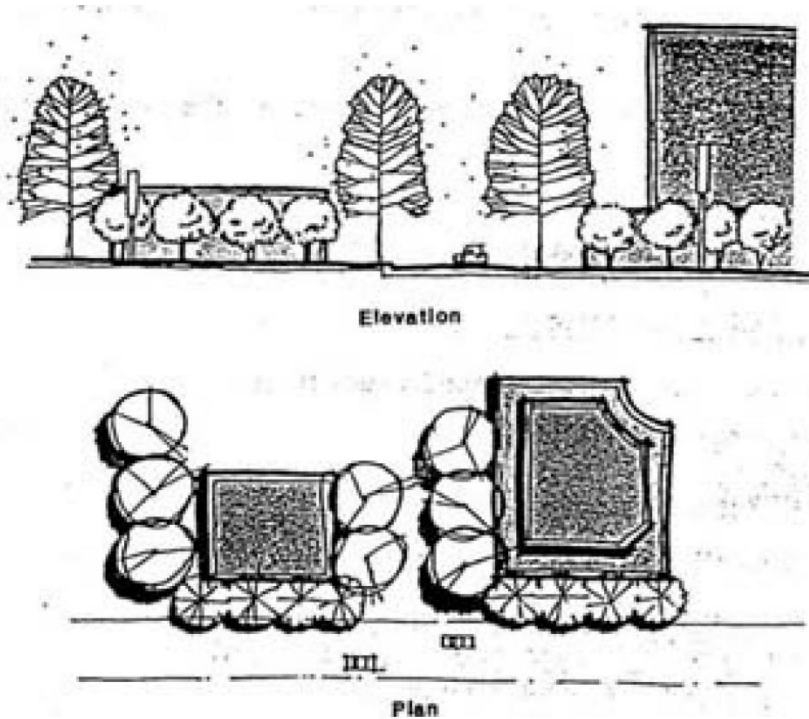
Since the entire Hotel Circle street scene is very well lit at night, only minimal pedestrian scale lighting should be required. This lighting should be located at theme entries, uplighting accent trees, and at bus and shuttle stops. Streetscape lighting shall conform to the following criteria:

- Low pressure sodium lights shall be used as the predominant roadway lighting and parking area lighting. High pressure sodium or mercury vapor shall be used for such uses as plaza and mall lighting, building accent lighting, pedestrian lighting, and special landscape lighting.
- Accent lighting, where used, shall originate from concealed or inconspicuous source locations.
- Flashing lights on signs shall not be allowed.

Plant Materials

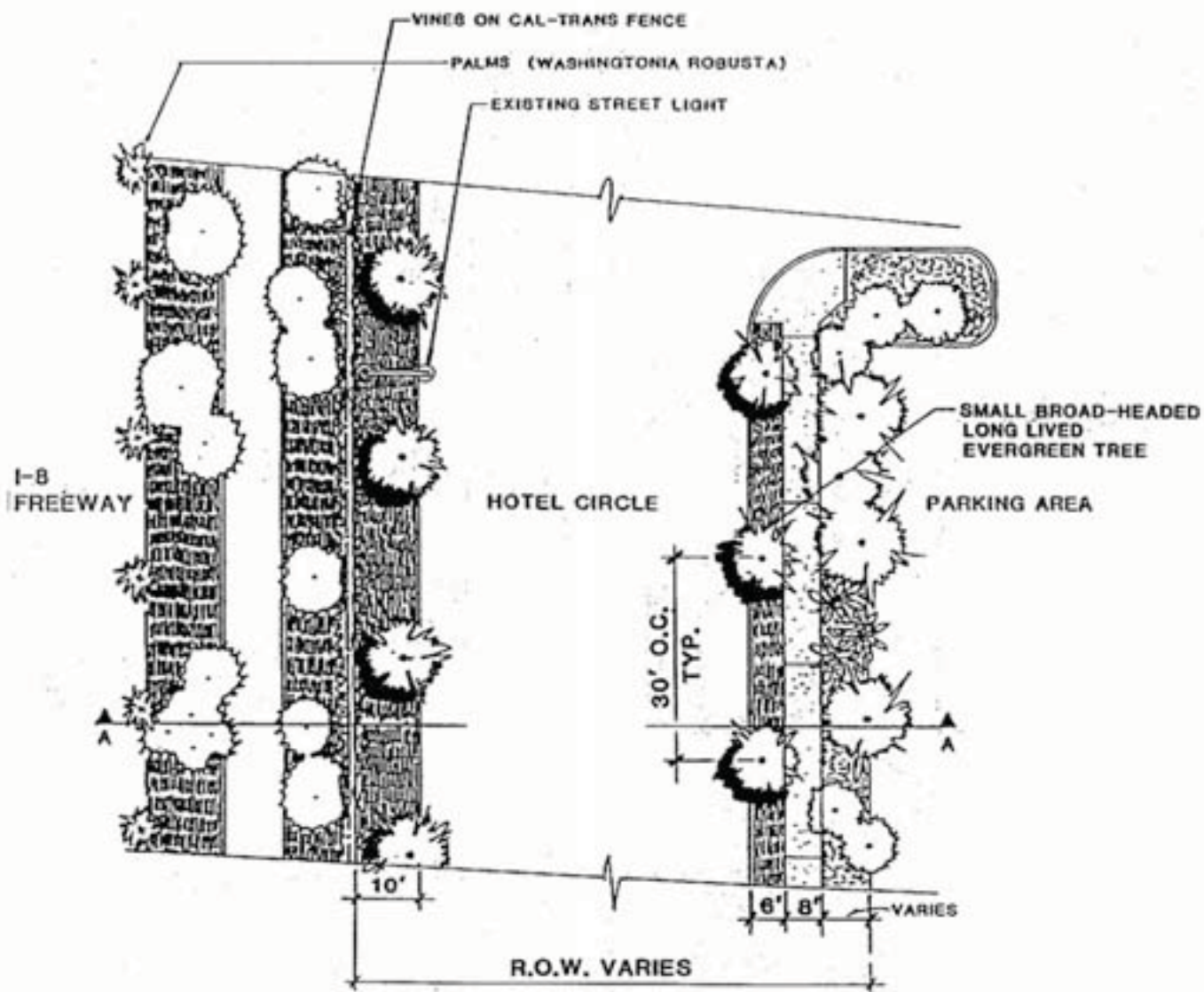
Since most of the architecture for the area has been established (built) and uniformity does not exist, it is not practical to modify the architectural facades of the existing structures. Therefore, the streetscape, and in particular, the proper use of plant materials is critical as the element that will unify the area.

Palms, predominately Washingtonia robusta, dominate most of the sites throughout the Hotel Circle area. Philosophically and economically, the use of palms should be encouraged in a San Diego tourist area. Most tourists, whether correct or not, expect to see palm trees in San Diego, especially in the “resort” area of Mission Valley. In fact, palm trees, if used correctly, are drought tolerant, low maintenance, solve many problems, and can provide a pleasing skyline. There are skyline palm trees that traditionally have been planted as single trees in a row that should be viewed from a distance as well as smaller scale cluster palms that can be effectively used at the pedestrian scale. Tall, single trunk palm trees should not be used as a pedestrian scale tree, but rather when viewed from a distance. The palm tree, therefore, will be the theme tree for the Atlas Specific Plan area.



**The Use of Open Trees, Palms and Small Broad-Headed Trees
In Front of Buildings Will Provide Visual Continuity
Without Blocking Views of Signs or Building Facades**

However, since the palms are generally (in the case of Mission Valley) tall skyline trees, smaller broad headed evergreen trees are needed in the area of Hotel Circle itself and would be planted within the parkways which separate the pedestrian sidewalks from the street. These trees will provide shade and visual relief resulting in a pleasing effect. Since much of the architecture along Hotel Circle is varied with no continuity, another effect of significant masses of these trees will be to unify the street scene. This is a critical aspect of the proposed Hotel Circle streetscape. Care must be taken not to screen the entire hotel frontage from the freeway. Therefore, these trees should not be dense but open and should not form a wall along the freeway. Rather, they should be grouped together strategically providing necessary views of the adjacent commercial/hotel areas. The theme entry accent trees should be of similar scale but can vary in color or texture. Care shall be taken to provide adequate vehicular sight lines at driveways and project entries. The use of a smaller scale evergreen tree will symbolically provide a transition from the tall upright trees (eucalyptus) presently used within the freeway right-of-way. The freeway requires a taller open tree like the existing eucalyptus (cladocalyx and maculata) due to the high speeds and visibility while Hotel Circle should utilize the palm tree and smaller trees. Figures 27 and 28 illustrate this concept. The following illustrations depict the concepts and criteria for planting along Hotel Circle. The concepts and criteria presented in "Plant Material Criteria" later in the Urban Design Element will also apply to Hotel Circle.



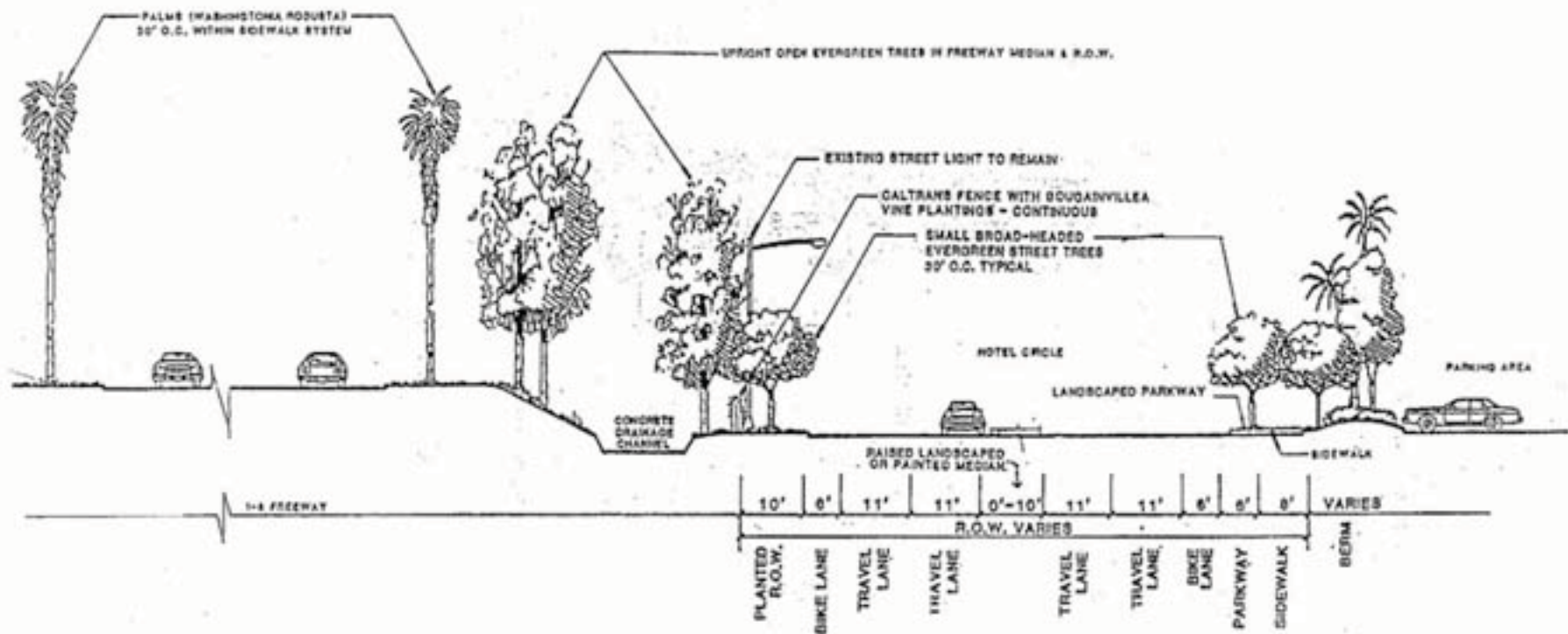
Proposed Hotel Circle Streetscape Plan
North and South Typical

Atlas Specific Plan

27

FIGURE





**Proposed Hotel Circle Streetscape
Section North and South – Typical**

Atlas Specific Plan

28

FIGURE



The following suggested lists of plant materials has been prepared for inclusion into the Hotel Circle streetscape.

Suggested plants for the I-8 Corridor (not a part of the Atlas Specific Plan improvements)

Theme Tree (Palms)

- Washingtonia robusta (skyline)

Plants for the Hotel Circle Streetscape

Small-medium evergreen broad-headed street trees

- Ceratonia siliqua (male)
- Rhus lancea
- Pyrus kawakami

Mid-height to small clumping accent trees

- Phoenix reclinata (clumping mid-height)
- Arecastrum romanzoffianum (single mid-height)
- Chamaerops humilis (small clumping)

The above list of evergreen, broad-headed street trees is purposefully kept short to avoid too much variety. A single species shall be chosen for all sites along Hotel Circle North. The same or an alternate single specie shall be chosen for all sites along Hotel Circle South. The mid-height and small clumping accent palm trees should be limited to individual project entries or entry plazas. Other trees for the Hotel Circle streetscape may be selected subject to the approval of the City Planning Department.

Accent trees (theme entries, bus stops, etc.)

- Jacaranda acutifolia
- Koelreuteria bipinnata
- Liquidambar styraciflua
- Platanus racemosa
- Populus fremontii

Low Shrubs (in median and adjacent to street)

- Moraea bicolor
- Agapanthus africanus
- Hemerocallis aurantiaca
- Lantana montevidensis
- Lantana camara
- Raphiolepis indica (small varieties)
- Rosmarinus officinales
- Pittosporum tobira “wheeler’s dwarf”
- Ceanothus griseus horizontalis

- Acacia ongerup
- Carissa grandiflora (low varieties)

Shrubs

- Abelia grandiflora
- Elaeagnus pungens
- Photinia fraseri
- Nandina domestica
- Pittosporum tobira “variegata”
- Raphiolepis indica
- Plumbago capensis
- Rhus integrifolia
- Rhus ovata
- Heteromeles arbutifolia

Groundcovers

- Gazania species
- Hedera helix
- Delosperma alba
- Potentilla verna
- Vinca major/minor

Vines (along freeway fence)

- Bougainvillea species
- Doxanthus unguis-cati
- Solanum jasminoides
- Tecomaria capensis
- Cissus antarctica

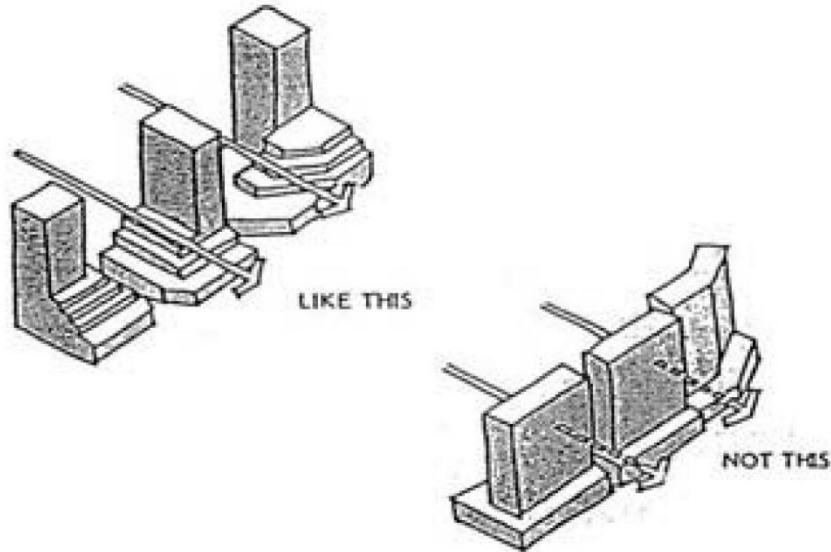
4. Site Planning Criteria

The location and “footprint” of a structure on each individual parcel is as important as the “design” (aesthetically speaking) of the building itself. Because of the variety of lot sizes and uses, special attention must be given to the location of each structure.

Concepts and Criteria

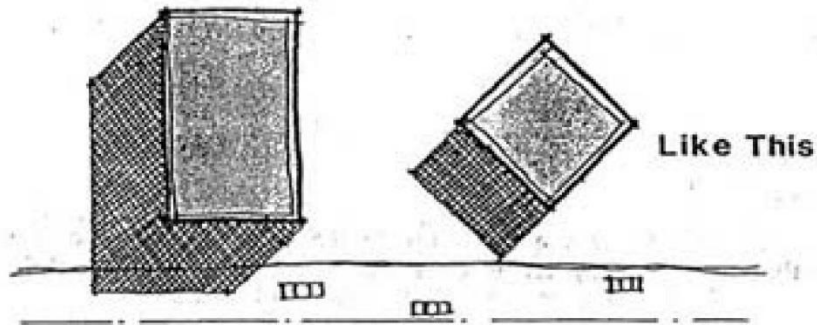
- In general, plazas and courtyards shall be oriented to the sun whenever possible with the buildings clustered to make the most efficient use of the site. Large landscaped open areas for human use and the development of vistas to the river and other open areas shall be created.

- In general, 30' of landscaped buffer area except for driveways and/or drives should be provided adjacent to major streets. Parking lots or structures should not be permitted in these landscaped buffer areas except for specific conditions described and illustrated in this Specific Plan. Refer to the Site Specific Design Criteria, Section ~~V~~.C. [below](#), for exceptions. For existing developed sites where no additional development is proposed, the restriping of parking lots, use of compact stalls, use of parallel parking and other appropriate design techniques shall be studied to achieve the maximum landscape buffer possible where this 30' criteria is infeasible.

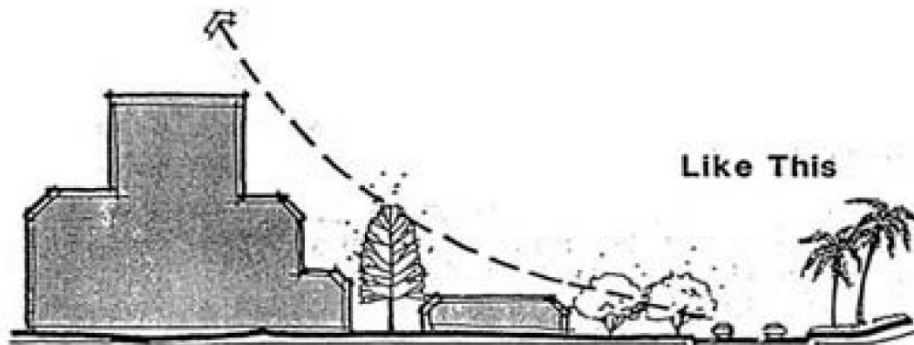
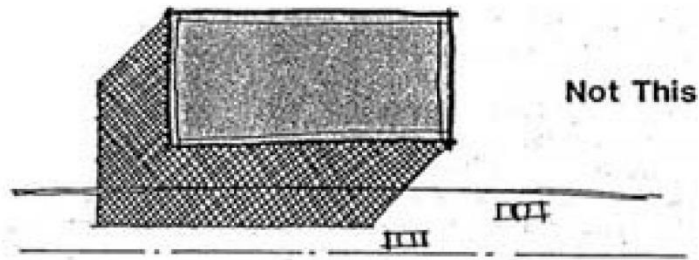


Orient Buildings to Create View Corridors

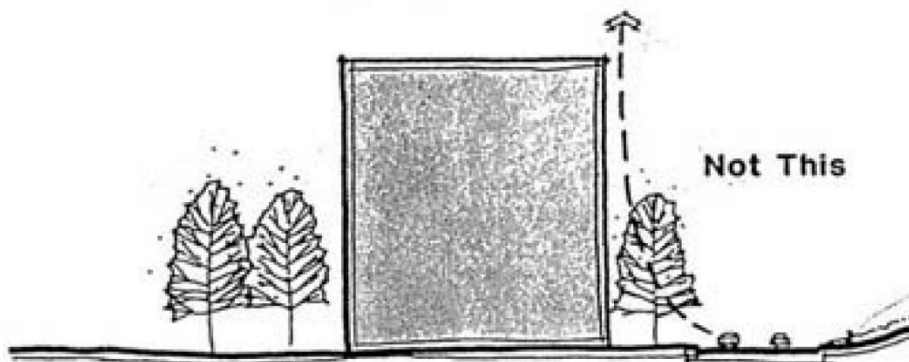
- High rise buildings should be located north and east of outdoor plaza areas. This eliminates plaza areas that receive little sun.
- Outdoor plazas in individual projects shall be linked to pedestrian walkways within streetscape areas and to the river corridor.



Orient Buildings so that a Corner or Narrow Side Faces the Road and River



Graduated Setback to Height Ratios Provide for Open Streetscape Scenes and Eliminates Walled Feeling Along the Road



Tall Structures Next to Road Create a Walled Effect for Both Pedestrian & Highway Users

- The orientation of buildings, especially those in clusters, shall be carefully designed to consider and/or create view corridors.

Additional specific site planning criteria for each of the Atlas Specific Plan sites are contained in the site specific design recommendations section of the Urban Design Element of this Specific Plan.

5. The River Corridor

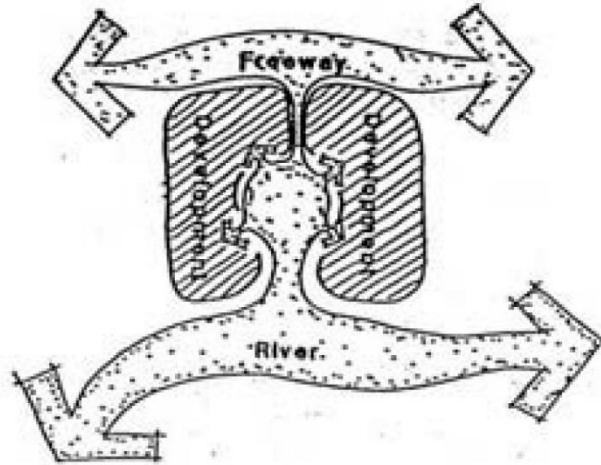
The San Diego River should play a vital role in the urban design process for the Atlas Specific Plan area. In addition to physically crossing the ~~Town and Country~~, Hanalei Hotel, and Hanalei Tower sites, the river symbolically connects all the sites in the valley. The San Diego River is, perhaps, the single most important resource or amenity on the site. In urban Mission Valley, the river has the potential to provide natural and useable open space, recreational opportunities and aesthetic enhancement. In addition to the human benefits the river can provide, the river area on and adjacent to the Atlas Specific Plan area sites is part of a major freshwater wetland system complete with a variety of established riparian habitats.

The San Diego River through Mission Valley is a significant aesthetic and economic asset of the community. It provides visual and physical relief from the intensifying urbanization in the Valley. As a linear green space, the river corridor unifies the community accentuating the natural setting of the Valley. As the Valley continues to develop as a major urban center, the need for accessible useable open space will increase. The river corridor has the potential to become a regional attraction, drawing residents and visitors to the area. This will, in turn, draw spending money into the area and provide greater demand for visitor-oriented services. The unique setting of the river and wetland habitats also adds to the value of property in the area. The addition of a flood control facility may make more land available for development. Existing development, however, has essentially ignored the river, choosing instead to orient away from it. The Atlas projects will, as previously mentioned, utilize the river as the symbolic spine of the project where applicable. Realizing the importance of the river and its associated vegetation and wildlife, the river must maintain its “natural” integrity.

In order to create and maintain a viable wildlife corridor within the floodway proper, it is necessary to protect the native habitat areas from excessive human disturbance. A degradation of both the native habitats and their use by wildlife can occur through either noise, visual or direct physical disturbance. These same forms of disturbance can also degrade the aesthetic value of the river corridor for human use. For these reasons, buffers shall be provided and activities shall be restricted along and within the floodway. Buffers planted with native species of coastal sage scrub and native trees are needed to protect the river’s habitat and to create greater edge and diversity. Within these buffers there will be, however, opportunities for pedestrian and bicycle circulation systems. These circulation systems will allow people to experience the river without actually entering sensitive vegetation or wildlife habitat areas.

Concepts and Criteria

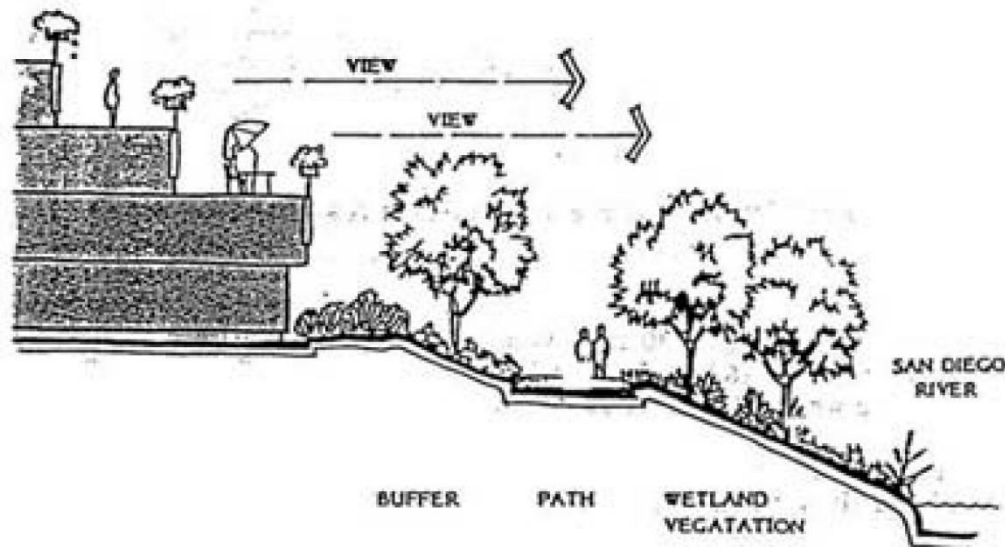
- The treatment of the river corridor shall comply with the San Diego River Wetland Management Plan Design Criteria, except as modified by this Specific Plan.
- Viewsheds into and across the river shall be maintained or enhanced by proper site planning and building design.



Symbolically Integrate the River into Adjacent Development

- ~~• A buffer area averaging 30 feet wide shall be provided along the south side of the river from SR-163 to Fashion Valley Road at the Town and Country site between the wetland habitat area and adjacent development.~~
- A buffer area from 30 feet to 50 feet wide shall be provided along the south side of the river at the Hanalei Hotel site between wetland habitat area and adjacent development.
- The regional east-west pedestrian/bicycle system within the river corridor shall be constructed along the south side of the river at ~~the Town and Country site and~~ the Hanalei Hotel site. The pedestrian/bicycle system shall be provided within a shared, paved path a minimum of 10 feet wide located adjacent to the river and which may be located within the river buffers. ~~At the Town and Country site, the pedestrian/bicycle path shall extend from SR-163 to Fashion Valley Road. An undercrossing under the SR-163 bridge shall be provided to connect with the pedestrian/bicycle path associated with the FSDRIP improvements. An undercrossing shall also be provided under the Fashion Valley Road bridge to connect with the pedestrian/bicycle path associated with the approved Levi-Cushman Specific Plan.~~ At the Hanalei Hotel site, the pedestrian/bicycle path shall extend along the length of the Hanalei Hotel site and shall connect with the pedestrian/bicycle path associated with the approved Levi-Cushman Specific Plan. ~~At both sites, t~~The internal and streetscape pedestrian systems shall be connected to ~~the~~his regional system.

- The LRT should be located above the 100-year flood and, if feasible, should relate to adjacent structures rather than the river.
- Passive recreation facilities shall be located along the outer edges of the buffer area to the floodway. These include picnic areas, benches, viewing areas and pathways.
- The buffer areas shall be planted, where necessary, with a combination of native trees, particularly riparian woodland species, and native shrubs of the coastal sage scrub community.
- Surface parking areas located near the river corridor shall be either depressed to allow for viewing or screened with berms or landscaping. This will help to maintain the visual integrity from within the river corridor.



Viewsheds Across the River Should be Maintained or Enhanced

- In order to provide visual openness the 150-foot “Design Sensitive Zone” criteria for development adjacent to the river corridor as identified in the San Diego River Wetlands Management Plan shall be adhered to except as otherwise defined in this specific plan. In addition to other criteria, the “Design Sensitive Zone” criteria establishes a maximum building height of 42 feet within this 150 foot area. Buildings should step back from the river corridor. Public, recreational and pedestrian-oriented uses are encouraged.
- To allow see-through at pedestrian levels along the ped/bike path within the river corridor buffer, landscaping materials in the river corridor areas shall include tall canopy trees, rather than short bushy trees. Visual access to the river shall be provided along at least 20% of the length of the corridor improvements. No visual break shall be greater than 50 linear feet.

- Generally, ground level view corridors to the river corridor shall be provided from public areas. This will require space between buildings and special development of landscaped areas in the view corridor.
- The use of appropriate materials shall be encouraged for building facades adjacent to the river. Reflective “mirror” glass shall not be used on building facades which face the river.

6. Landform Considerations

Although all of the Atlas sites have been severely altered and disturbed by previous grading operations, the final landform configurations on each site are important. Grading is often overlooked as a way to achieve an integrated community design. The purpose of this section is to provide criteria for landscape grading within the Atlas Specific Plan area. These criteria are intended to create a pleasant aesthetic environment by working together with landscape planting, circulation, and land use as well as other elements of this specific plan. The concept drawings in this section are intended to show general conditions and are not keyed to specific locations. They are intended to serve as criteria that can be used in evaluating proposed final grading plans.

Concepts and Criteria (For final grading procedures)

- Buildings and parking areas shall be adapted to the terrain. This could include terracing of buildings either up or down a slope. In addition to providing views and terraced outdoor “deck” areas, the visual impact of slopes is minimized.
- Variable slope gradients shall be encouraged. However, it may be desirable to create an “architectonic” effect with a slope. That is, the slope may become an extension of the structure, where a “natural” effect may not always be desired and therefore a more rigid, geometric form may result. Large slopes adjacent to native areas and those on the southern portions at the base of the valley slopes shall retain a “natural” appearance.
- In general, sharp, angular slopes forms shall be rounded and smoothed to blend with the natural terrain. All graded slopes shall be revegetated. Where appropriate, buildings should be sited to conceal graded slopes.
- All cut slopes over 10 feet in vertical height will be serrated to provide a more suitable surface for revegetation.
- Site development adjacent to the southerly slopes of Mission Valley shall prohibit grading within the established Hillside Review Overlay Zone. Minor exceptions to the foregoing may be acceptable subject to the approval of the City Planning Director.

- To retain the integrity of the intended grading configurations, the following criteria shall be applied:
 - During construction, measures shall be taken to control runoff from construction sites. Filter fabric, fences, heavy plastic earth covers, gravel berms or lines of straw bales are a few of the techniques which should be considered.
 - Grading shall be phased so that prompt revegetation or construction can control erosion. Where possible, only those areas which will later be resurfaced, landscaped or built on shall be disturbed. Resurfacing of parking lots and roadways shall take place as soon as practicable and not at the completion of construction.
 - The maximum slope ratio allowed shall be 2½:1, a recommended by the Mission Valley Community Plan.
 - Long, continuous “engineered” slopes that have hard edges and no transition areas at the top or toe of the slope shall be avoided. “Natural” landform contour grading shall be used when possible, to create a more natural appearing slope.
 - Transition spaces shall be used between adjacent land uses to take up grade.
 - Berms shall be large enough to actually have a strong visual impact.
 - Landscape grading shall use grade changes imaginatively, accenting or deemphasizing the change in grade as necessary to achieve the desired design goals. Circulation elements such as trails and paths can effectively respond to grade conditions by meandering in long graceful curves. In contrast, walks that switch direction too often in response to poorly conceived landscaped berms, or walks that go up and down over small berms have an unnatural appearance and should be avoided.

7. Open Space and Recreation

The preservation of natural open space and the provision of open areas in the Atlas Specific Plan area is a significant component of the urban design concept. Regardless of the aesthetics of structures, humans require a certain amount of quality open space within their home and work environments to maintain an optimum level of physical as well as mental health. Within these open spaces, provisions for recreational opportunities shall be considered. These include both active and passive recreation areas.

Open space can be defined as the total area of land and/or water within the boundaries of the project which is generally free from development or developed with low intensity uses that respect natural environmental characteristics. Useable open space generally includes areas such as the river buffer and any designated park-like or plaza areas adjacent to the river. Projected open space includes areas such as setbacks, project entries and internal project plazas, walks, etc. Natural open space encompasses the natural hillside areas of the south side of Mission Valley and the river

corridor. The following summarizes the open space by categories for each of the Atlas Specific Plan sites:

<u>Site</u>	<u>Open Space</u>			
	Natural (Sq. Ft.)	Useable (Sq. Ft.)	Project (Sq. Ft.)	Total (Sq. Ft.)
Town and Country	374,400	48,000	406,900	829,300
Hanalei Tower	--	--	52,000	52,000
Hanalei Hotel	116,900	94,300	100,700	311,900
Mission Grove Office Park	--	--	40,560	40,560
Kings Inn	--	--	53,200	53,200
Mission Valley Inn	282,900	58,600	153,000	494,500
TOTALS	774,200 399,800	200,900 152,900	806,360 399,460	1,781,460 952,160

Open space is perceived as one of the tools for protecting San Diego's quality of life. It supports the conservation and enhancement of San Diego's existing communities and aids in the creation of new communities which strive to retain and enhance natural amenities.

As a major floodplain, Mission Valley is an important element of the city-wide open space system. Additionally, open space in the Valley serves a dual function of recreation and flood control. Given the topography in Mission Valley, open space, and in particular the river, will affect all aspects of future development in the community including land use, transportation (configuration of surface streets), and urban design.

In Mission Valley, open space includes those areas which form a greenbelt around and through the community. The San Diego River is the most prominent natural open space element. The hillsides which form the north and south boundaries of the community area also a significant natural open space feature.

Concepts and Criteria

- Office buildings shall be designed using terraces, roofscapes, and balconies with heavy plantings to create outside open areas. Building roofscapes should be used to serve both active and passive community needs, including areas for social functions and for the enjoyment of urban and river views.
- Uses along the river will include landscaped areas, walks, gardens and bike paths to complement the proposed vegetation along the river. Hotel facilities such as the guest rooms and lobby areas will be located off the gardens and landscaped areas oriented to the river. Active recreation facilities are proposed within the hotel complex areas; they include swimming pools, tennis courts, exercise rooms, pro shops and snack bar.

8. Planting Considerations

The individuality as well as the cohesion between the various land uses in the Atlas Specific Plan area should be strengthened by the planting plan. Overall project identity is greatly enhanced by the continuity of plant materials along publicly visible areas. Conversely, individual parcel identity can be established through variations in planting at major entry points, along smaller streets within the project, and within individual areas.

There are three distinctive “entry” situations within the Atlas Specific Plan area: (1) major community entries – these are the predominant entries one encounters upon entering the specific plan area (i.e., at Taylor Street and the SR-163 interchange); (2) secondary entries – these are entries not as obvious as the community entries, but quite significant, ~~for example, along Fashion Valley Road~~; and (3) special entries – these are the individual project entries one encounters when traveling along Hotel Circle. A distinctive hierarchy in the design of these entries must be achieved. This can be accomplished through sensitive treatment of the landscape.

Plant material is but one of the elements of the landscape. As described in the streetscape section, there are many components that comprise the “urban landscape.” Although the term “landscape” has many connotations, the emphasis in this design element will be on planting design.

Uses of plants can be categorized into four basic categories:

Architectural Uses – These include space articulation, screening and privacy control.

Engineering Uses – These include erosion control, acoustical control, atmospheric purification, traffic control, and glare or reflection control.

Climatological Uses – These include solar radiation control, wind control, precipitation and temperature control.

Aesthetic Uses – Plants can be used to create certain emotional responses for beauty, for pleasantness, for view enhancement and focal points.

These planting concepts and criteria contain criteria for the planted areas of the Atlas Specific Plan area. These planted areas have a significant role in the image that is created of a community. The planting criteria are designed to create a beautiful community while addressing basic planning goals and concepts, as well as community-wide issues of conservation and urban design.

Concepts and Criteria

- Drought-tolerant plant materials with an emphasis on native plants shall be used extensively throughout the Atlas Specific Plan area. Their use will accomplish several important community planning goals: first, they will enrich the existing landscape character, which is dominated by drought resistant plants; second, their use will conserve water and energy; third, they are economical to maintain, and fourth, in the proper place,

they can serve the image-forming needs of the community as well as plants that require more water.

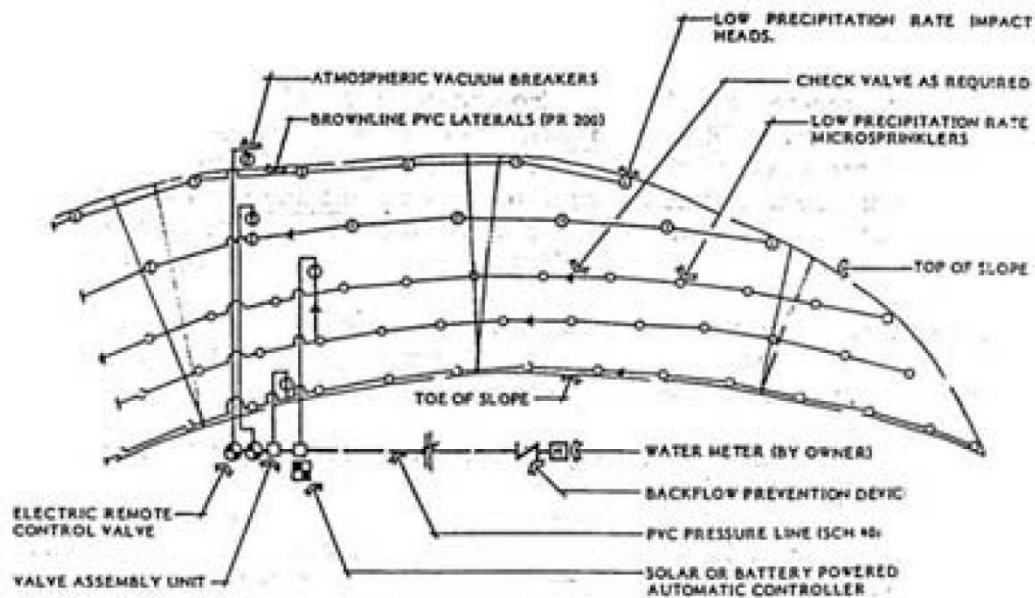
Drought-tolerant plants will need some irrigation, especially in the first few growing seasons. Once the plants are established, irrigation will be required about once a month during the dry months. This irrigation practice will promote deep root growth and a better tolerance for the hot, dry summer months. Irrigation methods will vary depending on the particular situation and the specific plants chosen. In some places, bubbler heads will provide the once-a-month deep watering. Other situations may be better adapted to some form of drip irrigation. Still others may require truck watering for the first few years, and no additional irrigation after that. Specific conditions will require specific solutions that can be implemented as the choice of plant material and specific planting location is known.

The use of drought-tolerant plant material also makes the use of ornamental native plants possible. Many natives are sensitive to overwatering and could not be used unless watering is restricted during the dry months. Plants such as Toyon (*Heteromeles arbutifolia*), hollyleaf cherry (*Prunus ilicifolia*) or sugarbush (*Rhus ovata*) will thrive in dry conditions. These and other native trees and shrubs will be used in a natural way to create a pleasant naturalized landscape.

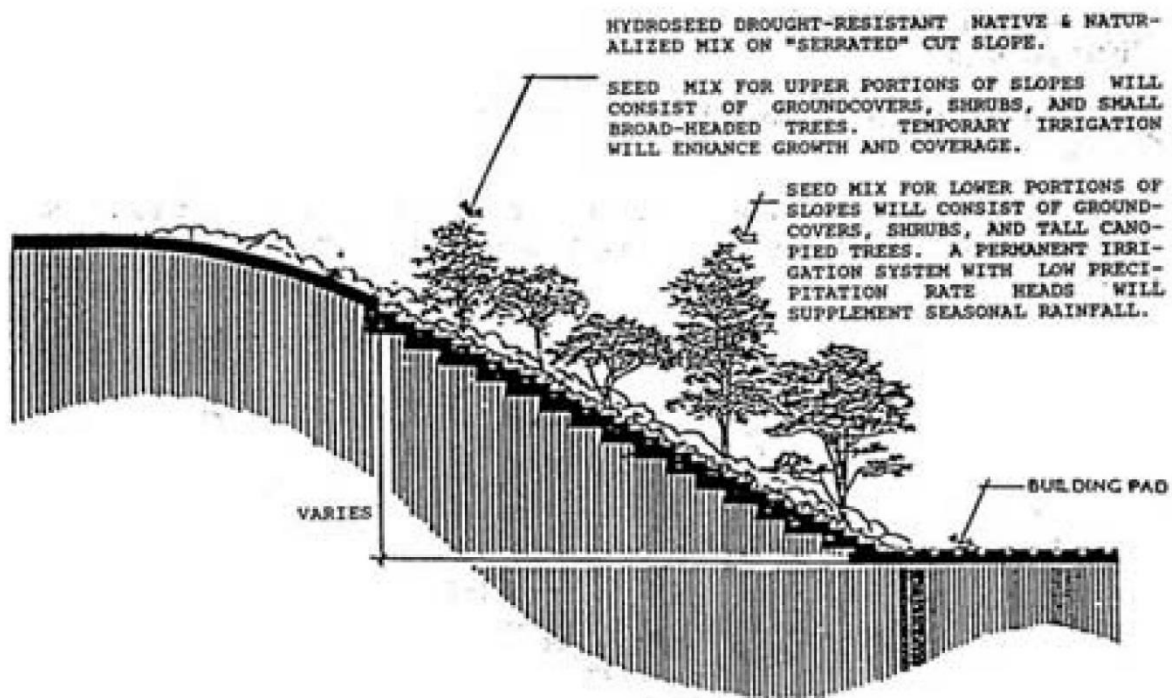
Non-native ornamentals that are drought-tolerant will also be used. Acacia (*Acacia* spp.), olive (*Olea europea*), eucalyptus (*Eucalyptus* spp.) and pines (*Pinus* spp.) are some of the plants that are suggested for use within the Atlas Specific Plan area. Palms (*Washingtonia* spp., *Phoenix* spp.) also are drought resistant, and are suggested for use along the I-8 corridor as a major theme planting and intermittently along Hotel Circle as entry accent planting.

The conversion to drought-tolerant plant material will take time since a considerable amount of plant material presently exists that is not drought tolerant within most of the Atlas sites.

- An irrigation system shall be required for any planted area to insure plantings are adequately watered.
- Native plant materials shall be used on existing natural slopes, in designated hillside review areas, and in the river channel and buffer.
- Graded slopes shall be promptly revegetated with groundcover, shrubs and trees. Hydroseed may be used for groundcover and may include shrubs and trees. Groundcovers shall possess moderate or high erosion control qualities. Further, appropriate fertilization and plant materials shall be verified by soil sampling and analysis by a soils laboratory to be indicated on the landscaping plans for the project. The graphics below and on the following page illustrate typical slope planting and irrigation techniques.

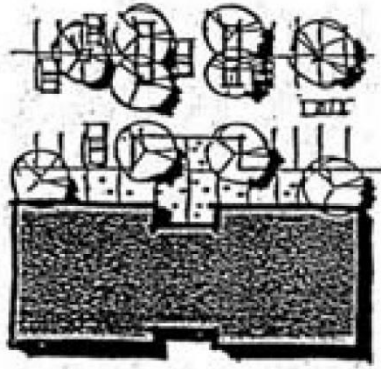


Typical Slope Irrigation - Plan



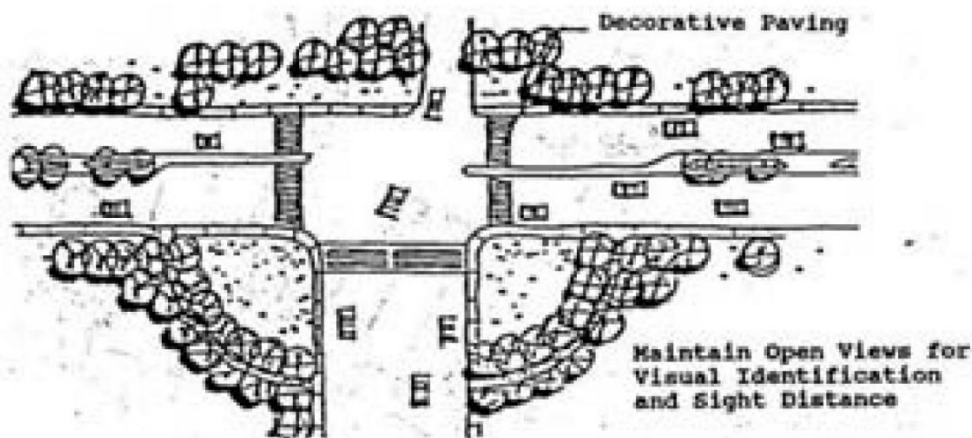
Typical Cut Slope Planting

- All slopes over 5 feet in vertical height shall receive at least a one (1) gallon plant for every 100 square feet of slope area prior to building occupancy on the respective lot.
- All slopes over 5 feet high shall receive erosion attenuation treatment such as punched-in straw, tacked-on straw, or jute mesh.
- Street trees shall be long-lived (60 years), deep rooted, and require little maintenance (structurally strong, insect and disease resistant, and require little pruning).
- Trees and other plants shall be the dominant elements of the major entry statements.
- Deciduous trees shall be used in south facing outdoor areas around buildings to provide solar access during winter months, while providing shade in hot summer months.
- Deciduous trees shall be used where winter sun is to be available to outdoor areas.



Incorporate Deciduous Trees into Planting Plans Near Buildings

- Trees and shrubs on west sides of buildings shall be concentrated to reduce heat buildup during hot afternoon hours.
- Round-headed canopied rather than upright trees shall be utilized in parking areas.
- Parking lot trees shall be evergreen with a mature height and spread of at least 30 feet. They shall also be long-lived (60 years), clean, and require little maintenance (structurally strong, insect and disease resistant, and require little pruning).
- Where project development areas occur adjacent to the river corridor, those areas shall utilize landscape materials which are compatible with the native vegetation along the river corridor. Where high intensity hotel and office uses are clustered adjacent to the river, river vegetation species should be introduced within usable open space areas such as public plazas created by the building clusters.
- To allow visibility at pedestrian levels, landscaping materials in the ground level view corridor areas shall include tall trees with canopy areas, rather than short bushy trees.



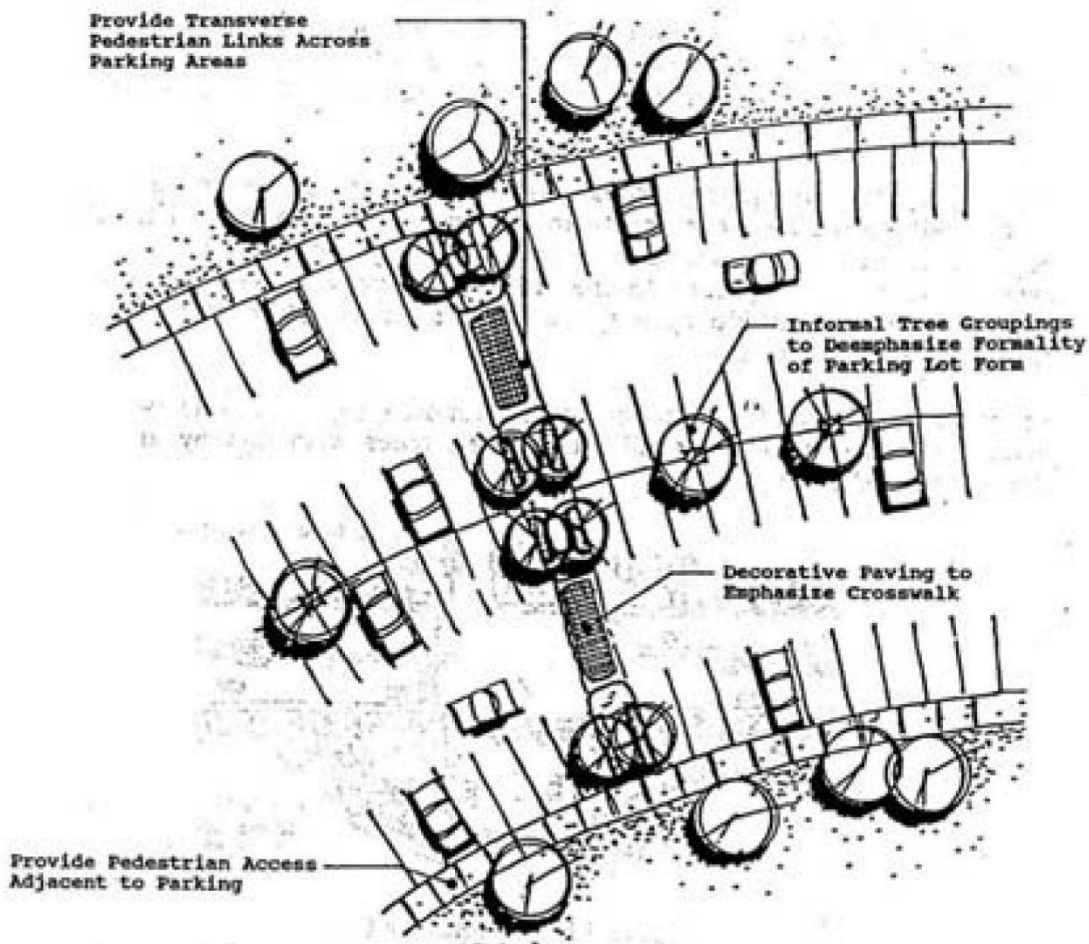
Typical Major Intersection

- In the interest of maintaining sight distances and public safety, trees shall be planted not less than 25 feet from beginning of curb returns at intersections, 10 feet from street lights, 10 feet from fire hydrants, and 10 feet from driveways.



Broad-Headed Trees Should be Utilized in Parking Areas

- On- and off-site views (since they are not panoramic) shall be enhanced through the creation of view frames. These can be horizontal or vertical in nature.



Typical Parking Lot Treatment

- To screen unsightly or undesirable views near a slope area, large dense shrubs shall be massed near the top of the slope, not the toe.
- Trees and shrubs can be combined with earth berms to screen adjacent views.
- Plantings designed for major entries shall relate directly to adjacent plantings as well as provide the necessary focal element. If an entry monument or sign is utilized, evergreen shrubs and vines shall be used to provide a visual backdrop and soften its edges. Low plantings of ground cover, turf, or annual color will be used in the foreground.
- Turf areas shall be minimized except where recreation areas are required. Turf for strictly visual reasons (except at major entries) shall be minimized because of relatively high water use and maintenance costs.
- Surface parking areas shall be screened from adjacent development.
- Large walls or fences, such as around tennis courts, shall be softened with large shrubs or small trees.
- Tree plantings at major intersections shall reflect an “openness” for visual identification, maintaining sight distances, and maintaining open views.
- The following plant lists indicate acceptable species for use within the Atlas sites. Supplement this list with the list depicted in the streetscape section.

Slope Trees

- * *Acacia cyclops*
- * *Callistemon citrinus*
- * *Ceratonia siliqua*
- * *Eucalyptus* species
- + *Heteromeles arbutifolia*
- *Melaleuca styphelloides*
- * *Pinus eldarica*
- * + *Prunus caroliniana*
- * + *Prunus lyonii*
- * *Schinus terebinthifolius*

Large Evergreen Round Headed Trees

- *Cinnamomum camphora*
- *Ficus retusa*
- * *Quercus ilex*
- *Ulmus parviflora*

Small Evergreen Broad Headed Trees

- * *Callistemon citrinus*
- * *Ceratonia siliqua*
- * *Eucalyptus ficifolia*
- *Geijera parviflora*
- * *Leptospermum laevigatum*
- * *Olea europaea*
- * + *Rhus lancea*
- * *Schinus terebinthifolius*

Evergreen Upright Trees

- *Brachychiton populneum*
- *Magnolia grandiflora*
- *Tristania conferta*

Large Scale Canopy Trees

- * *Eucalyptus* (selected species)
- + *Fraxinus velutina*
- * + *Platanus racemosa*

Deciduous Round Headed Accent Trees

- *Albizia julibrissin*
- *Bauhinia variegata*
- *Jacaranda acutifolia*
- *Koelreuteria paniculata*
- *Lagerstroemia indica*
- * *Pistacia chinensis*
- *Pyrus kawakamii* (Evergreen Pear)

Riparian Deciduous Trees

- * + *Platanus racemosa*
- * + *Populus fremontii*
- * + *Alnus Rhombifolia*

Shrubs

- *Abelia grandiflora*
- *Agapanthus africanus*
- * + *Agave americana*
- * + *Artemisia californica*
- * + *Artriplex semibaccata*
- *Carissa grandiflora*
- * + *Cassia* spp.
- * + *Ceanothus* (all species)
- * *Dodonaea viscosa*
- * *Echium fastuosum*
- * *Elaeagnus pungens*

- * *Feijoa sellowiana*
- * + *Fremontodendron* “California Glory”
- *Hakea saueolens*
- *Hebe* spp.
- * + *Heteromeles arbutifolia*
- *Lantana* species
- * *Leptospermum laevigatum*
- *Ligustrum* spp. (shrub varieties)
- * *Mahonia aquifolium*
- *Melaeuca* species (shrub varieties)
- * *Nandina domestica*
- * *Nerium oleander*
- * *Myrsine africana*
- *Photinia fraseri*
- *Pittosporum tobira*
- *Pittosporum phillyraeoides*
- *Pittosporum crassifolium*
- * *Plumbago capensis*
- * + *Prunus lyoni*
- *Pyracantha* species
- *Raphiolepis indica*
- * + *Rhus ovata*
- * + *Ribes speciosum*
- * *Rosmarinus officinalis*
- * + *Senecio cineraria*
- * *Teucrium fruticosa*
- *Iburnum tinus*
- *Viburnum japonica*
- *Xylosma congestum*
- * *Yucca glauca*

Vines

- *Bougainvillea* species
- *Cissus antarctica*
- *Clematis armandii*
- *Clytostoma callistegioides*
- *Doxantha unguis-cati*
- *Ficus pumila*
- *Parthenocissus tricuspidata*
- *Solanum jasminoides*
- * *Tecomaria capensis*
- *Wisteria* species

Groundcovers

- * *Achillea tomentosa*
- *Arctotheca calendula*

- * + *Atriplex semibaccata*
- * + *Baccharis pilularis* (dwarf varieties)
- * *Drosanthemum* species
- * *Fragaria chiloensis*
- *Gazania uniflora*
- *Hedera helix*
- *Hypericum calycinum*
- * + *Lampranthus* species
- *Lippia canescens*
- * *Malephora crocea*
- *Myoporum parvifolium*
- *Pelargonium peltatum*
- *Potentilla verna*
- * *Rosmarinum officinalis* var. *prostratus*
- * *Sedum confusum*
- *Verbena peruviana*
- *Vinca major*
- *Vinca minor*

* Indicates drought tolerant plant material.

+ Indicates native plant material.

9. Architectural Considerations

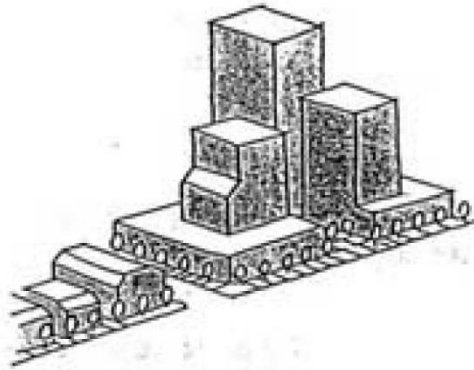
This section contains design concepts and criteria related to architectural form, massing, aesthetics and materials. To give the developer enough flexibility, the criteria are conceptual in nature and allow a variety of options. These criteria, though conceptual, should be followed as closely as possible to insure that the intended urban design quality is implemented.

Concepts and Criteria

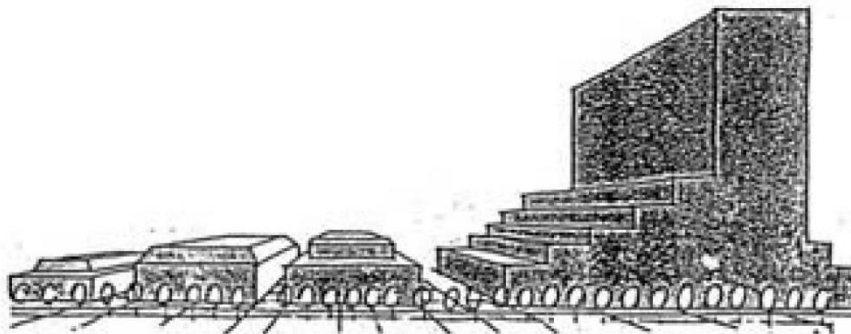
- A mixture of high-rise, mid-rise and low-rise structures is proposed within the Atlas Specific Plan area. Tall buildings should be designed in the form of slim towers. Consideration shall be given to the selection of materials that offset and enhance the dramatic landscape and topographic features in the valley and the inland mountains.
- Mid-rise hotel buildings should make extensive use of balconies, decks, and roof terraces. Building materials shall be homogeneous and shall provide either a contrast or a blending with the open space and landscaped areas.
- Low-rise buildings shall pay special attention to roof area treatment, the location and screening of roof-mounted equipment and roof materials. Pitched roofs or other special roof forms may be preferred in some cases to flat roofs. Flat roof areas shall be considered for human use as terraces, or surfaced with materials of earth tone colors of darker hues.

- In general, mechanical equipment should not be roof-mounted. Where necessary to be roof-mounted, equipment shall be enclosed or screened from view.
- Low-rise buildings shall be designed with homogeneous materials that complement landscaping materials. Special care shall be given to building detailing, particularly at building entrances.
- Structures shall be designed to create transitions in form and scale between large buildings and adjacent smaller buildings.
- Building Height Limit Zones shall be as follows:

<u>Zone</u>	<u>Maximum Permitted Height</u>
South of I-8	40 feet with exceptions to 65 feet
North of I-8	250 feet
Within the 150-foot wide Design Sensitive Zone at the river corridor	42 feet

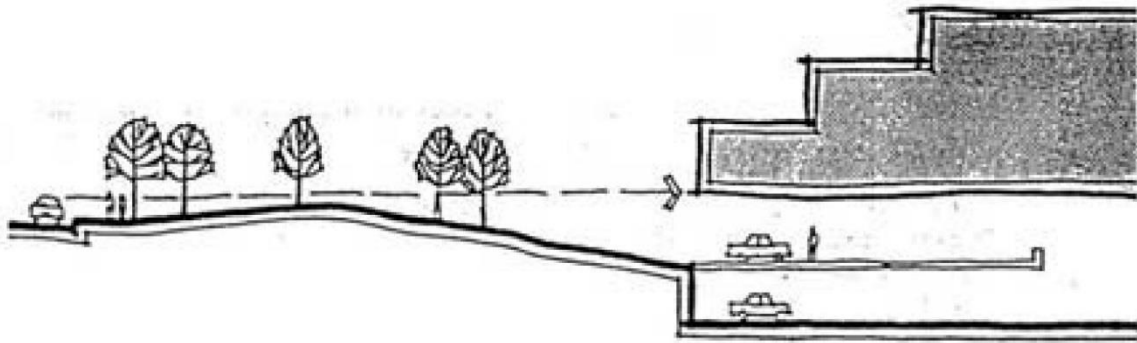


Design Structures to Create Transitions in Form and Scale Between Large Buildings and Adjacent Smaller Buildings



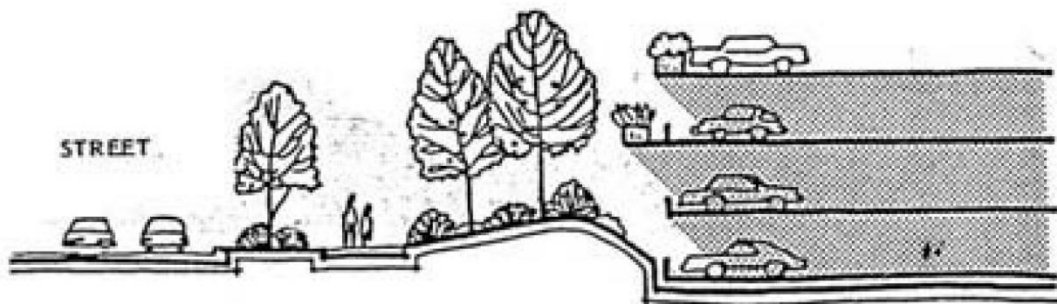
- Building development at the base of slopes shall utilize building materials and colors which are comprised of earth tones, particularly darker hues.

- Parking garages shall be provided as an integral part of new development utilizing ground level spaces for retail or other similar activity, where possible.
- Parking structures shall be screened from street views where possible. Plant material could also be used to create interest.



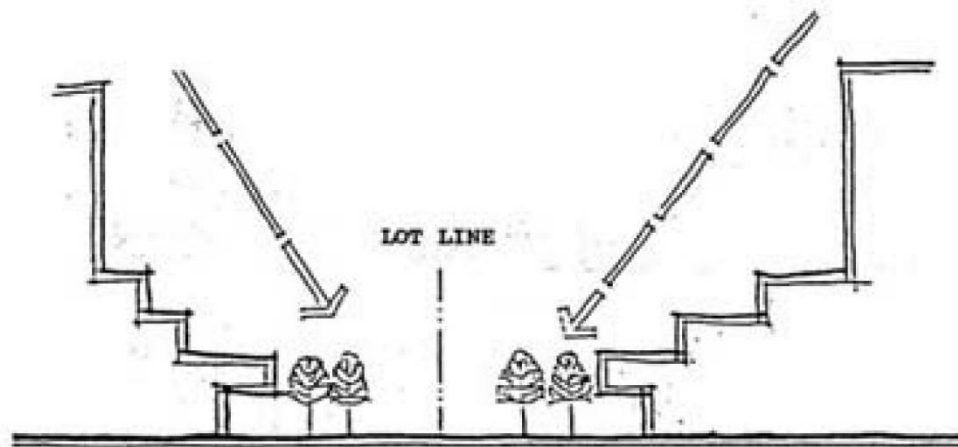
**Parking Areas Should be Placed Below grade or "Tucked Under" Buildings.
This Maximizes Site Efficiency and Places Parking Areas Out of View.**

- Parking areas placed below grade, "tucked under" buildings, or in inconspicuous above grade parking structures shall be encouraged. This maximizes site efficiency and places parking areas out of view.
- Buildings shall terrace up from adjacent streets. Rather than create "hallway" effects, structures shall "open up" at the upper levels eliminating "dark" streets.
- Building forms shall be designed to create visual interest. Changes in form by varying levels and planes can create a visually satisfying structure.



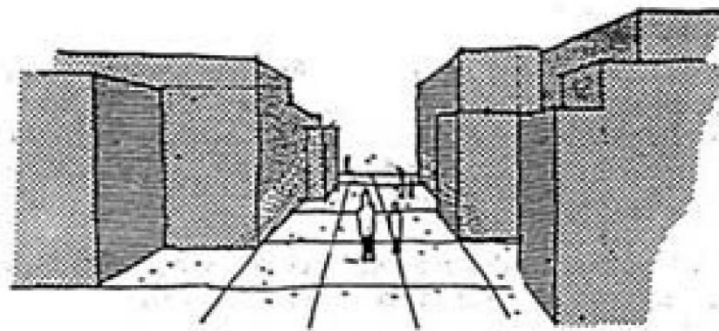
**Parking Structures Should be Screened from Street Views Where Possible.
Plant Material Could Also be Used to Create Interest.**

- Buildings shall complement surrounding topography. For example, buildings adjacent to steep slopes should reflect the slope by gradual “step-up” design towards the slopes.

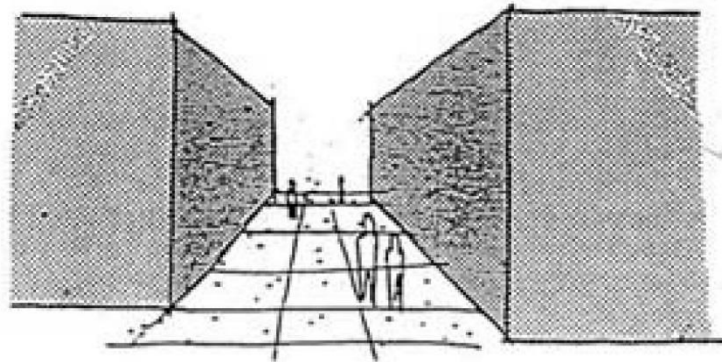


**Where High Rise Buildings are Adjacent, Terracing
Should be Utilized to Prevent Dark Unpleasant Spaces.**

- Tunnel-like effects between buildings should be avoided.
- Building forms should terrace down to riverfront areas.



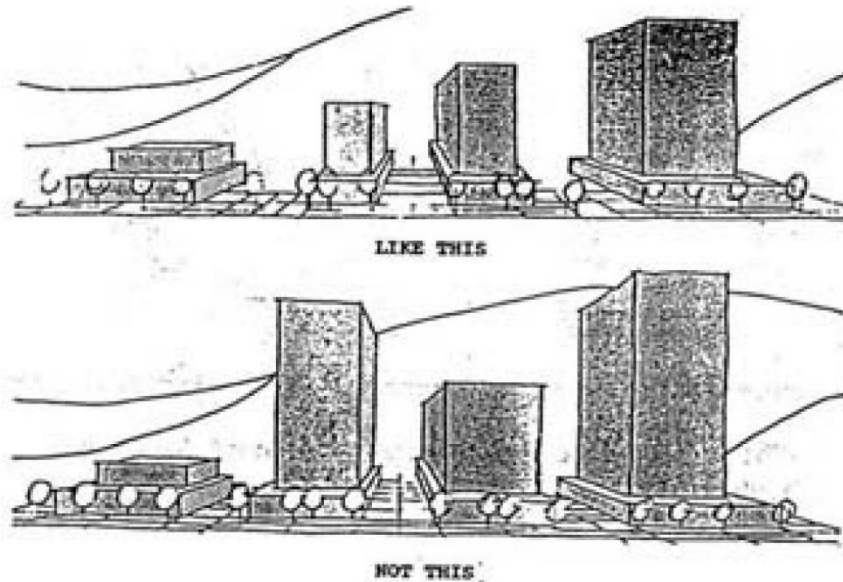
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Avoid Tunnel-Like Effects Between Buildings

- Where high rise buildings are adjacent, terracing should be utilized to prevent dark unpleasant spaces.
- Buildings adjacent to the southerly slopes of Mission Valley shall incorporate the architectural guidelines of the Mission Valley Community Plan Implementation Program.
- Building clusters shall relate to surrounding topography and create appropriate height transitions. Background topography shall be considered an asset. Rather than “fight” the existing forms of the valley, building clusters shall logically transition in height and form from one structure to the next considering the surrounding topography.



**Building Clusters Should Relate to Surrounding Topography
and Create Appropriate Height Transitions**

- Tall buildings that face pedestrian streets and spaces shall incorporate design features that increase visual interest at street level.
- Buildings shall be designed to create comfortable scale relationships with adjacent open areas.

10. Visual Considerations

To maintain the special visual character of the Atlas Specific Plan area the following visual concepts and criteria shall be followed as closely as possible. The basic concept is that of utilizing view corridors throughout the project. Visual terminuses such as plazas, fountains, special buildings, or sculpture shall occur at key points within these corridors to act as focal points. In addition, the orientation of the buildings shall reflect the visual corridor objectives.

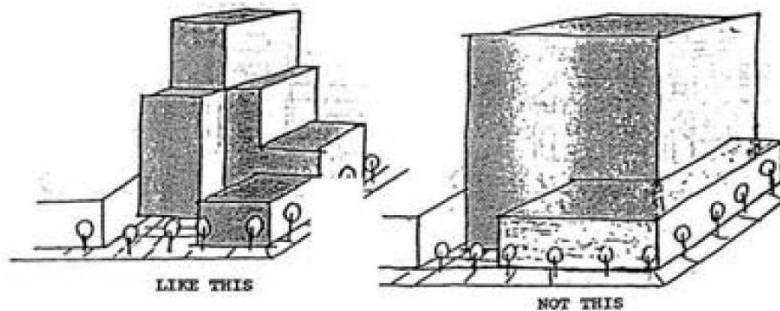
Concepts and Criteria

Developments shall provide landmarks and focal points for visual orientation, through visual vertical elements or other special forms. These architectural forms are particularly applicable to the urban plaza area adjacent to the river.

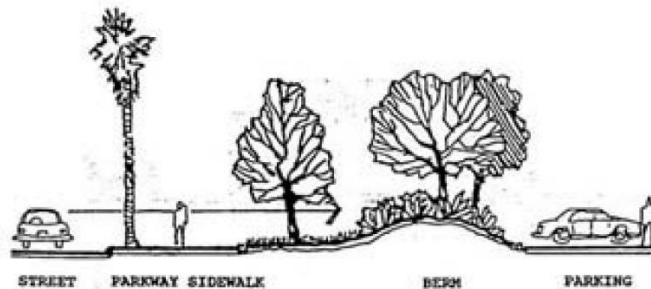
- Individual parcels shall be site planned to consider internal views (for example, in recreation areas) as well as views looking outward.
- Because of the view impacts of large low-rise buildings as seen from above, mechanical equipment should not, in general, be roof-mounted. Where necessary for equipment to be

roof-mounted, roof areas shall be carefully designed to enclose or screen mechanical equipment. Roof-mounted equipment should be incorporated into the architectural design of buildings or should be logically grouped or clustered in a manner which allows them to be effectively screened with free-standing or parapet walls. Projects shall also consider the development of roof forms and the use of roof materials that will have positive visual impacts by providing color and pattern. Ideally, strong consideration shall be given to the use of roofs for recreation, as terraces and landscaped park-like areas, in conjunction with project recreational activities or commercial activities such as restaurants.

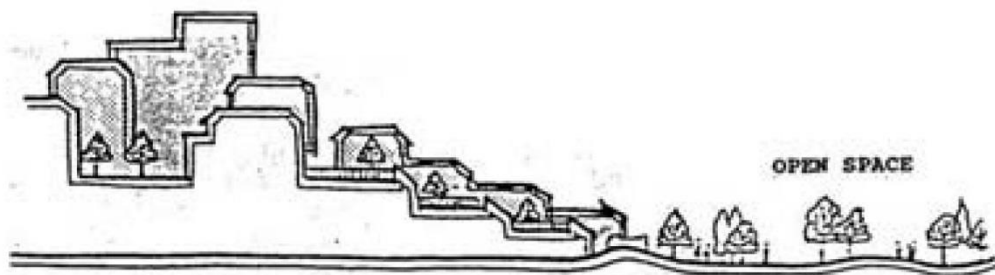
- View corridors from I-8 to the river and from I-8 to the hillsides shall be provided for the ~~Town and Country~~, Hanalei Hotel, and Mission Valley Inn sites. Refer to the site specific criteria section of the Urban Design Element of this specific plan.



Building Forms Should be Designed to Create Visual Interest



Parking Areas Adjacent to Streets Should be Screened



Buildings Should be Designed to Create Comfortable Scale Relationships with Adjacent Open Space Areas

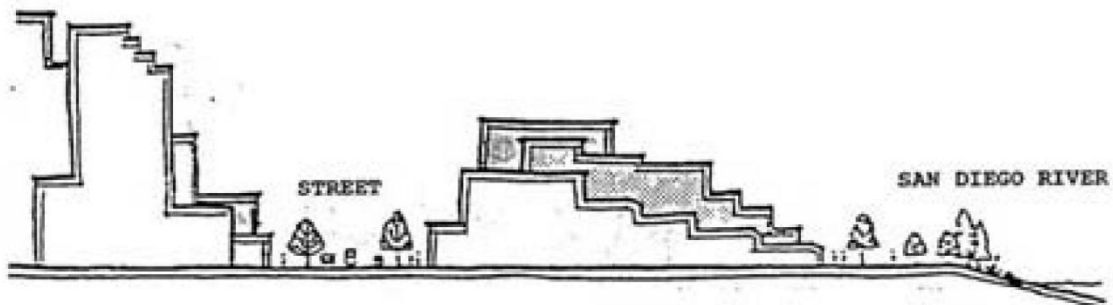


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Tall Buildings that Face Pedestrian Streets and Spaces Should Incorporate Design Features that Increase Visual Interest at Street Level



Building Forms Should Terrace Down to Riverfront Areas

11. Energy and Conservation Considerations

The need for property energy planning has become readily apparent in recent years. Shortages of traditional energy sources coupled with spiraling prices make it important that steps be taken to control and conserve the amount of energy expended on a local and national level. Within this context, the following criteria for the Atlas Specific Plan area have been prepared. Significant energy savings will be realized as these guidelines are integrated into the planning and design of each site. Specific energy-saving techniques listed in this section are intended to serve as design criteria to be used by architects, site planners, landscape architects and engineers. Atlas Hotels has been extremely successful in exceeding energy conservation goals through well-organized and implemented energy conservation techniques.

All new or improved buildings within the Atlas Specific Plan areas must comply with the minimum state energy conservation standards, presently embodied in Title 24 of the California Administrative Code. As a goal for the Atlas Specific Plan area, all major buildings should exceed Title 24 standards. Typically, state energy standards concentrate on structural factors such as insulation, glazing, etc. This section outlines a conservation program which complements Title 24, by concentration on other avenues of energy conservation not ordinarily addressed by the state requirement. The emphasis is on instituting a number of financially-feasible conservation techniques, such as appropriate landscaping, daylighting, water management etc., rather than attempting the implementation of specialized, high-technology devices such as solar or wind-powered mechanisms. It is believed this strategy offers an equally satisfying end product, while, at the same time, representing significantly more favorable life cycle costs.

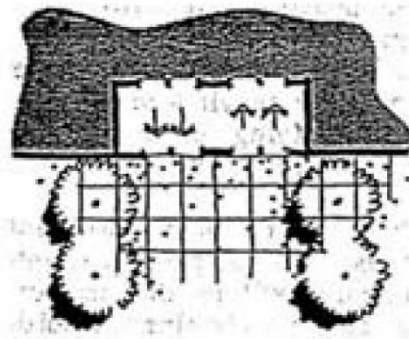
One conservation technique which will be incorporated into the design of the Atlas Specific Plan area is the concept of multiple use development. In essence, this concept combines various land uses within the project. This results in fewer vehicular trips than would a comparably-sized traditional development simply because some residents have the opportunity to work, shop and recreate within the confines of the Valley rather than commuting. Other benefits accruing from a project of this scale include connections with major public transit networks including the LRT and bus lines in the Mission Valley area.

Site planning to take advantage of passive solar energy will be encouraged. The kinds of plant material and their location, window exposure, roof overhang, and building alignment should be manipulated to maximize the “free” energy the sun provides daily. In those places where “active” solar collectors can be used, and also “passive” solar considerations can be utilized, access to the sun’s radiation should be preserved and maintained.

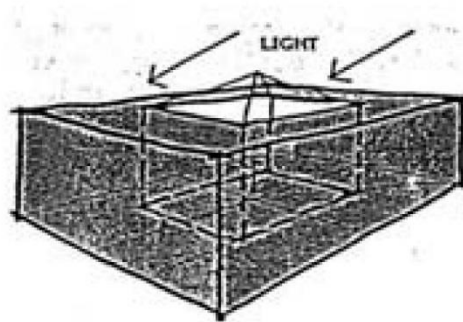
Concepts and Criteria

- Nearly 50 percent of a commercial building’s energy is used for lighting purposes. Approximately 33 percent of total building energy is consumed by environmental comfort systems. Daylighting shall be used as a conservation technique on low rise buildings where possible. This can be done by utilizing skylights, atriums, and courtyards to maximize available window space. It provides desirable results and an attractive economic return on investment.

- Appropriate glazing techniques shall be utilized to permit interior light penetration up to twenty (20) feet within buildings. For interior areas greater than twenty (20) feet from window areas, skylights, light wells, interior courts or similar architectural features shall be considered.
- In conjunction with daylighting technology, low wattage light fixtures, dimmer switches, zoned lighting banks and time controlled lighting controls for public areas shall be utilized.
- Energy efficient appliances shall be used in all buildings.



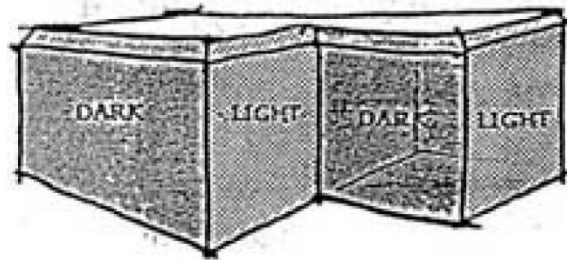
Consider Utilizing Vestibules at Entryways to Reduce Heat or Cold Infiltration



Buildings Should be Designed to Maximize Natural Lighting

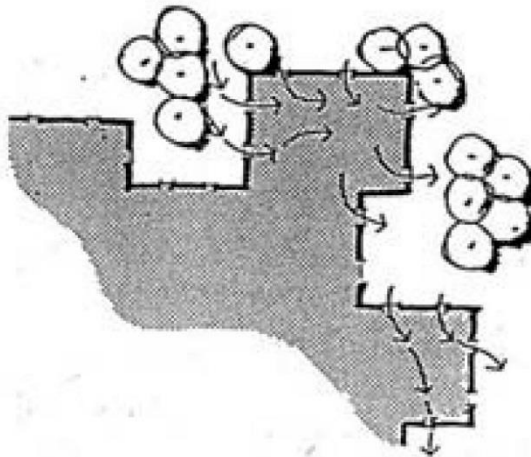
- Utilization of vestibules at entryways shall be considered to reduce heat and cold infiltration into buildings.
- Buildings shall be properly insulated. Insulative blankets should be utilized to isolate the building mass from the exterior building skin.
- Appropriate building colors shall be used to minimize heat gain into building structures.

- Roof surfaces shall be constructed of materials to minimize solar roof loads, unless a passive heat system is employed.
- Building facades shall incorporate overhangs, canopies or other methods to reduce heat gain.



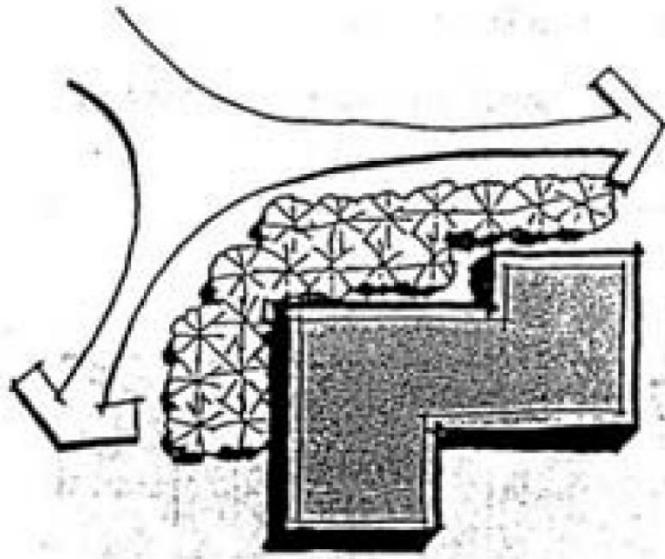
Appropriate Building Colors Should be Used to Minimize Heat Gain

- The use of cogeneration or district heating and cooling facilities shall be considered.
- Buildings shall not be solely dependent on mechanical systems for ventilation. Buildings should be designed to encourage natural ventilation.



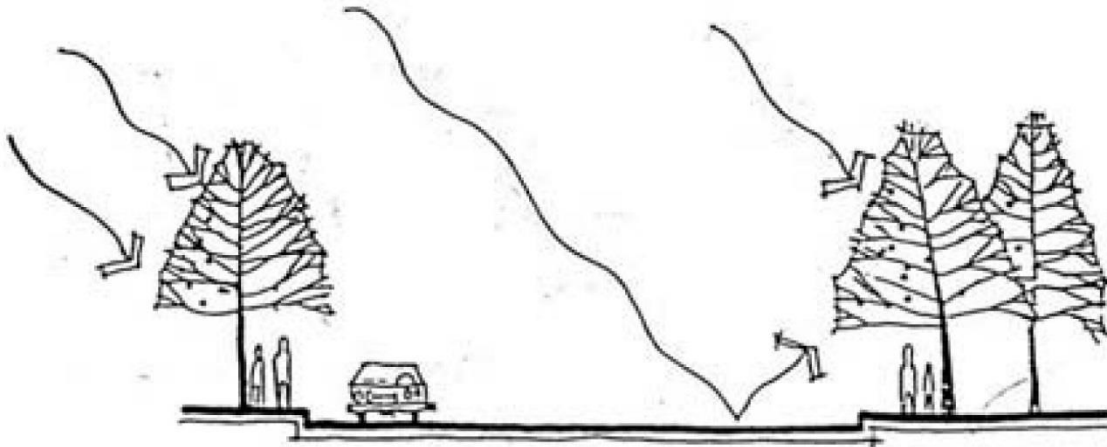
Buildings Should be Designed to Encourage Natural Ventilation

- When designing exterior plazas and courtyards, buildings shall be of appropriate height and clustered to provide wind and sun protection.
- Evergreen trees shall be placed on the north, northeast and northwest sides of buildings to provide protection from cold north winds.



**Evergreen Trees Should be Placed on the North Side
of Buildings to Shield North Winds**

- The installation of “active” solar hot water and space heating systems shall be considered for buildings within the project; and, if installed rooftop solar energy collectors shall be designed as an integral part of the building form. The slopes necessary for the energy collector are important and possible determinants of architectural shapes. If rooftop solar energy collectors are brought into a building complex subsequent to construction, an appropriate add-on design that integrates the collectors to the building form shall be required.



Water Conservation

- Direct water conservation by the users can be achieved through the installation of pressure and flow reducing mechanisms within the water distribution system itself. The following are water saving devices which have been deemed most appropriate and feasible for installation to meet the water savings goal.
 - Low-flow shower head and faucets.
 - Low-flow toilets.
 - Cycle adjustment dishwashers.
 - Pressure regulators to limit household pressure to a maximum of 60 psi.
 - Hot water pipe insulation or instantaneous water heaters.
 - Automatic sprinkler systems for irrigation with timers with low precipitation rates and water sensors.
 - Standard water meters and house connections pipe sizes (no oversizing).
- Water shall be conserved wherever possible by using low maintenance drought tolerant plant material.
- Drip irrigation systems shall be encouraged, especially for tree plantings.
- Encourage the use of reclaimed water.

C. SITE SPECIFIC DESIGN CRITERIA

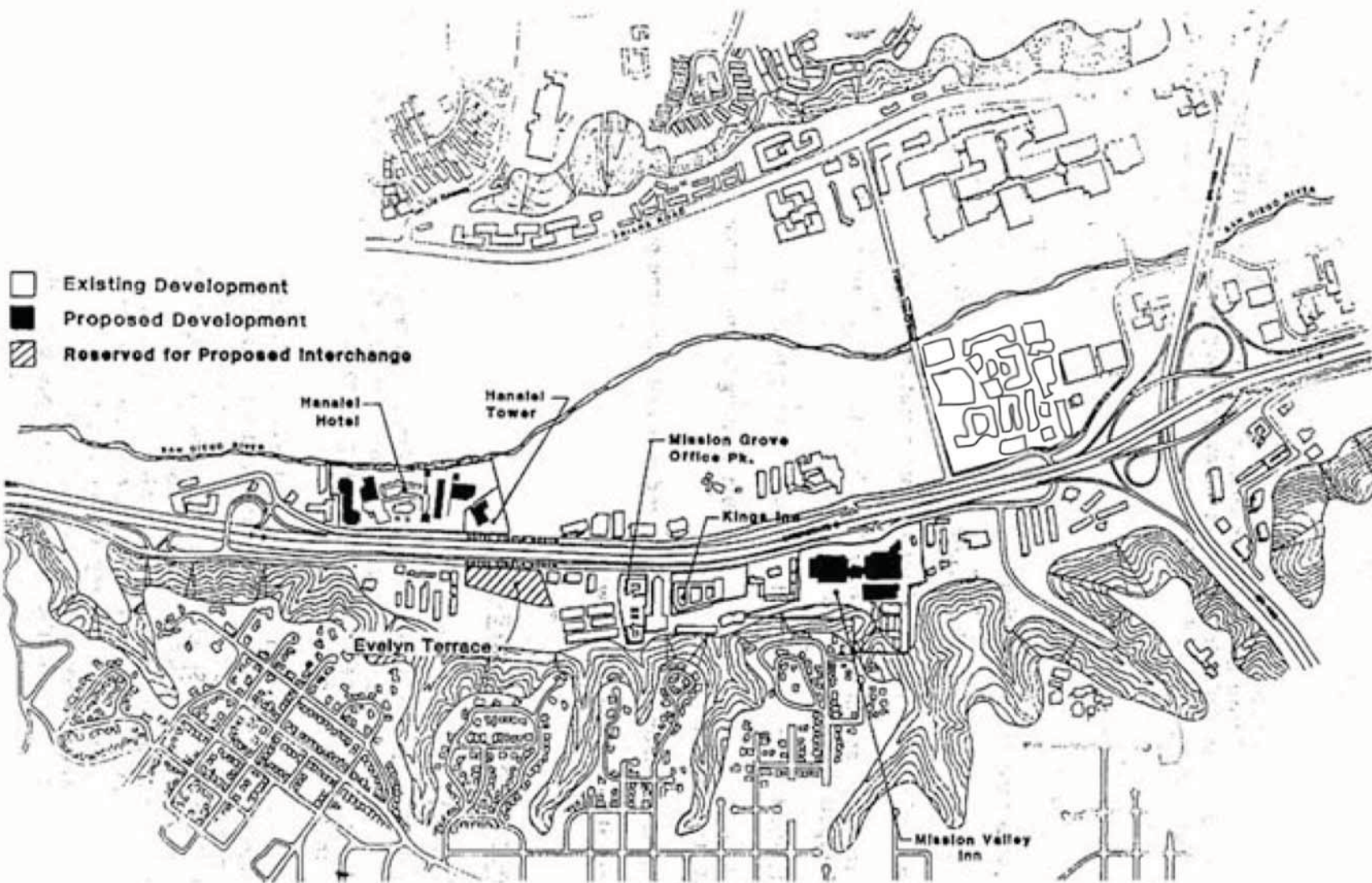
Conceptual Site Plans

Because each individual Atlas site is unique in character, access, topography, land use and overall visual and functional context, the following site specific urban design criteria have been prepared. The previous general design criteria shall still be utilized as they pertain to each site.

Conceptual site plans have been prepared to better illustrate the urban design concepts presented in this urban design element and are reproduced as part of the discussion for each of the sites. Figure 29 delineates existing and proposed development within the Atlas Specific Plan area. The building foot-prints shown on these plans to not indicate the final building form. Similarly, the pedestrian and open space systems indicate design concepts which will be delineated and further refined during the final design process. However, based on the criteria prepared, the conceptual site plans serve a very useful purpose in illustrating what the project could look like. To ensure that the basic urban design concepts depicted in the site plans are adhered to, the following concepts and criteria have been prepared.

~~1. ——— Town and Country~~

~~This is the largest and most intensely developed of the Atlas sites. It has the most potential for multiple use, and by its location it can become the eastern gateway to the Hotel Circle area. Figures 30 and 31 illustrate a schematic site plan with building height relationships and conceptual open~~



Existing and Proposed Development

Atlas Specific Plan

29

FIGURE

Amended

space and view corridor criteria for the Town and Country site. Figure 32 illustrates the anticipated phasing for the Town and Country development. Figure 33 illustrates the circulation and streetscape concepts and criteria. Figures 34 and 35 present cross sections illustrating various aspects of the proposed development. Figures 36 and 37 illustrate the proposed pedestrian bridge across the river. Figure 38 illustrates the proposed transitional buffer along the south side of the river channel. Figure 39 summarizes certain development criteria for this site.

The 39.4-acre Town and Country site will be the most intensely developed within the specific plan area. The development will include a mixture of hotel, retail, and hotel related commercial and convention center uses.

The site is currently developed with approximately 960 hotel rooms, a 58,000 square foot convention center and several restaurants. The proposed plan projects a build-out hotel room population of 2,300 guest rooms, 229,000 square feet of exhibits and meeting space, and parking for 3,680 cars. Development is planned to occur in three phases, which are outlined on Figure 32.

Phase One work includes addition of a new 100,000 s.f. exhibit hall, development of a new hotel tower with 562 net additional hotel rooms and lobby space at Hotel Circle North, and the addition of a new parking structure at the southeast corner of the site. Development of a new 39,100 s.f. meeting/conference center, a 29,500 s.f. expansion of the existing Mission Ballroom and certain vehicular and pedestrian amenities are also proposed as part of this phase. The intent of work in this phase is to establish a new image for the site, and begin work on the pedestrian and vehicular infrastructure.

Phase Two encompasses the river channel improvements, development of an additional hotel tower at the eastern boundary of the site, a new meeting/conference center, the addition of service facilities, further development of vehicular and pedestrian amenities, and work aimed at the development of a vibrant pedestrian system along the river.

Phase Three encompasses the addition of a new parking structure at the northwest corner of the site, and the new restaurant/lounge adjacent to the river corridor. Hotel and other hospitality-related activities will be integrated with park-like plaza and pedestrian amenity systems oriented to the river view and use.

Special features proposed for the Town and Country site include a pedestrian plaza oriented to the new riverfront development with associated open spaces integrated with the redesigned riverfront edge. A restaurant and lounge with outdoor dining is located within this area visually and functionally linking the Town and Country development with the river corridor. The existing pedestrian bridge across the river will be replaced and expanded, linking Fashion Valley Shopping Center to the Town and Country site, and providing a pedestrian/bicycle connection to the future Camino de la Reina/LRT station on the north side of the river as shown in Figures 36 and 37. A pedestrian plaza/park is proposed for the interior of the development. Water elements such as pools, fountains, and artificial streams will be developed within the interior of the Town and Country site.

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~~Major vehicular access to the site is limited to four points. Service access occurs near the southwest corner of the site and via the access drive located along the eastern property boundary. A second service access occurs on the west side off Fashion Valley Road. Public and guest access is provided at the southeast corner of the site off Hotel Circle North, and at the existing Mission Ballroom entry off the relocated Fashion Valley Road.~~

~~The following design criteria shall be applied to the Town and Country site:~~

Criteria

- ~~● In order to provide visual openness, the 150-foot “Design Sensitive Zone” criteria for development adjacent to the river corridor as identified in the San Diego River Wetlands Management Plan shall be adhered to except as otherwise defined in this Specific Plan. In addition to other criteria, the “Design Sensitive Zone” criteria establishes a maximum building height of 42 feet within this 150-foot area. Buildings should step back from the river corridor. Public, recreational and pedestrian-oriented uses are encouraged.~~
- ~~● Vehicular use adjacent to the river corridor within the 150-foot “Design Sensitive Zone” shall be limited to the parking structures identified in this Specific Plan, required fire access, and service carts.~~
- ~~● Development shall not extend into the area currently designated within the 100-year floodway until the river improvements at the Town and Country site are constructed or are under construction.~~
- ~~● A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to major streets) landscaped, and shall be designed to screen parked vehicles from view of the adjacent street.~~
- ~~● Parking on roofs of structures shall be restricted. For the site, a minimum of 30% of the parking structure roofs shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures. A minimum of 10% of each parking structure roof shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures or landscaping.~~
- ~~● The “feeling” of the adjacent river shall not be restricted to the river corridor. Water elements such as pools, fountains, and artificial streams shall be developed within the interior of the site. In addition, riparian trees that are used to revegetate the river should also be introduced to the interior of the project.~~
- ~~● A pedestrian/bicycle bridge over the river shall link the future Camino de la Reina/LRT station with the site. Refer to other sections of this specific plan for additional pedestrian/bicycle bridge requirements and criteria.~~

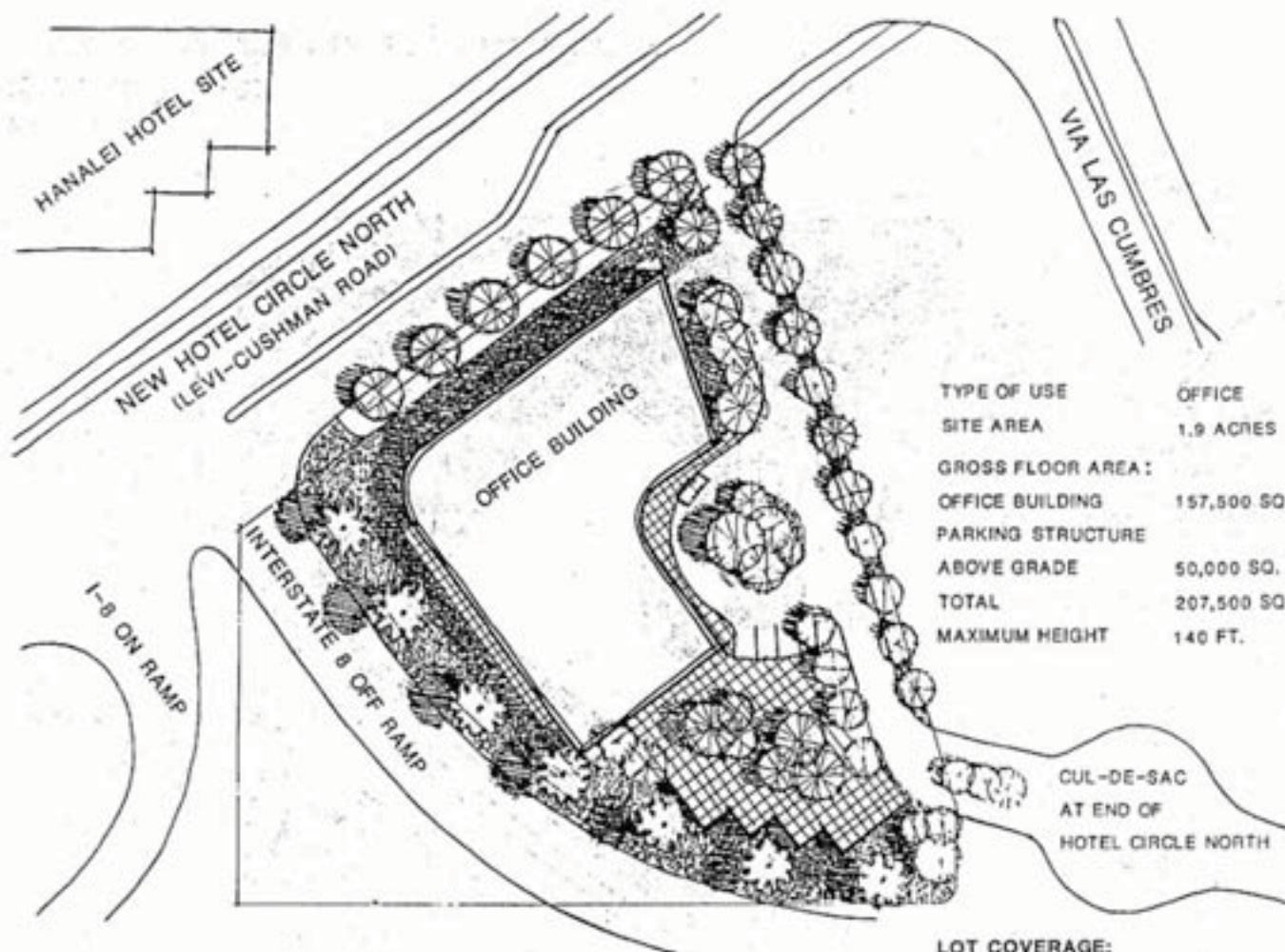
- ~~A pedestrian plaza shall be developed on the south edge of the river at the southern terminus of the pedestrian bridge. The plaza will allow for views of the river and provide an opportunity for pedestrian access to the combined pedestrian/bicycle path along the river corridor.~~
- ~~Immediately adjacent to the plaza, a restaurant/lounge with outdoor dining shall be developed.~~
- ~~A 30-foot buffer (average) shall be located between the river wetland areas and adjacent development. A 10-foot wide combined pedestrian/bicycle path shall be provided adjacent to the river and may be within the buffer.~~
- ~~To further soften the “natural” channelization of the river, the side slopes of the channel shall be planted with riparian plant materials to create a more natural effect.~~
- ~~An integrated paving design shall be implemented for all walkways within the project.~~
- ~~Convenient pedestrian access shall be provided from the river corridor and the “river plaza” through the interior areas to the public sidewalk within the streetscapes along the north side of Hotel Circle North.~~
- ~~Pedestrian circulation systems shall be clearly separated from vehicular circulation systems.~~
- ~~Only two vehicular access points shall be provided along Hotel Circle North. Utilizing specific design treatment, one entry should become the obvious main and theme entry to the site while the other entry should be secondary.~~
- ~~The irregular curves presently occurring in Hotel Circle North in the south-eastern corner of the site shall be eliminated by straightening out the road.~~
- ~~A focal point shall be provided (i.e., a fountain or specimen tree) at the termination of the theme entry.~~
- ~~Sidewalks and parkways shall be installed along Hotel Circle North and Fashion Valley Road and shall be of widths as identified on Figure 33. Refer to other sections of this specific plan for sidewalk/parkway criteria at other roads.~~
- ~~A 30-foot wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle North and adjacent to Fashion Valley Road. Parking lots or structures shall not be permitted in these landscaped buffer areas with the exception of short term guest check in parking adjacent to Hotel Circle as illustrated in Figure 31.~~
- ~~Architectural materials for new developments should generally be consistent throughout the site.~~

- ~~Surface parking shall be discouraged. Where surface parking is necessary a minimum of 10% of the surface parking area shall be reserved for landscaping.~~
- ~~Parking areas shall be screened from view from Fashion Valley Road and Hotel Circle North by utilizing berms, plant material, and/or by depressing the parking area.~~
- ~~All service areas related to the site shall be screened from public view.~~
- ~~60% of the parking on site may be dedicated to compact parking stalls (7½' x 15') per City standards.~~
- ~~Roof mounted mechanical equipment shall be discouraged. Where necessary for equipment to be roof mounted, mechanical equipment shall be logically grouped and screened from view by incorporating the equipment into the architectural design of the building or by using free standing or parapet walls.~~
- ~~Pedestrian amenities such as benches, drinking fountains, and trash receptacles shall be provided throughout the site.~~
- ~~Compatible plant materials shall be used throughout the site.~~
- ~~Setbacks shall be as identified on Figure 39, "Development Criteria Summary."~~
- ~~An intra valley shuttle stop shall be located on site, preferably near a major node such as a plaza or near the hotel lobby, or within an expanded sidewalk paving section within the Hotel Circle North streetscape.~~
- ~~Figure 39 summarizes the major criteria for development of the Town and Country site.~~

21. Hanalei Tower

The 17.80-acre site encompassing the existing Hanalei Hotel and future Hanalei Tower site is bounded by the San Diego River and Hotel Circle North. The site will be significantly modified by the proposed Via Las Cumbres interchange at I-8, resulting in a 1.91-acre site for the proposed Hanalei Tower development. The development of 157,500 square feet of office space in a single eight-story structure is proposed for this site. Structured parking for 485 cars is included beneath the building, with minimal convenience parking provided at the proposed pedestrian plaza area to the south of the structure. Figure 40 illustrates a schematic site plan for the Hanalei Tower site. Figure 41 illustrates the conceptual open space and view corridor criteria. Figure 42 illustrates the circulation and streetscape concepts and criteria. Figure 43 presents a cross section through the site. Figure 44 summarizes certain development criteria.

Access to the proposed development is provided from the reconfigured Hotel Circle North cul-de-sac, and from the proposed Levi-Cushman road. Pedestrian access is provided to the Hanalei Hotel site via an at-grade crossing at the Via Las Cumbres/Levi-Cushman Road intersection. The following design criteria shall be applied to the Hanalei Tower site.

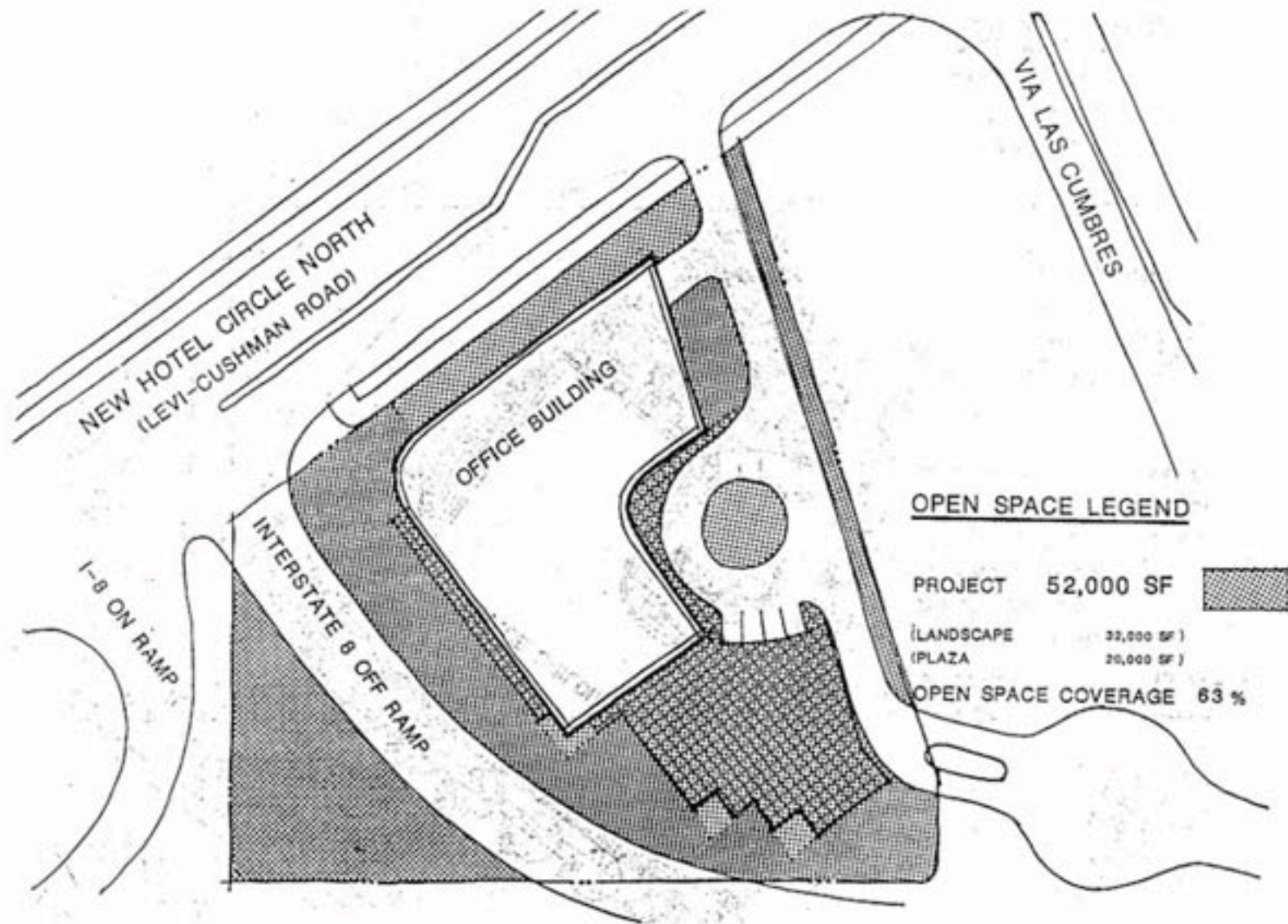


TYPE OF USE	OFFICE
SITE AREA	1.9 ACRES
GROSS FLOOR AREA:	
OFFICE BUILDING	157,500 SQ. FT.
PARKING STRUCTURE	
ABOVE GRADE	50,000 SQ. FT.
TOTAL	207,500 SQ. FT.
MAXIMUM HEIGHT	140 FT.

LOT COVERAGE:	
STRUCTURES	32%
OPEN SPACE	63%
DRIVEWAYS & SURFACE PARKING	5%

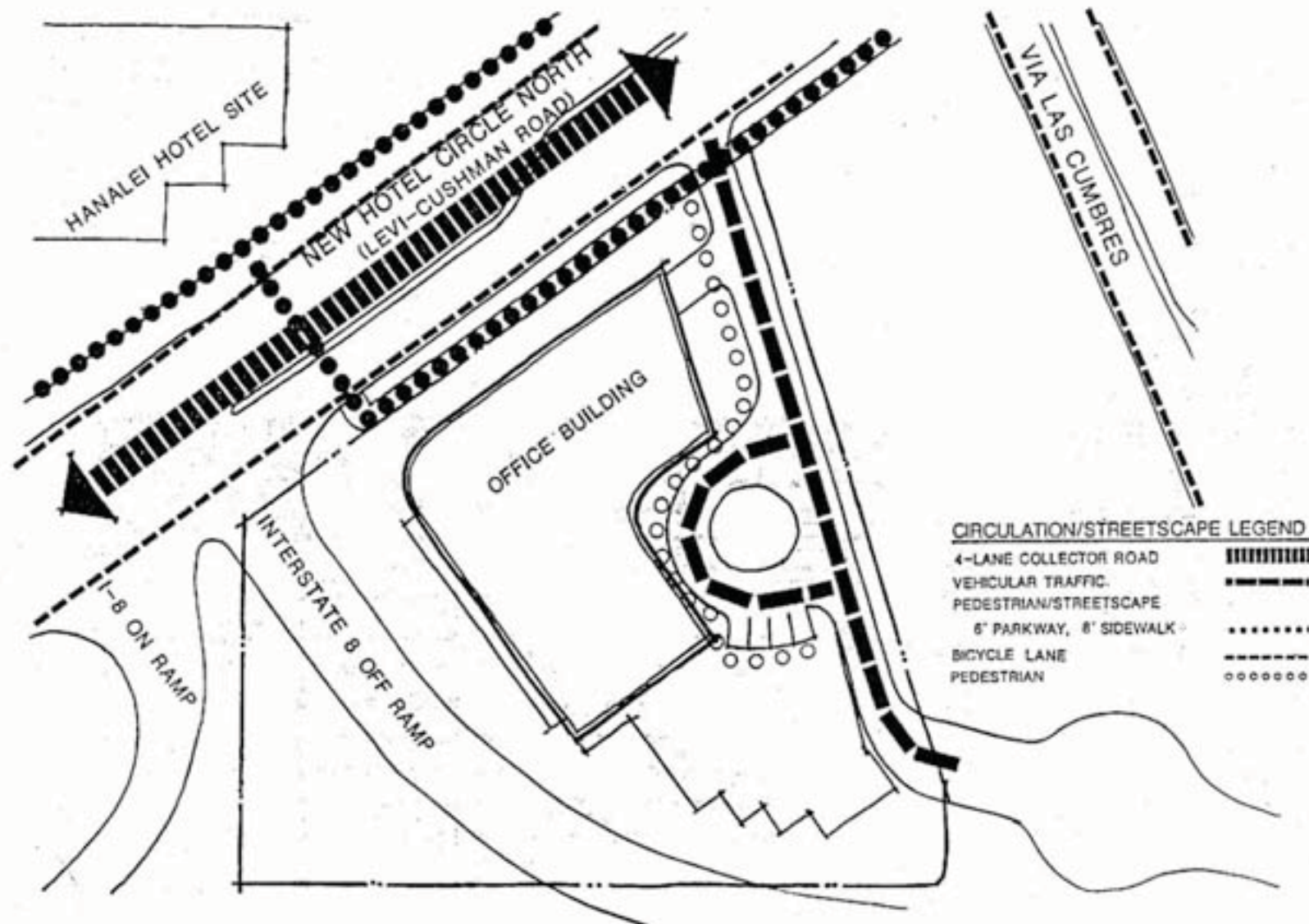
**Hanalei Tower
Schematic Site Plan**
Atlas Specific Plan





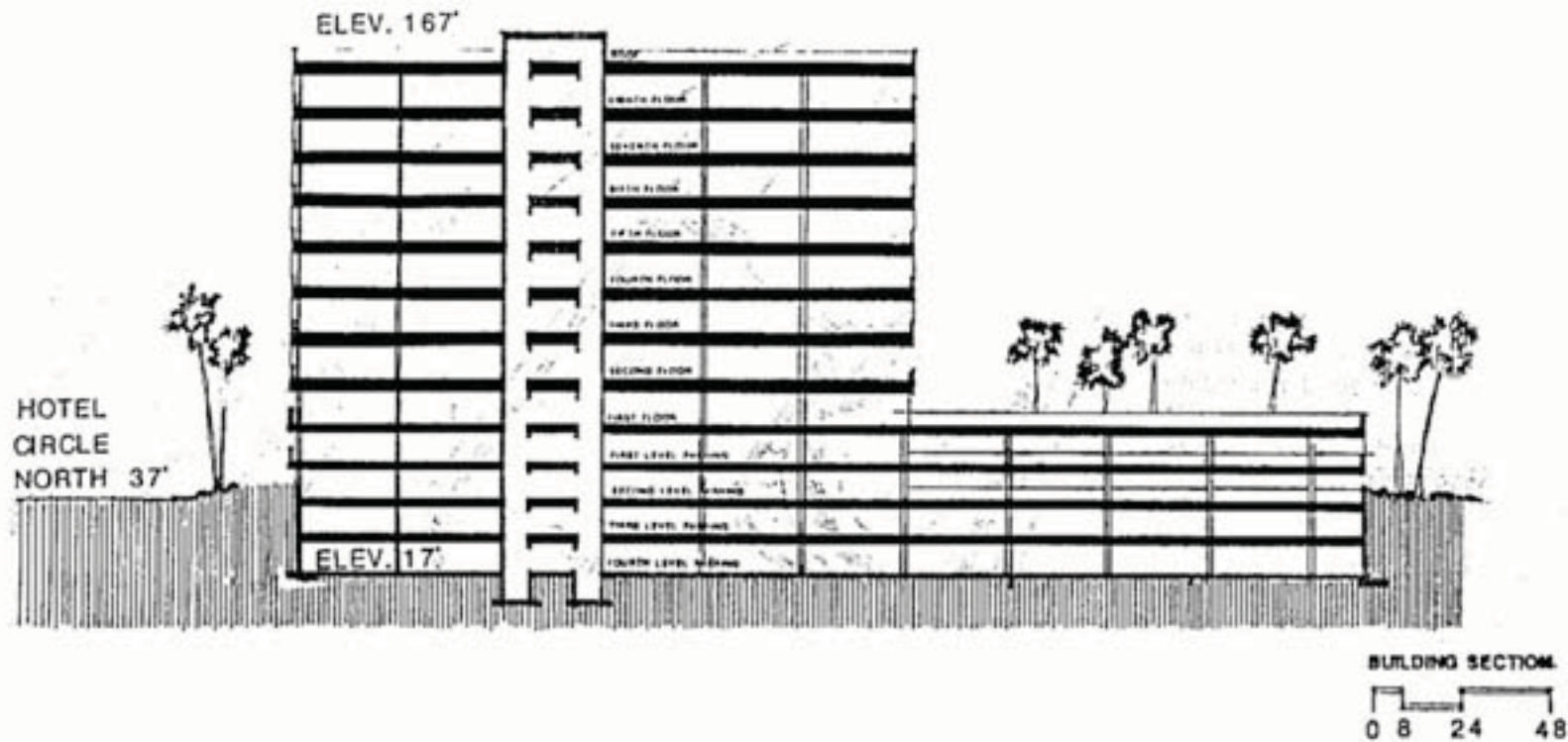
Hanalei Tower
Conceptual Open Space Site Plan
 Atlas Specific Plan





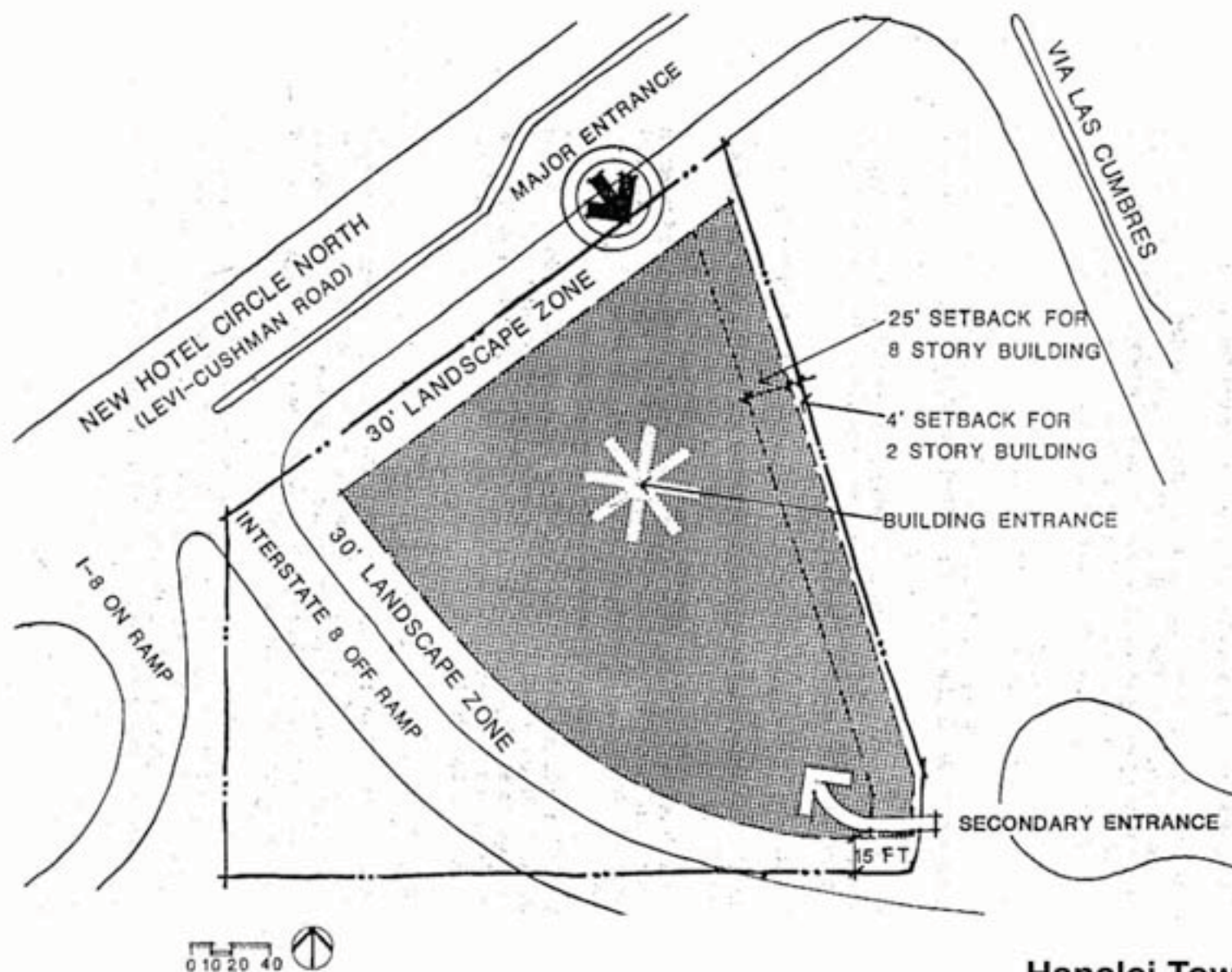
Hanalei Tower
Circulation and Streetscape Site Plan
 Atlas Specific Plan





Hanalei Tower
North/South Site Section
Atlas Specific Plan





Hanalei Tower
Development Criteria Summary
Atlas Specific Plan

44

FIGURE



- A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle North) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle North.
- Parking on roads of structures shall be restricted.
- An 8-foot wide sidewalk separated from the public street by a 6-foot wide landscaped parkway shall be installed along Hotel Circle North (proposed Levi-Cushman Road).
- A shuttle bus stop shall be located adjacent to the office tower lobby or within an expanded sidewalk paving area within the Hotel Circle North streetscape (proposed Levi-Cushman Road).
- Architectural materials shall complement existing structures in the vicinity.
- The office structures shall be sited to maximize views to the river and up and down the valley.
- The architectural form and mass of the structure shall be developed to act in concert with the architectural form and mass of structures on the Hanalei Hotel site to form an implied “gateway” along the proposed Levi-Cushman Road.
- A 30-foot wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to the Interstate 8 off-ramp and adjacent to Hotel Circle North (proposed Levi-Cushman Road). Parking lots or structures shall not be permitted in these landscaped buffer areas except as described and illustrated in this Specific Plan.

32. Hanalei Hotel

Approximately one-half of the existing Hanalei Hotel site is currently developed with 448 hotel rooms and approximately 30,000 square feet of restaurant and banquet facilities. With the proposed placement of the I-8/Via Las Cumbres Interchange and the linkage to Levi-Cushman Road, the net acreage assigned for development at the Hanalei Hotel site is 13.39 acres.

The specific plan proposed expansion of the hotel functions with development of 202 additional guest rooms, approximately 34,000 square feet of additional banquet space, and a new “theme” entry and lobby area with access to Hotel Circle North and a new main entry located along the proposed Levi-Cushman Road. A new mid-rise hotel tower and lobby with mixed dining and retail functions is proposed at the new hotel entry.

Access to the site will be restricted to three locations, two serving the hotel functions and one serving the expanded banquet and convention facility. The main entry to the Hanalei Hotel has been relocated east along the proposed Levi-Cushman Road to align with a new entry lobby for the expanded facility. A separate entry for banquet and convention patrons is near the western border of the site.

The existing banquet facility will be expanded to the north with new meeting facilities. The orientation of these spaces is to the river corridor which incorporates a shared 10-foot wide pedestrian/bicycle path and river-related amenities adjacent to the river which may be located within a 30- to 50-foot buffer. Low-rise portions of the new meeting facilities are partially located in the 150-foot design sensitive zone adjacent to the river, with pedestrian linkages to the river walk. Additional landscape setback area extends along the river, providing a landscaped link with the hotel-tower plaza located one-story above covered parking.

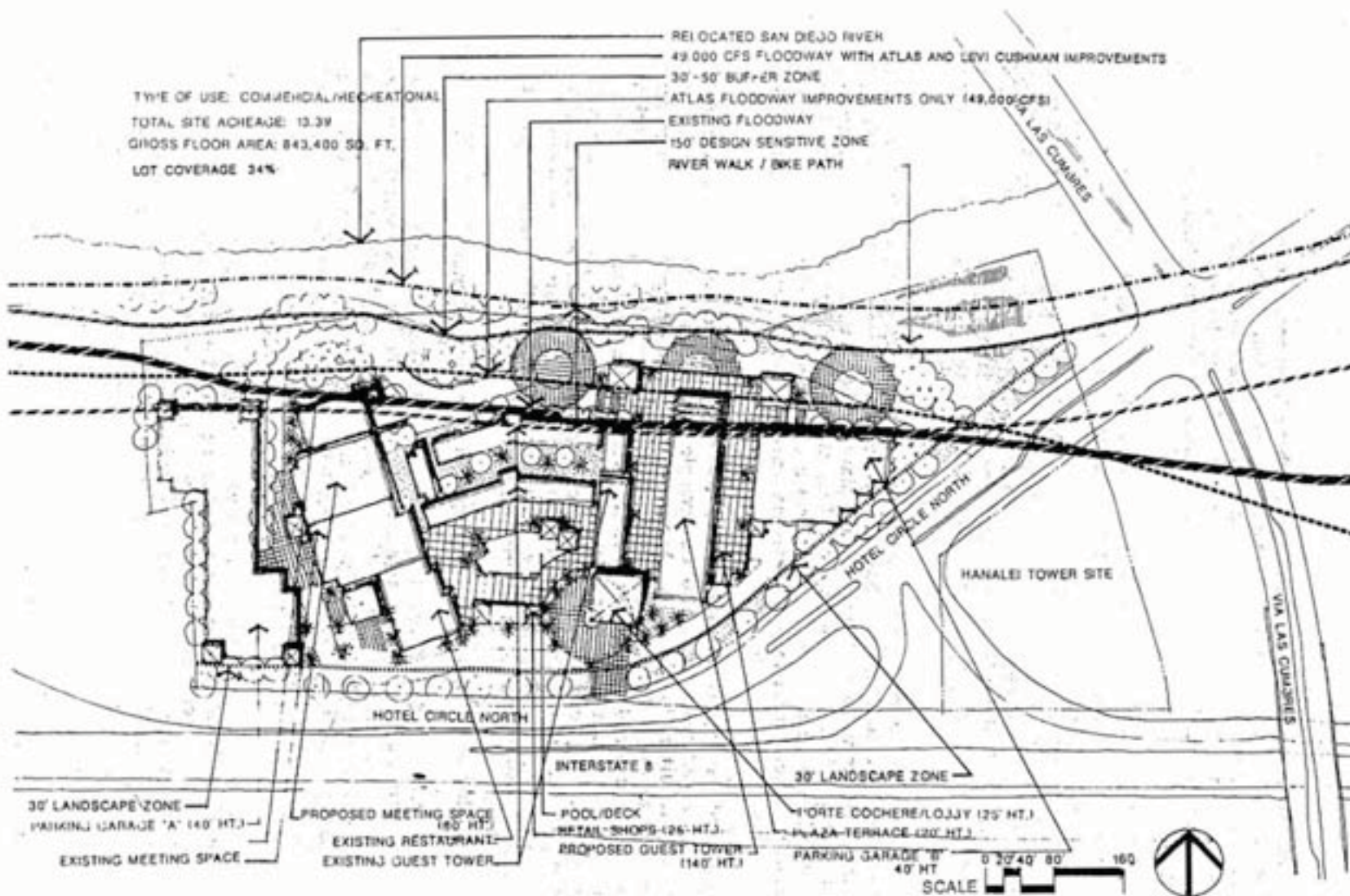
The new mid-rise hotel tower and lobby arcade with mixed dining and retail functions proposed at the new hotel entry would link directly with this pedestrian plaza. Pedestrian connections from the plaza to the riverwalk and design sensitive zone are provided from this plaza. Project open space at the expanded hotel facility is integrated with the courtyards and pools of the existing hotel complex, providing a continuous loop of pedestrian circulation and activity throughout the hotel site.

Structured parking is provided below the new mid-rise hotel complex and in separate structures adjacent to this complex and adjacent to the banquet and meeting facilities to the west. Access to the parking is apportioned in several locations to serve the various components of this project. 1,120 total parking spaces are provided at the Hanalei Hotel site, with over 75% of the total provided in structured facilities.

Figure 45 illustrates a schematic site plan for the Hanalei Hotel site. Figures 46 illustrates the conceptual open space and view corridor criteria. Figure 47 illustrates the circulation and streetscape concepts and criteria. Figures 48 presents a cross-section through the site. Figure 49 summarizes certain development criteria.

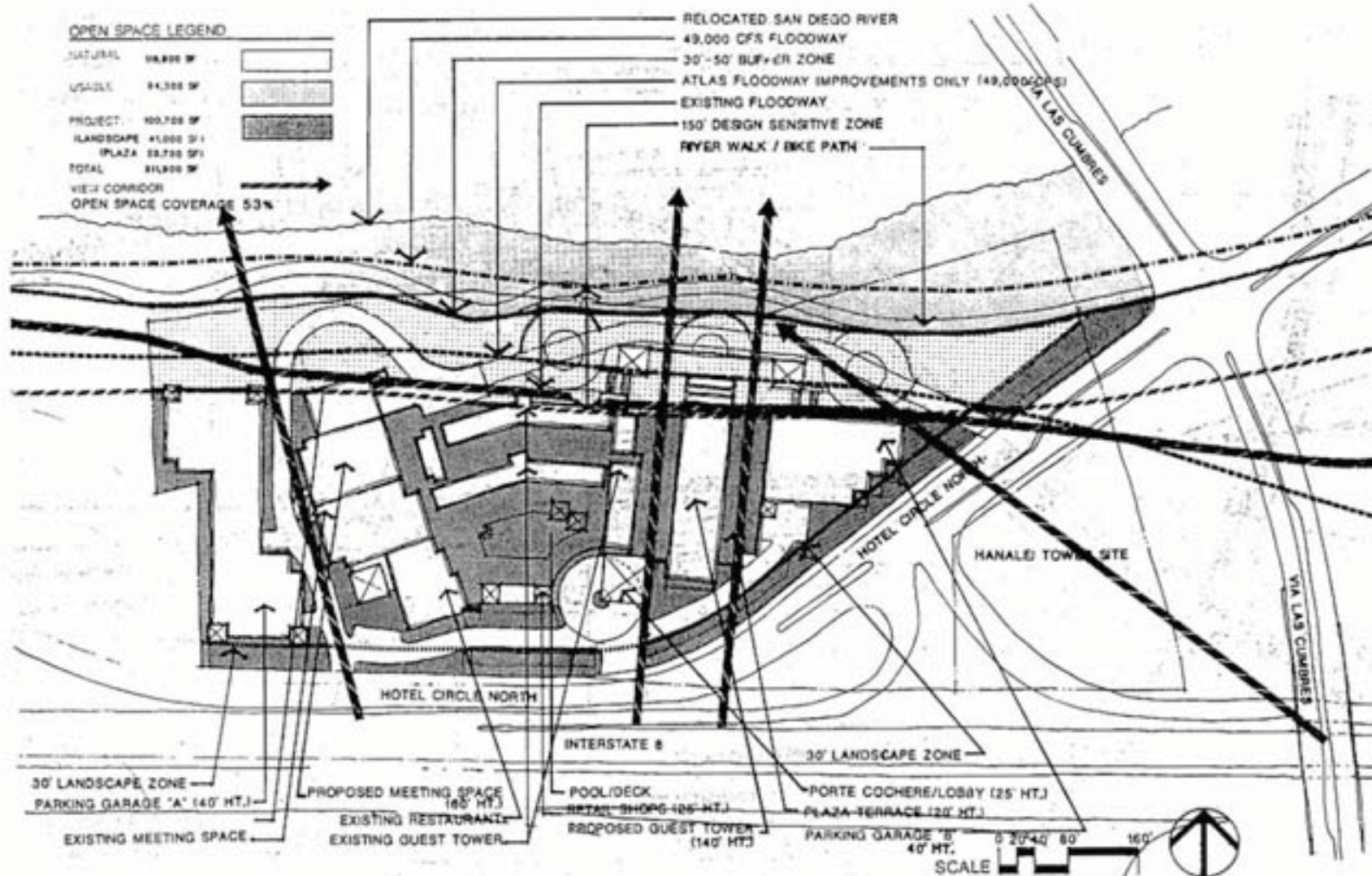
The following design criteria shall be applied to the Hanalei Hotel site:

- In order to provide visual openness, the 150-foot “Design Sensitive Zone” criteria for development adjacent to the river corridor as identified in the San Diego River Wetlands Management Plan shall be adhered to except as otherwise defined in this Specific Plan. In addition to other criteria, the “Design Sensitive Zone” criteria establishes a maximum building height of 42 feet within this 150-foot area. Buildings should step back from the river corridor. Public, recreational and pedestrian-oriented uses are encouraged.



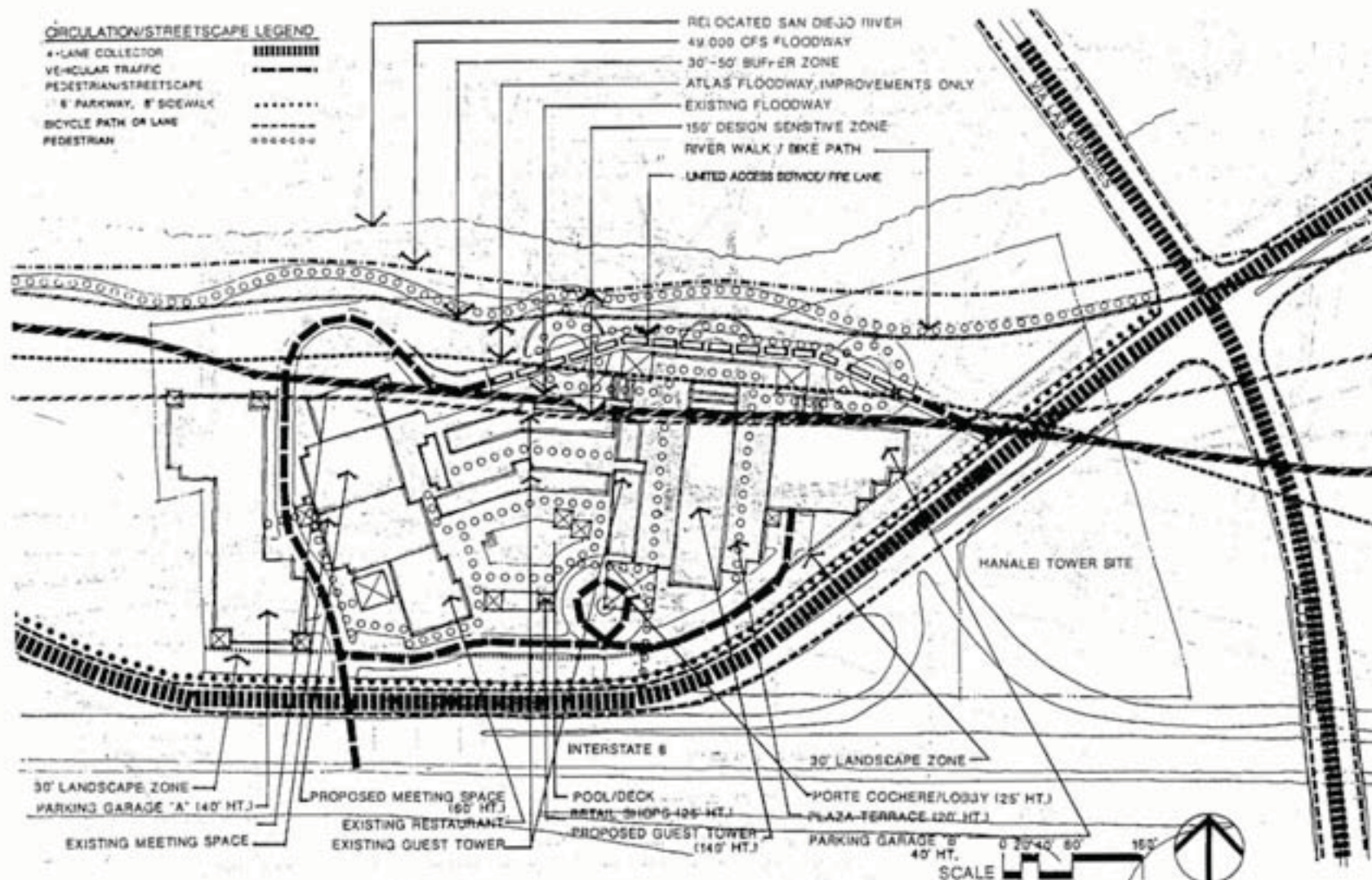
**Hanalei Hotel
 Schematic Site Plan**
 Atlas Specific Plan





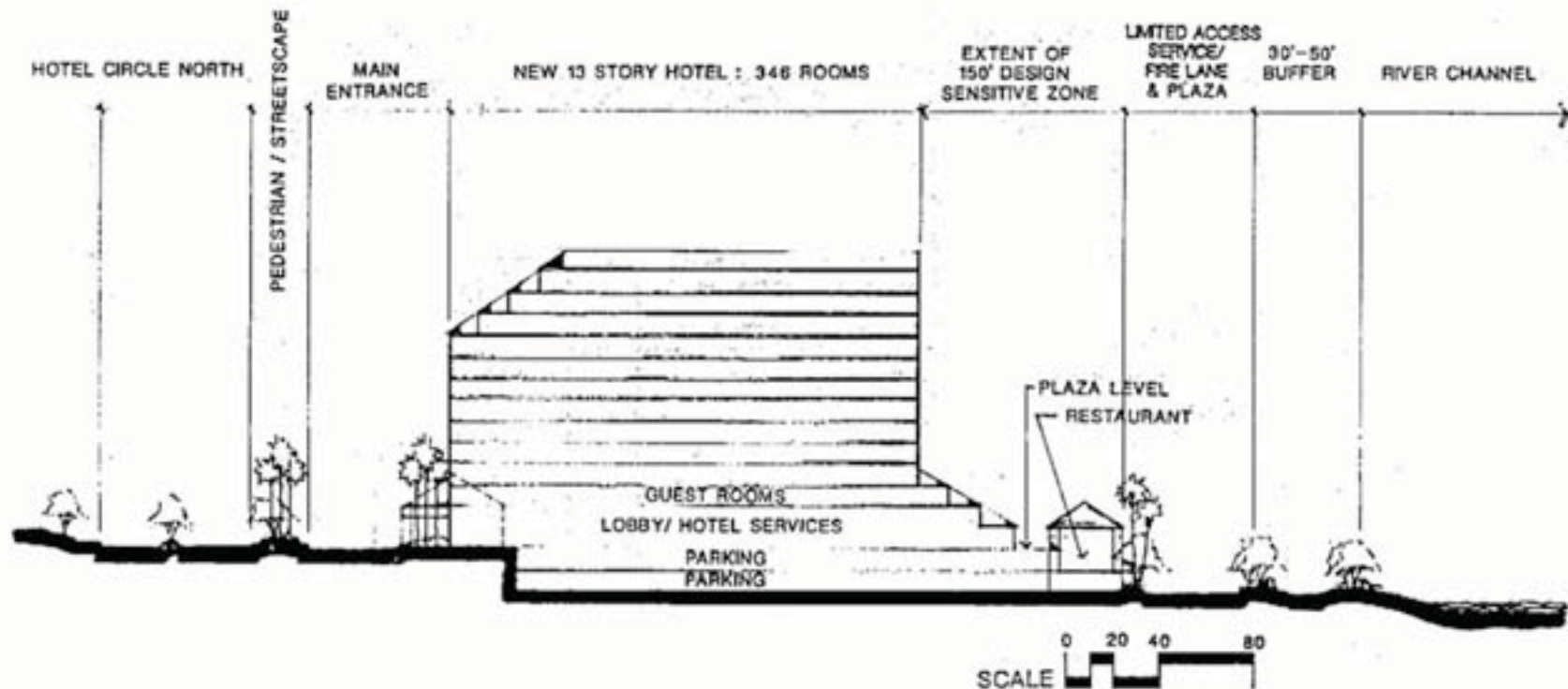
Hanalei Hotel
Conceptual Open Space Site Plan
Atlas Specific Plan





Hanalei Hotel
Circulation and Streetscape Site Plan
 Atlas Specific Plan





Hanalei Hotel
North/South Site Section
 Atlas Specific Plan



- Vehicular use adjacent to the river corridor within the 150-foot “Design Sensitive Zone” shall be limited to the required fire access, service carts, and the two service locations as described and illustrated in this Specific Plan. These service locations include: an access road from the westerly end of Hotel Circle North to service docks located on the north side of the proposed meeting center; and, an access road from the easterly end of Hotel Circle North to service facilities on the northeast end of the proposed new hotel tower complex. Limited vehicular use of the service/fire lane between the two service areas shall be controlled by the use of removable bollards or other means approved by the City Fire Marshall.
- A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle North) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle North.
- Parking on roofs of structures shall be restricted. For the site, a minimum of 30% of the parking structure roofs shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures. A minimum of 10% of each parking structure roof shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures or landscaping.
- A 30-foot wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle North. Parking lots or structures shall not be permitted in this landscaped buffer area.
- An 8-foot wide sidewalk separated from the public street by a 6-foot wide landscaped parkway shall be provided along Hotel Circle North.
- A 30- to 50-foot buffer shall be provided between the wetland and adjacent development. A paved, 10-foot wide shared pedestrian/bicycle pathway shall be provided adjacent to the river and may be within the buffer area.
- An intra-valley shuttle stop shall be located adjacent to the hotel lobby and banquet facility, or within an expanded sidewalk paving section within the Hotel Circle North streetscape.
- The pedestrian walkway along the river shall continue to the east to Via Las Cumbres to connect with the proposed walkways within the Levi-Cushman Specific Plan Area.
- Architectural materials shall complement existing structures in the vicinity.
- The plant material utilized on the site, especially in areas adjacent to the river corridor, shall be riparian in nature to better introduce the river element into the project.
- A theme entry shall be located near or at the main hotel lobby.

- The architectural form and mass of the easterly parking structure shall be developed to act in concert with the architectural form and mass of the Hanalei Tower structure to form an implied “gateway” along the proposed Levi-Cushman Road.
- Development shall not extend into the area currently designated within the 100-year floodway until upstream improvements are constructed or are under construction, or until a new pilot channel is constructed or is under construction.

43. Mission Grove Office Park

Since this site has been recently built out to accommodate office use, there are relatively few proposed improvements for this site. The landscaping is quite pleasant aesthetically and the site will require only minor internal pedestrian circulation improvements. Existing exterior materials emphasize wood shingles and wood trims. Figure 50 illustrates the proposed site improvements for the Mission Grove Office Park site. Figure 51 illustrates the open space and view corridor criteria. Figure 52 illustrates the circulation concept and criteria. Figure 53 presents a cross-section through the site. Figure 54 summarizes certain development criteria.

The following design criteria shall be applied to the Mission Grove Office Park site:

Criteria

- A minimum of 75% of all required parking shall be provide in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle North) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle North.
- Parking on roofs of structures shall be restricted. A minimum of 30% of the parking structure roof shall be reserved for additional recreational facilities or screened from view by the use of trellis or other screening structures.
- A sidewalk and parkway shall be installed along Hotel Circle South. Physical constraints on the site, such as the existing grades and the proximity of existing stairs, signage and walks to the public street, will not permit the construction of the standard sidewalk and parkway for the Mission Grove site. Therefore, a 5-foot wide sidewalk separated from the public street by a 4-foot wide landscaped parkway shall be provided to preclude the need to remove, demolish or relocate existing site improvements. A 30-inch high stone veneered wall will be constructed along the interior edge of the sidewalk to accommodate existing grades.
- A new 6-foot wide sidewalk shall be installed along the driveway to the rear of the site linking the rear building to the area-wide Hotel Circle pedestrian system.
- An intra-valley shuttle stop shall be located on-site or within an expanded sidewalk paving section within the Hotel Circle South streetscape.

TYPE OF USE: OFFICE

INTERSTATE 8

TOTAL SITE ACREAGE: 2.47

GROSS FLOOR AREA: 102,055 SF

LOT COVERAGE:

STRUCTURES	40%
OPEN SPACE	38%
DRIVEWAYS & SURFACE PARKING	22%

HOTEL CIRCLE SOUTH

OFFICE BUILDING 'A' (40' HT.)

COURTYARD

ENTRY PLAZA

PARKING GARAGE (12' HT.)

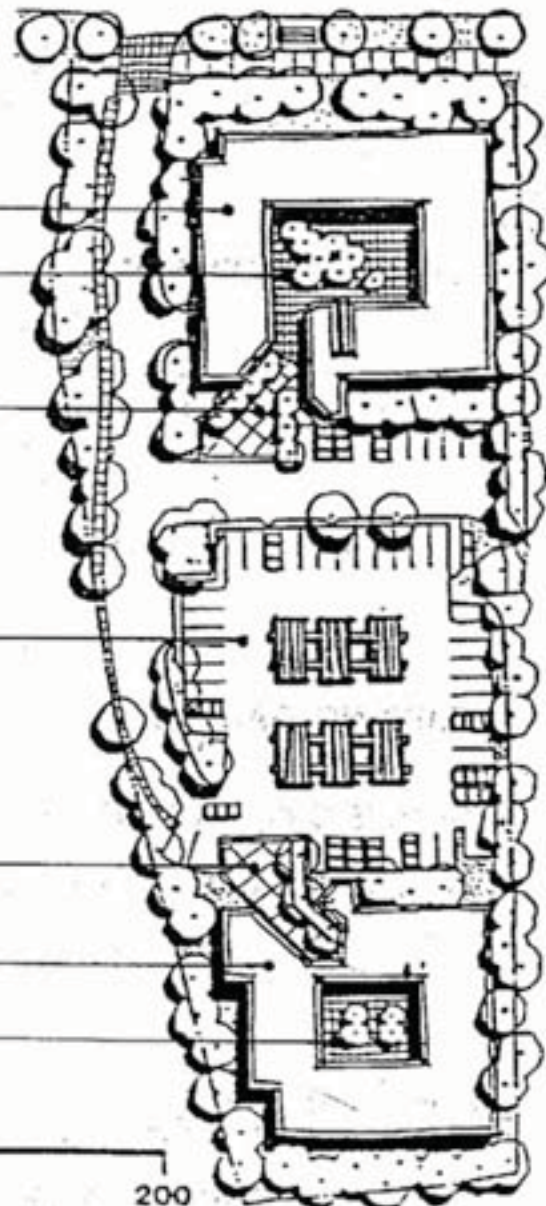
ENTRY PLAZA

OFFICE BUILDING 'B'

COURTYARD



0 50 100 200



Mission Grove Office Park
Schematic Site Plan

Atlas Specific Plan

50
FIGURE



INTERSTATE 8

HOTEL CIRCLE SOUTH

OFFICE BUILDING 'A'

PARKING GARAGE

OFFICE BUILDING 'B'

OPEN SPACE LEGEND

PROJECT 40,561 SF

LANDSCAPE 28,561 SF

PLAZA 12,000 SF

OPEN SPACE COVERAGE 38 %

VIEW CORRIDOR

0 50 100 200



Mission Grove Office Park
Conceptual Open Space Site Plan



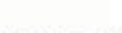


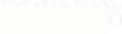
Atlas Specific Plan

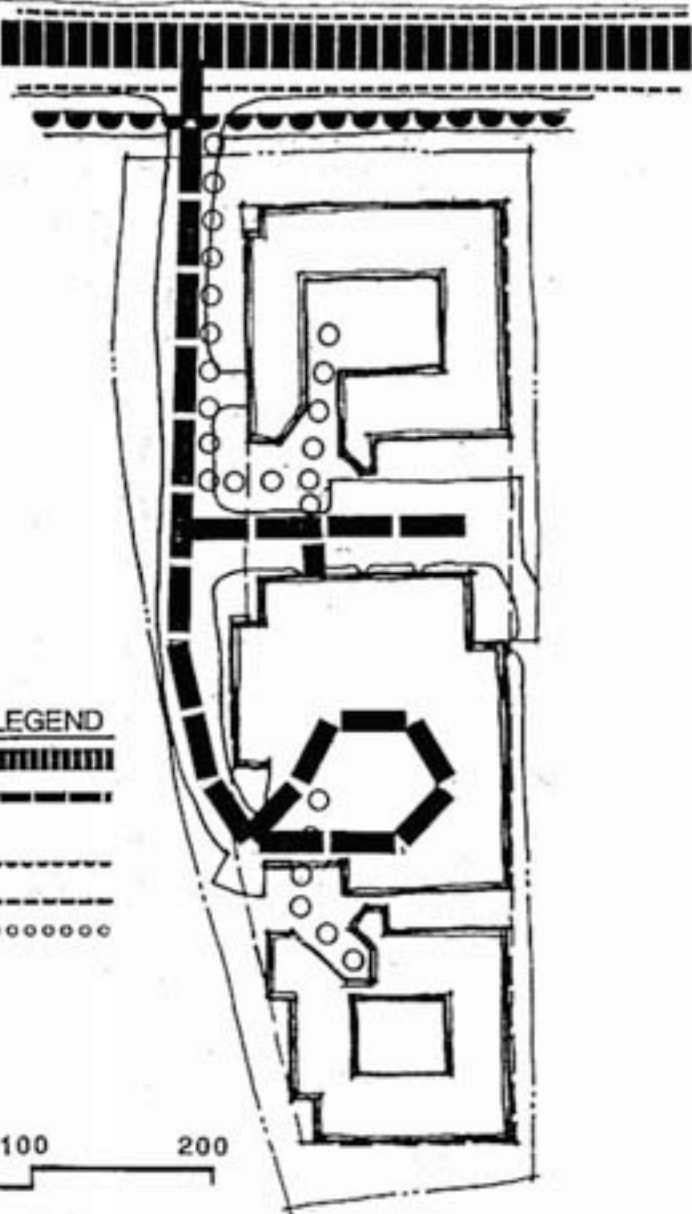
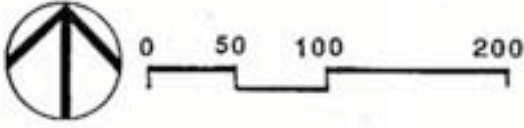


INTERSTATE 8

HOTEL CIRCLE SOUTH

CIRCULATION/STREETSCAPE LEGEND

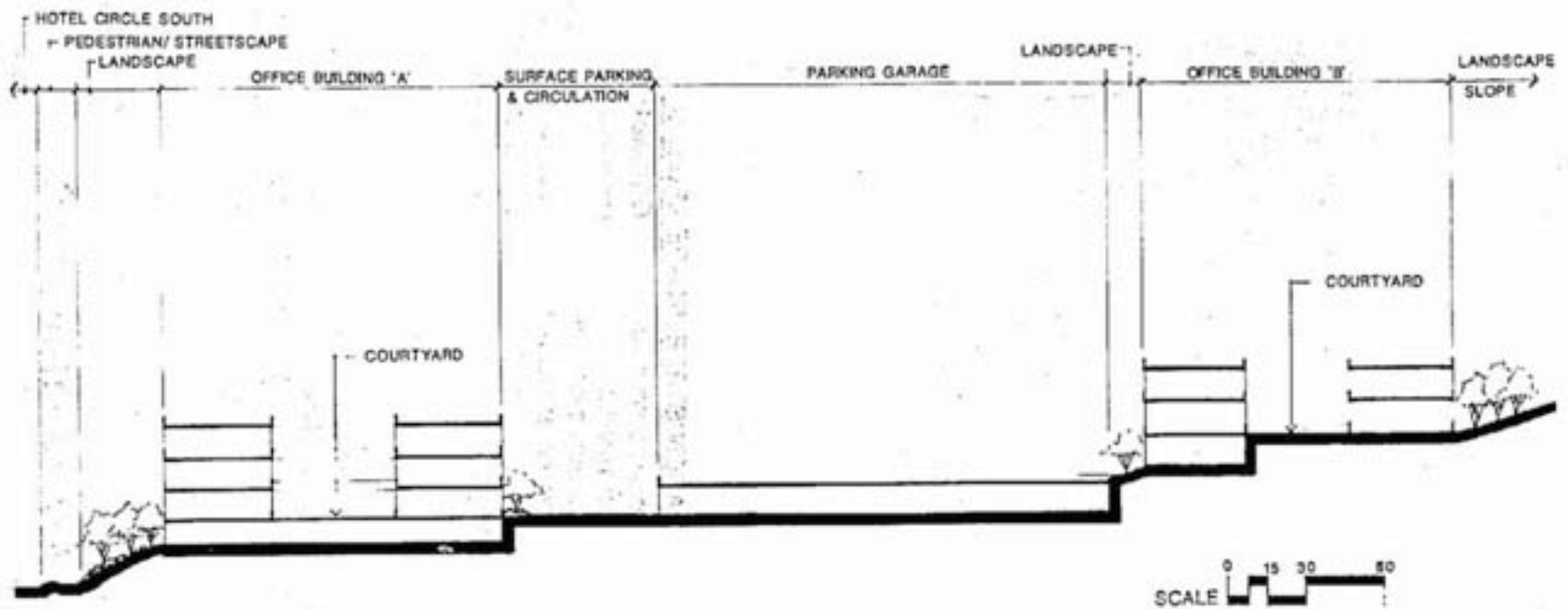
- | | |
|-------------------------|---|
| 4-LANE COLLECTOR ROAD |  |
| VEHICULAR TRAFFIC |  |
| PEDESTRIAN/STREETSCAPE |  |
| 4' PARKWAY, 5' SIDEWALK |  |
| BICYCLE LANE |  |
| PEDESTRIAN |  |



Mission Grove Office Park
Circulation and Streetscape Site Plan

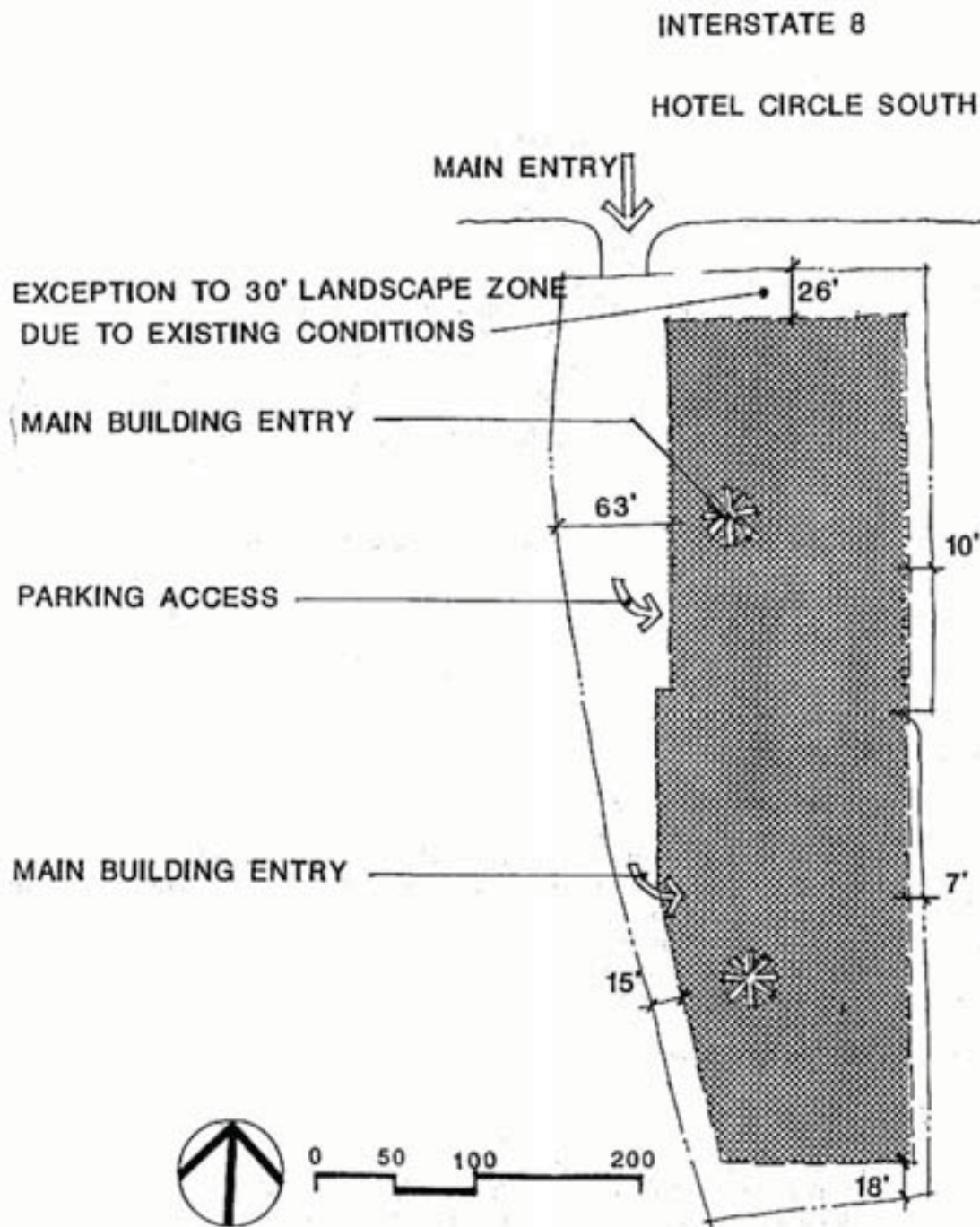
Atlas Specific Plan



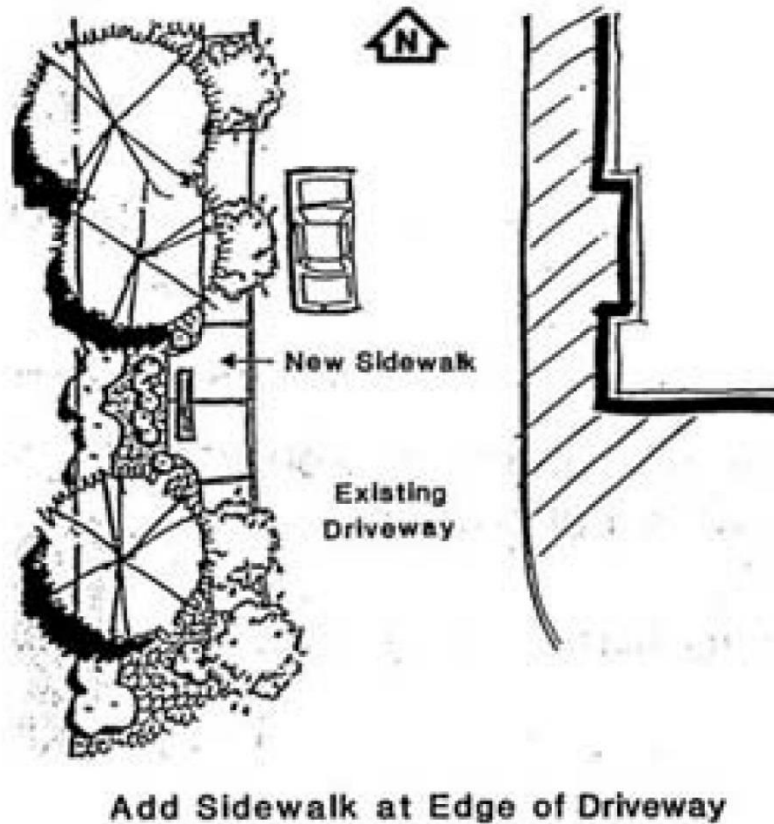


Mission Grove
North/South Site Section
Atlas Specific Plan





- A 26-foot wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle South. Parking lots or structures shall not be permitted in this landscaped buffer area, except for existing structures.



54. King's Inn

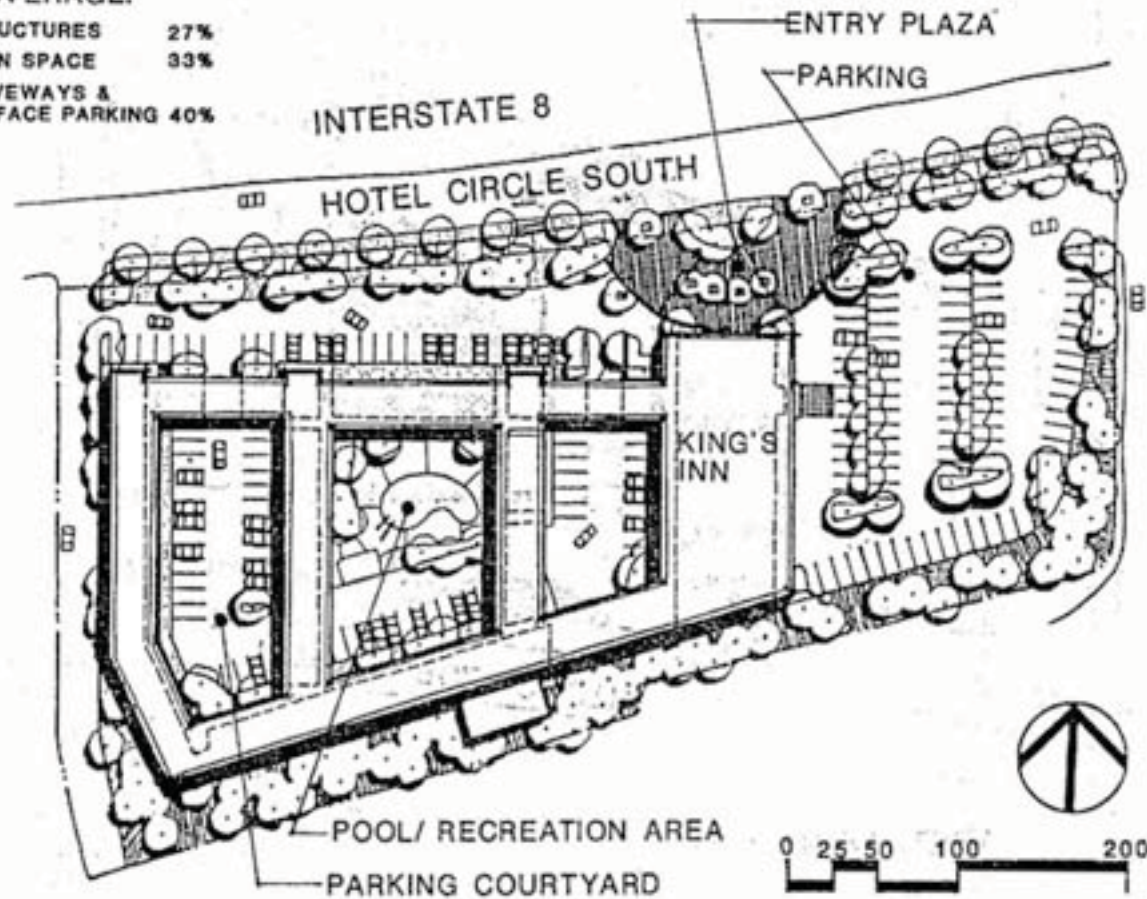
The site is presently entirely hotel and related uses. The Atlas Specific Plan proposes no new structures or uses, only site improvements and landscaping. The only improvements made will be for the purpose of better integrating the site to the proposed streetscape improvements of Hotel Circle South and the other Atlas Specific Plan area properties. Figure 55 illustrates the proposed site improvements for the King's Inn site. Figure 56 illustrates the open space criteria. Figure 57 illustrates the circulation concept and criteria. Figure 58 presents a cross-section through the site. Figure 59 summarizes certain development criteria. The following design criteria shall be applied to the King's Inn site:

Criteria

- An 8-foot wide sidewalk shall be installed along Hotel Circle South. The sidewalk shall be separated from the public street by a 6-foot wide landscaped parkway which will be planted with the appropriate street trees.

BUILDING HEIGHT: 27'
TYPE OF USE: COMMERCIAL/ RECREATIONAL
TOTAL SITE ACREAGE: 3.67 AC
GROSS FLOOR AREA: 72,888 SF
LOT COVERAGE:

STRUCTURES	27%
OPEN SPACE	33%
DRIVEWAYS & SURFACE PARKING	40%



Kings Inn
Schematic Site Plan
Atlas Specific Plan

55
FIGURE



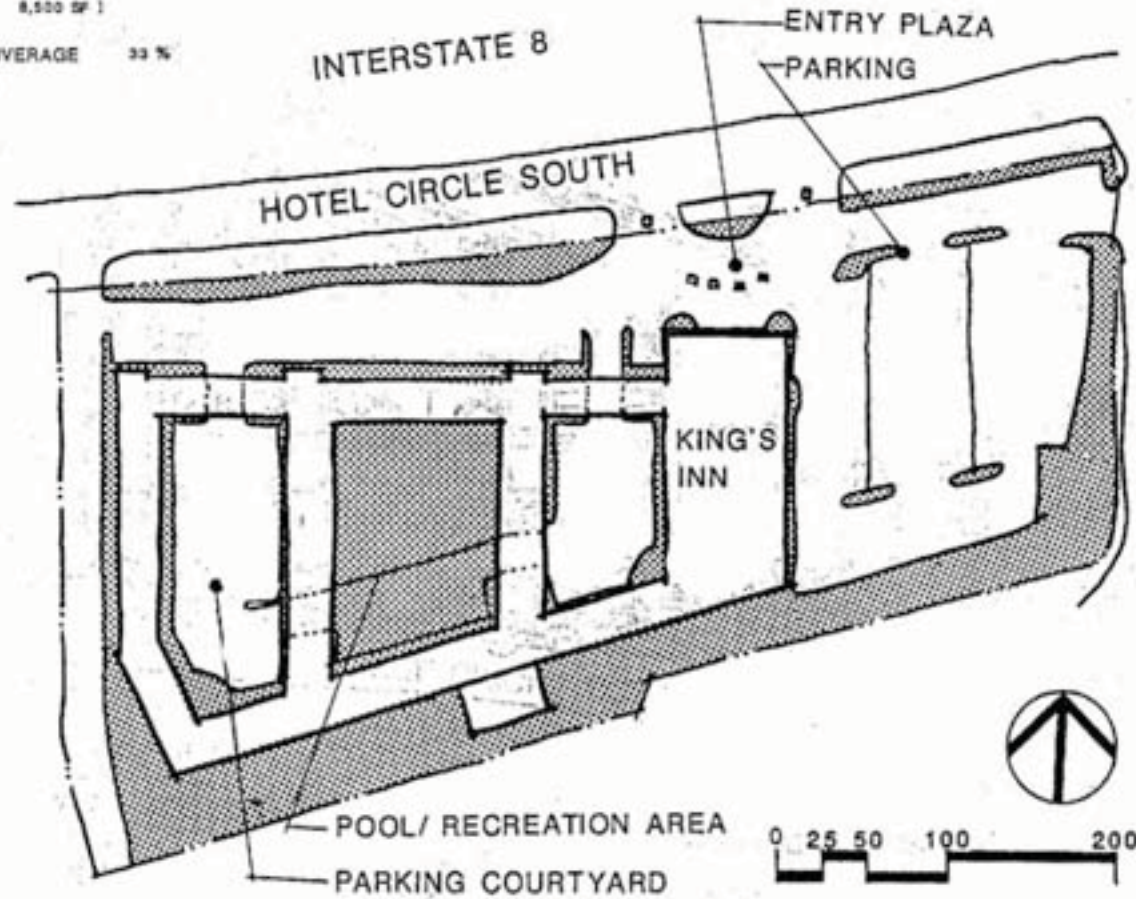
OPEN SPACE LEGEND

PROJECT 53,200 SF

(LANDSCAPE 44,700 SF)

(PLAZA 8,500 SF)







OPEN SPACE COVERAGE 33 %



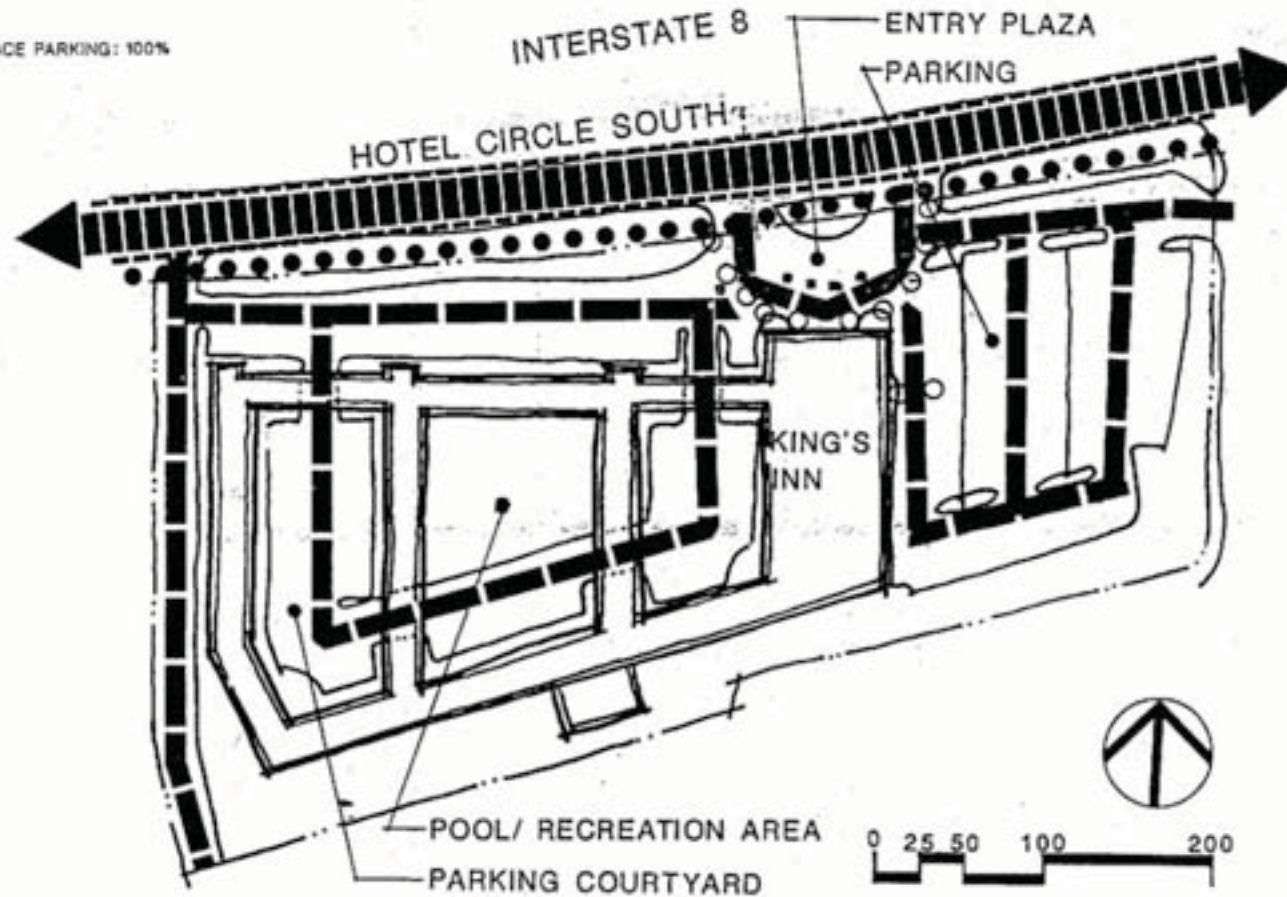
Kings Inn
Conceptual Open Space Site Plan
Atlas Specific Plan



CIRCULATION/STREETSCAPE LEGEND

4-LANE COLLECTOR ROAD	
VEHICULAR TRAFFIC	
PEDESTRIAN/STREETSCAPE	
6' PARKWAY, 8' SIDEWALK	
BICYCLE LANE	
PEDESTRIAN	

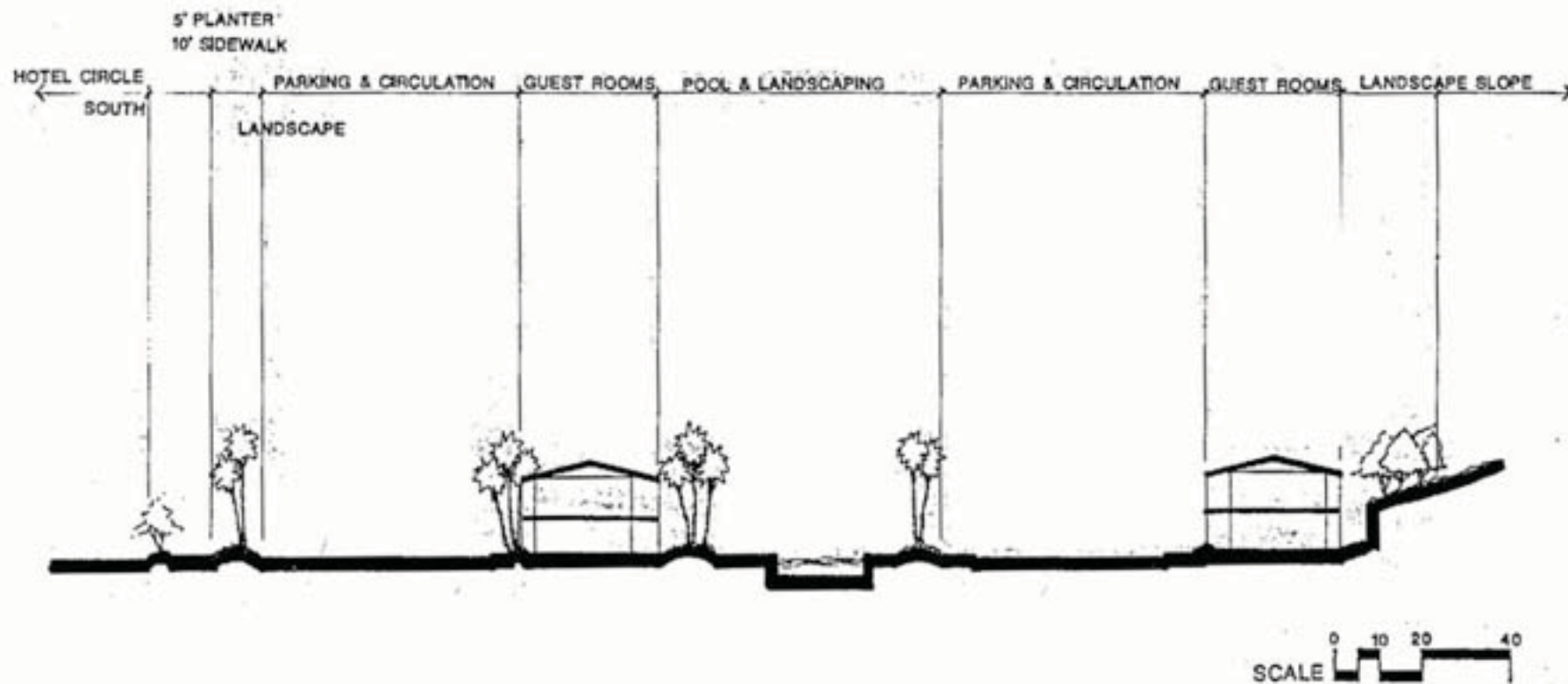
SURFACE PARKING: 100%



Kings Inn
Circulation and Streetscape Site Plan
 Atlas Specific Plan

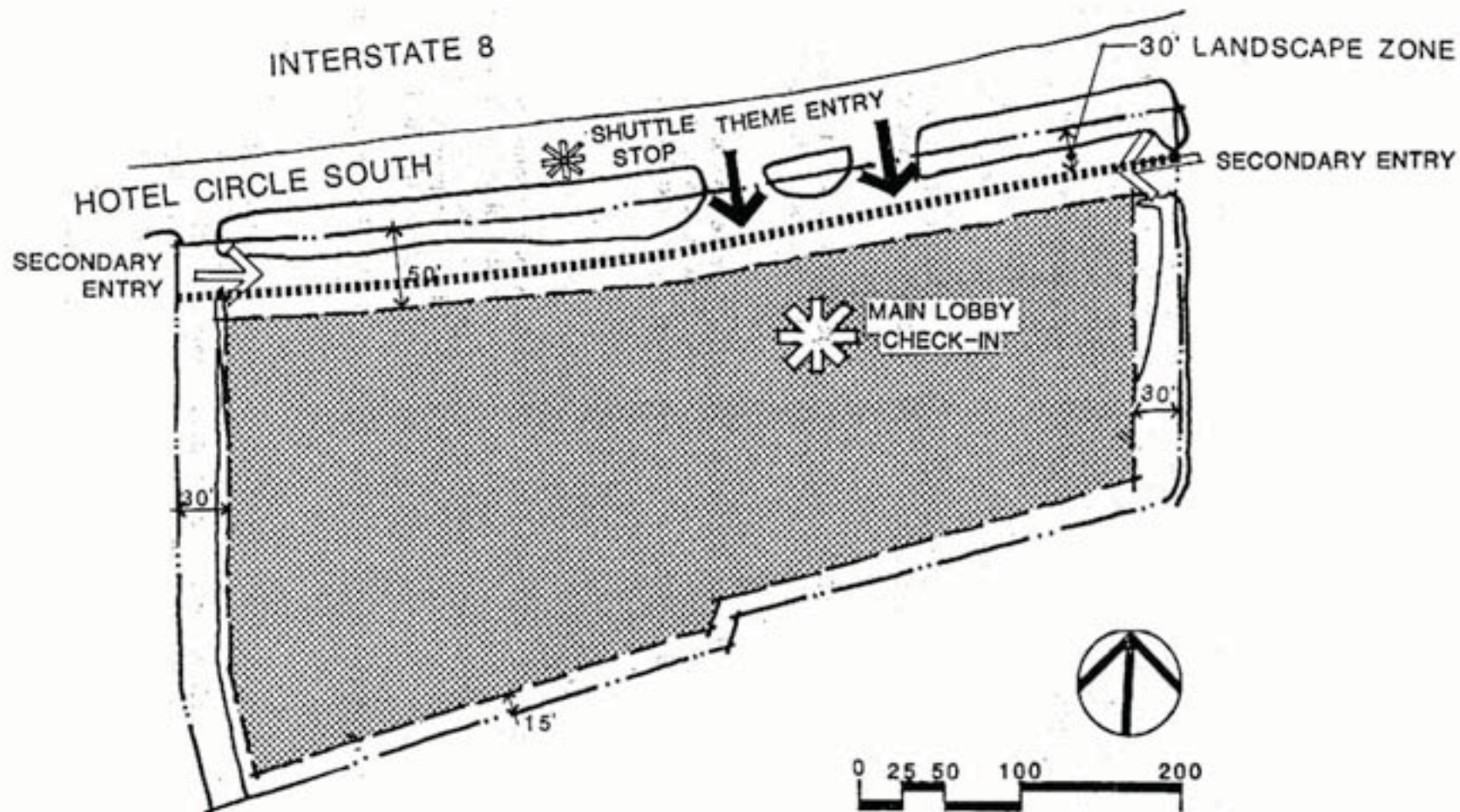
57
 FIGURE





Kings Inn
North/South Site Section
 Atlas Specific Plan





Kings Inn
Development Criteria Summary
 Atlas Specific Plan



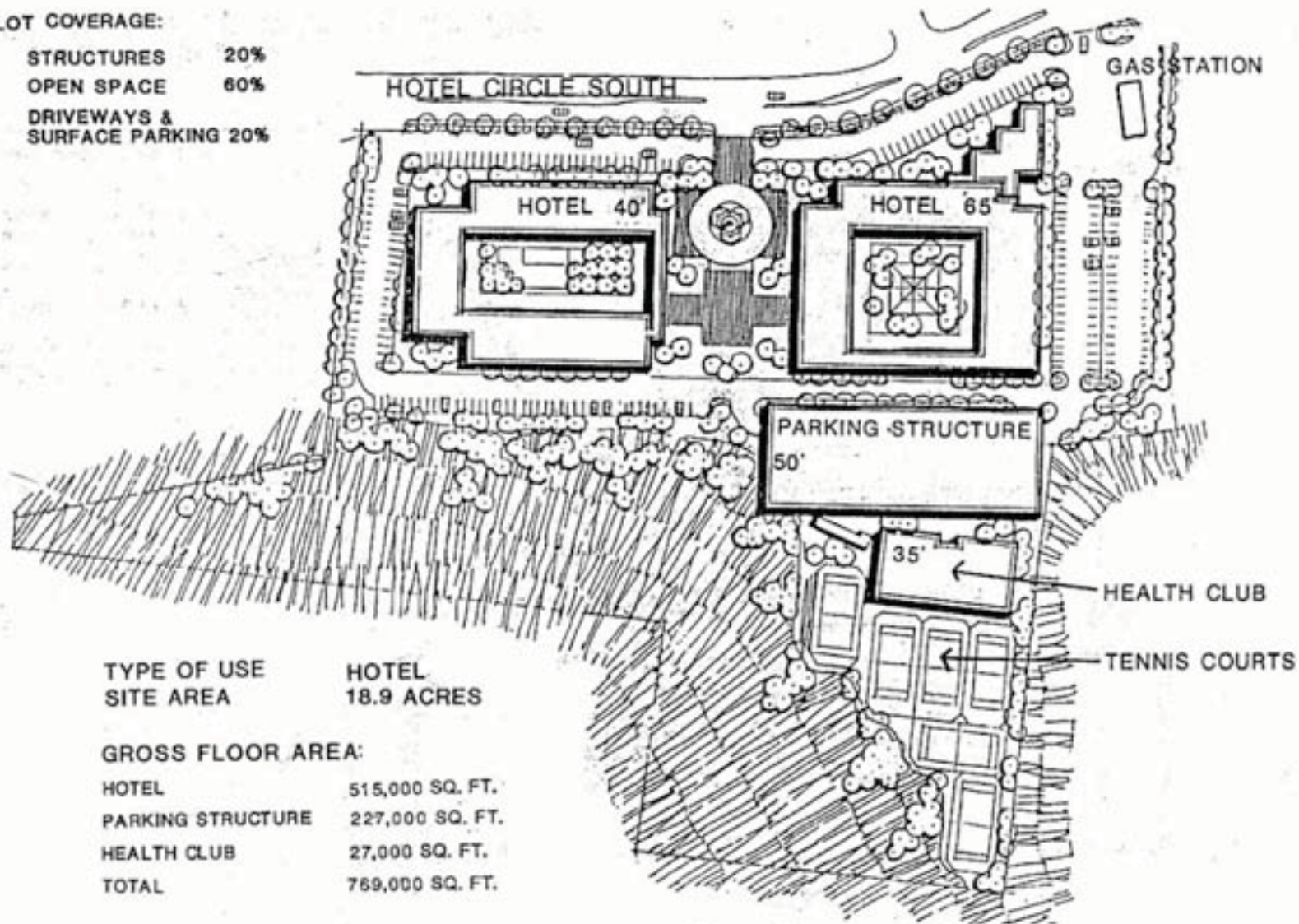
- A pedestrian link or connection shall be made between the lobby of the hotel and the sidewalk within the Hotel Circle South streetscape. Where this pedestrian linkage must cross a parking area it shall be constructed of a paving material which is consistent with the pedestrian sidewalks or hotel entry paving to provide a definite contrast to the parking area paving.
- The parking area shall be screened from Hotel Circle South by utilizing berms and plant material. However, care shall be taken to not screen the hotel from vehicular view.
- A theme entry shall be provided near the main lobby entrance. The theme entry shall consist of enhanced paving at the entry drive and theme plantings.
- Plant material, especially trees, shall be added to the existing parking areas. This includes tree wells located between adjacent parking stalls (see conceptual plan). Surface parking areas shall have a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle South) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle South.
- New plant material shall be added to the slope at the rear of the site.
- Generally, new plant material should be added to the entire site to better integrate with the streetscape theme and comply with the previous planting guidelines.
- An intra-valley shuttle stop shall be located near the theme entry at the lobby or within an expanded sidewalk paving section within the Hotel Circle South streetscape.
- A 30-foot wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle South. Parking lots or structures shall not be permitted in this landscaped buffer area, except as described and illustrated in this Specific Plan.

65. Mission Valley Inn

Improvements to this site will include 96 additional hotel rooms, banquet facilities, and landscaping. Figure 60 illustrates a schematic site plan for the Mission Valley Inn site. Figure 61 illustrates the open space and view corridor criteria and Figure 62 is a circulation and streetscape site plan. Figure 63 presents a cross-section through the site. Figure 64 summarizes certain development criteria.

LOT COVERAGE:

STRUCTURES 20%
 OPEN SPACE 60%
 DRIVEWAYS &
 SURFACE PARKING 20%



TYPE OF USE
 SITE AREA

HOTEL
 18.9 ACRES

GROSS FLOOR AREA:

HOTEL	515,000 SQ. FT.
PARKING STRUCTURE	227,000 SQ. FT.
HEALTH CLUB	27,000 SQ. FT.
TOTAL	769,000 SQ. FT.



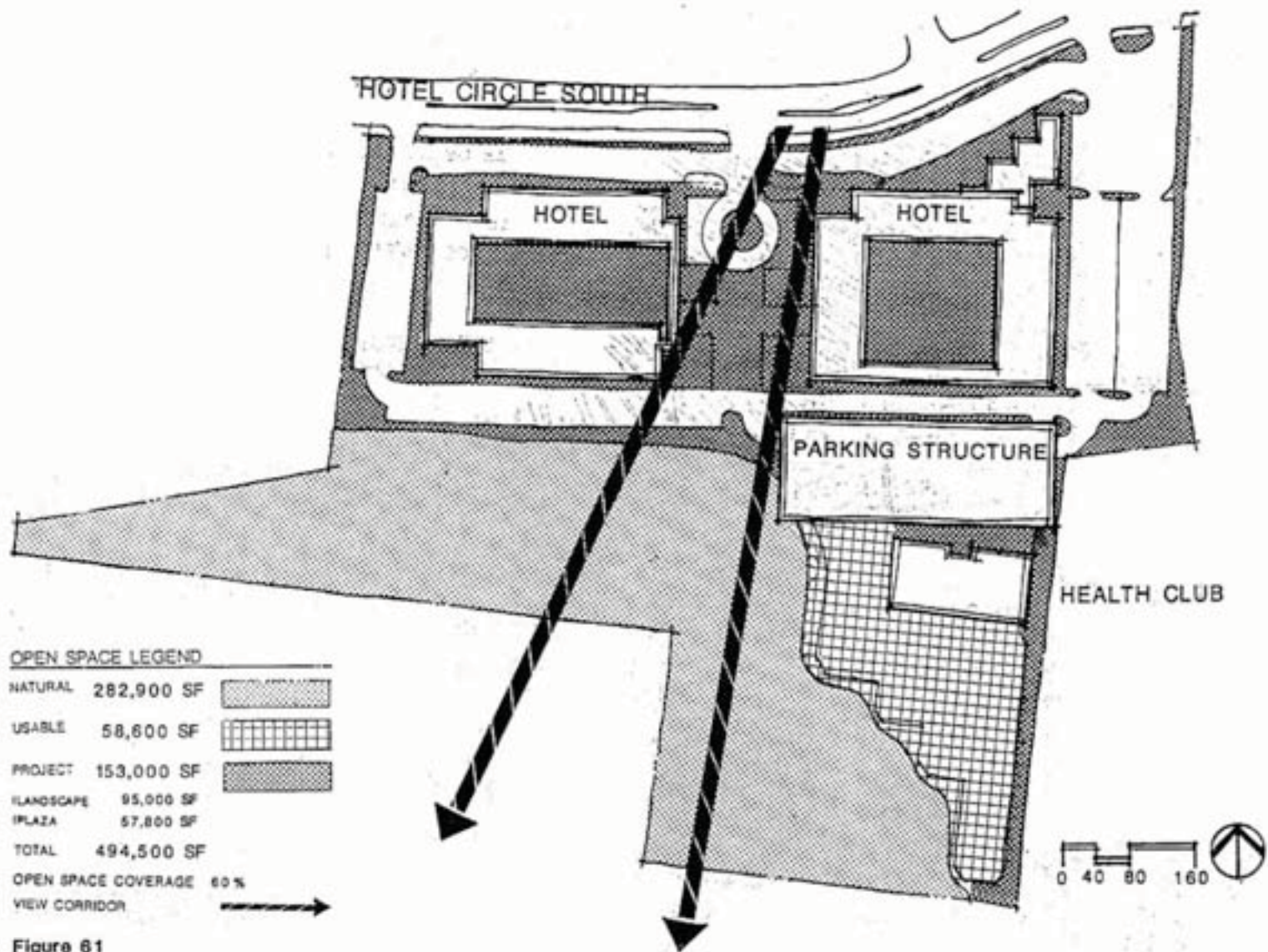
**Mission Valley Inn
 Schematic Site Plan**

Atlas Specific Plan

60

FIGURE





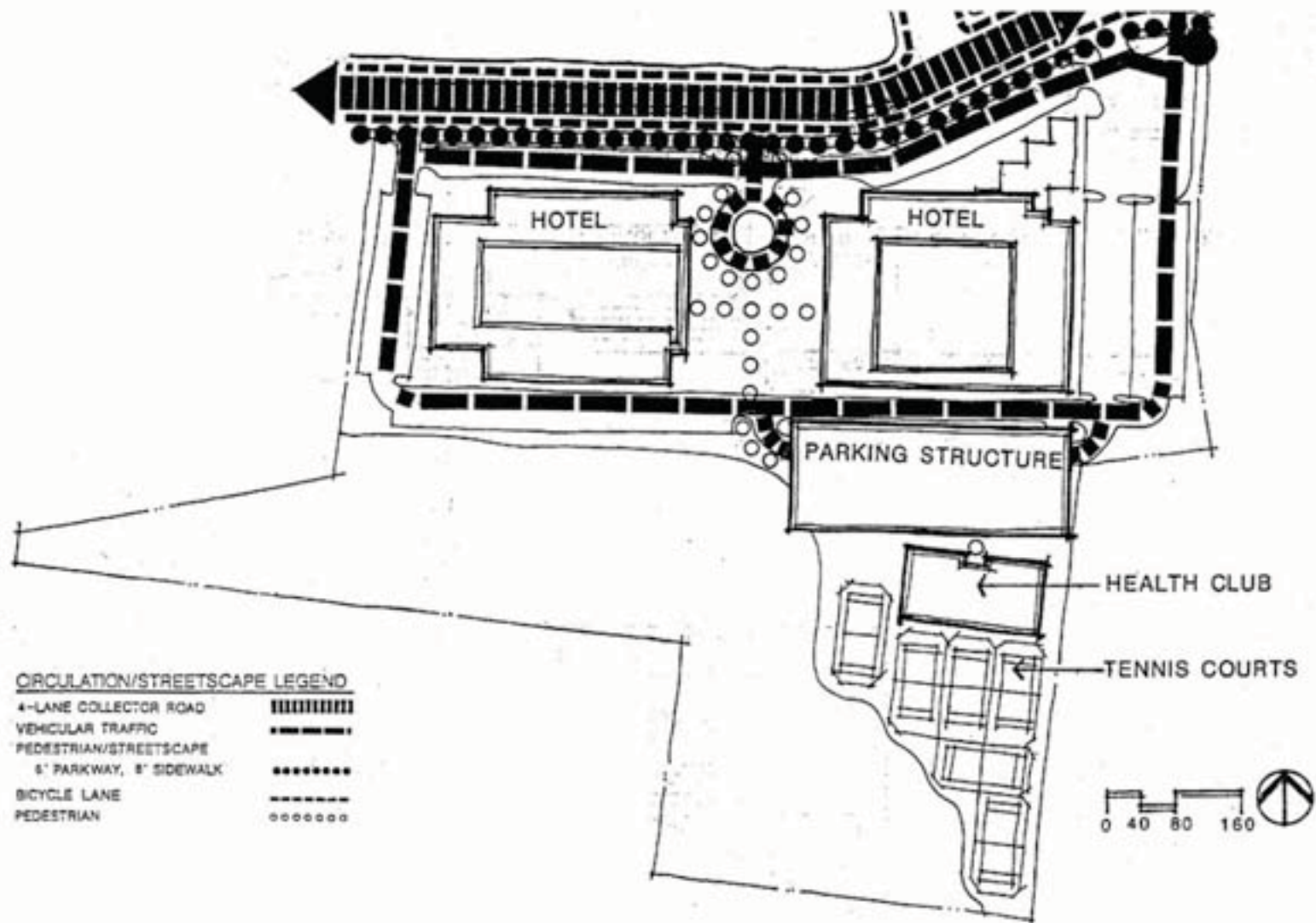
Mission Valley Inn Conceptual Open Space Site Plan

Atlas Specific Plan

61

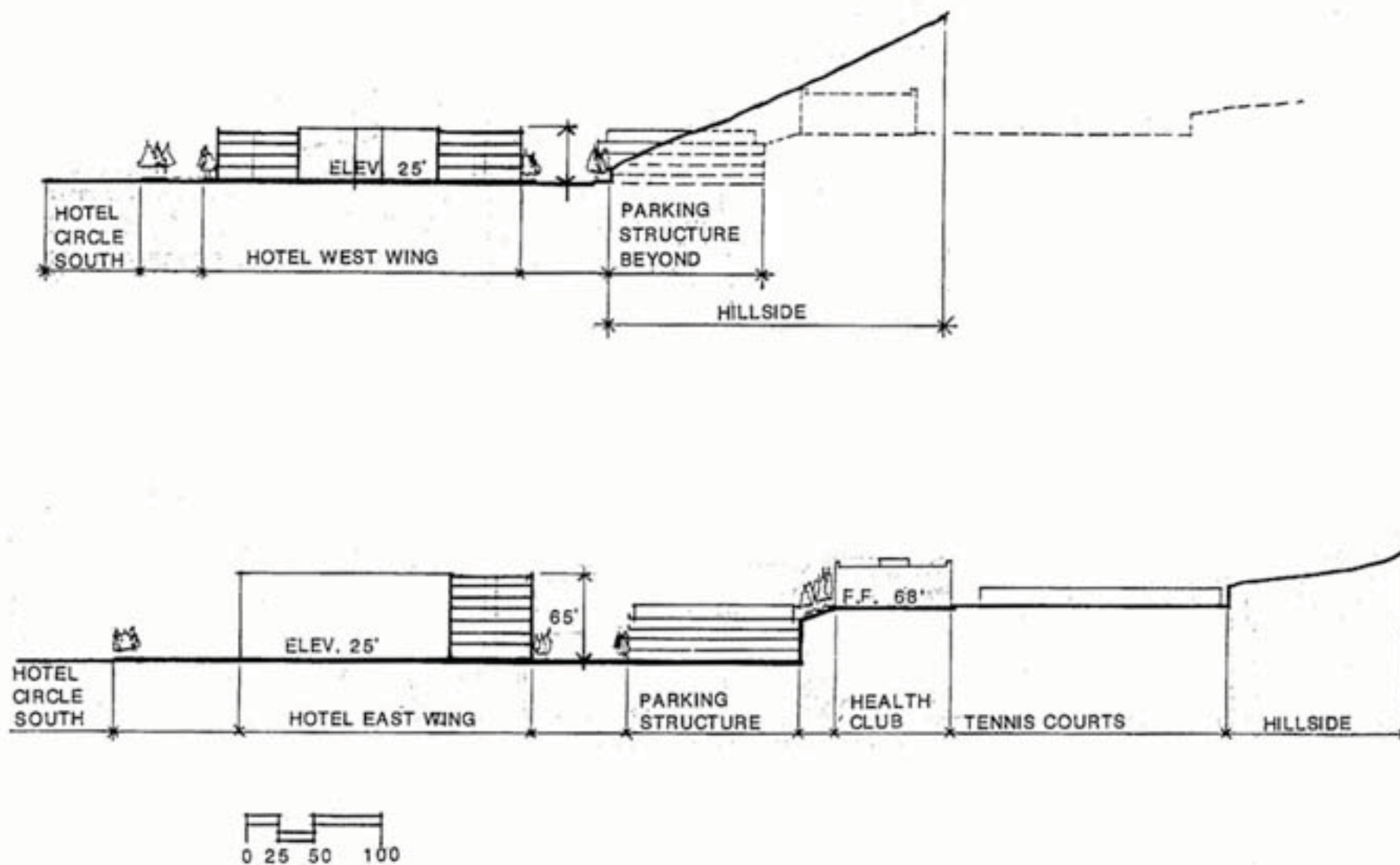
FIGURE





Mission Valley Inn
Circulation and Streetscape Site Plan
 Atlas Specific Plan





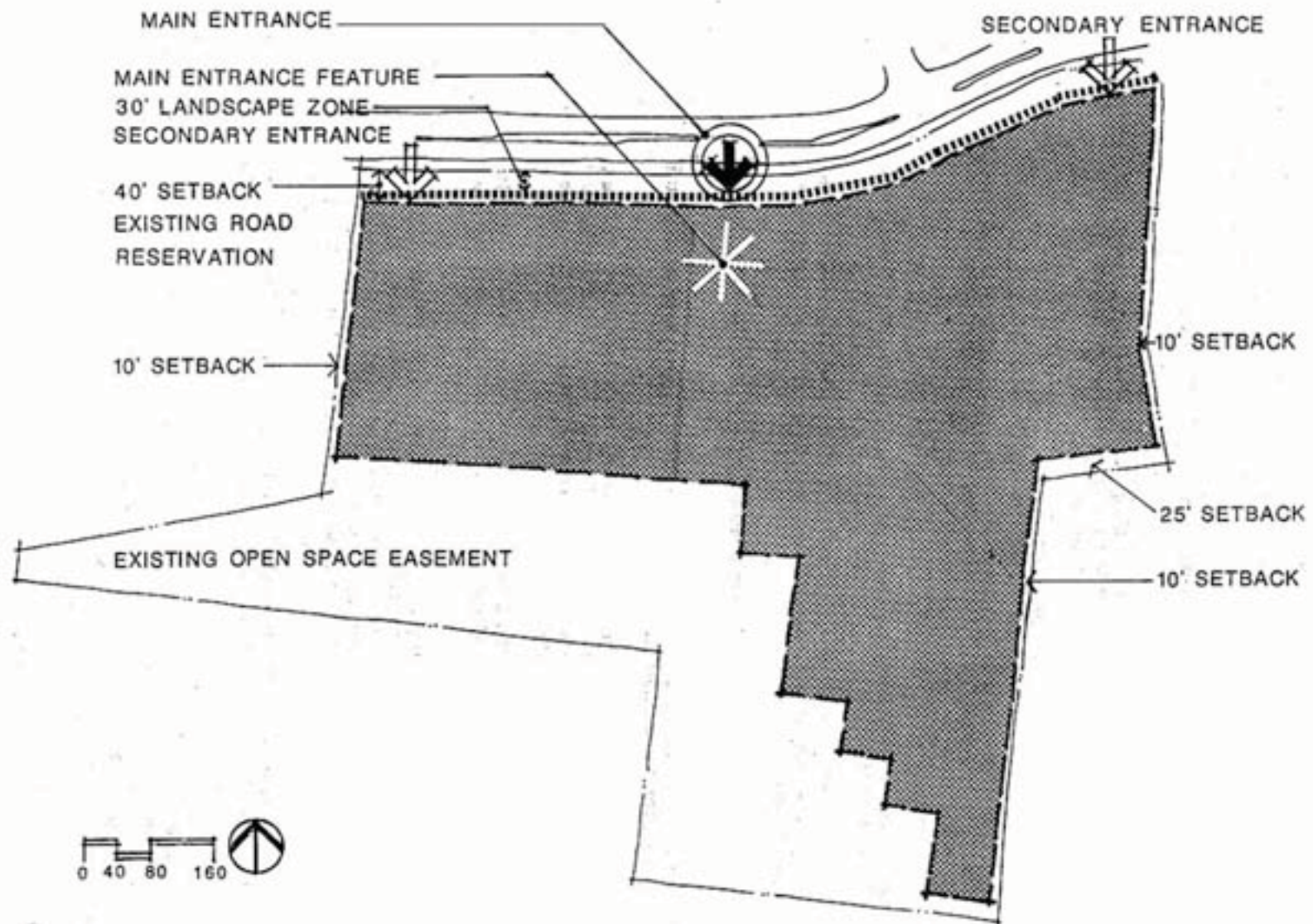
**Mission Valley Inn
North/South Site Section**

Atlas Specific Plan

63

FIGURE





Mission Valley Inn Development Criteria Summary

Atlas Specific Plan

64
FIGURE



The following design criteria shall be applied to the Mission Valley Inn site:

Criteria

- A minimum of 75% of all required parking shall be provided in architecturally integrated structures. The remaining 25% may be in surface parking areas. These surface parking areas shall be a minimum of 10% of the interior area (excluding the landscape buffer adjacent to Hotel Circle South) landscaped, and shall be designed to screen parked vehicles from view from Hotel Circle South.
- Parking on the roofs of structures shall be restricted. A minimum of 30% of the parking structure roof shall be reserved for recreational facilities or screened from view by the use of trellis or other screening structures.
- A 30-foot wide landscaped buffer area except for driveways and/or drives shall be provided adjacent to Hotel Circle South. Parking lots or structures shall not be permitted in this landscape buffer area except as described and illustrated in this Specific Plan.
- An 8-foot wide sidewalk shall be installed along Hotel Circle South. The sidewalk shall be separated from the public street by a 6-foot wide landscaped parkway planted with the appropriate street trees.
- A pedestrian link or connection shall be made between the pedestrian plaza at the center of the site and the 8-foot wide sidewalk within the Hotel Circle South streetscape. Where this pedestrian linkage must cross a parking area it shall be constructed of a paving material which is consistent with the pedestrian sidewalk and plaza and provides a definite contrast to the parking area paving.
- A theme entry and pedestrian plaza shall be provided near the center of the site at the hotel lobby.
- An intra-valley shuttle stop shall be located near the theme entry at the lobby or within an expanded sidewalk section in the Hotel Circle South streetscape.
- The existing structures shall be refurbished to conform with the architectural design of the new buildings.
- Focal points should be provided at the major circulation nodes from the parking areas to the hotel area.
- Natural hillsides steeper than 25% shall remain undisturbed except for any necessary planting needed for screening. Planting within hillside areas shall be limited to the use of drought-tolerant native plants which are compatible with existing hillside vegetation.
- Site development architectural design and landscape design shall comply with the requirements of the Mission Valley Community Plan Implementation Program.

- In general, the landscaping throughout the site shall be revised to better integrate with the proposed streetscape and planting criteria previously mentioned and shall comply with the requirements of the Mission Valley Community Plan Implementation Program where consideration of increased buildings heights adjacent to the southerly slopes of Mission Valley is concerned.
- The parking area along Hotel Circle South shall be screened from vehicles on Hotel Circle South while maintaining a clear view of the hotel and especially the lobby.

VI. TRANSPORTATION ELEMENT

A. OBJECTIVES

NOTE: The traffic study conducted for the 1988 Atlas Specific Plan included the Town and Country site; however, the Town and Country site was later removed from the Specific Plan area by amendment to the Atlas Specific Plan. Thus, all data, assumptions, forecasts and conclusions of the circa 1988 traffic study shall be considered inaccurate and outdated. An updated traffic study shall be prepared in conjunction with any proposed development within the amended Specific Plan area to reflect current conditions. The traffic study data, assumptions, forecasts and conclusions remaining in this amended document are fundamentally outdated and inaccurate and shall be considered for general informational purposes only.

The purpose of this transportation element is to outline the circulation requirements of the specific plan. The traffic study for the Atlas Specific Plan was prepared by Linscott, Law & Greenspan, consulting engineers. The study evaluated the Mission Valley circulation system with respect to specific plan implementation and community development. This element describes the existing circulation system, the proposed circulation system and its relationship to the Mission Valley Community Plan, and the improvements necessary to implement the proposed circulation system. Alternative available modes of transportation and the integration of these modes with the specific plan are also addressed.

The traffic study conducted by Linscott, Law and Greenspan was based on a computerized travel forecast conducted by the City of San Diego. The assumptions utilized in the travel forecast were approved by the City's Transportation and Traffic Engineering Division prior to conduct of the study and the actual computer programming was done by the City. The traffic study was structured in such a way as to make it possible to evaluate the traffic/circulation effects of development of the specific plan area under a cumulative development scenario which assumed buildout of the Mission Valley area in accordance with the community plan plus implementation of the Levi-Cushman and Atlas Specific Plans.

B. EXISTING CONDITIONS

NOTE: The traffic study conducted for the 1988 Atlas Specific Plan included the Town and Country site; however, the Town and Country site was later removed from the Specific Plan area by amendment to the Atlas Specific Plan. Thus, all data, assumptions, forecasts and conclusions of the circa 1988 traffic study shall be considered inaccurate and outdated. An updated traffic study shall be prepared in conjunction with any proposed development within the amended Specific Plan area to reflect current conditions. The traffic study data, assumptions, forecasts and conclusions remaining in this amended document are fundamentally outdated and inaccurate and shall be considered for general informational purposes only.

Located in Mission Valley in the central San Diego metropolitan area, the Atlas Specific Plan area lies within the heart of the San Diego regional transportation network. The area is served by a comprehensive network of regional and local highways and streets, planned public transit, and bicycle and pedestrian systems. The existing street system is illustrated in Figure 65.

~~The~~ For the purposes of the traffic study conducted, it was assumed that the Atlas Specific Plan is bordered by the future extension of Camino de la Reina to the north, State Route 163 to the east, and Colusa/Taylor Street to the west. Regional access to this portion of Mission Valley is provided via the Mission Valley (Interstate 8) and Cabrillo (State Route 163) Freeways. Indirect regional freeway access is provided via three major travel corridors; San Diego (Interstate 5), Jacob-Dekema (Interstate 805) and Escondido (Interstate 15) Freeways. Arterial streets and other surface streets servicing the study area include Hotel Circle North and South, Friars Road, Fashion Valley Road and Camino de la Reina.

Freeway System

I-8 is the major east-west facility connecting downtown San Diego with the residential areas to the east. This freeway carries downtown commuter traffic during the peak hours, and regional traffic with origins and/or destinations in Mission Valley. Traffic volumes remain relatively heavy throughout the day, particularly during commuter peak hours. Figure 66 summarizes existing freeway volumes in the vicinity of the specific plan areas. Freeway volume information was obtained from CalTrans by Linscott, Law and Greenspan.

The basic freeway access system to I-8 within the study area, consists of the Hotel Circle North and Hotel Circle South frontage roads on either side of the freeway with two, low capacity, button-hook type ramps providing east and westbound access to the mainline freeway. These button-hook ramps are located in the vicinity of the Mission Valley Inn and the existing Stardust Hotel and are too short to allow adequate stacking room during peak traffic periods. The eastbound I-8 button-hook ramp near the Mission Valley Inn immediately turns into the connector ramps for eastbound I-8 to northbound and southbound SR-163. Thus, traffic on this button-hook ramp during the heavy eastbound PM peak hour is forced into heavy traffic. This heavy traffic and lack of weaving room make the merge onto the freeway very difficult from the button-hook ramps.

In the immediate vicinity of the Presidio overcrossing, I-8 interchanges with Hotel Circle North, South and Taylor Street presently existing. The Hotel Circle ramps are very congested due to the existing high volumes and lack of stacking room created by the button-hook type design.

Caltrans is currently preparing a Project Report on the feasibility of increased freeway access/egress along I-8 between SR-163 and I-5. This feasibility study will address the present weaving problem on I-8 at the eastbound Taylor Street off-ramp, the possible modifications to existing ramps for increased carrying capacity and the potential for new freeway interchanges.

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Street System

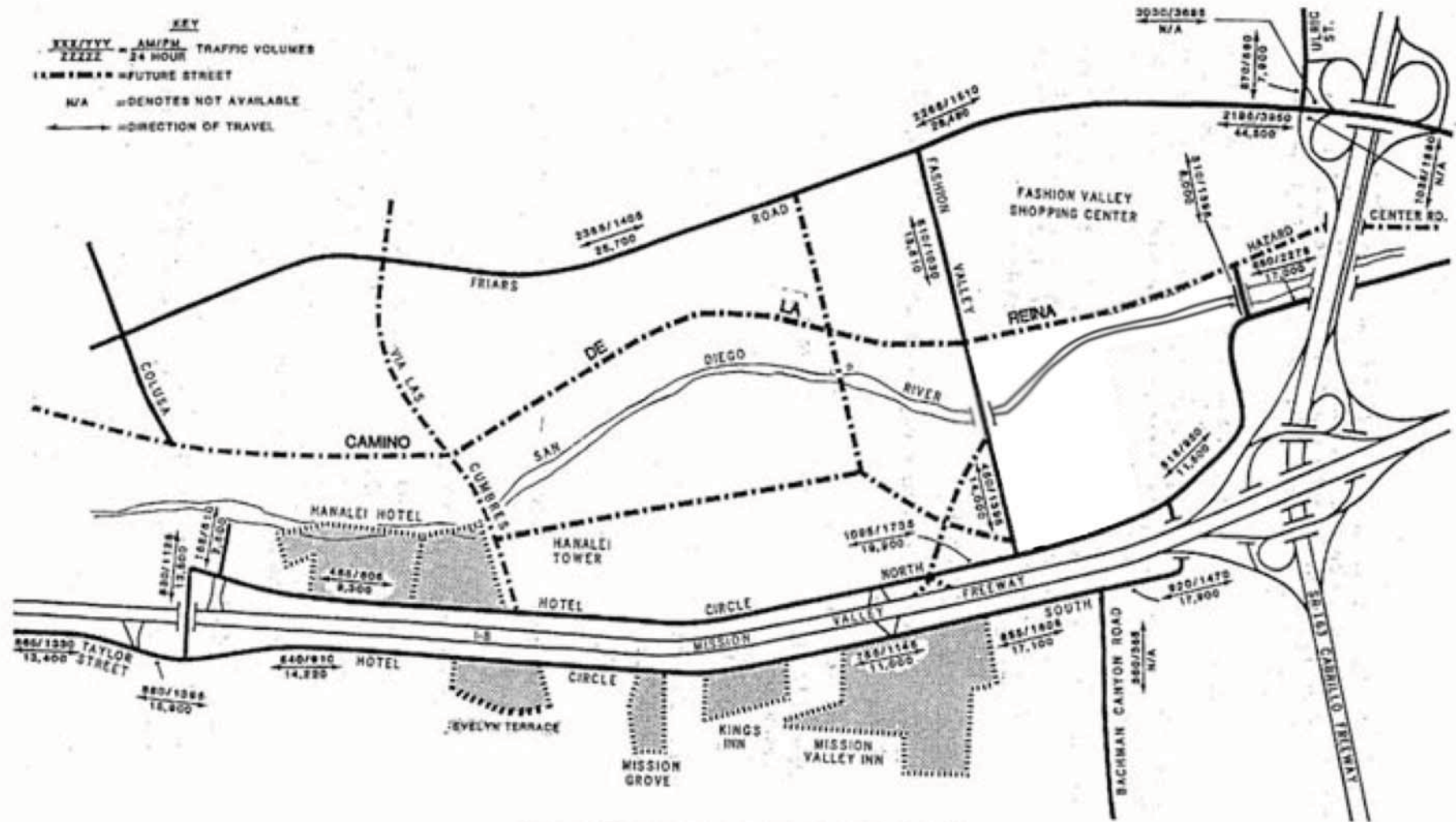
Hotel Circle North and South form a loop frontage road system parallel to I-8 which provides access to the freeway system and to all adjacent businesses. The typical cross-section for Hotel Circle North consists of three lanes, one in each direction, with, in most cases, a two-way or exclusive left-turn lane. Parking is generally allowed on the developed side of the street throughout the segment. According to the community plan, such on-street parking will no longer be permitted as the community plan area is built out. The typical street cross-section for Hotel Circle South consists of two lanes with parking along the south sides of the street.

Figure 67 summarizes the street traffic volumes in the vicinity of the specific plan area. Street volume information shown on Figure 67 represents data obtained from the City of San Diego and data gathered by Linscott, Law and Greenspan during actual counts in 1986. Based on existing traffic volumes, the majority of the streets in the study area are presently carrying volumes in excess of their respective maximum desirable Average Daily Traffic (ADT).

Friars Road is a major 4-lane facility which generally lies parallel to I-8. Friars Road has few intersections and limited driveway access, and traffic flow is smooth most of the time. In that respect, Friars Road could carry a portion of the east-west commuter traffic when I-8 congestion occurs. Parking is allowed along the north side of Friars Road in the vicinity of the specific plan area.

Fashion Valley Road links Hotel Circle North with Friars Road. This four-lane collector road forms the western boundary of the Fashion Valley Shopping Center and the Town and Country Hotel (not a part of the Specific Plan area, but included in the traffic study conducted). Traffic signals controls are located at both intersections with Hotel Circle North and Friars Road. Parking is prohibited throughout the length of the segment.

KEY
 XXX/YYY AM/PM TRAFFIC VOLUMES
 ZZZZ 24 HOUR
 --- FUTURE STREET
 N/A DENOTES NOT AVAILABLE
 → DIRECTION OF TRAVEL



SOURCE: CITY OF SAN DIEGO AND LINGCOTT, LAW AND GREENSPAN

SCHEMATIC
 NOT TO SCALE

Atlas Hotels Existing (1985) Street Volumes

Atlas Specific Plan

67

FIGURE

Amended

Camino de la Reina provides a link between the Mission Valley and Fashion Valley Shopping Centers under SR-163. East of SR-163 Camino de la Reina functions as a frontage road to westbound I-8. West of SR-163, Camino de la Reina presently provides a connection to the Hotel Circle street system. Generally, a three-lane street section prevails throughout its length.

As discussed in the land use element of this specific plan, four of the sites within the specific plan area are currently developed. Existing development on these properties (plus the Town and Country site, not a part of the Specific Plan area but included in the traffic study) generates an estimated 18,120 daily trips with 1,320 trips occurring during the AM peak-hour and 1,810 trips during the PM peak-hour.

~~Camino de la Reina provides a link between the Mission Valley and Fashion Valley Shopping Centers under SR-163. East of SR-163 Camino de la Reina functions as a frontage road to westbound I-8. West of SR-163, Camino de la Reina presently provides a connection to the Hotel Circle street system. Generally, a three-lane street section prevails throughout its length.~~

~~As discussed in the land use element of this specific plan, five of the sites within the specific plan area are currently developed. Existing development on these properties generates an estimated 18,120 daily trips with 1,320 trips occurring during the AM peak-hour and 1,810 trips during the PM peak-hour.~~

Intersection Peak-Hours Service Levels

Existing AM and PM peak-hour intersection conditions were evaluated at 11 key intersections. They are as follows:

- Hotel Circle North at
 - Presidio/Taylor Street/Westbound I-8 ramps
 - Westbound I-8 ramp
 - Fashion Valley Road
 - Camino de la Reina
- Hotel Circle South at
 - Bachman Canyon Road
 - Eastbound I-8 ramps
 - Presidio Overcrossing
 - Taylor Street, I-8 ramps
- Camino de la Reina at Avenida del Rio
- Friars Road at
 - Fashion Valley Road
 - Ulric Street/southbound SR-163 ramps

The traffic count information used in this analysis was collected by Linscott, Law & Greenspan, Inc. during February 1986. During the AM peak-hour all of the intersections operate at Level of

Service (LOS) B or better. LOS D is the lowest acceptable service level for urban intersections. During the PM peak-hour, one intersection operates at an unacceptable level or LOS E. The location is Hotel Circle North/Camino de la Reina/Hotel Circle South.

Future Planned Improvements

Recognizing that many major streets in Mission Valley are not built to major street standards and now experience congestion (especially during peak hours), the Mission Valley Community Plan has designated certain improvements to accommodate existing and future traffic. Hotel Circle North is designated to be widened to a four-lane collector street, narrowing to three lanes near Via Las Cumbres, and is proposed to cul-de-sac just east of Via Las Cumbres. Hotel Circle South and the undercrossing to Hotel Circle North are designated to be improved to four-lane collectors between Camino de la Reina and the eastbound I-8 ramps. Between Camino de la Reina and Colusa Street, Hotel Circle South is designated to be three lanes, and widened to four lanes at intersections.

According to the community plan, Friars Road, in the vicinity of the specific plan area, is planned to be striped as a six-lane major street. Fashion Valley Road, which links Hotel Circle North with Friars Road, will have an additional two-way left-turn lane and will widen to a four-lane major street. Camino de la Reina will ultimately be constructed as a four-lane major street and will be realigned parallel to Friars Road, between Hotel Circle North and Via Las Cumbres. According to the Mission Valley Community Plan, Via Las Cumbres will be a four-lane major street between Friars Road and Hotel Circle North.

The Linscott, Law and Greenspan study also evaluated the effectiveness of various regional improvements. These include construction of a new interchange with I-8 at Via Las Cumbres. The results of this analysis are summarized later in this section under the proposed circulation system discussion.

A major development project located within the area of influence of the Atlas Specific Plan is the Chevron Land-Levi/Cushman project consisting of mixed use residential/commercial land uses. The approved development is expected to generate traffic volumes consistent with the Mission Valley Community Plan. Based on this information, the travel forecasts for Mission Valley depicting the community plan traffic volumes also reflect the Levi-Cushman proposal. Circulation networks analyzed in the traffic study assume ultimate development of the circulation network as shown in the Mission Valley Community Plan which has been approved by the San Diego City Council. Other potential development projects located within the area of influence of the Atlas Specific Plan include the Linda Vista Plan Amendment and the Warner Ranch project. The traffic study did not include the Linda Vista Plan Amendment as it was not a known project at the time the Atlas travel forecasts were prepared. The potential impacts of this project to the Atlas Specific Plan would not be expected to substantially alter the travel forecasts since the travel forecasts are rounded per City guidelines. Similarly, the potential impacts of the Warner Ranch Project would not be expected to substantially alter the travel forecasts due to the rounding of the forecasts.

C. RELATIONSHIP TO MISSION VALLEY COMMUNITY PLAN

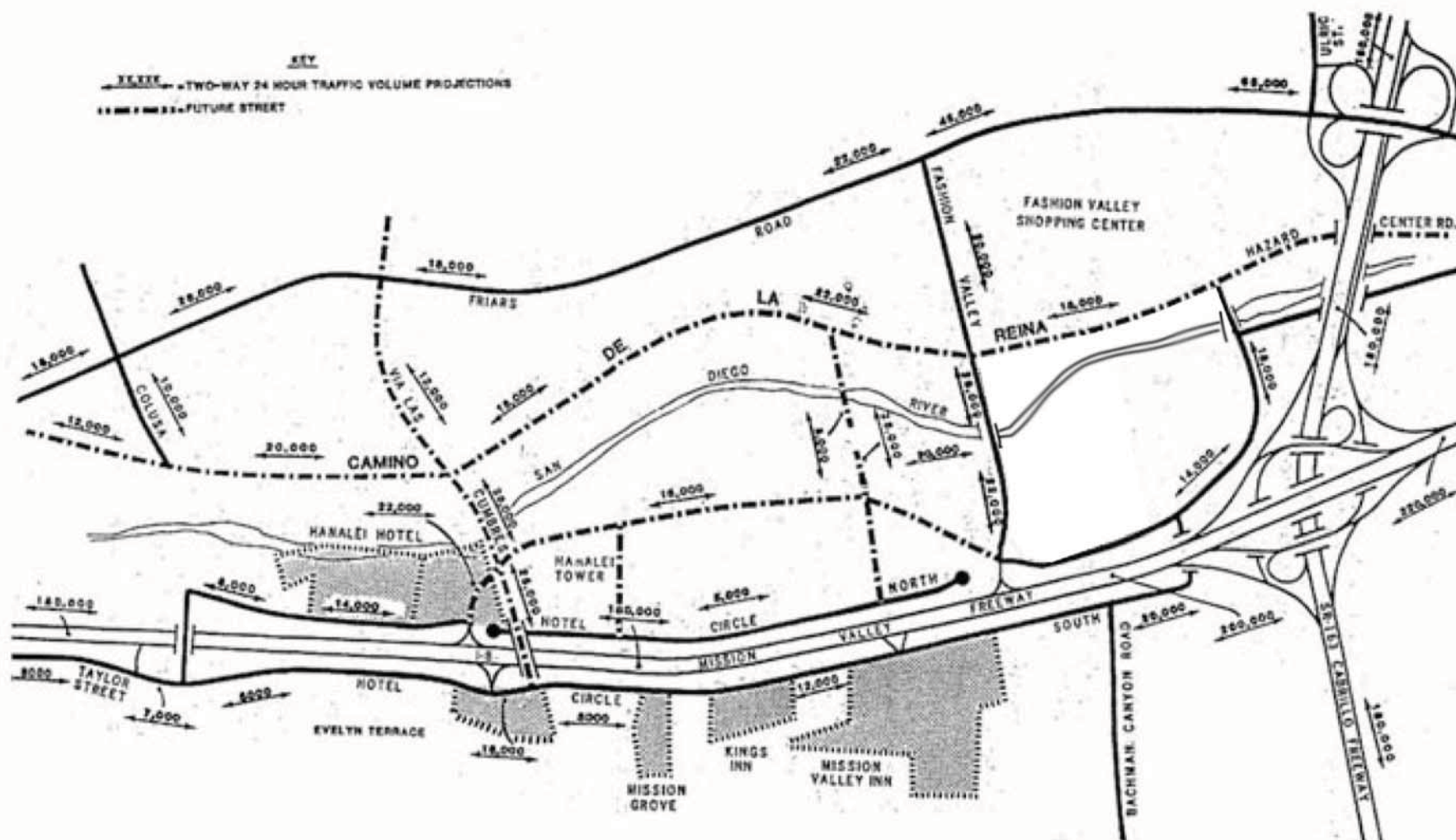
NOTE: The traffic study conducted for the 1988 Atlas Specific Plan included the Town and Country site; however, the Town and Country site was later removed from the Specific Plan area by amendment to the Atlas Specific Plan. Thus, all data, assumptions, forecasts and conclusions of the circa 1988 traffic study shall be considered inaccurate and outdated. An updated traffic study shall be prepared in conjunction with any proposed development within the amended Specific Plan area to reflect current conditions. The traffic study data, assumptions, forecasts and conclusions remaining in this amended document are fundamentally outdated and inaccurate and shall be considered for general informational purposes only.

The purpose of this portion of the Transportation Element is to briefly compare traffic generated by the Atlas Specific Plan with that anticipated for the specific plan area by the Mission Valley Community Plan.

The Linscott, Law and Greenspan traffic study evaluated the effects of development within the specific plan area on 26 roadway segments under the cumulative development scenario which assumed buildout of the Mission Valley area in accordance with the community plan plus the Levi-Cushman and Atlas Specific Plans. The future traffic volume forecasts and the volume to capacity ratios identified in Tables 10 and 11 ([see note at beginning of this section](#)) and shown in Figure 68 ([see note at beginning of this section](#)) include the previously proposed 450,000 s.f. of large office on the Evelyn Terrace site, 200 more hotel rooms and 10,000 s.f. of [office at the Town and Country site](#)~~office at the Town and Country site~~ ([removed by amendment from the Specific Plan area after the completion of the previously conducted traffic study](#)), 50 more hotel rooms at the Hanalei Hotel site, 150 more hotel rooms at the Mission Valley Inn site, and 94,200 s.f. of office and 5 residential units at the Atlas Hill site. The impacts identified in the analysis are therefore overstated as there are 12,920 additional trips per day added to the street system analysis than currently proposed in the Atlas Specific Plan.

The results of the roadway segment analysis are summarized in Table 10 ([see note at beginning of this section](#)). The volume to capacity (V/C) ratios shown in Table 10 are based on a level of service (LOS) C for the roadways analyzed. A V/C ratio of 1.00 would therefore mean that the particular roadway is operating at capacity at LOS C. A V/C ratio of greater than 1.00 indicates that the roadway segment is operating at less than LOS C. As a practical matter, the City has also considered LOS D, one service level lower, to be acceptable for roadways or frontage roads adjacent to freeways. The average daily traffic (ADT) for LOS D is approximately thirty percent greater than that at LOS C (1.30). As shown in Table 10, under the Mission Valley Community Plan scenario six roadway segments would have V/C ratios which exceed the maximum ADT for LOS C or LOS D for roadways adjacent to freeways. These segments are:

- Friars Road west of SR-163
- Hotel Circle North west of Fashion Valley Road
- Hotel Circle South west of the Presidio overcrossing
- Hotel Circle South west of the Mission Valley Inn
- Hotel Circle South south of Hotel Circle North
- Colusa Street south of Friars Road



The section of Table 10 which shows future traffic volumes based on Mission Valley Community Plan plus Atlas volumes (at 32% over that allowed by the Mission Valley Community Plan) indicates that four additional roadway segments would have V/C ratios which exceed the maximum ADT. These segments are:

- Friars Road east of Fashion Valley Road
- Friars Road west of SR-163
- Hotel Circle South west of Via Las Cumbres
- Hotel Circle North west of Via Las Cumbres

Since this information was compiled, the Atlas traffic volumes have been reduced to bring the Atlas Specific Plan into conformity with the Mission Valley Community Plan [\(see note at beginning of this section\)](#).

Figure 68 [\(see note at beginning of this section\)](#) illustrates rounded horizon year traffic volumes based on the Mission Valley Community Plan plus Atlas Specific Plan volumes prior to reductions in the Atlas traffic volumes to bring the Atlas Specific Plan into conformity with the Mission Valley Community Plan.

Traffic Generation

Another issue of concern regarding the relationship of the Atlas Specific Plan to the Mission Valley Community Plan involves the number of trips expected to be generated by development within the specific plan area [\(see note at beginning of this section\)](#). As discussed in the Land Use Element and shown in Table 2, the Atlas Specific Plan would generate approximately 30,870 daily trips utilizing the City standard trip generation rates [\(see note at beginning of this section\)](#). Utilizing the development intensity district (DID) methodology outlined in the Mission Valley Community Plan, approximately 29,965 trips would be allocated to the specific plan area. The Atlas Specific Plan therefore differs from the Mission Valley Community Plan in terms of trip generation. The increase in daily trips is 3% percent greater than that anticipated under the Mission Valley Community Plan. However, based on a 2% adjustment in trip generation for the LRT facilities and a 1% adjustment in trip generation for the intra-valley shuttle, the Atlas Specific Plan traffic generation is approximately the same as that anticipated in the Mission Valley Community Plan. The 2% ADT adjustment for the LRT will only be applied after construction of the LRT facilities begins into Mission Valley, as allowed in previously approved projects.

A variety of use factors may also combine to reduce traffic generation within the study area. For the Atlas Specific Plan, these factors include use of the proposed Mission Valley LRT and an intra-valley shuttle system serving the Atlas Specific Plan sites. MTDB is currently in the process of deciding on a preferred alignment for the LRT in the Mission Valley area. As discussed in the transportation element, two LRT stations are proposed in the vicinity of the specific plan area, one within the Levi-Cushman Specific Plan area and another adjacent to the Town and Country site [\(not a part of the Specific Plan area\)](#). ~~Access to the Town and Country station will be provided by the pedestrian bridge incorporated into the design of the Town and Country site.~~

Atlas Hotels, Inc. currently offers a variety of shuttle services to its hotel guests. Atlas Hotels currently contracts with a private airport shuttle service to provide airport transportation for hotel guests. That existing service transports from 2,000-6,000 passengers monthly from the Town and Country (not a part of the Specific Plan area), Hanalei Hotel, Mission Valley Inn, and Kings Inn sites to and from the airport. In addition to the Atlas service, three other firms also offer jitney service from Mission Valley to the airport. Atlas Hotels, Inc. also contracts with several private tourist consultant firms (Cal Leisure Consultants, Enjoy Cal Enterprises) to provide transportation to local tourist attractions (such as Sea World, San Diego Zoo, etc.) for hotel guests. Ridership for this transit service fluctuates seasonally.

Atlas Hotels, Inc. will fund and operate an intra-valley shuttle to transport hotel guests, office employees and members of the general public between the Atlas Specific Plan sites, and the San Diego Lindbergh Field on a frequent schedule basis.

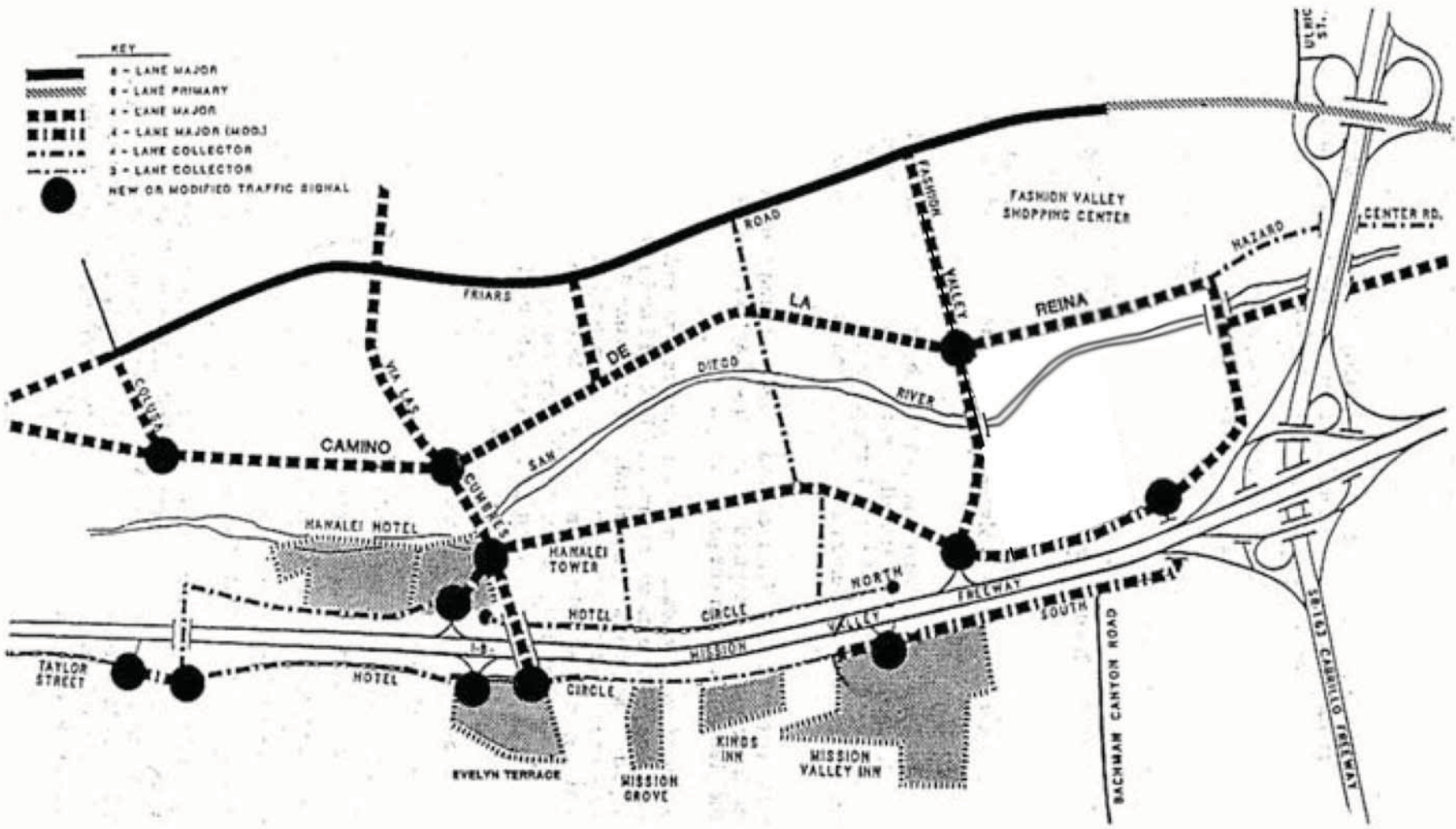
D. PROPOSED CIRCULATION SYSTEM

NOTE: The traffic study conducted for the 1988 Atlas Specific Plan included the Town and Country site; however, the Town and Country site was later removed from the Specific Plan area by amendment to the Atlas Specific Plan. Thus, all data, assumptions, forecasts and conclusions of the circa 1988 traffic study shall be considered inaccurate and outdated. An updated traffic study shall be prepared in conjunction with any proposed development within the amended Specific Plan area to reflect current conditions. The traffic study data, assumptions, forecasts and conclusions remaining in this amended document are fundamentally outdated and inaccurate and shall be considered for general informational purposes only.

The specific plan proposes a balanced transportation network accommodating automobile, mass transit, bicycle and pedestrian circulation systems. With improvements delineated under the cumulative development scenario included in the specific plan, levels of service as anticipated in the community plan will be maintained on roadways in the vicinity of the specific plan area. Figure 69 (see note at beginning of this section) illustrates the recommended street system for the Hotel Circle area based upon buildout of the area under the Mission Valley Community Plan, plus the Atlas Specific Plan.

This system incorporates the recommended roadway reclassifications and provides an increase in the freeway access/egress over existing conditions. Some of these projects will be funded by development impact fees (DIF). Others will be the responsibility of subdividers or developers. Phasing plan conditions or thresholds may require Atlas to advance costs of construction for projects or portions of projects which are not the responsibility of Atlas. If so, Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering its off-site costs. In general, the recommended circulation system consists of the following items (see note at beginning of this section):

- Construct Hotel Circle North to a modified 4-lane major street section between Fashion Valley Road and the existing westbound I-8 ramps.



SCHEMATIC
NOT TO SCALE

Recommended Circulation System

Atlas Specific Plan

69

FIGURE
Amended

- Construct Hotel Circle South to a modified 4-lane major street section west of the Presidio overcrossing.
- Construct specific street improvements associated with the Mission Valley Community Plan as identified in Table 12 (project numbers 4, 5, 8A, 8B, 9, 10A, 10B, 11, 13, 14) (see note at beginning of this section).
- Construct street improvements identified in Table 13 (see note at beginning of this section) which are based on the cumulative development scenario analyzed in the traffic study and interim street capacity.
- Participate in an active ridesharing program with respect to the office development component of the specific plan. Provide the continued operation of the hotel/airport and other intra-valley shuttle systems. Such programs would need to be implemented at the planned development permit stage.
- Incorporate the potential need for localized intersections into the site planning process. Required intersection improvements would be defined at the planned development permit stage.

~~conditions or thresholds may require Atlas to advance costs of construction for projects or portions of projects which are not the responsibility of Atlas. If so, Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering its off site costs. In general, the recommended circulation system consists of the following items:~~

- ~~• Construct Hotel Circle North to a modified 4 lane major street section between Fashion Valley Road and the existing westbound I-8 ramps.~~
- ~~• Construct Hotel Circle South to a modified 4 lane major street section west of the Presidio overcrossing.~~
- ~~• Construct specific street improvements associated with the Mission Valley Community Plan as identified in Table 12 (project numbers 4, 5, 8A, 8B, 9, 10A, 10B, 11, 13, 14).~~
- ~~• Construct street improvements identified in Table 13 which are based on the cumulative development scenario analyzed in the traffic study and interim street capacity.~~
- ~~• Participate in an active ridesharing program with respect to the office development component of the specific plan. Provide the continued operation of the hotel/airport and other intra-valley shuttle systems. Such programs would need to be implemented at the planned development permit stage.~~
- ~~• Incorporate the potential need for localized intersections into the site planning process. Required intersection improvements would be defined at the planned development permit stage.~~

With implementation of the roadway improvements recommended under the cumulative development scenario as summarized in Tables 12 and 13 and shown in Figure 69, fourteen street segments in the vicinity of the Atlas Properties would exhibit an improvement in level of service over that anticipated in the community plan and five street segments would maintain the same level of service as that anticipated in the community plan. Seven street segments would experience a decreased level of service from that anticipated in the community plan. These segments are:

- Friars Road east of Fashion Valley Road
- Friars Road west of SR-163
- Hotel Circle North west of Via Las Cumbres
- Hotel Circle South west of Via Las Cumbres
- Fashion Valley Road south of Camino de la Reina
- Fashion Valley Road south of Friars Road
- Via Las Cumbres south of Camino de la Reina

Since this information was compiled, the Atlas traffic volumes have been reduced to bring the Atlas Specific Plan into conformity with the Mission Valley Community Plan. As the actual development of the specific plan would result in 12,920 fewer ADT (29% less) than the amount of traffic analyzed in the traffic forecast, none of the previously identified segments would exceed the traffic volumes anticipated in the Mission Valley Community Plan.

| Regional Improvements (see note at beginning of this section)

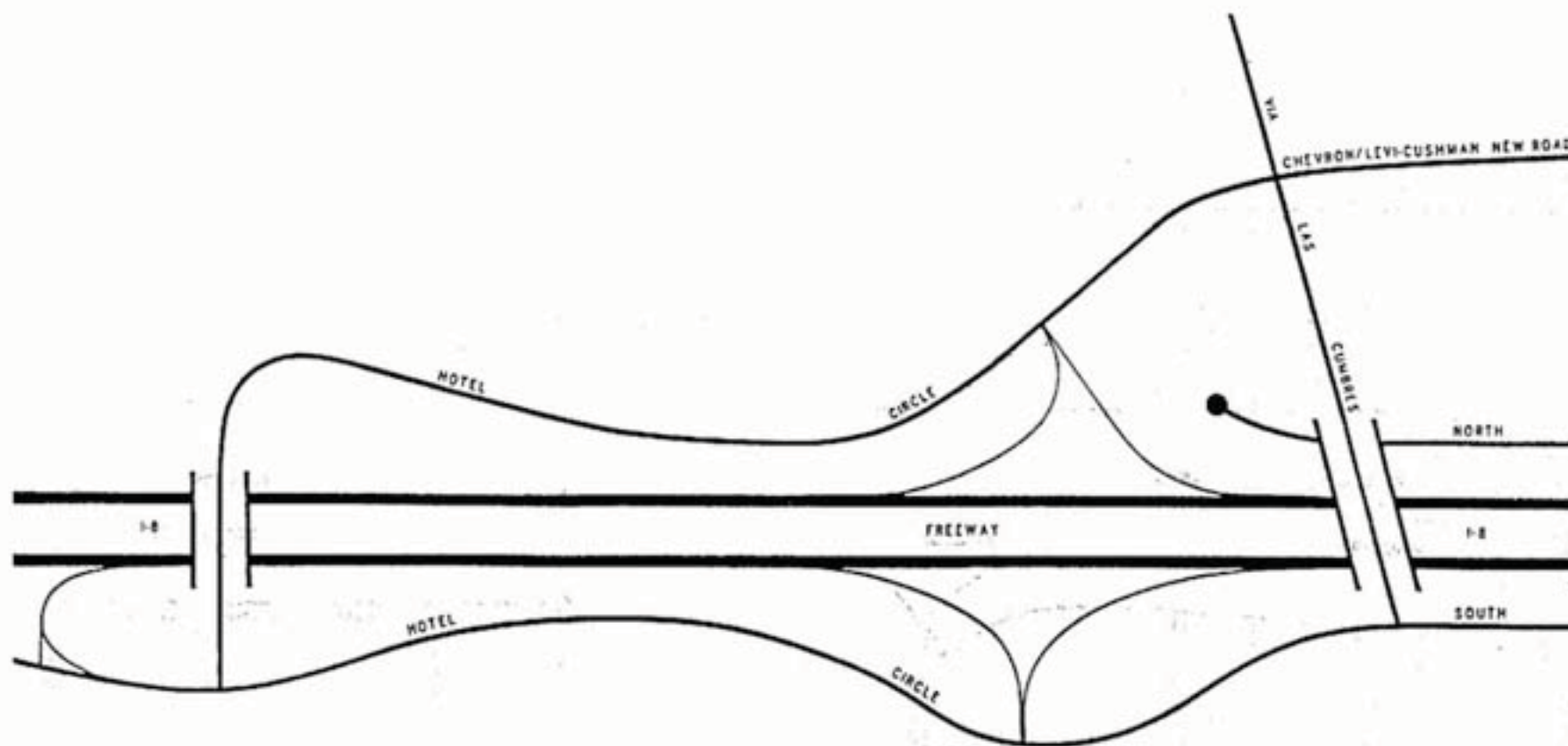
Several freeway access concepts have been developed jointly by Atlas Hotels, Inc., Chevron Land Development (the applicant for the Levi-Cushman Specific Plan), the City of San Diego and CalTrans. These improvements would need to be implemented when buildout of Mission Valley is completed and should be funded by State and local monies, in addition to an assessment district.

| Figure 70 (see note at beginning of this section) illustrates the recommended freeway access improvements. In general, the following are the results of the CalTrans review of the Mission Valley Community Plan.

- Construct an interchange at Via Las Cumbres and I-8.
- Realign Hotel Circle North at the I-8 westbound ramps and provide a direct connection to Fashion Valley Road.

Atlas Hotels, Inc. and other developers in the Mission Valley area have been working closely with CalTrans and the City of San Diego to develop preliminary plans for the new interchange at Via Las Cumbres and the redesign of the Fashion Valley ramps at Hotel Circle. CalTrans is presently preparing a project report for these modifications to the freeway access system. Atlas Hotels, Inc. has committed to work with CalTrans to implement these freeway ramp improvements, and has reserved the 3.70-acre Evelyn Terrace site for future dedication for off-ramps associated with the proposed I-8/Via Las Cumbres interchange.

Several freeway ramping configurations are being evaluated to determine what a Via Las Cumbres/I-8 interchange might look like. A conceptual plan depicting a new Via Las Cumbres interchange is shown in Figure 71 (see note at beginning of this section).



SCHEMATIC
NOT TO SCALE



Intersection Improvements Via Las Cumbres/Hotel Circle/W.B. I-8 Ramps

Atlas Specific Plan

71

FIGURE

The operation of the existing westbound I-8 freeway ramps to Hotel Circle North could be improved by relocating these ramps to the east and connecting them at the Fashion Valley Road/Hotel Circle North Intersection. Fashion Valley Road would be realigned to the west to connect to the ramps. A conceptual plan depicting a Hotel Circle North ramp modification is shown in Figure 72 ([see note at beginning of this section](#)).

Intersection Improvements ([see note at beginning of this section](#))

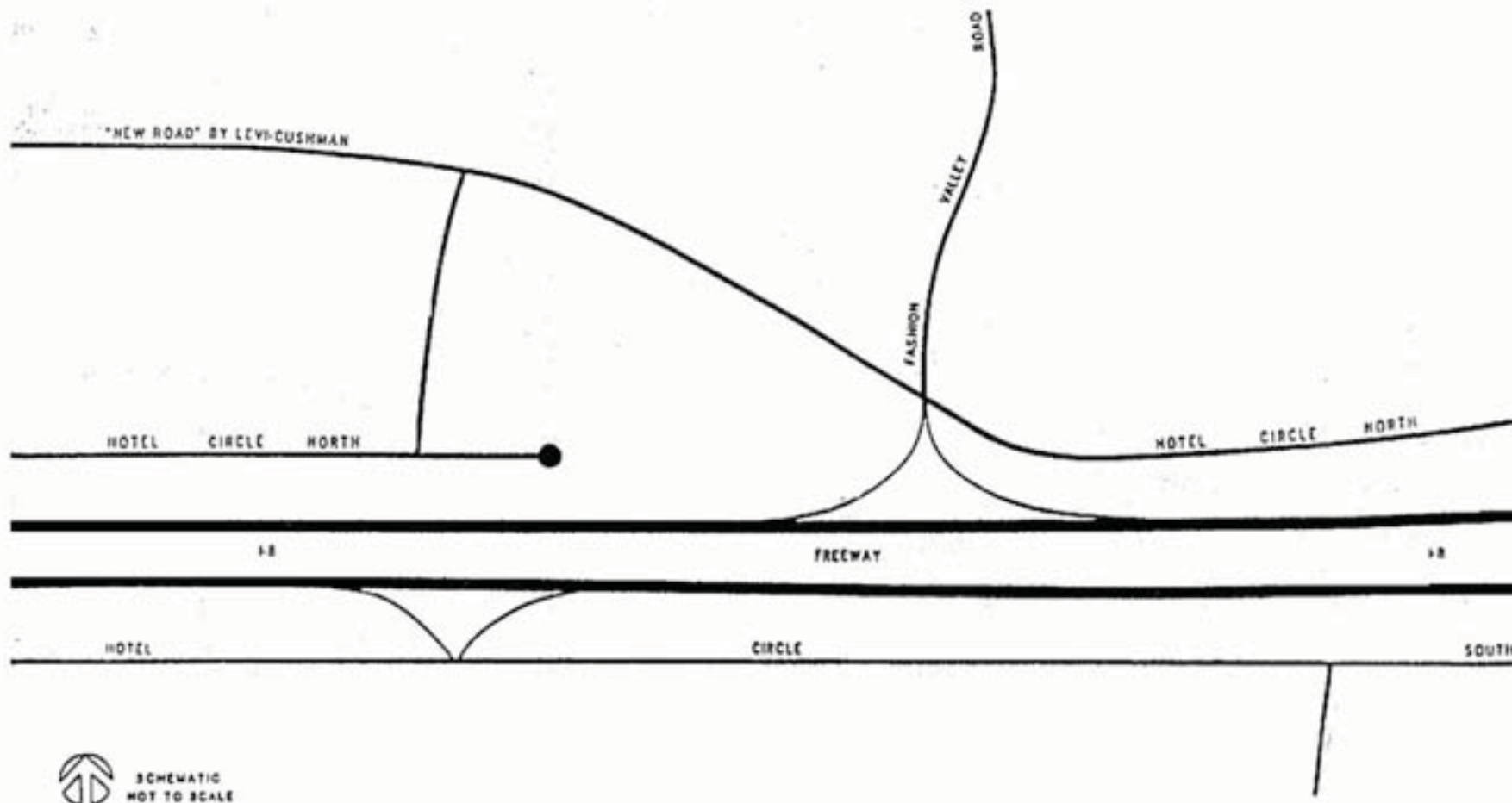
Future peak hour traffic volumes were not prepared for either the City's Mission Valley travel forecast or the Linscott, Law and Greenspan study. The primary reason City staff does not forecast peak hour traffic volumes is because driver behavior can change drastically as traffic volumes and congestion increase. The changes in behavior are not easily predicted due to the human factor involved. Generally, driver habits can be assumed to remain static for less than three years. Travel forecasts for volumes longer than three to five years in the future become meaningless, as modes of transportation utilized and driver behavior change. Peak hour intersection level of service analysis has more meaning on a specific site by site basis. At the planned development stage, specific intersection improvements will be evaluated as specific Atlas sites are proposed for development.

Special consideration to the following intersections should be given since these intersections may represent potential problem areas.

- [Freeway ramps intersections with I-8 and SR-163 on Hotel; Circle and Friars Road, respectively](#)
- [Friars Road at Ulric Street](#)
- [Friars Road at Fashion Valley Road](#)
- [Friars Road at Via Las Cumbres](#)
- [Hotel Circle North at Hotel Circle South \(near SR-163\)](#)

[In conjunction with the river improvements and the Mission Valley Community Plan circulation system, a conceptual geometric alignment for the intersection of Camino de la Reina and Hazard Center Drive at the Fashion Valley Shopping Center has been studied. The resulting conceptual alignment as shown in Figure 73 \(\[see note at beginning of this section\]\(#\)\) has been reviewed and approved by the City Traffic Engineering and Civil Engineering Departments. All applicable City design standards have been incorporated into this conceptual alignment. All future alignment plans will be submitted to and approved by the City Traffic Engineering and Civil Engineering Departments.](#)

- ~~[Freeway ramps intersections with I-8 and SR-163 on Hotel; Circle and Friars Road, respectively](#)~~
- ~~[Friars Road at Ulric Street](#)~~
- ~~[Friars Road at Fashion Valley Road](#)~~
- ~~[Friars Road at Via Las Cumbres](#)~~
- ~~[Hotel Circle North at Hotel Circle South \(near SR-163\)](#)~~



Intersection Improvements Hotel Circle North/W.B. I-8 Ramps

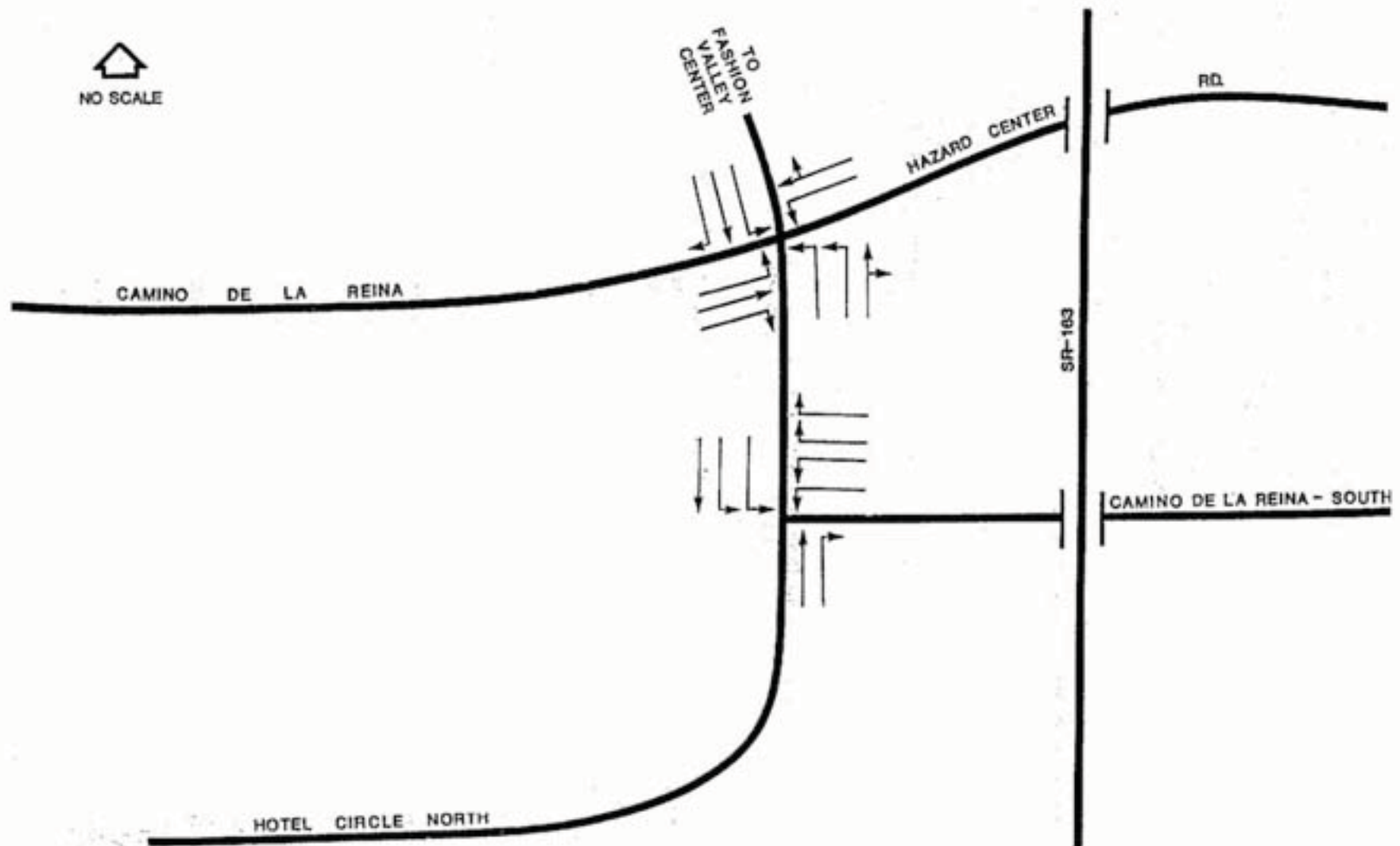
Atlas Specific Plan

72

FIGURE



NO SCALE



Atlas Hotels
Intersection Geometrics
Atlas Specific Plan

73
FIGURE



~~In conjunction with the river improvements and the Mission Valley Community Plan circulation system, a conceptual geometric alignment for the intersection of Camino de la Reina and Hazard Center Drive at the Fashion Valley Shopping Center has been studied. The resulting conceptual alignment as shown in Figure 73 has been reviewed and approved by the City Traffic Engineering and Civil Engineering Departments. All applicable City design standards have been incorporated into this conceptual alignment. All future alignment plans will be submitted to and approved by the City Traffic Engineering and Civil Engineering Departments.~~

Additional Improvements (see note at beginning of this section)

In addition to the circulation system improvements required in the Mission Valley Community Plan, the following additional improvements have been included in the Atlas Specific Plan:

- Partial funding for a new Fashion Valley Road/Hotel Circle North/I-8 interchange. To insure that the Atlas project will not hinder future construction of the interchange, Atlas Hotels will commit its fair share of the cost of the interchange at such time ~~as Atlas begins construction of the first phase of the redevelopment of the Town and Country site, with such fair share~~ to be determined in cooperation with the Transportation and Traffic Engineering Division of the City of San Diego. Atlas will also construct the necessary improvements to mitigate the interim impacts associated with the Atlas development to provide acceptable levels of service on all roadways adjacent to the ~~Town and Country site during each phase of~~ Atlas development ~~of the site~~.
- ~~100% funding for an at-grade LRT station and at-grade facility adjacent to the Town and Country site. Funding for the equivalent at-grade LRT facilities will be assured by bonding prior to the issuance of buildings permits for any development on Atlas property, and, if the improvements have not been funded on or before June 30, 1995, said funding shall then be assured by letter of credit to be filed by Atlas with the City, or, in the alternative by the formation of a special assessment district with Atlas as the sole participant. Atlas acknowledges that the City and/or MTDB may establish one or more assessment districts to finance the construction of the LRT system in Mission Valley. Atlas will agree not to oppose the formation of such an assessment district provided that assessments for right-of-way acquisition and construction payable to Atlas thereunder, when added to the sums already provided by Atlas for the LRT system, do not exceed the cost of construction of an at-grade LRT station and at-grade facility the length of the Town and Country property. The LRT, as designed by MTDB, will not be constructed on Atlas property. Therefore, Atlas will not be providing right-of-way for the LRT.~~
- 100% funding for the operation and maintenance of the intra-valley shuttle as described.
- Partial funding for the new I-8/Via Las Cumbres interchange. Funding sources for this project have not yet been determined by the City, but Atlas has reserved approximately 3.7 acres of land, referred to herein as the Evelyn Terrace site, to be irrevocably dedicated to the City, at no cost to the City, for the right-of-way for the proposed future interchange at Interstate 8 prior to the issuance of building permits for the Hanalei Tower site. This land will be irrevocably dedicated to the City as Atlas' full fair share contribution to the right-of-

way and construction of the I-8/Via Las Cumbres interchange. If the interchange has not been constructed within 10 years after adoption of the Atlas Specific Plan, the City shall allow Atlas to proceed with the redevelopment of the Mission Valley Inn site as provided in this Specific Plan as if the interchange was in place.

- Partial funding for the new I-8/Via Las Cumbres interchange. Funding sources for this project have not yet been determined by the City, but Atlas has reserved approximately 3.7 acres of land, referred to herein as the Evelyn Terrace site, to be irrevocably dedicated to the City, at no cost to the City, for the right-of-way for the proposed future interchange at Interstate 8 prior to the issuance of building permits for the Hanalei Tower site. This land will be irrevocably dedicated to the City as Atlas' full fair share contribution to the right-of-way and construction of the I-8/Via Las Cumbres interchange. If the interchange has not been constructed within 10 years after adoption of the Atlas Specific Plan, the City shall allow Atlas to proceed with the redevelopment of the Mission Valley Inn site as provided in this Specific Plan as if the interchange was in place.

E. TRANSPORTATION IMPROVEMENT PHASING

NOTE: The traffic study conducted for the 1988 Atlas Specific Plan included the Town and Country site; however, the Town and Country site was later removed from the Specific Plan area by amendment to the Atlas Specific Plan. Thus, all data, assumptions, forecasts and conclusions of the circa 1988 traffic study shall be considered inaccurate and outdated. An updated traffic study shall be prepared in conjunction with any proposed development within the amended Specific Plan area to reflect current conditions. The traffic study data, assumptions, forecasts and conclusions remaining in this amended document are fundamentally outdated and inaccurate and shall be considered for general informational purposes only.

Atlas Hotels, Inc. has been working closely with adjacent property owners, specifically Chevron Land Development/Levi-Cushman and River Valley (Warner Ranch), to develop an in-depth and coordinated improvement phasing plan to insure that acceptable Levels of Service will be maintained during the buildout of the ultimate street system. A generalized improvement phasing program has been developed based on Equivalent Dwelling Units (EDUs) similar to that in the community plan, for the additional street improvements recommended.

According to each of the development phasing plans for Atlas, Levi-Cushman and River Valley, corresponding circulation improvements, based on EDUs, were calculated independently of each other. This analysis identified which specific circulation improvements were triggered by each development and what would be anticipated should no other development occur. The cumulative EDUs representing the buildout of these three development projects were calculated and established the timing and scope of specific improvements needed to maintain reasonable traffic flow as defined in the community plan.

To verify that the EDU calculations in the community plan are adequate to maintain a reasonable Level of Service on the circulation system, traffic volumes associated with each phase of development were assigned to the street system assumed in each phase of the cumulative

development scenario. Circulation system improvements were added to the base street system when acceptable Levels of Services are exceeded for the individual segment. The circulation system phasing, based on interim street capacity, is shown in Table 13 [\(see note at beginning of this section\)](#). Both Chevron Land Development and Atlas Hotels, Inc. have agreed to this phasing plan and Atlas Hotels, Inc. has committed to provide its fair share for funding of the identified improvements as discussed in Section X, Plan Implementation.

F. PARKING

Parking will be provided for all sites within the Specific Plan area in accordance with City requirements or a modified use requirement based on actual field studies conducted in conjunction with planned development permit applications.

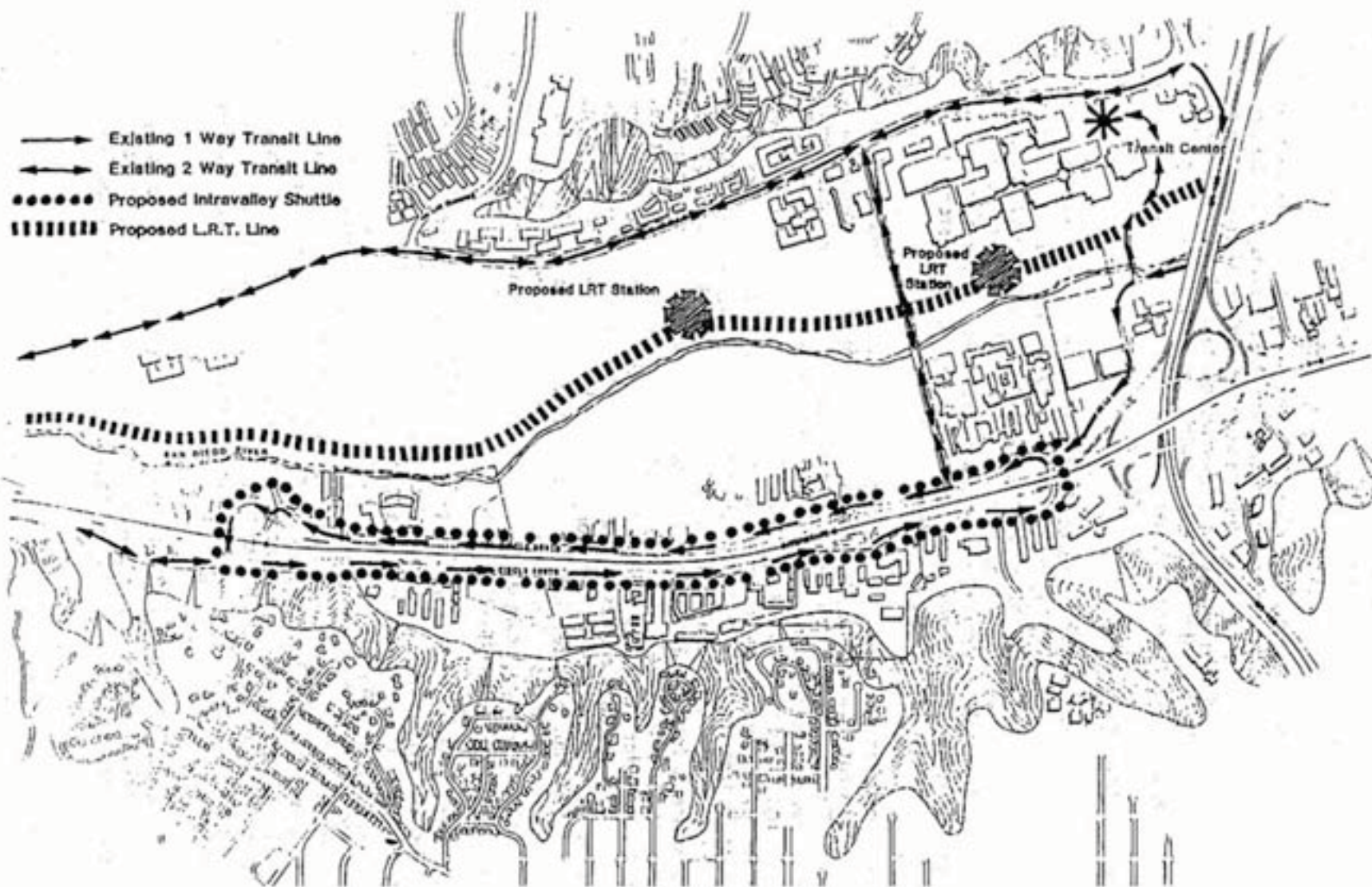
G. ALTERNATIVE MODES OF TRANSPORTATION

1. Public Transit

Mass transit systems will be provided within the specific plan area consistent with the recommendations included in the Mission Valley Community Plan. Figure 74 illustrates the proposed mass transit systems.

Bus Transit: Current transit services to Mission Valley is provided by San Diego Transit (SDT). Four urban routes and two metro routes serve the specific plan area. Only one route, Urban Route 6, provides a direct link to all Atlas Hotel sites along Hotel Circle with 30 minute headways along this stretch. Metro route 80 generally travels along Friars Road with average headways of approximately 30 minutes. All of the Mission Valley transit routes converge at the Fashion Valley Transit Center. These urban routes and Metro Route 80 provide transit service to the rest of Mission Valley, downtown and Clairemont Mesa, while Metro Route 20 provides express service along SR-163.

Light Rail Transit: A preferred LRT alignment for the Mission Valley area, including station locations, has been adopted by the Metropolitan Transit Development Board (MTDB). Within the specific plan area, the alignment generally follows a parallel route along the northern boundary of the future extension of Camino de la Reina. The LRT is to be located above the 100-year flood elevation of the San Diego River and will cross SR-163 on an elevated structure. Two transit stations are proposed in the vicinity of the specific plan area, one adjacent to the Town and Country site [\(not a part of the Specific Plan area\)](#) and another within the Levi-Cushman Specific Plan area, east of the Hanalei sites. ~~Access to the Town and Country Station would be provided by the pedestrian/bicycle bridge proposed to link Town and Country development with the Fashion Valley Shopping Center.~~ The preferred LRT alignment will continue eastward to a terminus just east of I-15, with several stations along the way. Future extensions are under consideration eastward along the I-8 corridor to San Diego State University, along the north riverbank through Alvarado Canyon and north along I-5 from the Old Town line to the City of Del Mar.



Section X, Plan Implementation, identifies the applicant's commitment to funding of the LRT. It should be noted that the anticipated alignment for the LRT adjacent to the Town and Country site (not a part of the Specific Plan area) is located on property not owned by Atlas Hotels, Inc. Atlas Hotels, Inc. is not, therefore, in a position to provide right-of-way for the LRT. ~~Atlas Hotels, Inc. will provide funding for construction of the at-grade facility for the length of the Atlas Hotel property and an at-grade station adjacent to the Town and Country site.~~

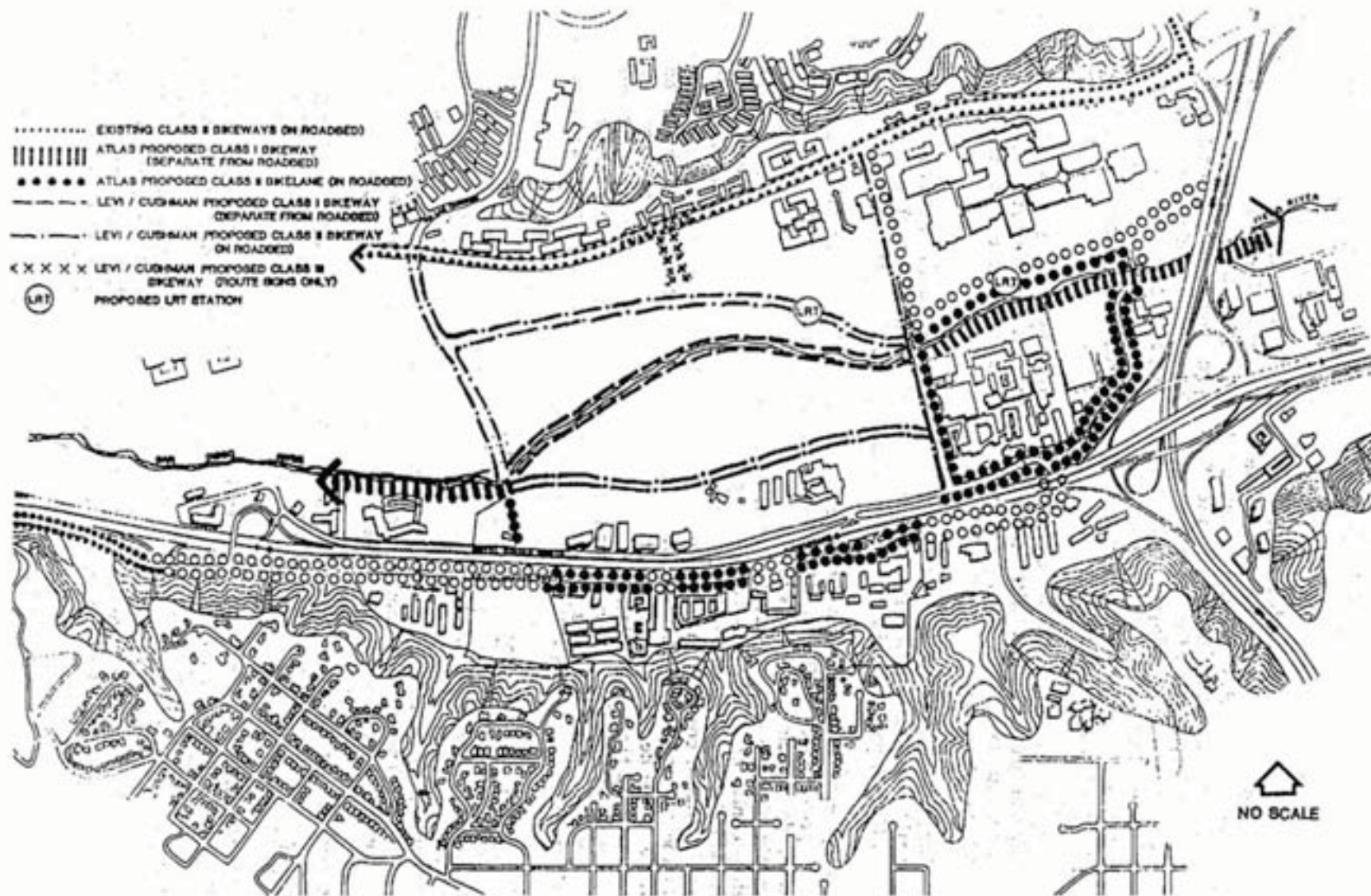
Intra-Valley Shuttle: The Mission Valley Community Plan recommends development of an intra-valley shuttle system for the community plan area. As discussed previously in this section, Atlas Hotels currently sponsors a shuttle system in the Mission Valley area and will fund and operate a shuttle system, available to members of the general public, serving the Atlas Specific Plan sites, and the San Diego Lindbergh Field on a frequent schedule basis. The individual site development concepts and criteria for the Atlas properties contain criteria for shuttle stops adjacent to hotel and building lobbies or within expanded sidewalk paving areas in the Hotel Circle North and South streetscapes.

2. Bicycle Circulation

The Mission Valley Community Plan proposes a tri-level community wide bikeway system which would tie into the citywide bikeway system. The system includes bicycle paths (Class I), with separate right-of-ways for exclusive use of bicycles; bicycle lanes (Class II), with restricted right-of-way on the road surface; and bicycle routes (Class III), with shared right-of-way designated by signs only. The bikeway system would extend from Mission Bay to I-15. Other systems would connect Mission Valley with Hillcrest and Mission Hills.

The bicycle circulation system for the Atlas Specific Plan area is shown in Figure 75. There are existing Class II bicycle lanes which are striped along both sides of Friars Road. The Class II bicycle lane on the southside of Friars Road would connect to Class II bicycle lanes proposed by the Atlas Specific Plan and the Levi-Cushman Specific Plan for both sides of Via Las Cumbres and Fashion Valley Road. The Class II bicycle lanes proposed for Via Las Cumbres and Fashion Valley Road will extend south from Friars Road to connect with Class II bicycle lanes proposed for both sides of Hotel Circle South. The Hotel Circle South Class II bicycle lanes will extend westerly from the I-8/Hotel Circle underpass to connect with existing Class II bicycle lanes which are currently striped on both sides of Taylor Street beginning at the Taylor Street/I-8 access ramps and continuing into the Old Town area. Class II bicycle lanes are also proposed within the improved Camino de la Reina/Hazard Center Drive Street section, which will connect with the Levi-Cushman Specific Plan proposed bicycle paths adjacent to the continuation of Camino de la Reina to the east. The bicycle circulation improvements proposed by the Atlas Specific Plan are designed to interface with bikeway improvements proposed by the Levi-Cushman Specific Plan.

In addition to the Class II bicycle lanes within roadways previously described, the Atlas Specific Plan will also provide Class I bicycle paths along the south side of the river corridor. This Class I bicycle path will be a minimum 10-foot wide shared pedestrian/bicycle path completely separated from vehicular roadways and located adjacent to this river and may be contained within the 30-foot wide (average) buffer along the south side of the river. ~~This bicycle path proposed by the Atlas~~



Bikeway System
Atlas Specific Plan

~~Specific Plan will provide a critical link between the Class I bicycle paths along the river proposed by Levi Cushman and the First San Diego River Improvement Project. Undercrossings under SR 163 and Fashion Valley Road will be provided to connect this shared pedestrian/bicycle path with the proposed Levi Cushman and FSDRIP improvements.~~

To further encourage bicycle use within the Atlas Specific Plan area, secure bicycle parking facilities will be incorporated within all of the Atlas Specific Plan sites in accordance with the City of San Diego Bicycle Parking Guidelines listed below:

- Bicycle parking facilities consist of bicycle racks and bicycle lockers. Bicycle racks should not require the use of chains or cables to secure them as chains and cables are easily cut by thieves using bolt cutters. It is recommended that bicyclists use “U”-shaped high-security locks (e.g., Kryptonite, Citadel, Gorilla brands) to lock bicycles. Bicycle lockers should be provided for employees arriving by bicycle at major activity centers. Bicycle racks should be provided for visitors to major activity centers arriving by bicycle. A combination of bike racks and lockers should be provided at transit centers.
- Bicycle parking facilities should be identified by bicycle parking signs. Bicycle parking signs with directional arrows should be used to guide bicyclists to bicycle parking facilities when the facilities are not visible to arriving cyclists.
- Bicycle parking facilities should be identified by bicycle parking signs. Bicycle parking signs with directional arrows should be used to guide bicyclists to bicycle parking facilities when the facilities are not visible to arriving cyclists.
- Bicycle parking facilities should be located closer to the entrance of the activity center than the nearest motor vehicle parking space. The placement of bicycle parking facilities should not block pedestrian traffic.

The bicycle circulation system proposed by the Atlas Specific Plan will be assured by the provision of sufficient right-of-way within Hotel Circle North and South, Camino de la Reina, Fashion Valley Road and Via Las Cumbres. A minimum 6-foot wide bicycle lane will be reserved on each side of these roadways at the time of their widening or improvement as required by phasing plans for the Atlas Specific Plan and the traffic thresholds created by the Atlas Specific Plan or the Atlas Specific Plan in conjunction with the Levi/Cushman Specific Plan. In conjunction with the construction of the pedestrian/bicycle path, access to the path will be assured by the dedication by Atlas Hotels, Inc. of a public easement encompassing the path. The bicycle circulation improvements are consistent with the objectives and guidelines of the bikeways transportation element of the Mission Valley Community Plan and exceeds the number of alternative bikeway routes and class types listed in the Mission Valley Community Plan.

3. Pedestrian Circulation

The Mission Valley Community Plan proposes a major pedestrian path system to connect residential and commercial land uses throughout the valley. The pedestrian circulation system

should provide convenience, safety, comfort and aesthetic enjoyment. The system should connect smoothly with other transportation components and provide interest and activity areas.

The pedestrian circulation system for the Atlas Specific Plan area is shown in Figure 76. Pedestrian sidewalks separated from the public street by landscaped parkways are designated on all public streets.

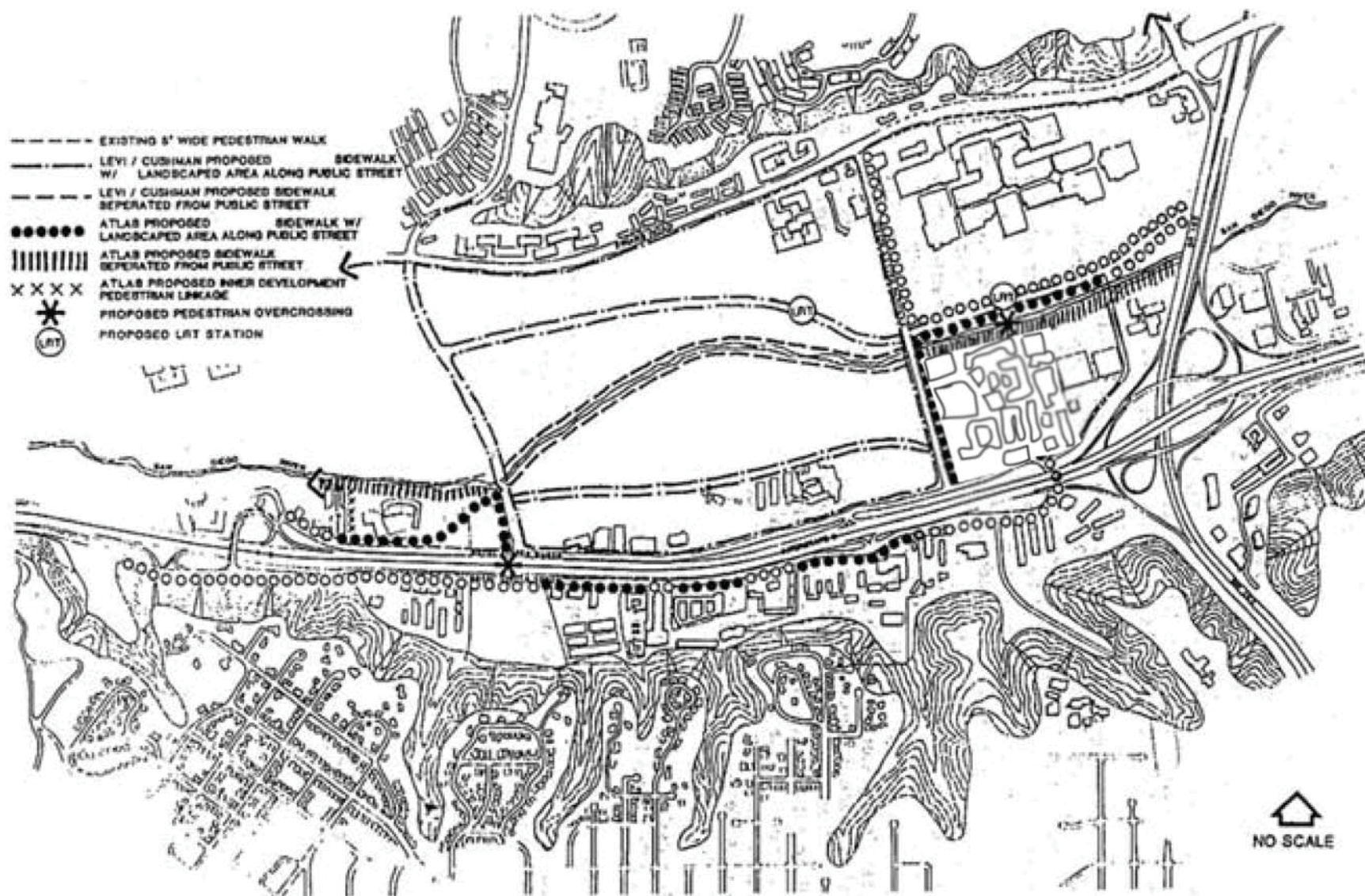
The area-wide pedestrian sidewalk circulation system will be provided at each Atlas Specific Plan site within streetscape areas on the north side of Hotel Circle North, the south side of Hotel Circle South, ~~the east side of Fashion Valley Road, the north side and west side of Camino de la Reina north of the Copley and Golden sites, and the south side of the new Camino de la Reina north of the river adjacent to the Town and Country site~~ both sides of the new Levi-Cushman Road (Hotel Circle North) between the Hanalei Hotel and Hanalei Tower sites and the west side of Via Las Cumbres at the Hanalei Tower site. Pedestrian linkages from building and hotel lobbies or pedestrian plazas to the area-wide pedestrian sidewalk circulation system will be provided on all Atlas Specific Plan sites.

Pedestrian access along the river corridor will be provided by a minimum 10-foot wide shared pedestrian/bicycle path located adjacent to the river and which may be within the buffer area along the south side of the river corridor at ~~both the Town and Country~~ and Hanalei Hotel sites. Specific design criteria for the pedestrian circulation system at each of the Atlas Specific Plan site is identified in the Urban Design Element of this specific plan.

~~The proposed Atlas Specific Plan pedestrian circulation system is consistent with the Mission Valley Community Plan's objectives. The pedestrian circulation system is also consistent with and provides logical connections to the proposed Levi-Cushman Specific Plan and FSDRIP pedestrian circulation systems.~~

~~The pedestrian/bicycle path along the river corridor at the Town and Country site will connect with the proposed Levi-Cushman Specific Plan and FSDRIP pedestrian/bicycle improvements via undercrossings under SR-163 and Fashion Valley Road. The Town and Country's internal walkways and plazas will be accessible to the public without entering the hotel lobby. These internal walkways and plazas would provide a critical link between the area wide pedestrian sidewalk system and the river corridor pedestrian walkway system. A pedestrian/bicycle bridge will connect the Town and Country's Internal walkways and plazas as well as the river corridor pedestrian walkway with Camino de la Reina to the north of the Town and Country site. The pedestrian/bicycle bridge will be approximately 15 feet wide and will be clear of the 100-year flood water levels with a minimum of 2 feet of free board. Connection to the LRT station and Fashion Valley Shopping Center will be provided across Camino de la Reina from the pedestrian/bicycle bridge by an on grade crosswalk at a signalized intersection at Camino de la Reina and a new Fashion Valley parking access road. In the event that a signalized intersection is infeasible, a grade-separated pedestrian crossing will be provided over Camino de la Reina to the LRT station as determined and approved by the City Planning Director and City Engineer.~~

Specific design criteria for the pedestrian circulation system at each of the Atlas Specific Plan site is identified in the Urban Design Element of this specific plan.



Pedestrian Circulation System

Atlas Specific Plan

76

FIGURE

Amended

The proposed Atlas Specific Plan pedestrian circulation system is consistent with the Mission Valley Community Plan's objectives. The pedestrian circulation system is also consistent with and provides logical connections to the proposed Levi-Cushman Specific Plan and FSDRIP pedestrian circulation systems.

Table 10
Future Traffic Volume Projection Comparison,
Atlas Hotels Master Plan, Mission Valley, San Diego

Location	Roadway Classification	Maximum ADT (1000's)	A* Volume (1000's)	V/C Ratio	B* Volume (1000's)	V/C Ratio
Friars Road:						
W/O Colusa Street	4-lane major	25	22	0.88	18	0.72
E/O Colusa Street	6-lane major	40	28	0.70	28	0.70
E/O Via Las Cumbres	6-lane major	40	35	0.88	22	0.55
E/O Fashion Valley Rd.	6-lane major	40	35	0.88	45	1.13
W/O State Hwy 163	6-lane primary	50	60	1.20	65	1.30
Camino De La Reina:						
W/O Colusa Street	4-lane major	25	14	0.56	12	0.48
E/O Colusa Street	4-lane major	25	25	1.00	20	0.80
E/O Via Las Cumbres	4-lane major	25	25	1.00	22	0.88
E/O Fashion Valley Rd.	4-lane major	25	25	1.00	20	0.80
Hotel Circle North:						
E/O Colusa Street	4-lane collector	10	12	1.20	8	0.80
W/O Via Las Cumbres	4-lane collector	10	12	1.20	14	1.40
E/O Via Las Cumbres	3-lane collector	10	8	0.80	5	0.50
W/O Fashion Valley Rd.	4-lane collector	10	16	1.60	5	0.50
E/O Fashion Valley Rd.	4-lane collector	10	12	1.20	12	1.20
S/O Camino de la Reina	4-lane major	25	18	0.72	18	0.72
Hotel Circle South:						
W/O Taylor Street	3-lane collector	10	10	1.00	8	0.80
W/O Presidio O/C	4-lane collector	10	16	1.60	7	0.70
E/O Colusa Street	4-lane collector	10	10	1.00	5	0.50
W/O Via Las Cumbres	3-lane collector	10	12	1.20	16	1.60
W/O Mission Valley Inn	4-lane collector	10	18	1.80	12	1.20
S/O Hotel Circle North	4-lane collector	10	20	2.00	20	2.00
Colusa Street:						
S/O Friars Road	4-lane collector	10	12	1.20	10	1.00
Via Las Cumbres:						
N/O Camino de la Reina	4-lane major	25	14	0.56	12	0.48
S/O Camino de la Reina	4-lane major	25	24	0.96	28	1.12
Fashion Valley Road:						
N/O Camino de la Reina	4-lane major	25	18	0.72	20	0.80
S/O Camino de la Reina	4-lane major	25	18	0.72	28	1.12

State Highway 163:						
N/O Friars Road			180		160	
S/O Friars Road			180		180	
S/O Interstate 8			180		180	
Interstate 8:						
W/O Colusa Street			160		180	
W/O Via Las Cumbres			160		180	
E/O Via Las Cumbres			160		180	
E/O Fashion Valley Rd.			160		200	
E/O State Hwy 163			180		220	
Note: A* Community Plan Volumes (1984 Travel Forecast), and buildout of Levi-Cushman. B* Community Plan plus Atlas Volumes (1986 Travel Forecast). Includes existing community plan volumes plus build-out of Atlas and Levi-Cushman specific Plans; also includes certain additional road network changes proposed by Levi-Cushman Specific Plan including improvements to Fashion Valley road interchange. Since this information was compiled, the Atlas traffic volumes have been reduced to bring the Atlas specific Plan into conformity with the Mission Valley Community Plan.						

Table 11
Future Daily Traffic Volume Projections Comparison with Improvements,
Atlas Hotels Master Plan, Mission Valley, San Diego

Location	Roadway Classification	Maximum ADT (1000's)	A* Volume (1000's)	V/C Ratio	B* Volume (1000's)	V/C Ratio
Friars Road:						
W/O Colusa Street	4-lane major	25	22	0.88	18	0.72
E/O Colusa Street	6-lane major	40	28	0.70	28	0.70
E/O Via Las Cumbras	6-lane major	40	35	0.88	22	0.35
E/O Fashion Valley Road	6-lane major	40	35	.088	45	1.13
W/O State Highway 163	6-lane primary	50	60	1.20	65	1.30
Camino de la Reina:						
W/O Colusa Street	4-lane major	25	14	0.36	12	0.48
E/O Colusa Street	4-lane major	25	25	1.00	20	0.80
E/O Via Las Cumbras	4-lane major	25	25	1.00	22	0.88
E/O Fashion Valley Road	4-lane major	25	25	1.00	20	0.80
Hotel Circle North:						
E/O Colusa Street	4-lane collector	10	12	1.20	8	0.80
W/O Via Las Cumbras	4-lane collector	10	12	1.20	14	1.40
E/O Via Las Cumbras	4-lane collector	10	8	0.80	5	0.50
W/O Fashion Valley Road	4-lane major (med)	10	16	1.60	5	0.50
E/O Fashion Valley Road	4-lane collector	10	12	1.20	12	1.20
S/O Camino de la Reina	4-lane major	25	18	0.72	18	0.72
Hotel Circle South:						
W/O Taylor Street	3-lane collector	10	10	1.00	10	1.00
W/O Presidio O/C	4-lane collector	10	16	1.60	7	0.70
E/O Colusa Street	4-lane collector	10	10	1.00	5	0.30
W/O Via Las Cumbras	3-lane collector	10	12	0.60	16	1.60
W/O Mission Valley Inn	4-lane collector	10	18	1.80	12	1.20

Location	Roadway Classification	Maximum ADT (1000's)	A* Volume (1000's)	V/C Ratio	B* Volume (1000's)	V/C Ratio
S/O Hotel Circle North	4-lane collector	10	20	1.00	20	1.00
Colusa Street:						
S/O Friars Road	4-lane collector	10	12	1.20	10	1.00
Via Las Cumbres:						
N/O Camino de la Reina	4-lane major	25	14	0.56	12	0.48
S/O Camino de la Reina	4-lane major	25	24	0.96	28	1.12
Fashion Valley Road:						
N/O Camino de la Reina	4-lane major	25	18	0.72	20	0.80
S/O Camino de la Reina	4-lane major	25	18	0.72	28	1.12
State Highway 163:						
N/O Friars Road			180		160	
S/O Friars Road			180		180	
S/O Interstate 8			180		180	
Interstate 8:						
W/O Colusa Street			160		180	
W/O Via Las Cumbras			160		180	
E/O Via Las Cumbras			160		180	
E/O Fashion Valley Road			160		200	
E/O State Highway 163			200		220	

Note:

- A* Includes existing Community Plan volumes and Levi-Cushman buildout. Improvements include Community Plan road network, Community Plan buildout and three additional improvements.
- Construct Hotel Circle North to a modified 4-lane major street section between Fashion Valley Road and the existing westbound I-8 ramps.
 - Construct Hotel Circle South to a modified 4-lane major street section west of Presidio overcrossing.
 - Widen Colusa Street south of Friars Road to 4-lane major collector standards.
- B* Includes existing Community Plan volumes and Levi-Cushman buildout, and Atlas proposed buildout. Since this information was compiled, the Atlas traffic volumes have been reduced to bring the Atlas Specific Plan into conformity with the Mission Valley Community Plan. Improvements include Community Plan road network, Community Plan buildout, and the following Atlas Specific Plan proposals:
- Construct Hotel Circle North to a modified 4-lane major street section between Fashion Valley Road and the existing westbound I-8 ramps.
 - Construct Hotel Circle South to a modified 4-lane major street section west of Presidio overcrossing.
 - Specific Street improvements associated with the Community Plan identified in Table 13 (numbers 4, 5, 8A, 8B, 9, 10A, 10B, 11, 13, 14). Also, the appropriate street improvements identified in Table 14, which were based on cumulative development and interim street capacity.
 - Incorporate the potential need for localized intersection improvements into the site planning process.

Table 12
Transportation Improvements Associated with Development of Western Mission
Valley Per the Mission Valley Community Plan, Mission Valley, San Diego

Group ¹	Sector ¹	Project ¹	Improvement
A	-	4	Restripe Hotel Circle South, to provide three travel lanes. Prohibit parking from eastbound ramps at Mission Valley Inn to Camino de la Reina. Install Class II bike lanes.
A	-	5	Provide increased intersection capacity and signalization at both the eastbound and westbound Hotel Circle freeway ramps.
C	3	8A	Remove parking and restripe Hotel Circle South for three lanes between the I-8/Presidio overcrossing and the eastbound ramps at the Mission Valley Inn.
C	3	8B	Widen Hotel Circle South, between eastbound ramps at Mission Valley Inn and Camino de la Reina to four lanes. Install Class II bike lanes.
C	3	9	Widen Hotel Circle South, between the Presidio ramps and the I-8 Presidio overcrossing. Install Class II bike lanes.
D	4	10A	Widen Hotel Circle North to four lanes between I-8 ramps and Camino de la Reina
D	4	10B	Construct Camino de la Reina to four lanes between Fashion Valley Road and SR-163. Install Class II bike lanes.
D	4	11	Widen Camino de la Reina to four lanes between Hotel Circle North and Avenida del Rio. Install Class II bike lanes.
E	3	12	Construct Via Las Cumbras interchange with I-8.
F	3-4	13	Construct or widen Via Las Cumbras between Friars Road and Hotel Circle North. Install Class II bike lanes.
G	4	14	Install dual eastbound left-turn lanes on Friars Road to northbound SR-163. Widen north leg to accept the dual turns.
G	4	15	Construct Hazard Center Road between Fashion Valley and Mission Center Road. Install Class II bike lanes.
F	3-4	16	Construct new southbound SR-163 off ramp to Friars Road.
G	4	17	Modify westbound approach on Friars Road to provide three westbound lanes through intersection at SR-163 northbound ramps.
G	4	18	Reconstruct northbound SR-163 on ramps to Friars Road.

Note:

¹ Table A-2, Page A-4/5; Adopted Mission Valley Community Plan, June, 1985.

Table 13
Circulation System Improvement Phasing Plan Based on Cumulative
Development and Reasonable Interim Levels of Service

Development Threshold Section	Cumulative EDU Threshold	Project	Improvement ¹	Notes ²	Associated Atlas Only Phase (EDU)	Financing Method ²
1-4	0	D	New Fashion Valley Interchange	Assure funding for Project “D” to the satisfaction of the City engineer prior to approval of any final maps within these sectors.	Phase 1 (48)	S
1-4	0	4	Restripe Hotel Circle South to three lanes by prohibiting parking from eastbound Hotel Circle freeway ramps to Camino de la Reina.	This improvement would be assured ³ prior to approval of the first Final Map for developers within these sectors.	Phase 1 (48)	S
1-4	0	5	Increase capacity and Signalize the east and westbound Hotel Circle freeway ramps. (Note: Improvements 4 and 10A also increase the capacity of these freeway access ramps).	This improvement would be assured ³ prior to approval of the first Final Map for developers within these sectors.	Phase 1 (48)	S
1,3,4	0	8A	Restripe Hotel Circle South to three lanes by prohibiting parking from the I-8/Presidio overcrossing to the eastbound Hotel Circle ramps.	Cumulative development within these sectors would trigger this improvement. The improvement would be assured ³ prior to approval of the first Final map for any project that reaches the EDU threshold within these sectors.	Phase I (48)	S
1,3,4	0	8B	Widen Hotel circle South to four travel lanes with Class II bike lanes between eastbound Hotel Circle ramps and existing Camino de la Reina.	Cumulative development within these sectors would trigger this improvement. The improvement would be assured ³ prior to approval of the first Final map for any project that reaches the EDU threshold within these sectors.	Phase 1 (48)	S
1-4	0	10A	Widen Hotel Circle North to 4 travel lanes between the westbound I-8 Hotel Circle ramps to existing Camino de la Reina. Provide left turn channelization between Camino de la Reina and Fashion Valley Road. Reconstruct Hotel Circle North/South/Existing Camino de la Reina intersection to improve geometrics and	This improvement would be assured ³ prior to first Final Map for developers within these sectors. This project could be constructed in lieu of project “D” with respect to the section west of Fashion Valley Road	Phase 1 (48)	S

Development Threshold Section	Cumulative EDU Threshold	Project	Improvement ¹	Notes ²	Associated Atlas Only Phase (EDU)	Financing Method ²
			provide a signalized access to the Town & country Hotel Development.			
1,3,4	0	“C”	Widen Fashion Valley road to 4 lane major classification with Class II bike lanes (78’/98’). Improve the river crossing to accommodate a 10 year design.	Cumulative development within these sectors would trigger this improvement. The improvement would be assured ³ prior to approval of the first Final Map for any project that reaches the EDU threshold within these sectors.	Phase 1 (490)	S
3,4	0	RV1	Widen and signalize the “River Valley” project access at the Hotel Circle North/most westerly I-8 ramps to provide necessary through and turn lanes as required by the City Engineer.	These improvements are to be provided by “River Valley” or before approval of the first Final Map for projects meeting this threshold. Any development in Sector 3 or 4 to be conditioned with participation i this improvement.	Phase 1 (490)	S
1-4	500	14	Add dual left turns for eastbound Friars Road to northbound SR-163; widen north leg of intersection to accept the two eastbound left turning lanes.	NONE	Phase 1 (490)	S
1,3,4	1,800	“D”	Construct new Fashion Valley Road interchange by relocating the existing westbound I-8 Hotel Circle ramps, relocating Fashion Valley Road and Hotel Circle North.	Cumulative development within these sectors would trigger this improvement. The timing of this improvement may be accelerated depending on when the CalTrans schedule calls for its installation. Whenever CalTrans is ready to build this interchange, all parties contributing to its construction shall pay CalTrans the portion needed to complete the interchange.		S
1,3,4	1,800	“E”	Remove existing west-bound Hotel Circle ramps concurrent with “D”.	This improvement would only be implemented when the Fashion Valley Interchange is operational.	-----	S
1,3,4	1,800	LC1	Construct new North/South street (4-lane collector) with class II bike lanes between Hotel Circle North and “B” Street.	This improvement is needed as the new Fashion Valley interchange disrupts the existing flow of traffic along Hotel Circle North.	-----	S
1,3,4	1,800	LC1	Construct Street B as a 4-lane major with Class II bike lanes from Street C to Fashion Valley Road.	This improvement is needed as the new Fashion Valley interchange disrupts the existing flow of traffic along Hotel Circle North. This street is also	-----	S

Development Threshold Section	Cumulative EDU Threshold	Project	Improvement ¹	Notes ²	Associated Atlas Only Phase (EDU)	Financing Method ²
				entirely within the Levi-Cushman Specific Plan area.		
1,3,4	1,800	11	Widen existing Camino de la Reina to a 4-lane major classification with class II bike lanes between Hotel Circle North/South and Avenida del Rio	Cumulative development within these sectors would trigger this improvement. The improvement would be assured prior to approval of the first Final map for any project which reaches the EDU threshold.	-----	S
3,4 Or 1	2,900 400	6	Restripe Friars Road to a 6-lane primary arterial classification with appropriate widening as necessary to obtain this classification (102'/122'). Remove the asphalt berm and the two-way bike path along the south side of Friars Road and install Class II bike lanes.	Either threshold could trigger this improvement. Cumulative development within these sectors would-trigger this improvement. The improvement would be assured ³ prior to approval of the first Final map for any project which reaches the EDU threshold.	-----	S
1,3,4	2,900	10B	Construct Camino de la Reina to a 4-lane major classification with class II bike lanes between Fashion Valley Road and SR-163, including an intersection with Hazard Center Road.	Cumulative development within these sectors would trigger this improvement. The improvement would be assured ³ prior to approval of the first Final Map for a project which reaches the EDU threshold.	-----	S
1,2,4-7	12,000	15	Improve Hazard Center Drive to a 4-lane collector street with class II bike lanes along the north side of the river between Camino de la Reina and Mission Center Road.	Cumulative development within these sectors would trigger this improvement. The improvement would be assured ³ prior to approval of the first Final Map for any project which reaches the EDU threshold.	-----	S/DIF
1,2,4-7	2,900	19A	Widen existing Camino de la Reina to a 4-lane major classification with Class II bike lanes between SR-163 and Mission Center Road.	NONE	-----	S
1,2,4-7	4,700	17	Cut back median on SR-163 bridge to allow three westbound lanes on Friars Road through signal for northbound SR-163 on-ramps; approximately 85% of build-out in these sectors.	NONE	-----	S

Development Threshold Section	Cumulative EDU Threshold	Project	Improvement ¹	Notes ²	Associated Atlas Only Phase (EDU)	Financing Method²
1,3,4	5,100	7	Construct a new Camino de la Reina to a 4-lane major classification with Class II bike lanes between Napa Street and Fashion Valley Road.	Portions of this improvement may be constructed by Chevron/Levi-Cushman during development of their Project Phasing. Cumulative development within these sectors would trigger this improvement. The improvement would be assured ³ prior to the approval of the first Final Map for a project which reaches the EDU threshold.	-----	S/DIF
1,3,4	5,100	13	Construct new Via Las Cumbres between Friars Road and Hotel Circle North to a 4-lane major classification with Class II bike lanes.	Portions of this improvement may be constructed by Chevron/Levi Cushman during development of their Project Phasing. Cumulative development within these sectors would trigger this improvement. The improvement would be assured ³ prior to approval of the first Final Map for a project which reaches the EDU threshold.	-----	S
1,3,4	5,100	9	Widen Hotel Circle south to a 4-lane collector classification with class II bike lanes between Eastbound I-8 ramps and Presidio overcrossing.	To be constructed concurrent with I-8/Via Las Cumbres interchange	-----	DIF
1,3,4	5,100	12	Construct new I-8/Via Las Cumbres interchange. Relocate Hotel Circle North. Construct 4-lane connection between Via Cumbres and Hotel Circle North.	The timing of this improvement may be accelerated depending on when the CalTrans schedule calls for its installation. Atlas is irrevocably dedicating the 3.70 acre Evelyn Terrace site as its full fair-shire contribution to this project.	-----	OTHER
1,3,4	5,100	“B”	Restripe Hotel Circle North between Presidio Overcrossing and new interchange at I-8/Via Las Cumbres.	To be constructed concurrent with I-8/Via Las Cumbres interchange	-----	S
1,3,4	5,100	“F”	Widen Hotel Circle North between Presidio Over crossing and new interchange to provide 4 travel lanes and Class II bike lanes as appropriate.	To be constructed concurrent with I-8/Via Las Cumbres interchange.	-----	S
1,3,4	5,100	LC15	Construct new street between Fashion Valley Road and I-8/Via Las Cumbres as a 4-lane major street with class II bike lanes (Levi-Cushman S.P. Street “B”).	To be constructed concurrent with I-8/Via Las Cumbres interchange.	-----	S

Development Threshold Section	Cumulative EDU Threshold	Project	Improvement ¹	Notes ²	Associated Atlas Only Phase (EDU)	Financing Method²
1-4	7,500	16	Construct new southbound SR-163 to west-bound Friars Road off-ramp.	NONE	-----	DIF
1,2,4-7	18,000	18	Move northbound SR-163 on-ramps at Friars Road eastward or replace with a loop or flyover; approximately 95% buildout in these sectors.	NONE	-----	S

Legend:

S = Subdivider

DIF = Development Impact Fee

Note:

Subdivision improvements are required by the City to be bonded for, or otherwise assured to the satisfaction of the City, prior to the recording of a final map.

¹ Circulation Implementation Phasing Sectors per the Mission Valley Community Plan.

² All projects/developments within the sectors identified would be conditioned to contribute their fair share of the triggered improvement at the time of approval or when the improvement is constructed. Atlas is not required, by itself, to fund all of these improvements. Phasing plan conditions or thresholds may, however, require Atlas to advance costs of construction for some of these projects. Atlas may request the formation of one or more City Council authorized reimbursement districts for purposes of recovering these costs.

³ Construction of all improvements are to be assured to the satisfaction of City engineer when the EDU thresholds are met.

VII. PUBLIC FACILITIES ELEMENT

A. WATER FACILITIES

The City of San Diego provides water service to the Atlas Specific Plan area. Mission Valley is served by the Alvarado Filtration Plant.

Water transmission and distribution mains exist in the Specific Plan area (see Figure 77). The capacity of these facilities will require analysis during the tentative subdivision map process. Water distribution mains, including 8-inch and 16-inch lines, are available on Hotel Circle South, Hotel Circle North, and Fashion Valley Road. The precise requirements for the needed on-site and any off-site water facilities for the specific plan area will be set by the Water Utilities Department during the tentative subdivision map approval process. Any needed project-serving water facilities shall be financed by Atlas Hotels, Inc., per Council Policy 400-7.

B. SEWER FACILITIES

The City of San Diego provides sewer collection and treatment services to the Mission Valley area. Two major trunklines in the Valley serve much of the San Diego metropolitan area.

West of SR-163, the 66-inch north Mission Valley trunkline extends through the south half of the Fashion Valley Shopping Center site, and continues westerly roughly parallel to Friars Road (see Figure 77). This portion of the trunkline is considered to be adequate up to year 2000. The 27-inch south trunkline, roughly paralleling I-8, is nearing capacity from Texas Street westward. However, a 21-inch diversion sewer across the San Diego River is expected to be constructed in 1988 which will allow greater capacity in the 27-inch trunkline. A 10-inch north-south main line is available in Fashion Valley Road.

The precise requirements for the on-site and any off-site sewer facilities for the Atlas Specific Plan area will be set by the Water Utilities Department during the tentative subdivision map approval process. Any needed project-serving sewer facilities shall be financed by Atlas Hotels, Inc. per Council Policy 400-7. No specific plans for the use of reclaimed water have been incorporated into the Atlas Specific Plan. If, and when, a reliable supply of reclaimed water becomes available in the Mission Valley area, Atlas Hotels, Inc. would consider using such water for irrigation purposes.

C. SOLID WASTE MANAGEMENT

The City of San Diego provides solid waste collection and disposal free of charge to residential property and to commercial property with a limit of six cans per establishment. Bin collection and disposal are available through a number of private collection companies. Atlas Hotels, Inc. also employs a private collection service to provide trash pick-up for the existing developed hotel facilities.



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FIGURE

Solid waste material is disposed of at the City's Class II sanitary landfill at Miramar. The West Miramar landfill will handle the majority of San Diego's solid waste for the remainder of the century.

D. STORM DRAINAGE

A number of major storm drainage facilities are existing in the specific plan area (see Figure 77). The San Diego River, ~~passing through the north side of the Town and Country~~, is the dominant natural drainage feature in the valley. A 48-inch storm drain extends southerly across the Fashion Valley Shopping Center site to the river. Two storm drains, a 45-inch and a 48-inch, serve the canyons east of the Mission Valley Inn site, connecting to a concrete ditch paralleling Hotel Circle North. An 18-inch drain serves the area west of the Mission Grove site and a 54-inch drain extends across I-8 west of the Mission Grove site. A 24-inch drain extends northerly across the west side of the Hanalei Hotel site to the river. In general, all of the sites within the specific plan area drain toward the San Diego River. Standard storm drain facilities will be provided in conformance with subdivision requirements during specific plan implementation.

E. POLICE PROTECTION

The City of San Diego provides police protection for the specific plan area from the substation at Friars Road and Napa Street at the western end of the valley.

Atlas Hotel's management retains an excellent private security team, familiar with the protection requirements of hotel/office facilities. The existing hotel and new hotel/office facilities will include skilled security teams to provide immediate on-site 24-hour service to hotel residents and reduce service loads for the San Diego Police Department. In addition, the opportunity is available in new construction and expansion of structures to incorporate state-of-the-art plant security systems into the new development such as providing centralized visual access to key points by security personnel, automatic lighting of parking garages for use by late-night office workers when leaving the office, and controlled access to parking areas and office areas through use of computerized security systems.

F. FIRE PROTECTION

The City of San Diego provides Fire Protection to Mission Valley from fire stations located in surrounding communities. Although no fire stations are currently located in the valley, two stations are proposed to be built in the future. Fire Station No. 2, which is proposed to be located in the vicinity of I-15 and Friars Road, is scheduled for land acquisition in FY 2004 design and construction in FY 2005. Fire Station No. 45, which is proposed to be located on City-owned property in the vicinity of Friars Road and Napa Street, is scheduled for design, apparatus acquisition, and construction in FY 1995. Atlas Hotels, Inc. will participate in the provision of fire protection facilities through the payment of Development Impact Fees as required by the Interim Public Facilities Financing Plan for Mission Valley.

Both fire stations are planned to be 6,500 square feet and will have the capability of housing one triple combination pumper, one aerial ladder truck, and up to ten personnel.

The opportunity is available in the development of new office and hotel structures to incorporate state-of-the-art internal fire protection devices such as flame retardant construction materials, up-to-date sprinkler systems, and smoke detection devices. Such measures are intended to be incorporated in the proposed developments, thereby supplementing the public fire protection services, and improving their fire insurance rating status.

G. GAS AND ELECTRIC FACILITIES

San Diego Gas and Electric Company maintains gas and electric distribution lines in the specific plan area with adequate capacity to serve all future needs. A 12-inch gas main is located in Hotel Circle North (see Figure 77). Underground electric distribution facilities are available in the main roadways. Minor extensions to these distribution facilities are available in the main roadways. Minor extensions to these distribution facilities will be required to serve the specific plan area. Gas and electric distribution lines necessary to serve the project will be installed underground. No gas or electric transmission lines or easements cross any of the specific plan sites that would act as a restraint to development.

H. TELEPHONE SERVICE

Telephone service will be supplied by Pacific Bell Telephone Company, which has numerous telephone lines available for service connections in the specific plan area. All telephone connections will be installed underground.

I. CABLE TELEVISION SERVICE

Southwestern Cox Cable TV Company has the cable television franchise for the area. Cable television service will be provided through underground facilities installed in common trenches adjacent to power and telephone lines. The cable television lines will connect to individual laterals and prewired buildings.

J. POPULATION BASED PARKS

There are no public parks currently located within the specific plan area; however, there are significant park and open space resources in the vicinity. Three regional parks are located nearby, including Presidio Park and Mission Bay Park at the western end of Mission Valley. Mission Trails Regional Park is located northeast of Mission Valley. In addition, the greenbelt formed by the San Diego River corridor will provide trails, landscaped areas, and other visual and physical relief from urban development.

The City of San Diego leases out land for two recreational facilities in Mission Valley. One is the Sefton Little League Field on Hotel Circle Place, just west of the Hanalei Hotel site, the other is an outdoor sports facility next to Jack Murphy Stadium, east of I-805. The latter facility is used exclusively by the San Diego Chargers football team during football season, but is made available to other sports organizations during the rest of the year. The Jack Murphy Stadium offers spectator sports, concerts and other activities.

Other recreational facilities include the new YMCA at the west end of the valley, which offers indoor and outdoor activities. The Atlas Health Club is located within the specific plan area on the Mission Valley Inn site.

The above facilities, coupled with the proposed enhancement of the San Diego River as an open space linkage, with adjacent pedestrian and bicycle paths, should satisfy future residents' needs for both active and passive recreational facilities. In addition, hotel guests will have access to the proposed tennis courts and swimming pools on the ~~Town and Country~~, Hanalei Hotel and Mission Valley Inn sites.

K. OFF-SITE IMPROVEMENTS

NOTE: The traffic study conducted for the 1988 Atlas Specific Plan included the Town and Country site; however, the Town and Country site was later removed from the Specific Plan area by amendment to the Atlas Specific Plan. Thus, all data, assumptions, forecasts and conclusions of the circa 1988 traffic study shall be considered inaccurate and outdated. An updated traffic study shall be prepared in conjunction with any proposed development within the amended Specific Plan area to reflect current conditions. The traffic study data, assumptions, forecasts and conclusions remaining in this amended document are fundamentally outdated and inaccurate and shall be considered for general informational purposes only.

Off-site improvements to be provided in conjunction with specific plan implementation involve primarily the improvements to the existing circulation system. The phasing of these improvements has been identified as part of the cumulative development scenario analyzed in the Atlas Specific Plan traffic study and is summarized in Table 13 ([see note at beginning of this section](#)). Atlas Hotels, Inc. shall contribute its fair-share to the construction of the improvements needed to mitigate the cumulative impacts identified, with such fair share to be determined in cooperation with the Transportation and Traffic Engineering Division of the City of San Diego. If development of Atlas Specific Plan sites proceeds, the street system triggered by that EDU level of development must be constructed prior to the completion of that phase of construction.

The construction of some of the transportation improvements described in Table 13 will provide a substantial benefit to owners of land adjoining the real property. As a result, a portion of the cost of such improvements and dedications may be allocated to adjoining and other benefitted landowners. It is anticipated that the City may establish one or more assessment districts, or other financing mechanism, for the purpose of financing construction of the improvements and to obtain contributions toward the dedication of rights-of-way. Atlas may also seek reimbursement agreements with the City and/or owners and developers of land benefitted by the public improvements and dedications. In the alternative, Atlas may receive a credit equal to the cost of improvements and value of dedications allocated to adjoining and other benefitted landowners to be applied by Atlas toward its obligations under an assessment district formed for the purpose of providing the described improvements. The City will cooperate and assist Atlas in establishing such assessment districts as needed to implement the improvements, and shall enforce any City-approved reimbursement agreements by requiring reimbursement to Atlas as a condition to the

approval of subdivision improvements on the benefitted lands, other than the Atlas property. Said enforcement will include payments by other owners and/or developers to the City that will be passed through the City to Atlas.

~~Other off site improvements associated with specific plan implementation include transition structures for the proposed flood control improvements at the Town and Country site. Downstream from Fashion Valley, on the Levi-Cushman property, a short transition channel of approximately 1,000 feet will bring the new pilot channel alignment back to the existing pilot channel until such time as permanent channel improvements are constructed on the Levi-Cushman property. The transition channel would only be constructed by Atlas if the Atlas flood control improvements are implemented prior to the implementation of the Levi-Cushman flood control improvements. Reshaping and regarding of the existing pilot channel between SR-163 and Camino de la Reina would also be required to ensure a smooth transition from the FSDRIP improvements to the Town and Country improvements. The Fashion Valley Road crossing of the San Diego River will also be improved to accommodate a 10-year flood. All proposed flood control improvements are described in greater detail in the river improvement element of this specific plan.~~

Public improvements associated with anticipated development in the Mission Valley area are addressed in detail in the Mission Valley Interim Public Facilities Financing Plan prepared by the City of San Diego. As discussed in Section X, Plan Implementation, Atlas Hotels, Inc. will participate in the Mission Valley Financing Plan through the payment of Development Impact Fees.

L. FLOOD PROTECTION

Proposed flood protection programs for the Atlas Specific Plan are described in detail in the river improvement element of this specific plan.

VIII. CONSERVATION ELEMENT

A. OBJECTIVES

The purpose of this conservation element is to describe the ways in which environmental sensitivities have been incorporated into the specific plan design. The primary way in which this has been accomplished is through design criteria incorporated into the urban design elements, and flood protection and revegetation plans incorporated into the river improvement element.

B. ENERGY

Certain components of the Atlas Specific Plan encourage the conservation of energy. The specific plan emphasizes the use of mass transit with the incorporation of access to the LRT in the site plans for the ~~Town and Country and Hanalei site and commitment to funding an at-grade station and at-grade tracks adjacent to the Town and Country site. Pedestrian access to the LRT station, located adjacent to the Fashion Valley Shopping Center, is also included in the design of the Town and Country site.~~ Implementation of the LRT system in Mission Valley will allow residents of other areas of the valley to travel to offices and recreation facilities in the specific plan area. As discussed in Section VI, Atlas Hotels, Inc. will fund and operate an intra-valley shuttle system between the Atlas Specific Plan sites in the Hotel Circle area, and the San Diego Lindbergh Field on a frequent schedule basis.

Landform and architectural elements of the specific plan are also designed to conserve energy. Buildings have been sited on the Hanalei Towers, ~~and Town and Country sites~~, to preserve solar access to the maximum extent possible, and to minimize shading of outdoor swimming pools, pedestrian plazas, and riverfront areas. In addition, the urban design element of this specific plan contains guidelines to encourage energy conservation. Among these is the stated goal that all major buildings should exceed Title 24 energy conservation standards.

C. WETLAND HABITAT

Existing wetland habitats within the specific plan area include open water, freshwater marsh, and riparian woodland. A revegetation plan has been incorporated into the design of the specific plan. The revegetation plan is described in detail in the river improvement element of this specific plan.

D. SEISMIC SAFETY

~~A geologic study of the Town and Country site was conducted by Geocon, Inc. in 1983. According to that study, alluvial materials exist on the Town and Country site which may be subject to liquefaction in the event of a moderate earthquake.~~

Based on a review of existing available geotechnical information, ~~similar conditions~~ alluvial materials which may be subject to liquefaction in the event of a moderate earthquake appear to be present on the Hanalei Tower and Hanalei Hotel sites. Although no faults have been identified in the specific plan area, moderate magnitude earthquakes have occurred in recent history in the San

Diego metropolitan area. The potential therefore exists for liquefaction within the specific plan area following development. The potential for liquefaction within the plan area is not, however, greater than that in other areas of Mission Valley, and would not be greater for new development than for existing development already within the specific plan area. Potential liquefaction hazards associated with development of the site can be reduced through implementation of normal grading and structural mitigation measures. Such grading and structural mitigation measures will be established prior to any grading activities within the specific plan area.

Future development of the specific plan area will occur through the City of San Diego's planned development permit process as discussed in the implementation element of this specific plan. That process requires conduct of a geologic reconnaissance by a qualified engineering geologist prior to recordation of a final map for major developments within the specific plan area. Such studies will be conducted prior to development and will include specific grading and structural mitigation measures to avoid potential geologic hazards.

E. HILLSIDES

Three sites within the specific plan area are located adjacent to the hillsides which form the southern border of the Mission Valley Community Plan area. These sites include Mission Grove Office Park, Kings Inn and Mission Valley Inn. Of these, only the Mission Valley Inn site contains significant amounts of property within the City's Hillside Review Overlay Zone. No site would involve hillside development. The urban design element of this specific plan includes site-specific guidelines to endure sensitivity to the existing hillside in grading and site design, erosion control, slope maintenance, and revegetation.

F. OPEN SPACE

The primary open space feature of the specific plan is an open space corridor adjacent to the San Diego River. Enhancement of the river corridor and river-orientation of proposed developments are integral parts of the specific plan design. Both the river improvement and urban design elements of this specific plan contain detailed criteria for design, maintenance and use of the river corridor as an open space greenbelt.

IX. RELATIONSHIP TO RELEVANT PLANS

A. OBJECTIVES

The Atlas Specific Plan was prepared in accordance with governing City plans and state law pertaining to specific plans. This section discusses the relationship of the specific plan to the City of San Diego Progress Guide and General Plan, and to the Mission Valley Community Plan.

B. PROGRESS GUIDE AND GENERAL PLAN

The Progress Guide and General Plan of the City of San Diego is the City's comprehensive plan which is intended to serve as an overall guide to future development. The General Plan includes statements of overall goals and objectives, as well as guidelines and standards. In addition to the general plan, each of the subareas of the City has specific community plans which are intended to serve as official guidelines for specific development proposals within an individual community. The General Plan states that it is intended to:

indicate only those land uses of regional or City-wide significance and its locational designations should be regarded as advisory only. The fine detail so often seen on planning maps is included not on the General Plan, but on the many community plans which have been developed throughout the San Diego area. Reference must be made to these plans and the maps and descriptions contained within them in order to determine the land use designation of any particular property (p. 203).

This section of the specific plan describes the conformance of the plan with the various goals and objectives outlined in the Progress Guide and General Plan.

1. Transportation

NOTE: The traffic study conducted for the 1988 Atlas Specific Plan included the Town and Country site; however, the Town and Country site was later removed from the Specific Plan area by amendment to the Atlas Specific Plan. Thus, all data, assumptions, forecasts and conclusions of the circa 1988 traffic study shall be considered inaccurate and outdated. An updated traffic study shall be prepared in conjunction with any proposed development within the amended Specific Plan area to reflect current conditions. The traffic study data, assumptions, forecasts and conclusions remaining in this amended document are fundamentally outdated and inaccurate and shall be considered for general informational purposes only.

In terms of the regional transportation systems, the General Plan seeks to:

Provide a network of transportation systems that are integrated, complementary and compatible with other city-wide and regional goals. A network that takes into account the physical, social and economic conditions of the environment, both present and future (p. 59).

The plan seeks to foster mobility and accessibility for all areas of the region minimizing the negative effects of congestion, noise and landscape alteration.

As discussed in the transportation element, the specific plan proposes a balanced transportation network accommodating automobile, mass transit, bicycle and pedestrian circulation systems. Circulation system improvements proposed by the Atlas Specific Plan are discussed in detail in the transportation and implementations elements of this specific plan and in the EIR which accompanies this document. The traffic study undertaken in conjunction with specific plan preparation assumed full build-out of the study area. Trips generated by the Atlas Specific Plan are approximately the same as trip allocations for the Atlas sites assumed in the Mission Valley Community Plan. According to the engineering and development department, the recommended set of major road improvements (Table 13) is expected to mitigate the interim, as well as cumulative, traffic impacts associated with this project (memo from Allen Holden, Deputy Director, Transportation and Traffic Engineering Division, to Date Potter, Deputy Director, Environmental Quality Division, July 22, 1987). Additional improvements beyond those required by the Mission Valley Community Plan have also been incorporated into the Atlas Specific Plan and are identified in the Transportation and Plan Implementation Elements of this Specific Plan. In conjunction with the cumulative development scenario analyzed in the traffic study for the Atlas Specific Plan, a transportation phasing plan has been developed for the Atlas Specific Plan and is presented in Table 12 of this specific plan. In addition, Atlas Hotels, Inc. will participate in the Mission Valley Interim Public Facilities Financing Plan prepared by the City of San Diego through the payment of Development Impact Fees.

2. Commercial

The primary objective of the General Plan for the commercial development of the City is to:

develop an integrated system of commercial facilities that effectively meets the needs of San Diego residents and visitors as well as assuring that each new development does not impede the economic vitality of other existing commercial areas (p. 72).

To implement this goal, the General Plan lists five general guidelines for evaluating new commercial use proposals:

- Does the development fit into the environmental structure of the community.
- Parking, where and how is it located.
- The amount and quality of landscaping.
- Do the facilities proposed really serve the community.
- Does the development intrude upon the market area of other commercial activities.

The Atlas Specific Plan is designed to harmonize with the economic and land use climate existing in the project area. The Hotel Circle area is an established, successful hotel/convention center. San Diego's growing image as a resort center indicates that the city-wide demand for further tourist/convention oriented activities is increasing. The Hotel Circle area serves as a centrally-

located hub for participation in the City's many attractions, including Mission Bay, Old Town and the Port. In addition to providing new hotel rooms, the specific plan will act as a catalyst for revitalizing the Hotel Circle area ensuring the long-term viability of existing businesses.

The specific plan also includes 216,658 total square feet of commercial office space. The incorporation of offices within the tourist/convention activities is designed to be mutually supportive. The availability of hotel/convention facilities within walking distance will be an attraction to corporate offices seeking relocation into modern facilities. The corporate activities will, in turn, create demand for convention services. Additionally, restaurants, theaters and shops as well as regional shopping centers located close by, will provide services for the future employees.

3. Public Facilities, Services and Safety

The primary goal of the Public Facilities, Services and Safety Element is to program public service allocation:

at a time and level to complement accompanying development...it is enormously important that the quality and quantity of the services and facilities provided be geared to the nature and intensity of the development that is prevailing and/or protected. But most important, that facilities and services be timely developed so as not to impact the capacity and ability of the City to provide the service (p. 81).

Adequate facilities and capacities for sewage collection and water distribution are available in the specific plan area, as discussed in the public facilities element.

In the provision of water, the plan's objective is to ensure that water will be available to all areas through a regional water management program. The individual development should support this goal through water conservation. Criteria regarding water conservation have been incorporated into the urban design element of this specific plan and Atlas Hotels, Inc. has indicated a willingness to utilize reclaimed water for irrigation if and when an appropriate water source becomes available.

In fire and police services, the General Plan strives to provide the highest service level possible through optimally located stations. Decentralization of police administration through the establishment of new sub-stations is planned to provide better service throughout the City for the next 30 years. The Linda Vista station is one of these new substations. Implementation of the specific plan may require additional personnel and equipment for this station; however, the excellent internal security program of Atlas Hotels, Inc. will be expanded for its developing sites, thereby reducing the load on public protection facilities. Additionally, Atlas Hotels, Inc. will participate in the provision of fire protection facilities through the payment of Development Impact Fees as required by the Interim Public Facilities Financing Plan for Mission Valley.

In the protection of public safety in drainage and flood control, the plan's main objective is:

to preserve as much as possible the natural attributes of both the floodplain and floodway without endangering loss of life and property (p. 92).

To implement this goal, the plan recommends specific measures for revegetation of disturbed habitats. ~~Implementation of the proposed flood control improvements will also significantly improve flood protection between SR-163 and Fashion Valley Road.~~

4. Open Space and Recreation

The General Plan delineates a City-wide open space system based on the natural features of the San Diego coastal plain, emphasizing river valleys and adjoining steep hillsides. The primary objective of the Open Space and Recreation Element is to:

Establish an open space system which provides for the preservation of natural resources, the managed production of resources, the provision of outdoor recreation, the protection of public health and safety, and the utilization of the varied terrain and natural drainage systems of the San Diego community to guide the form of urban development (p. 96).

The plan designated the San Diego River floodway on the north side of the specific plan area and the steep hillsides on the south side as open space. Plans for floodplain areas should emphasize preservation of natural resources and flood protection. Park and recreational uses should be developed wherever possible.

Hillside regulation is intended to provide for reasonable use of slopes greater than 25% gradient, as long as disturbance of natural terrain, soil erosion, siltation and flooding, slide damage and scarring is minimized, and environmental resources and views are protected. The retention of a “sense” of hillside topography is encouraged. Open space may be acquired through outright purchase, easement, dedication, and through provision of flood facilities.

The Atlas Specific Plan includes a comprehensive river improvement element which outlines plans for ~~flood control improvements associated with implementation of the specific plan and revegetation of wetland habitats disturbed as a result of construction of the recommended flood control improvements. The proposed flood control improvements would significantly improve flood protection within Mission Valley between SR-163 and Fashion Valley Road. The plan includes recommendations for preserving and enhancing the existing floodway~~proposed development as well as. The riverfront, bicycle and pedestrian paths. The Atlas Specific Plan also incorporates specific design criteria within the Urban Design Element for the ~~Town and Country,~~ Hanalei Hotel and Hanalei Tower sites, as well as the other Atlas Hotel sites within the Specific Plan area.

The hillside areas south of Hotel Circle South, which visually identify the boundaries of the valley and form a green backdrop for the urban uses, will be preserved on the Kings Inn, Mission Grove Office Park, and Mission Valley Inn sites through careful structure siting. The Atlas Specific Plan incorporates specific design criteria within the Urban Design Element for these sites.

5. Redevelopment

For the most part, the Redevelopment Element of the General Plan addresses the older identifiably deteriorated areas of the city, with the objective of restoring these areas to social, economic and physical vitality. Secondly, the plan seeks to encourage the maintenance and conservation of sound existing development.

The specific plan will implement this goal through the modernization and redesign of existing developments, and through the addition of integrating landscape design. These efforts will ensure the long term integrity and overall appearance of the area.

6. Conservation

As discussed in the conservation element of this specific plan, measures have been incorporated into the specific plan to encourage energy conservation, replacement of wetland habitat, sensitivity to hillsides, and protection against geologic hazards.

7. Urban Design

The specific plan contains an extensive urban design element which presents detailed criteria with regard to streetscape plans, landform considerations, landscape considerations, architectural considerations, planting concepts, and site planning concepts. Specific design criteria are also provided for each of the sites within the specific plan area. Adherence to these criteria in conjunction with specific plan implementation will ensure fulfillment of the urban design goals set forth in the General Plan.

8. Growth Management

The Atlas Specific Plan will assist the City in the implementation of its adopted Growth Management policy, which is intended to encourage the intensification of development within the urbanized areas of the City. Mission Valley is centrally located in the City and will provide unique opportunities to foster the growth of a more compact city, and to help support the development and operation of additional mass transit facilities.

C. MISSION VALLEY COMMUNITY PLAN

The Mission Valley Community Plan was adopted by the San Diego City Council on June 25, 1985 and serves as a guide for future new development in the Mission Valley area. This area covers 1,982 acres and is bordered on the north by Friars Road, on the south by a 150-foot contour line to the south of I-8, on the east by the San Diego River east of I-15, and on the west by I-5. Development intensity guidelines and transportation systems development in the plan were based on land use assumptions provided by property owners. The main issues involved in development of the plan were form and intensity of development, flood protection and physical constraints, public facilities and services, and traffic circulation.

NOTE: The traffic study conducted for the 1988 Atlas Specific Plan included the Town and Country site; however, the Town and Country site was later removed from the Specific Plan area by amendment to the Atlas Specific Plan. Thus, all data, assumptions, forecasts and conclusions of the circa 1988 traffic study shall be considered inaccurate and outdated. An updated traffic study shall be prepared in conjunction with any proposed development within the amended Specific Plan area to reflect current conditions. The traffic study data, assumptions, forecasts and conclusions remaining in this amended document are fundamentally outdated and inaccurate and shall be considered for general informational purposes only.

1. Land Use and Intensity

Land use proposals outlined in the Mission Valley Community Plan are based upon land use assumptions provided by property owners prior to conduct of the 1982 Mission Valley travel forecast. Intensity limits established by the Plan scenario are based upon the results of the Mission Valley travel forecast. The Community Plan establishes development intensity districts for various areas within the community plan area. The Plan also outlines several criteria for receiving a development intensity adjustment. These criteria are as follows:

- a) The portion of the Valley's vehicle circulation system affected by the proposed development is capable of accommodating all of the traffic which would be generated;
- b) The proposed land use will generate traffic at a lower rate than the land use originally assumed for the traffic forecast;
- c) An approved LRT or other regional public transit system station is located on the affected property or will otherwise serve the proposed development (as determined by adopted MTDB alignment studies);
- d) The unique nature of the proposed development justifies a lower traffic generation rate than that assigned by the original traffic forecast used as the basis for this Plan, as demonstrated by a professional transportation study, subject to the approval of the City Engineer;
- e) The direct and cumulative traffic impacts associated with the proposed development of the site can be mitigated;
- f) The financing and implementation of other transportation measures or systems, which can be shown to reduce traffic impacts on the street and freeway system, is not guaranteed by the applicant or property owners, either through provision of 100 percent of the costs involved or formulation of an assessment district.

The Community Plan states that any site or proposed development which meets one or more of these criteria may request higher intensity than called for in the plan.

The Atlas Specific Plan is consistent with the land use types established for the specific plan properties by the Mission Valley Community Plan. The intensity proposed by the specific plan is

approximately the same as that anticipated for the specific plan area according to the Community Plan. Additionally, the specific plan meets several of the density adjustment criteria outlined in the Community Plan.

- The traffic study conducted for the Atlas Specific Plan concludes that, with implementation of recommended improvements, the circulation system could accommodate anticipated traffic levels, as stated in the July 22, 1987 letter from the City of San Diego Transportation and Traffic Engineering Division.
- Development within the specific plan will be located in proximity to two LRT stations and links to these stations have been incorporated into the specific plan design. Funding commitments for the LRT station and facility adjacent to the Town and Country site have also been incorporated into this specific plan.
- The direct and cumulative impacts of the development can be mitigated to a level not exceeding impacts anticipated under the Community Plan.
- The traffic study for the Atlas Specific Plan has been coordinated closely with other proposed developments in the area (including the Levi-Cushman and River Valley Plans) and a comprehensive transportation phasing plan has been prepared and committed to by Atlas Hotels Inc. which will ensure appropriate phased implementation of the recommended circulation improvements.

In these respects the Atlas Specific Plan is consistent with the land use and intensity guidelines outlined in the Mission Valley Community Plan.

2. Transportation

The Mission Valley Community Plan calls for redevelopment of a balanced circulation system in the community plan area including a well-developed road system, mass transit systems, and pedestrian and bicycle circulation systems. The community plan encourages the integration of alternative transportation modes into development designs.

The Atlas Specific Plan conforms with the guidelines included in the community plan transportation system in a variety of ways. A comprehensive transportation phasing plan has been prepared in conjunction with the Atlas, Levi-Cushman and FSDRIP Plans which will ensure coordinated implementation of a circulation network adequate to serve all of the proposed developments. Transportation improvement projects outlined in the Mission Valley Community Plan for the specific plan area will be constructed in conjunction with specific plan implementation. In addition, a number of alternative transportation system improvements have been incorporated into the specific plan design including links to the valley-wide LRT system, provision of an intra-valley shuttle for the Atlas properties, and numerous pedestrian and bicycle pathways. Funding commitments for these improvements are detailed in the Plan Implementation Element and elsewhere in this Specific Plan.

3. Flood Protection

The Mission Valley Community Plan describes the San Diego River as a “significant aesthetic and economic asset to the community (p. 112).” The river should serve as an attraction to visitor-oriented services through the orientation of land uses to the river and the protection and enhancement of the wetland habitat. At the same time, the adverse effects of periodic inundation of the floodplain should be reduced through application of appropriate hydraulic, environmental and design criteria. The San Diego River Wetlands Management Plan implements the goals of the draft community plan. The Wetlands Management Plan calls for a 10-year pilot channel and a flood facility to accommodate a 100-year storm.

The specific plan incorporates measures which would implement virtually all of the goals expressed above for the ~~two sites~~ adjacent to the San Diego River (~~Town and Country, and~~ Hanalei Hotel). The river channel would be improved to the standards stated above, ~~with the exception of providing 100-year storm protection along the northern side of the river channel at the Town and Country site.~~ The revegetation plan incorporates habitat replacement and buffer areas to protect the wetlands. A pedestrian/bicycle promenade and buffer areas will also be located adjacent to the river corridor at ~~both the Town and Country and~~ Hanalei Hotel sites. ~~Access to retail uses at the Town and Country site will be provided from the “River Court” and restaurant/lounge facilities located adjacent to the river corridor. A pedestrian/bicycle bridge across the river providing access to the Fashion Valley Shopping Center and LRT will also be provided at the Town and Country site.~~ Structures on the ~~two~~ Hanalei Hotel sites will be oriented to the river and passive recreational use encouraged through the development of pedestrian plazas ~~and~~ pedestrian/bicycle pathways; ~~and pedestrian/bicycle bridge crossing.~~ The river improvement and urban design elements of this specific plan describe these features in detail.

4. Hillsides

The Mission Valley Community Plan identifies the southern hillsides of Mission Valley as a distinctive and aesthetic feature of the valley’s character. The plan’s objective is to:

Preserve as open space those hillsides characterized by steep slopes or geological instability in order to control urban form, insure public safety, provide aesthetic enjoyment, and protect biological resources (p. 120).

Three of the sites within the specific plan are located adjacent to the southern hillsides of Mission Valley. No encroachment into the hillsides will be associated with development on any of these sites. Design criteria have been incorporated into the Atlas Specific Plan to ensure sensitivity to the natural hillsides as discussed in the urban design element of this specific plan.

5. Urban Design

The main objective of the urban design element of the Mission Valley Community Plan is to encourage design which will enhance the form and function of the community and integrate the various components. Two functional categories are identified for special consideration: design protection areas and transportation corridors.

Design protection areas include the San Diego River and the valley walls. Design adjacent to the river should be sensitive to the natural habitat. Structures should be oriented towards the river, and designed at appropriate scale or “stepped-down” towards the river for a gradual visual transition. Visual and physical access should be ensured through protection of views and provision of pedestrian paths, observation areas and rest areas within buffer areas. On the southern hillsides, natural slopes should be utilized as a background and guide for urban form. Contouring, terracing and landscaping with natural vegetation should be utilized.

The Atlas Specific Plan area is somewhat unique from an urban design standpoint since several of the Atlas sites are already developed with existing uses which relate in a variety of ways to the urban design guidelines included in the Mission Valley Community Plan. In the case of the ~~Town and Country and~~ Hanalei Hotel sites, the Atlas Specific Plan seeks to redevelop existing developed sites in a manner more consistent with the urban design goals of the community plan. The urban design element of this specific plan presents criteria for both riverfront and hillside development and includes specific design criteria for each of the sites within the specific plan area.

The second area of concern in the Mission Valley Community Plan is in the transportation corridors. The plan recommends buffering of freeways from local frontage roads with landscaping. Development along major roads should observe setbacks and also be buffered by landscaping. Local streets should provide safe pedestrian access and visual interest as well as retail development.

LRT stations should be located and designed to emphasize pedestrian access; minimize conflict with vehicles; provide shelter, information and visual interest; and harmonize with the river corridor criteria. Pedestrian paths and use areas should provide safe access to the major shopping centers; seating; landscaping; information, public art or vending activities; and observation areas for natural habitat.

The Atlas Specific Plan will achieve all of the transportation corridor objectives stated above. Specific designs are recommended which will provide pedestrian interest areas while meeting multiple objectives of river enhancement, flood protection, parking provision and visual quality. A conceptual streetscape plan for the Hotel Circle area has been incorporated into the specific plan which will provide visual integration of previously unrelated sites and improve the aesthetic environment of the freeway view corridor.

X. PLAN IMPLEMENTATION

This implementation element describes the methodology to be utilized in future processing and review of development plans for the Atlas Specific Plan, outlines phasing strategies and improvements to be provided in conjunction with specific plan implementation, and discusses financing mechanisms for the proposed improvements.

A. PROCESSING AND REVIEW

The Atlas Specific Plan consists of ~~seven~~six separate sites, ~~five~~four of which are currently developed. The ~~five~~four developed sites include the ~~Town and Country Hotel and Convention Center~~, Hanalei Hotel, Mission Grove Office Park, Kings Inn, and Mission Valley Inn. Little or no additional development is proposed on two of the five currently developed sites. These sites include the Kings Inn and Mission Grove Office Park. Future processing and review of proposed improvements at these two sites will involve obtaining the necessary land development permits for grading or building construction. City review of these permit applications will ensure consistency of the proposed improvements with the design criteria included in this specific plan.

Plans for development on ~~four~~three sites within the specific plan area (~~Town and Country~~, Hanalei Hotel, Hanalei Tower, and Mission Valley Inn) must be processed under the requirements and procedures of the Planned Commercial Development (PCD) permit process (Section 109.0910). It is understood that individual development projects for these sites will be permitted to develop as long as the individual development projects are consistent with the uses, intensities and guidelines established within this specific plan. In all cases, the decision to approve, conditionally approve, or disapprove the application for any PCD within the Atlas Specific Plan shall be based on conformance of that application to this specific plan.

The 3.70-acre Evelyn Terrace site is being reserved for irrevocable dedication for off-ramps associated with the proposed I-8/Via Las Cumbres interchange. No development is proposed for this 3.70-acre site.

The City Planning Director may approve minor adjustments to the Atlas Specific Plan so long as those adjustments are in substantial conformance and meet the spirit and intent of the Atlas Specific Plan. Such adjustments will not require an amendment to the Atlas Specific Plan.

The City Planning Director may approve minor adjustments of up to a 5% increase in the development intensity of any site within the Atlas Specific Plan provided that there is a concurrent reciprocal reduction of development intensity on another site within the Atlas Specific Plan such that the net overall development allocation within the Atlas Specific Plan is not changed. Atlas Hotels, Inc. shall be responsible for demonstrating the development allocation balance pursuant to any requested development intensity adjustment in a form satisfactory to the City Planning Director. Such adjustments will not require an amendment to the Atlas Specific Plan. Regardless of any development intensity adjustment requested, the total traffic volume ADT level related to the Atlas Specific Plan shall remain unchanged.

If any ambiguity or discrepancy arises between the text and/or illustrations within this Specific Plan, the more restrictive shall apply unless otherwise approved by the City Planning Director. The Atlas Specific Plan contains specific standards and criteria for development of the sites within the specific plan area. As such, should any conflict arise between provisions of the Specific Plan and other applicable adopted City plans and/or ordinances, this Specific Plan shall prevail.

Zoning Regulations

Development projects within the Atlas Specific Plan area shall be implemented according to the CA, CO, and CR zoning regulations. Proposed zoning designations for the specific plan area are illustrated in Figure 78. The ~~CA~~, CO and CR zoning regulations are modified by the development criteria contained in the Urban Design Elements and the parking standards contained in the Transportation Element of this specific plan.

Subdivision Maps

The following sections of this Implementation Element identify the major improvements that will be required for future Planned Commercial Development permits and possible subdivision or parcel maps. Subdivision improvements are required by the City to be constructed, bonded for, or otherwise assured to the satisfaction of the City prior to the recording of a final map.

B. PHASING OF DEVELOPMENT

The phasing program for development of the Atlas Specific Plan is shown in Table 14. Identification of the public improvements which will be provided in conjunction with development of the sites within the specific plan area is provided in the following public facilities and improvements section of the Plan Implementation Element of this Specific Plan.

Flexibility must be allowed within any long range phasing plan. Market conditions change rapidly, and Atlas must be able to move in conformity to the demands of the market place. For this reason, the Atlas Specific Plan shall remain flexible. Atlas will be permitted to adjust the phasing schedule, or construction now anticipated in the various phases, as long as Atlas provides the contribution to the financing of public improvements required in conjunction with the portion of the project actually being constructed, with such contribution to be determined in cooperation with the Transportation and Traffic Engineering Division of the City of San Diego.

C. PUBLIC FACILITIES AND IMPROVEMENTS

NOTE: The traffic study conducted for the 1988 Atlas Specific Plan included the Town and Country site; however, the Town and Country site was later removed from the Specific Plan area by amendment to the Atlas Specific Plan. Thus, all data, assumptions, forecasts and conclusions of the circa 1988 traffic study shall be considered inaccurate and outdated. An updated traffic study shall be prepared in conjunction with any proposed development within the amended Specific Plan area to reflect current conditions. The traffic study data,

assumptions, forecasts and conclusions remaining in this amended document are fundamentally outdated and inaccurate and shall be considered for general informational purposes only.

The provision of transportation improvements associated with the Atlas Specific Plan is summarized in Tables 12 and 13, included in the transportation element of this specific plan. Tables 12 and 13 outline the transportation improvements necessary to serve the Mission Valley area under the cumulative development scenario outlined in the Atlas Specific Plan and includes the EDU threshold and Atlas development phase at which specific transportation improvements would be provided. Other public facilities and improvements to be provided in conjunction with the Atlas Specific Plan are summarized below.

Description

Implementation

Flood Control

1. Flood control improvements: as described in river improvement element, ~~including the pedestrian/bicycle bridge across the San Diego River~~

~~Atlas will construct the river improvements between Fashion Valley Road and SR-163. The described improvements will be constructed at Atlas' cost and expense in conjunction with Phase 2 of the development at the Town and Country site, provided, however, that if Atlas proposes development within the 100-year floodway as a part of Phase 1 of the development of the Town and Country site, the river improvements will be implemented concurrently with Phase 1. Funding will be assured by bonding prior to the issuance of building permits for any development on Atlas property, and, if the improvements have not been funded on or before June 30, 1995, said funding shall then be assured by letter of credit to be filed by Atlas with the City, or, in the alternative, by the formation of a special assessment district, with Atlas as the sole participant, to cover the entire cost of Atlas commitment to construction of the flood control channel.~~ Atlas may seek to establish one or more assessment districts for the purpose of financing the construction of the river improvements, including the wetlands areas and other public amenities adjacent to the river, and City shall assist Atlas in establishing such assessment districts. The LRT, as designed by MTDB, will not be constructed on Atlas property. Therefore, Atlas will not be providing right-of-way for the LRT.

	<u>Description</u>	<u>Implementation</u>
	<u>Revegetation</u>	
2.	Revegetation Plan	At time of implementation of flood control or development improvements.
	<u>Public Transit</u>	
3.	Provide funding for at-grade LRT facility and at-grade LRT station adjacent to Town and Country site Deleted by amendment	Funding for the equivalent at-grade LRT facilities will be assured by bonding prior to the issuance of building permits for any development on Atlas property, and, if the improvements have not been funded on or before June 30, 1995, said funding shall then be assured by letter of credit to be filed by Atlas with the City, or, in the alternative, by the formation of a special assessment district, with Atlas as the sole participant, to cover the entire cost of the Atlas commitment to construction of the at-grade LRT facility and at-grade LRT station.
4.	Provide bus stops as required by San Diego Transit Corp.	With street improvements
	<u>Bikeways</u>	
5.	Provide bicycle network connecting to community plan bikeway system	With development of individual sites, in conjunction with individually approved street and river corridor improvements
	<u>Public Facilities</u>	
6.	Water	Project-serving facilities provided by developer per Council Policy 400-7
7.	Sewer	Project-serving facilities provided by developer per Council Policy 400-7
8.	Storm Drainage	With street improvements
9.	Gas and Electric	Provided by SDG&E
10.	Telephone Service	Provided by Pacific Telephone
11.	Cable Television Service	Provided by private cable TV service
12.	<u>Open space</u>	
	• River Corridor	At time of implementation of flood control improvements
	• Open space linkage	Contained within and provided with development of individual sites, as improved
	<u>Off-site Improvements</u>	
13.	Fire Protection	Through payment of Development Impact Fees as required by the Interim Public Facilities Financing Plan for Mission Valley.
14.	Off-site transportation improvements	To be provided as summarized in Table 13 subject to updated traffic study based on current data.

	<u>Description</u>	<u>Implementation</u>
15.	Intersection improvements, signing, signal modification	With development of individual sites as determined by City engineer. To be provided as summarized in Table 13 <u>subject to updated traffic study based on current data.</u>
16.	Pilot channel transition to Levi-Cushman <u>Deleted by amendment</u>	With flood control improvements at the Town and Country site. The transition channel will be constructed by Atlas only if the Atlas flood control improvements are implemented prior to the implementation of the Levi-Cushman flood control improvements.

D. FINANCING

Public Improvements, Facilities and Services

The Mission Valley Community Plan and the Atlas Specific Plan provide for subdivision improvements for the Atlas Specific Plan properties consisting of (1) construction and/or improvement of specified transportation and infrastructure projects, (2) construction of public facilities, (3) improvement of the San Diego River Flood Channel, and (4) dedication of certain land necessary to implement the foregoing. Accordingly, Atlas Hotels, Inc. shall locate on the real property, and construct thereon, the public improvements and facilities as designated herein, and shall dedicate a portion of the real property required to accommodate such improvements and facilities as specified in this specific plan. To the extent that improvements and facilities are to be located off site of the Atlas property, Atlas agrees to pay a fair and reasonable portion of the cost for such improvements and facilities, as set forth in this specific plan. Construction, dedication, and/or payment by Atlas in lieu of such construction or dedication, shall constitute the full extent of Atlas' obligation to construct, dedicate property and pay for subdivision improvements for the project, except for the development impact fees described hereafter. Such public improvements, facilities, and dedications include the following primary improvements.

1. River and Landscape Improvements: Atlas will construct the river improvements as needed for flood control and restoration at the Hanalei Hotel and Hanalei Tower sites. between Fashion Valley Road and SR 163. The described improvements will be constructed at Atlas' cost and expense. ~~with Phase 2 of the development at the Town and Country site, provided, however, that if Atlas proposes development within the 100-year floodway as a part of Phase 1 of the development of the Town and Country site, the river improvements will be implemented concurrently with Phase 1. The pedestrian/bicycle bridge across the San Diego River will be constructed in conjunction with the river improvements.~~ Atlas will bond for the improvements, or provide other assurance of funding acceptable to the City, at the time the City issues building permits for ~~Phase 1 of the development at the Town and Country site.~~ Atlas may seek to establish one or more assessment districts for the purpose of financing the construction of the river improvements, including the wetlands area and other public amenities adjacent to the river, and City shall assist Atlas in establishing such assessment districts.

2. Maintenance of River and Landscape Improvements: Atlas Hotels, Inc. will retain ownership of the river improvements described in paragraph 1 above, and be responsible for operation, maintenance, and repair of same for a period of five years following completion of such improvements. Thereafter, maintenance and repair of the facilities will be provided by a maintenance district or other similar mechanism in which Atlas will participate in perpetuity.

3. Transportation Improvements: Table 15 [\(subject to updated traffic study based on current data\)](#) of this Specific Plan sets forth the transportation improvements in which Atlas Hotels, Inc. will participate, the degree of participation in each improvements, the method of that participation (directly or through Development Impact Fees) and the phase of the Atlas development during which each of the improvements will be implemented. This table includes both improvements required by the Mission Valley Community Plan, and additional improvements in which Atlas will participate.

The construction of some of the transportation improvements described in [Table 15 \(subject to updated traffic study based on current data\)](#) will provide a substantial benefit to owners of land adjoining the real property. As a result, a portion of the cost of such improvements and dedications may be allocated to adjoining and other benefitted landowners. It is anticipated that the City may establish one or more assessment districts, or other financing mechanisms, for the purpose of financing construction of the improvements and to obtain contributions toward the dedication of rights-of-way. Atlas may also seek reimbursement agreements with the City and/or owners and developers of land benefitted by the public improvements to permit Atlas to recover an equitable portion of the cost of such improvements and dedications. In the alternative, Atlas may receive a credit equal to the cost of improvements and value of dedications allocated to adjoining and other benefitted landowners to be applied by Atlas toward its obligations under an assessment district formed for the purpose of providing the described improvements. The City will cooperate and assist Atlas in establishing such assessment districts as needed to implement the improvements, and shall enforce any City-approved reimbursement agreements by requiring reimbursement to Atlas as a condition to the approval of subdivision improvements on the benefitted lands, other than the Atlas property. Said enforcement will include payments by other owners and/or developers to the City that will be passed through the City to Atlas.

4. ~~LRT: Atlas will fund construction of an at-grade LRT station and at-grade LRT facility the length of the Town and Country property. Funding for the equivalent at-grade LRT facilities will be assured by bonding prior to the issuance of building permits for any development on Atlas property, and, if the improvements have not been funded on or before June 30, 1995, said funding shall then be assured by letter of credit to be filed by Atlas with the City, or, in the alternative, by the formation of a special assessment district, with Atlas as the sole participant, to cover the entire cost of the Atlas commitment construction of the at-grade LRT facility and at-grade station.~~

Atlas acknowledges that the City and/or Metropolitan Transit Development Board may establish one or more assessment districts to finance the construction of the LRT system in Mission Valley. Atlas will agree not to oppose the formation of such an assessment district provided that assessments for right-of-way acquisition and construction payable to Atlas thereunder, when added to the sums already provided by Atlas for the LRT system, do not exceed the cost of construction of an at-grade LRT station and at-grade facility the length of the Town and Country property.

The LRT, as designed by MTDB, will not be constructed on Atlas property. Therefore, Atlas will not be providing right-of-way for the LRT.

5. Bicycle and Pedestrian Circulation: Atlas will fund construction of bicycle and pedestrian circulation facilities on the Atlas properties and the shared pedestrian/bicycle path along the river corridor, as described in this specific plan. The improvements will be implemented in conjunction with the development of each of the properties included in the Atlas Specific Plan, with the exception of the shared pedestrian/bicycle path along the river corridor at the Town and Country site which will be implemented in conjunction with the river improvements.

6. Streetscapes: Atlas will fund construction of streetscapes on each of the Atlas properties, as described in this specific plan. Implementation on each site will occur in conjunction with the development of the site, or at the time development levels trigger street improvements adjacent to the site.

7. Development Impact Fees: The Mission Valley Community Plan identified the public improvements and facilities to be implemented and financed by the Mission Valley Interim Public Facilities Financing Plan and Development Impact Fee (January, 1988), which included the related development impact fee schedule. The ultimate Mission Valley Financing Plan, in preparation by the City, will provide for construction of certain other regional transportation and infrastructure improvements. Such improvements and fees are intended to mitigate and accommodate development occurring throughout Mission Valley and thus will be proportionally allocated to owners of property subject to the community plan through means of a "Development Impact Fee Plan."

At this time, the City has not adopted a complete Mission Valley Financing Plan, although the Mission Valley Interim Public Facilities Financing Plan and Development Impact Fee has been adopted. Atlas will pay its allocated share of the development impact fees in effect at the time of building permit issuance as required by the adopted interim plan. Further, attached hereto are a letter of agreement dated June 1, 1987, with regard to participation by Atlas Hotels, Inc. in the financing of traffic circulation improvements for Mission Valley, and a letter of March 10, 1987, by which Atlas makes a specific commitment for participation in the funding of the Fashion Valley Road interchange. [These agreements are subject to concurrence with adjustments to forecasts and conclusions of an updated traffic study based on current data.](#)

Atlas may, from time to time, elect to construct at its own cost and expense one or more of the regional public improvements or other improvements subject to the development impact fees. If Atlas constructs one or more of said improvements, and/or dedicates land to the City for such public improvements, Atlas shall receive from the City, upon recordation of a notice of completion and acceptance, and upon approval by the City Council, a credit equal to the actual substantiated cost of construction of such public improvement and/or the fair market value of land dedicated by Atlas for said purpose. Atlas shall be entitled to apply such credit or credits toward its obligation to pay impact fees up to the full amount of the credit. Atlas shall retain the right to apply such credits to the development of one or more of the Atlas sites in order to fulfill, in whole or in part, the impact fee obligations with respect to such site.

Table 14
Atlas Specific Plan, Proposed Phasing of Development

Phase	Estimated Years to Construct ³	Estimated Date of Completion ⁴	Site		Development
Phase 1 ¹	2		Town & Country – Phase 1	562 100 39.1 29.5	Net Additional Hotel Rooms; KSF New Exhibit Hall; KSF New Meeting/Conference Center; KSF Addition to Mission Ballroom; Southeast Parking Structure
Phase 2 ²	3		Hanalei Tower Town & Country – Phase 2 ²	0157.5 778	KSF Office Net Additional Hotel Rooms; Northeast Parking Structure; River channel Improvements
Phase 3 ²	2		Hanalei Hotel Town & Country – Phase 3	202	Net Additional Hotel Rooms; Northwest Parking Structure; Restaurant/Lounge
Phase 4	2		Mission Valley Inn	96	Net Additional Hotel Rooms

Note:

¹ No alteration to floodway, no revegetation required.

² Atlas will construct the river improvements between Fashion Valley Road and SR-163. The described improvements will be constructed at Atlas' cost and expense in conjunction with Phase 2 of the development at the Town and Country site provided, however, that if Atlas proposes development within the 100-year floodway as a part of Phase 1 of the development of the Town and Country site, the river improvement will be implemented concurrently with Phase 1. Funding will be assured by bonding prior to the issuance of building permits for any development on Atlas property, and, if the improvements have not been funded on or before June 30, 1995, said funding shall then be assured by letter of credit to be filed by Atlas with the City, or, in the alternative, by the formation of a special assessment district with Atlas as the sole participant, to cover the entire cost of Atlas commitment to construction of the flood control channel. Atlas may seek to establish one or more assessment districts for the purpose of financing the construction of the river improvements, including the wetlands area and public amenities adjacent to the river, and City shall assist Atlas in establishing such assessment districts.

³ Estimated years to construct refers to construction time only and does not include design or permitting time. Refer to the phasing of development text of this specific plan for additional remarks.

⁴ Estimated date refers to the estimated time of completion of construction. Refer to the phasing of development text of this specific plan for additional remarks.

Table 15
Preliminary Circulation System Improvement Cost Sharing,
Atlas Hotels Master Plan, Mission Valley, San Diego

DIF Project Number	Improvement	Approximate Construction Cost	Land Cost (@ \$25/sf)	Approximate Total Cost	Atlas Percentage	DIF Funding	Development Threshold Sector	Cumulative EOU Threshold	Concurrent¹ Atlas Phase
4	Restripe Hotel Circle South, from EB Hotel Circle ramps to Camino de la Reina	\$8,000	\$0	\$8,000	0%		1-4	0	1
5	Increase capacity at I-8/Hotel Circle ramps (Interim)	\$270,000	\$250,00	\$520,000	33%		1-4	0	1
6	Restripe Friars Road	\$80,000	\$0	\$80,000	0%		1 or 3, 4	400 2,900	4+ 4+
7	Reconstruct Camino de la Reina from Napa to Fashion Valley *plus \$5,400,000 DIF funds	\$640,000	\$12,500,000	\$16,140,000*	22%	Partially DIF funded	1, 3, 4	5,100	4+
8A	Restripe Hotel Circle South, remove parking, from I-8/Presidio to EB Hotel Circle ramps	\$15,000	\$0	\$15,000	40%		1, 3, 4	0	1
8B	Widen Hotel Circle South, to 4 lanes from Camino de la Reina to EB Hotel Circle ramps	\$1,920,000	\$680,000	\$2,600,000	33%		1, 3, 4	0	1
9	Widen Hotel Circle South from EB Hotel Circle ramps to I-8/Presidio	\$1,450,000	\$150,000	\$1,600,000		100% DIF funded	1, 3, 4	5,100	4+
10A	Widen Hotel Circle North between WB I-8 ramps and Camino de la Reina	\$575,000	\$35,000	\$1,110,000	40%		1-4	0	1
10B	Construct Camino de la Reina between SR-163 to Fashion Valley Road	\$2,060,000	\$7,750,000	\$9,810,000	56%		1, 3, 4	2,900	4+

DIF Project Number	Improvement	Approximate Construction Cost	Land Cost (@ \$25/sf)	Approximate Total Cost	Atlas Percentage	DIF Funding	Development Threshold Sector	Cumulative EOU Threshold	Concurrent ¹ Atlas Phase
11	Widen existing Camino de la Reina from Avenida del Rio to Hotel Circle	\$1,000,000	\$1,000,000	\$2,000,000	18%		1, 3, 4	1,800	4+
12	Construct Via Las Cumbres interchange *plus \$3,000,000 from Caltrans	\$10,000,000	\$46,000,000	\$6,000,000*	City to provide funding source ²		1, 3, 4	5,100	4+
13	Construct Via Las Cumbres	\$6,800,000	\$4,750,000	\$11,550,000	25%		1, 3, 4	5,100	4+
14	Add dual left turns for EB/WB SR-163/Friars Road	\$124,000	\$0	\$324,000	25%		1-4	500	1
15	Improve Hazard Center Road to a 4-lane major from Fashion Valley Road to Mission Center Road *\$3,600,000 from DIF funds	\$2,560,000	\$3,325,000	\$5,885,000	5%	Partially DIF funded	1, 2, 4-7	12,000	4+
16	Construct SB off ramp to WB Friars Road at SR-163	\$2,214,000	\$750,000	\$2,964,000		100% DIF funded	1-4	7,500	4+
17	Add third WB through-lane Friars Road at SR-163	\$5,000	\$0	\$5,000	25%		1, 2, 4-7	4,700	4+
18	At SR-163 and Friars Road, move WB on ramps eastward, or replace with a loop or flyover.	\$1,621,000	\$0	\$1,621,000	6%		1, 2, 4-7	2,900	4+
19A	Widen Camino de la Reina to 4-lane major from SR-163 to Mission Center Road	\$800,000	\$2,850,000	\$3,650,000	5%		1, 2, 4-7	2,900	4+
Subtotal:		\$35,392,000	\$80,540,000	\$115,932,000					
Improvements implied by Community Plan									
A	Widen Presidio overcrossing to 4 lanes	\$800,000	\$0	\$800,000	20%		1, 3, 4	6,500	
B	Restripe Hotel Circle North	\$10,000	\$0	\$10,000	40%		1, 3, 4	5,100	4+
C	Widen Fashion Valley Road	\$2,565,000	\$3,600,000	\$6,165,000	40%		1-4	0	1

DIF Project Number	Improvement	Approximate Construction Cost	Land Cost (@ \$25/sf)	Approximate Total Cost	Atlas Percentage	DIF Funding	Development Threshold Sector	Cumulative EOU Threshold	Concurrent ¹ Atlas Phase
D	Construct new Fashion Valley interchange	\$2,600,000	\$6,400,000	\$9,000,000	25%		1-4	0	4+ ³
E	Remove existing WB ramps to Hotel Circle	\$130,000	\$0	\$130,000	25%		1-4	1,800	4+
F	Widen Hotel Circle North to 4 lanes between the Presidio overpass of I-8 and Via Las Cumbres	\$75,000	\$531,000	\$1,106,000	44%		1, 3, 4	5,100	4+
Subtotal:		\$6,680,000	\$10,531,000	\$17,211,000					
LC1	Construct Street B as 4-lane major from Street C to Fashion Valley Road	\$1,076,000	\$4,500,000	\$5,576,000	22%		1, 3, 4	1,800	4+
LC2	Construct Street C as 4-lane major from the river to Street B	\$576,000	\$3,000,000	\$3,576,000	0%		4	1,700	4+
LC6	Provide minor intersection improvements at various locations as required by City Engineer	\$500,000	\$0	\$500,000	33%		1	1,800	
LC8	Construct Street C as 4-lane road from Friars Road to the river	\$3,494,000	\$3,250,000	\$6,744,000	0%		1	1,800	
LC9	Construct Street D as 4-lane major from Friars to Camino de la Reina	\$405,000	\$1,250,000	\$1,655,000	0%		1	1,800	
LC12	Construct WB Friars to SB Morena/I-5 connection	\$2,430,000	\$1,250,000	\$3,680,000	14%		1, 3, 4	6,200	
LC15	Construct Street B as 4-lane major from Street C to Via Las Cumbres	\$1,605,000	\$6,875,000	\$8,480,000	22%		3, 4	0	
RW1	Widen and signalize the "River Valley" project (access at Hotel Circle North	\$250,000	\$272,000	\$22,000	0%		3, 4	0	1

DIF Project Number	Improvement	Approximate Construction Cost	Land Cost (@ \$25/sf)	Approximate Total Cost	Atlas Percentage	DIF Funding	Development Threshold Sector	Cumulative EOU Threshold	Concurrent ¹ Atlas Phase
to provide necessary through and turn lanes).									
Subtotal:		\$10,226,000	\$20,197,000	\$30,733,000					
Grand Total:		\$52,408,000	\$11,468,000	\$163,876,000					
Note: ¹ These cost estimates are very preliminary and will not be the actual construction cost at the time of implementation. These estimates should only be used as a guide for determining percentage of distribution cost. ² 4+ indicates that a project will be triggered only by cumulative development. Atlas will provide its share of funding upon this event which is not anticipated to occur until after Phase 4 of the Atlas development. ³ The Traffic Impact Report for the Atlas Specific Plan shows that the traffic impacts of the first four phases of the Atlas Project can be mitigated without the interchange, unless Phase I of the adjacent Levi-Cushman (Chevron) project occurs concurrently with one of the early phases of the Atlas development. To insure that the Atlas Project will not hinder future construction of the interchange, Atlas Hotels will commit its fair share of the cost of the interchange at such time as Atlas begins construction of the first phase of the redevelopment of the Town and Country site, with such fair share to be determined in co-operation with the Transportation and Traffic Engineering Division of the City of San Diego. Atlas will also construct the necessary improvements to mitigate the interim impacts associated with the Atlas development to provide acceptable levels of service on all roadways adjacent to the Town and Country site during each phase of Atlas development of the site.									