



Town and Country

MASTER PLAN

City of San Diego
May 2017

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City of San Diego

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1 INTRODUCTION	2
1.1 PURPOSE	2
1.2 LOCATION AND SETTING	2
1.2.1 Location	2
1.2.2 Site History	2
1.2.3 Setting.....	4
1.3 VISION, OBJECTIVES AND ANALYSIS	4
1.3.1 Site Analysis.....	6
1.4 AUTHORITY	7
1.5 PLANNING CONTEXT	7
1.5.1 City of San Diego General Plan	9
1.5.2 Mission Valley Community Plan.....	9
1.5.3 Atlas Specific Plan	9
1.5.4 Mission Valley Public Facilities Financing Plan.....	9
1.5.5 San Diego River Park Master Plan	9
1.5.6 Transit-Oriented Development Design Guidelines.....	9
1.5.7 Multiple Species Conservation Program Subarea Plan.....	9
1.5.8 Overlay Zones.....	10
1.6 ACTIONS	10
1.6.1 General Plan Amendment.....	10
1.6.2 Community Plan Amendment	10
1.6.3 Atlas Specific Plan Amendment.....	10
1.6.4 Rezone	10
1.6.5 Vesting Tentative Map and Easement Vacation	10
1.6.6 Master Planned Development Permit No. 1499941	10
1.6.7 Site Development Permits.....	11
1.6.8 Conditional Use Permit	11
1.6.9 Environmental Impact Report	11
1.7 SEPARATE ACTIONS.....	11
1.7.1 General Development Permit	11
1.7.2 Comprehensive Sign Plan No. 2 Amendment.....	11

2 LAND USE	14
2.1 LAND USE	14
2.1.1 River Park District.....	14
2.1.2 Hotel District.....	14
2.1.3 Residential District	17
2.2 MASTER PLAN.....	17
 3 CIRCULATION	 20
3.1 ACCESS TO TRANSIT	20
3.1.1 Light Rail.....	20
3.1.2 Bus Service	20
3.2 EXISTING VEHICULAR CIRCULATION	20
3.2.1 Hotel Circle North	22
3.2.2 Hotel Circle South	22
3.2.3 Fashion Valley Road	22
3.2.4 Riverwalk Drive	22
3.2.5 Camino de la Reina	24
3.3 MASTER PLAN VEHICULAR CIRCULATION	24
3.3.1 Intersection Traffic Control	24
3.3.2 Public Streets	24
3.3.3 Private Drives	29
3.4 PEDESTRIAN CIRCULATION.....	36
3.4.1 San Diego River Pathway	36
3.4.2 Enhanced Pedestrian Facilities	43
3.5 BICYCLE CIRCULATION.....	43
3.5.1 Class I Bike Path.....	43
3.5.2 Class II Bike Lane.....	47
3.5.3 Class III Bike Route	47

4 RIVER PARK DISTRICT	50
4.1 DESIGN OBJECTIVES	50
4.2 LAND USE	50
4.3 PARKS AND OPEN SPACE	50
4.3.1 Regulatory Overlay Zones	50
4.3.2 Existing Site Development Permit	52
4.3.3 Open Space Habitat	53
4.3.4 Population Based Park	55
4.3.5 San Diego River Park Master Plan Guidelines	58
4.3.6 San Diego River Pathway	59
4.4 FLOODWAY AND STORM WATER	62
4.4.1 Regulatory Floodway	62
4.4.2 Storm Water Management Facilities	64
4.5 RIVER CORRIDOR AREA AND RIVER INFLUENCE AREA	64
 5 RESIDENTIAL DISTRICT	 66
5.1 DESIGN OBJECTIVES	66
5.2 SITE PLANNING	66
5.3 DESIGN GUIDELINES	66
5.3.1 Site Massing	66
5.3.2 Building Character	68
5.3.3 Design Guidelines for New Residential Buildings	68
5.3.4 Residential Streetscapes	69
5.3.5 The Pedestrian Zone	70
5.3.6 Streetwall and Setbacks	71
5.3.7 Streetwall Articulation	72
5.3.8 Setbacks and Landscape Design	74
5.3.9 Specific Lot/Building Setbacks	74
5.3.10 Parking and Parking Structures	76
5.3.11 Common Amenities	78
5.3.12 Residential Signage	79
5.3.13 Outdoor Lighting	80
5.3.14 Sustainable Features	80

6 HOTEL DISTRICT	82
6.1 DESIGN OBJECTIVES	82
6.2 SITE PLANNING	82
6.3 DESIGN GUIDELINES.....	82
7 IMPLEMENTATION	86
7.1 DECISION PROCESS	86
7.1.1 Decision Process Applicability	86
7.1.2 Lot Reconfiguration and Consolidation	86
7.2 ACTIONS.....	86
7.3 DEVELOPMENT INTENSITY	88
7.3.1 Maximum Development Intensity	89
7.3.2 Minimum Development Intensity	89
7.4 DEVELOPMENT INTENSITY TRANSFER.....	89
7.4.1 Development Intensity Transfer Criteria	91
7.4.2 Monitoring Development Intensity Transfer.....	91
7.4.3 Intensity Transfer Tracking Process	91
7.5 RESIDENTIAL DENSITY	93
7.5.1 Residential Density Transfer Criteria	93
7.5.2 Monitoring Residential Density Transfer	94
7.5.3 Density Transfer Tracking Process	94
7.6 PHASING PLAN.....	95
7.7 AFFORDABLE HOUSING.....	96
7.8 MAINTENANCE RESPONSIBILITIES	96
7.9 MASTER PLAN DESIGN STANDARDS	96
7.9.1 River Park District Design Standards	96
7.9.2 Residential District and Hotel District Design Standards	98
7.10 MASTER PLAN SDMC DEVIATIONS	99

LIST OF TABLES

Table 2-1: Residential Development Summary.....	17
Table 4-1: River Park District.....	52
Table 4-2: Park Requirement.....	55
Table 4-3: Park Plan	55
Table 7-1: Project Review Process	87
Table 7-2: Development Program Summary	90
Table 7-3: Development Intensity Transfer	92
Table 7-4: Residential District Density Transfer.....	95
Table 7-5: Phasing Plan.....	97
Table 7-6: Master Planned Development Permit SDMC Deviations	100

LIST OF FIGURES

Figure 1-1: Vicinity Map.....	3
Figure 1-2: Existing Parcel Map	5
Figure 1-3: Planning Context.....	8
Figure 2-1: Land Use Plan.....	15
Figure 2-2: Proposed Zoning Map.....	16
Figure 2-3: Illustrative Master Plan.....	18
Figure 3-1: Walking Distance to Transit.....	21
Figure 3-2: Existing Vehicular Circulation	23
Figure 3-3: Proposed Vehicular Circulation	25
Figure 3-4: Intersection and Traffic Control Plan	26
Figure 3-5: Public Street Cross Section Key.....	27
Figure 3-6: Hotel Circle North, Proposed Cross Section	28
Figure 3-7A: Camino De La Reina, Proposed Cross Section Option A	30
Figure 3-7B: Camino De La Reina, Proposed Cross Section Option B.....	31
Figure 3-7C: Camino De La Reina, Proposed Cross Section Option C.....	32
Figure 3-8: Fashion Valley Road, Proposed Cross Section.....	33
Figure 3-9: Riverwalk Drive, Proposed Cross Section.....	34
Figure 3-10: Private Drive Cross Section Key.....	35

Figure 3-11: Private Drive A, Cross Section.....	37
Figure 3-12: Private Drive B, Cross Section	38
Figure 3-13: Private Drive C, Cross Section	39
Figure 3-14: Private Drive D, Cross Section	40
Figure 3-15: Private Drive E, Cross Section.....	41
Figure 3-16: Pedestrian Circulation.....	42
Figure 3-17: Pedestrian Access Corridor Cross Section	44
Figure 3-18: Bicycle Circulation.....	45
Figure 3-19: Bikeway at Fire Lane Paseo Cross Section.....	46
Figure 4-1: River Park District Land Use Plan	51
Figure 4-2: Mitigation, Restoration and Enhancement Areas	54
Figure 4-3: Population-Based Public Park.....	56
Figure 4-4: Public Park General Development Plan	57
Figure 4-5: San Diego River Subdistrict Components.....	60
Figure 4-6: Conceptual River Pathway Sketch Key	61
Figure 5-1: Residential District Land Use Plan	67
Figure 5-2: River Influence Area Building Height Setback.....	77
Figure 6-1: Hotel District Land Use Plan.....	83

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1

INTRODUCTION



1 INTRODUCTION

The Town & Country Master Plan (Master Plan) revitalizes a 39.72-acre site within the Mission Valley Community Plan area in the City of San Diego. This Master Plan revitalizes and consolidates the Town & Country Hotel and Convention Center and transforms the remaining site to create a cohesive, walkable residential neighborhood immediately adjacent to public transit and the San Diego River.

Master Plan Vision

The vision of the Town & Country Master Plan is to create a vibrant, mixed use TOD comprising a renovated hotel, new residential neighborhood and public park all focused on a restored riparian open space adjacent to the existing MTS Fashion Valley transit center.

The Master Plan provides an updated planning vision that acknowledges Mission Valley's ongoing transformation and changing needs. The vision for the comprehensive redevelopment of this infill site restores the San Diego River as a visible public amenity, providing key connecting segments of the San Diego

River Pathway, and establishing a network of pedestrian and bicycle connections that seamlessly link to the San Diego Metropolitan Transit System (MTS) Bus and Trolley network. This Master Plan creates a new mixed-use transit-oriented development (TOD) that increases opportunities to live-work-play in Mission Valley. The Master Plan is an integrated project in which the various uses will reinforce and assist each other.

1.1 PURPOSE

This Master Plan document is part of Master Planned Development Permit (Master PDP) No. 1499941 as recognized by the City of San Diego Municipal Code (SDMC). The Master PDP approval establishes design guidelines, development standards, and allows for minor variations to the selected zones, as necessary, to implement the vision for the Town & Country Master Plan Area (Plan Area). The City of San Diego General Plan (General Plan) and its Strategic Framework Element, the Mission Valley Community Plan (MVCP), and the City of San Diego Municipal Code (SDMC) form the planning and development framework for this Master Plan.

The purpose of the Master Plan is to guide the development of three integrated Plan Area Districts. Based on the land uses, design guidelines, and applicable City zoning regulations, modified as necessary for specific application to this Master Plan, this Master Plan ensures the future build out of the project site (Plan Area) is consistent with City of San Diego (City) planning policies and the regulatory framework. Regulatory functions for the Plan Area will be implemented through the City's SDMC and the Master PDP policies and standards in effect as of the date the Vesting Tentative Map for this Master Plan is deemed complete.

1.2 LOCATION AND SETTING

1.2.1 Location

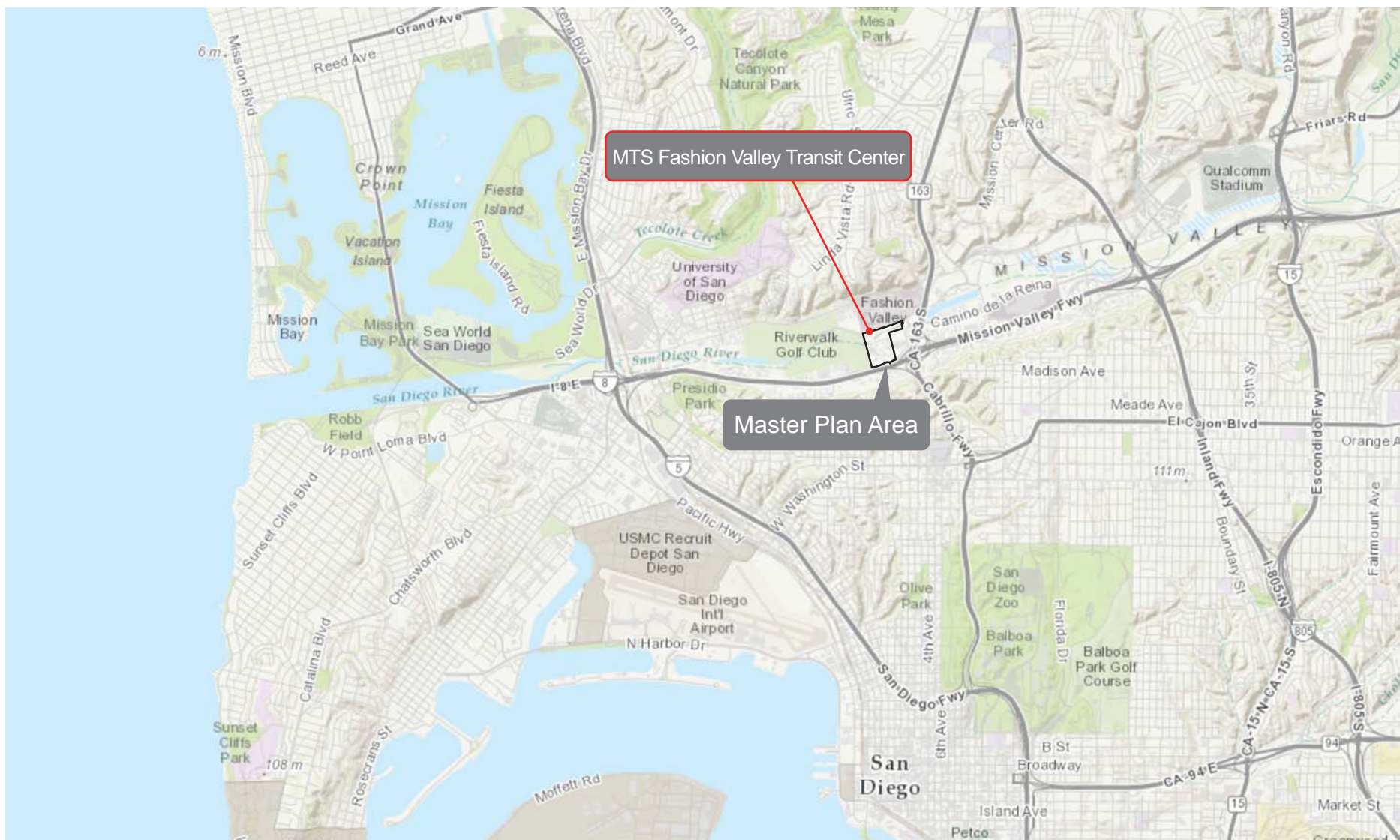
The 39.72-acre Plan Area is located within the city limits of the City of San Diego, San Diego County, California (*see Figure 1-1 Vicinity Map*). The Plan Area is located in the heart of Mission Valley with easy access to Interstate 8 highway. The Plan Area is bounded by Hotel Circle North and Camino de la Reina to the south, Fashion Valley Road to the west, Riverwalk Drive to the north and the upstream property line crossing the San Diego River and San Diego Union-Tribune property to the east.

1.2.2 Site History

Until the 1940s Mission Valley remained rural and largely undeveloped, consisting of dairy farms and other agricultural land uses.

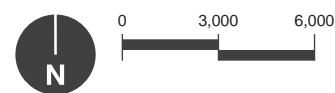
In 1953, the Town and Country Hotel was the first hotel built in Mission Valley. John J. Sherman Company of San Diego planned and designed the original Town and Country Hotel buildings. Town & Country Development, Inc., headed by landowner Charles Brown, constructed the buildings from 1953-1955. Construction of new facilities and significant renovation of many existing buildings has occurred incrementally from 1955 through 2007 to accommodate expansion and upgrades.

With construction of the Atlas Ballroom in 1970, the Town & Country Hotel became the first major convention center



Source USGS 7.5' USGS La Jolla Quadrangle; AECOM
2017

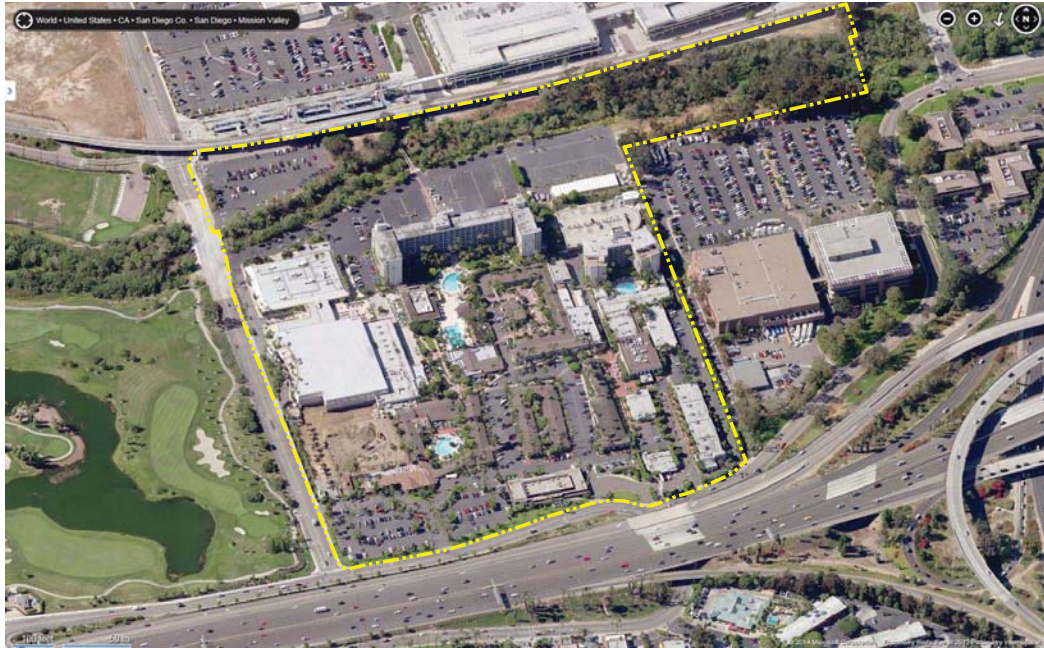
Figure 1-1



VICINITY MAP

Image 1-1 The 39.72-acre Master Plan Area features the existing Town & Country Hotel and Convention Center. The San Diego River runs across the northern portion of the site. A light rail and bus transit center is directly to the north adjacent to a regional shopping center.

Source Microsoft Bing, 2014



hotel in San Diego. Convention facilities underwent major additions in 1975 and 2007. In 1975, the Town & Country Hotel acquired the Le Baron Hotel (constructed 1965-1968) on the eastern 5.9-acre portion of the site. The current 39.72-acre site is illustrated in *Figure 1-2 Existing Parcel Map*.

1.2.3 Setting

Key features of the Plan Area setting include the MTS Fashion Valley transit center and the San Diego River. The MTS Fashion Valley transit center is immediately north of the Plan Area and the entire Plan Area is within convenient walking distance to the transit center via sidewalk connections and an improved

pedestrian bridge over the San Diego River. The transit center comprises a transfer hub for buses and an elevated light rail station. This transit center is the primary opportunity that facilitates the Master Plan vision of transforming the Town & Country site into a TOD neighborhood.

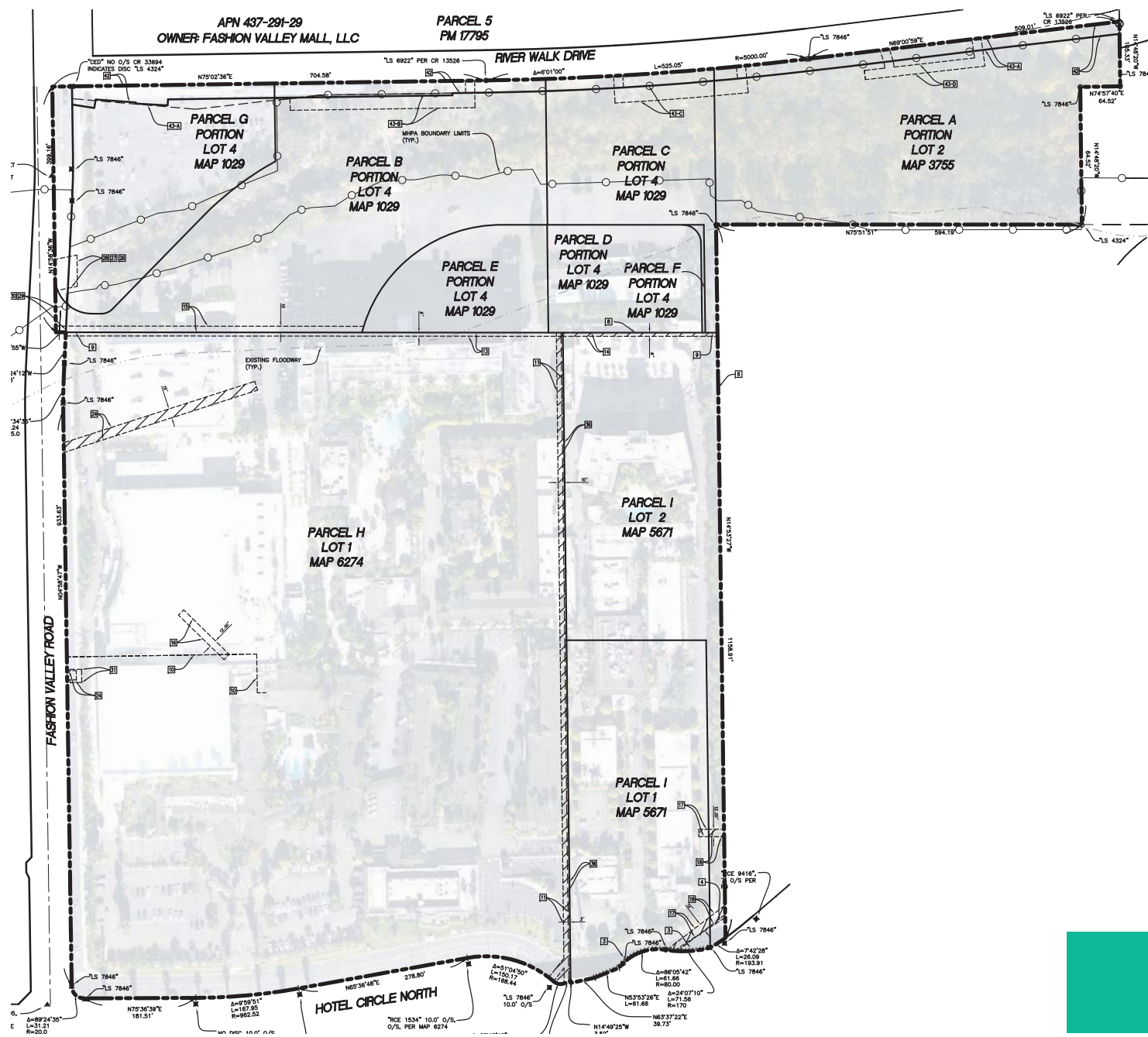
The San Diego River flows east to west through the northern portion of the Plan Area. The River channel and adjacent open space are important natural resources that have greatly influenced the design of the Master Plan and the orientation of Plan Area buildings and improvements to create a front door to the San Diego River.

1.3 VISION, OBJECTIVES AND ANALYSIS

The vision for the Plan Area is to create a vibrant, mixed-use TOD adjacent to the MTS Fashion Valley transit center and restore the San Diego River open space.

The objectives to achieve this vision were developed early in the planning process based on City staff's recommendations and validated by multiple technical studies completed in association with the creation of the Master Plan. The following objectives, in concert with the City's planning framework, will guide the implementation of the Master Plan.

- **Create a compact mixed-use TOD** with hotel, residential, a public park, and restored San Diego River habitat all connected by a pedestrian access network to the MTS Fashion Valley transit center.
- **Increase ridership on existing transit infrastructure** and reduce reliance on personal vehicles by building a compact TOD adjacent to the existing MTS Fashion Valley transit center.
- **Reinvent the image of the hotel** to create an enhanced visitor experience for hotel guests and neighbors that increases value for the hotel and transient occupancy tax revenue for the City.



LEGEND

Existing Town & Country Property Boundary
(includes existing and future ROW dedication areas)

Easement

Existing Caltrans Restricted Access
(at Parcel 1, Lot 1, MAP5671)

Easement to be Vacated

ACREAGE SUMMARY

Parcel No.	Area
A	4.06 AC
B	4.26 AC
C	1.61 AC
D	1.00 AC
E	0.98 AC
F	0.02 AC
G	2.21 AC
H	19.7 AC
Parcel I LOT 1	2.71 AC
Parcel I LOT 2	3.17 AC
TOTAL	39.72 AC

Source Fuscoe Engineering; AECOM 2017

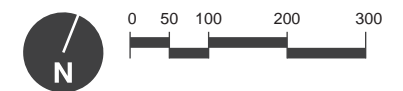


Figure 1-2

EXISTING PARCEL MAP

Image 1-2 The Master Plan responds to the context of Mission Valley with compact urbanized areas focused on the ecological amenity of the San Diego River. This created an urban river corridor.



- **Demonstrate a high level of quality planning, design and construction** through the implementation of the Master Plan.
- **Establish cohesive land uses to create a unique sense of place** through site design and architectural guidelines.
- **Encourage healthy lifestyle choices** by creating a network of easily accessible trails, sidewalks, and bicycle facilities linked to enhanced open space amenities.
- **Strengthen the connection to the San Diego River** by orienting new buildings and improvements toward the River where feasible and creating public open space accessed by trails to and along both banks of the River.
- **Restore and enhance areas of San Diego River habitat** to improve the long-term value of this important ecosystem.
- **Construct the San Diego River Pathway** on both sides of the River and rebuild the existing pedestrian bridge to complete a key link in a regional recreational amenity, and provide convenient access to transit, shopping and entertainment.
- **Fulfill public parkland requirements on-site** or directly adjacent to the Plan Area to create a public recreation amenity in Mission Valley.
- **Improve storm water quality** by reducing the existing amount of impervious surfaces and utilizing sustainable design features such as bioswales and Low Impact Development (LID) features.
- **Reduce energy use and water consumption** through sustainable site design and passive design features for buildings.
- **Create an attractive mixed-use neighborhood that is integrated into the Mission Valley visual landscape.**

1.3.1 Site Analysis

Multiple technical studies have been prepared to support the Master Plan objectives, provide data and analysis for comprehensive environmental review of the Master Plan, and inform subsequent design and planning decisions as the Master Plan is implemented. The technical studies' topics include:

- Air Quality & Greenhouse Gas
- Biological Resources
- Geotechnical Conditions
- Health Risk Assessment
- Potential Historical Resources
- Archaeology
- Hydrology and Hydraulics
- Noise
- Water Systems
- Sewer Systems
- Storm Water Quality
- Transportation Impact
- Waste Management

- Water Supply Assessment
- Phase I Environmental Assessment

1.4 AUTHORITY

The City of San Diego Planning Department and Development Services Department directed the development of this Master Plan document. The Master Plan demonstrates consistency with the General Plan, MVCP, SDMC, San Diego River Park Master Plan (SDRPMP) and Transit Oriented Development Design Guidelines (TOD Guide). The Master Plan includes standards and guidelines, in text and graphic form, to control the implementation of the Master Plan.

The SDMC specifically provides for the use of a Master PDP (in this document referred to as the Master Plan) in SDMC Chapter 12 Article 06 Division 06, Planned Development Permit Procedures and SDMC Chapter 14 Article 03 Division 04, Planned Development Permit Regulations and SDMC §143.0480 Master Planned Development Permit Criteria. The purpose of these regulations, as noted in the SDMC, is to provide flexibility in the application of development regulations for projects where strict application of the base zone development regulations would restrict design options and result in a less desirable project. The intent of the PDP regulations is to accommodate, to the greatest extent possible, an equitable

balance of development types, intensities, styles, site constraints, project amenities, public improvements, and community and City benefits (SDMC §143.0401).

The Master Plan is subject to adoption by City legislative action in accordance with the SDMC. The Town & Country site is currently zoned MVPD-MV-M/SP and OF-1-1. The MVPD-MV-M/SP zone is a multiple use zone that is guided by an approved specific plan, the Atlas Specific Plan (1988), under SDMC Chapter 15, Article 14 Mission Valley Planned District. The Atlas Specific Plan will be amended to remove the project site from the Specific Plan Area. The Master Plan Area will be zoned MVPD-MV-M, a multiple use zone that requires a mix of residential and commercial uses and OF- 1-1 within the San Diego River floodway.

Deviations from the base zone development regulations are allowed as part of this approved Master Plan (see Section 7 Implementation). Where the SDMC Chapter 15, Article 14 Mission Valley Planned District is silent or regulations conflict, the intent, objectives, guidance, and standards of the Master Plan shall rule. All future development plans, maps, or other entitlements for this Plan Area must be consistent with the regulations put forward in this document.

All regulations, conditions, and programs contained herein shall be deemed separate, distinct, and independent provisions of the Town & Country Master Plan. In the event that any provision is held invalid or unconstitutional by a state or federal court of competent jurisdiction, the validity of all remaining provisions of this Master Plan shall not be affected.

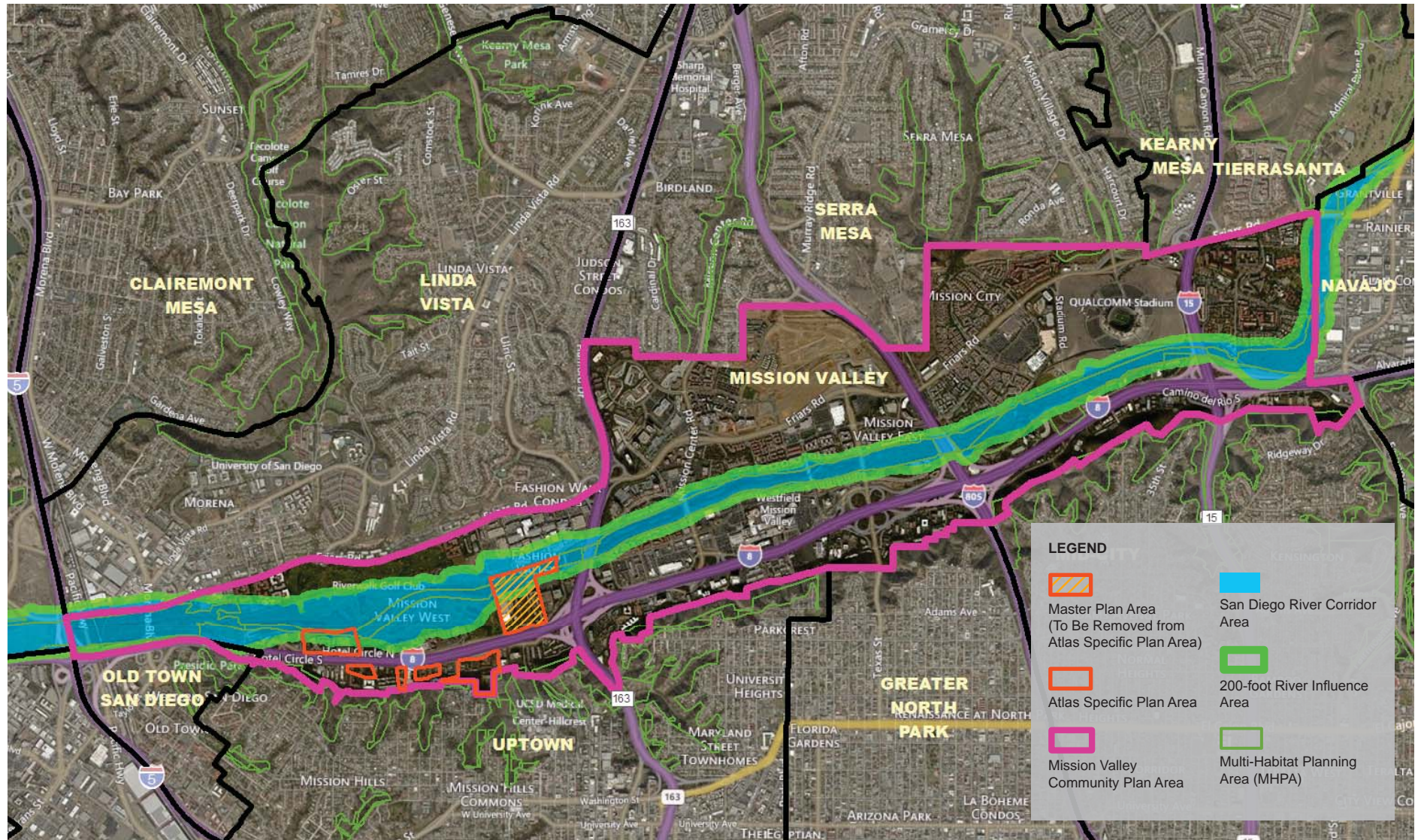
In the event of a conflict between the provisions of the Master Plan, the more restrictive requirements shall apply.

1.5 PLANNING CONTEXT

The Master Plan implements the policies and guidelines of the following documents:

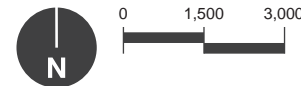
- 2008 General Plan
- Mission Valley Community Plan (MVCP)
- Mission Valley Public Facilities Financing Plan (MVPFFP)
- San Diego River Park Master Plan (SDRPMP)
- Transit-Oriented Development Design Guidelines (TOD Guide)
- Multiple Species Conservation Program (MSCP) Subarea Plan
- San Diego Climate Action Plan

Refer to *Figure 1-3 Planning Context* for a graphic summary of the planning policy overlays that influence the Plan Area.



Source City of San Diego Planning Department; SANGIS 2015; Microsoft 2015; AECOM 2017

Figure 1-3



PLANNING CONTEXT

1.5.1 City of San Diego General Plan

The General Plan is the foundation for development in the City of San Diego. It provides a set of city-wide policies to further the City of Villages smart growth strategy that focuses growth into dense mixed-use pedestrian-friendly districts linked to the regional transit system. It also encourages the incremental redevelopment of aging buildings and sites.

1.5.2 Mission Valley Community Plan

The 39.72 acre Plan Area is located within the MVCP area. The site is designated as Commercial Recreation in the MVCP. The MVCP was in the process of being updated by the City Planning Department at the time of the approval of this Master Plan.

1.5.3 Atlas Specific Plan

City Council adopted the Atlas Specific Plan (ASP) on December 13, 1988. The ASP Area comprised six separate sites, including the Town & Country site, held under a single ownership. The functionality of the ASP was based on the concept that the six separate sites would be developed together to fund improvements to the San Diego River. However, the separate sites are no longer under single ownership and implementation strategies related to the

San Diego River improvements are no longer consistent with current guidance and requirements of the City of San Diego, State of California and Federal Agencies.

On February 19, 2015, the process was initiated for a Specific Plan Amendment to remove the Town & Country site (Plan Area) from the ASP Area. The Town & Country site will become the Town & Country Master Plan Area and this Master Plan document will replace in full the authority and policies of the ASP within the Master Plan Area. The Master Plan is consistent with the guidance of the SDRPMP and the MSCP Subarea Plan to restore and enhance the San Diego River consistent with the desires of environmental agencies.

1.5.4 Mission Valley Public Facilities Financing Plan

The Master Plan will fulfill the Development Impact Fee obligations per agreement with the City in accordance with the MVPFFP. This fee will help mitigate the cost of public facilities e.g. transportation, library, park and recreation, and fire protection.

1.5.5 San Diego River Park Master Plan

The San Diego River flows through the northern portion of the Plan Area. The Plan Area is located in the River

Subdistrict as identified in the SDRPMP as implemented by SDMC Chapter 15, Article 14 Mission Valley Planned District. The Plan Area is subject to the SDRPMP guidelines and Mission Valley Planned District regulations.

1.5.6 Transit-Oriented Development Design Guidelines

The entire Plan Area is within a 2,000-foot walking distance of the MTS Fashion Valley transit center. Thus, the Plan Area meets the definition of a transit-oriented development per the TOD guide. The Plan Area is also identified as an urban TOD and a redevelopment site. The Plan Area is subject to the TOD Guide (in particular Sections 1, 2, and 4-11).

1.5.7 Multiple Species Conservation Program Subarea Plan

The City of San Diego Multi-Habitat Planning Area (MHPA) is the City's planned habitat preserve within the MSCP Subarea. A portion of the Plan Area is designated as MHPA as detailed in the Plan Area Biological Technical Report prepared by AECOM. The area designated as MHPA and areas directly adjacent to it are subject to the MSCP Subarea Plan implementing regulations and development guidelines.

1.5.8 Overlay Zones

The Plan area is located within the following SDMC Overlay Zones:

- Transit Area Overlay Zone
- Residential Tandem Parking Overlay Zone
- Airport Land Use Compatibility Overlay Zone for Montgomery Field
- Airport Influence Area for San Diego International Airport (SDIA) and Montgomery Field (Review Area 2)

1.6 ACTIONS

The following actions provide a pathway for development and implementation of the Master Plan. These actions take into account one or more levels of required government review relevant to the following:

- Regulatory Floodway and Floodplain
- Regulated Waters and Wetlands
- Threatened and Endangered Species
- Cultural Resources
- Signage
- Regional Environmental and Planning Policies

The Master Plan, supporting technical reports, and Vesting Tentative Map (VTM) define the planning process for design, implementation and permitting. Refer to Section 7 Implementation of this

document for a description of the planning process.

1.6.1 General Plan Amendment

The Master Plan requires an amendment to the General Plan Figure LU-2: General Plan Land Use and Street System Map. On this Figure, the Plan Area will be revised from the current designation of Commercial Employment, Retail, & Services to the designation of Multiple Use.

1.6.2 Community Plan Amendment

While the land uses set by this Master Plan would be consistent with the current MVCP land use designation, the Master Plan requires an amendment to the MVCP. This is due to the fact that amendment of the Atlas Specific Plan (ASP) to remove the Town & Country site (Plan Area) from the ASP constitutes an amendment the MVCP. Furthermore, amendment to the MVCP constitutes an amendment to the General Plan.

1.6.3 Atlas Specific Plan Amendment

The Master Plan requires an amendment to remove the Town & Country site (Plan Area) from the ASP. The Master Plan replaces in full authority all the guidelines and development standards of the ASP for the Plan Area.

1.6.4 Rezone

Concurrent with the approval of the VTM, the Plan Area has been rezoned

to implement this Master Plan. Zones identified in SDMC Chapter 15, Article 14 Mission Valley Planned District are applied by this Master Plan (Master Planned Development Permit). A portion of the Plan Area will be rezoned from the designation of MVPD-MV-M/SP (pursuant to the Atlas Specific Plan) to the multiple use zone, MVPD-MV-M and the open space zone OF-1-1.

Consistent with the SDMC §131.0205, the Open Space-Floodplain Zone (OF-1-1) also applies to a portion of the site. (Refer to Section 2 Land Use in this document). A portion of the OF-1-1 zone will be rezoned MVPD-MV-M.

1.6.5 Vesting Tentative Map and Easement Vacation

Vesting Tentative Map (VTM) No. 1499943 including Easement Vacation No. 1499945 will be processed concurrent with the Master Plan. The VTM has been prepared in accordance with the guidelines and development intensities presented in this Master Plan, the State Subdivision Map Act, and City of San Diego requirements. Modifications to the VTM or processing of a new Tentative Map may require an amendment to this Master Plan.

1.6.6 Master Planned Development Permit No. 1499941

The Master Plan complies with the primary and supplemental PDP regulations and incorporates the development criteria in compliance with

the Master PDP Criteria as set by the SDMC. The City legislative adoption of this Master Plan establishes the design guidelines, development standards, and minor variations to the selected zones, as necessary, to realize the vision for the Master Plan. Adoption of this Master PDP will also amend Planned Commercial Development (PCD)/Conditional Use Permit No. 88-0508 (1989). This amendment will rescind all conditions of approval for requirements of the ASP because they are no longer applicable to the project.

1.6.7 Site Development Permits

First, the Plan Area includes MHPA and Environmentally Sensitive Lands (ESL) as identified by the City MCSP and ESL ordinance, SDMC §143.0100. The ESL ordinance requires the concurrent processing of a Site Development Permit (SDP).

Second, a SDP is required for the Master Planned Development Permit approval pursuant to SDMC§1514.0201(d)(3)(A-D) including deviations from the SDMC. Deviations are outlined in Table 7-6 of this document.

Third, a portion of the property is subject to existing SDP #400602 resulting from a code violation by a prior owner. The existing SDP requires implementation of a restoration and enhancement plan, includes a covenant of easement and the provision of an easement for a future multi-modal trail, prior to development

of the Town & Country site (Plan Area). The City certified the related Mitigated Negative Declaration (MND) No. 118318 and adopted the associated Mitigation, Monitoring, and Reporting Program (MMRP). An amendment to SDP#400602 to comply with the associated MND is required to implement the Master Plan.

1.6.8 Conditional Use Permit

CUP No. 1904584, required to permit separately regulated uses per SDMC §141.0409, is required to implement the Exhibit Halls and Convention Facilities Master Plan Hotel District.

1.6.9 Environmental Impact Report

Concurrent with preparation of the Master PDP and associated discretionary actions, an Environmental Impact Report (EIR) including a MMRP for the Master Plan was prepared in accordance with the provisions of the California Environmental Quality Act (CEQA). The EIR (Project No. 424475, SCH No.2015121066) evaluates the land use, circulation, and infrastructure improvements resulting from the implementation of the Town & Country Master Plan.

1.7 SEPARATE ACTIONS

The following actions are processed separately from the Master PDP but guide the implementation of key components of the Master Plan.

1.7.1 General Development Permit

Concurrent but separate from the MPDP, a General Development Permit was

processed by the City for the portion of the Master Plan Area delineated within a recreation easement providing for a population-based public park. On January 19, 2017, the City of San Diego Park and Recreation Board recommended approval of the General Development Plan which details the design for the park. The design of the park and its components was determined per City Council Policy 600-33 Public Notification and Input for City-wide Park Development Projects and is consistent with the SDMC with deviations noted in *Table 7-6 Master Planned Development Permit SDMC Deviations* of this document.

1.7.2 Comprehensive Sign Plan No. 2 Amendment

The City of San Diego Planning Commission passed and adopted Comprehensive Sign Plan No. 2 (CSP No. 2) on February 22, 1979. CSP No. 2 applies to the entire Town and Country Hotel complex (the Master Plan Area) and constitutes a covenant running with the lands and the terms, conditions and provisions thereof are binding upon the Permittee and any successor or successors thereto. CSP No. 2 will be amended separately from the Master PDP to update certain elements to align it with the design features and implementation of the Hotel District while preserving the rights of the permittee.

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2

LAND USE



2 LAND USE

2.1 LAND USE

The Master Plan is organized around a land use plan to allow an integrated mixed-use area of open space, visitor-oriented commercial, recreation, and residential uses as identified in the MVCP. The perimeter of the 39.72-acre Town & Country site also includes approximately 1.1 acres of existing or proposed right-of-way dedication or roadway easement. The remaining Master Plan Area is organized into three districts that are connected to the San Diego River open space and the new public park by the pedestrian network. *Figure 2-1 Land Use Plan* illustrates the organization of the three districts and depicts the land uses within each district. Land use is guided by the MVCP and SDMC Chapter 15, Article 14 Mission Valley Planned District; *Figure 2-2 Proposed Zoning Map* illustrates the zoning applied to the Plan Area.

2.1.1 River Park District

The River Park District encompasses approximately 12 acres of San Diego River open space habitat and public park. The San Diego River serves as the spine for the River Park District and focal point for recreation opportunities. There are few places where the San Diego River is accessible to the public and there are even fewer population-based parks in Mission Valley. The River Park District includes over 8 acres of restored and enhanced riparian open space habitat.

New sections of the San Diego River Pathway provide a multi-use trail along both sides of the San Diego River leading to a reconstructed pedestrian bridge crossing point. In addition, 3.31 acres of new on-site public park land replace 271 existing surface parking spaces to create passive recreation space for the community and improve storm water quality. Land uses identified in the SDMC OF-1-1 (Open Space – Floodplain) Zone are permitted within the River Park District and include the open space habitat and public park space developed as part of the Town & Country Master Plan.



River Park District will include a new public park, restored and enhanced open space habitat, and multi-use trails.

2.1.2 Hotel District

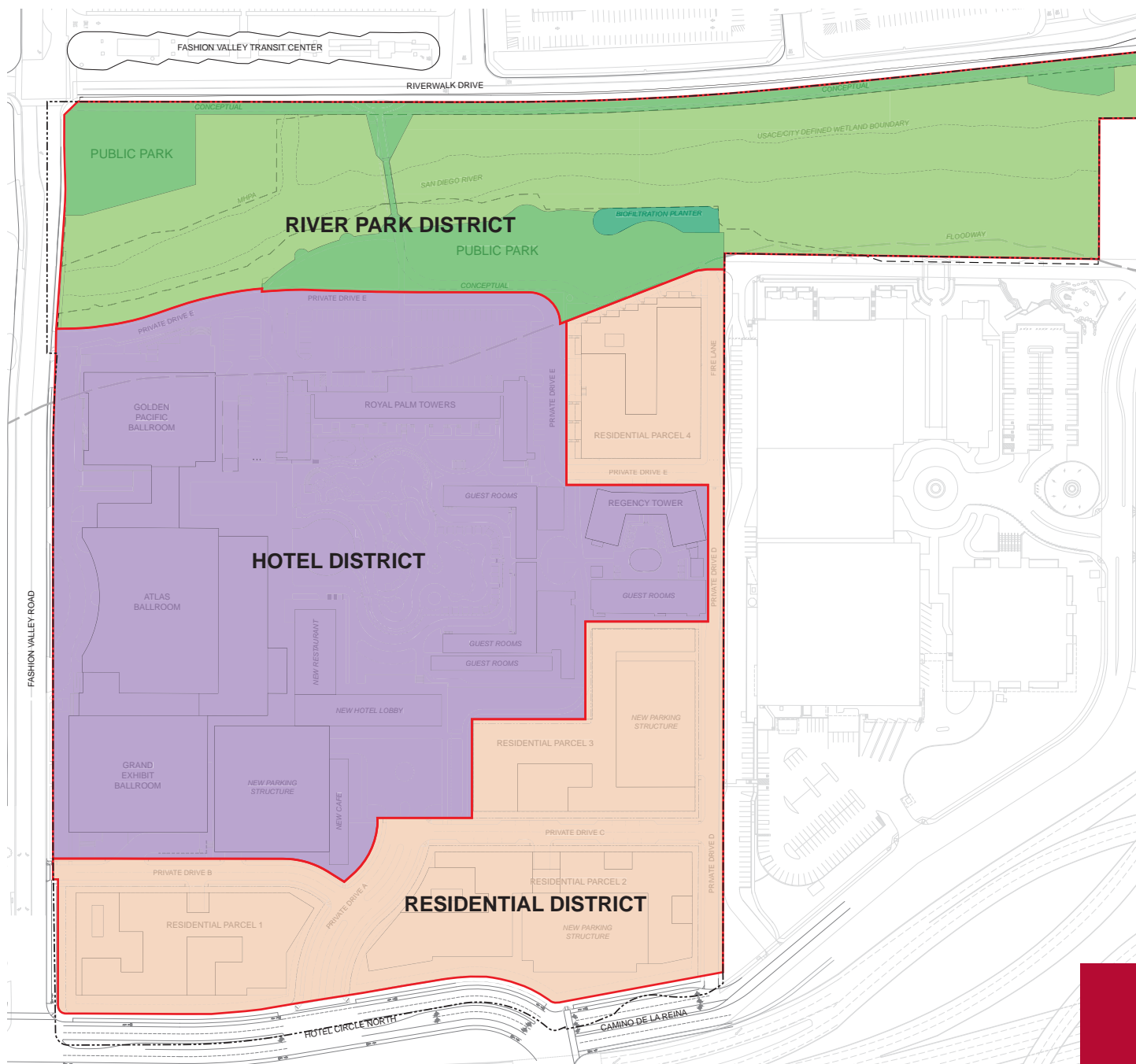
The approximately 17-acre Hotel District consists of the consolidated and upgraded Town & Country Hotel and Convention Center. The Hotel District is an important tax revenue producing use and is an employment center in Mission Valley that is accessible by transit. The Hotel District responds to the adjacency of the San Diego River through building and site design features and circulation

improvements. The renewed Town & Country Hotel includes renovated 700 guest rooms, 177,000 square feet of conference and meeting spaces, a new hotel water amenity, new lobby, dining options for guests and neighborhood residents, and accessory uses including a new parking structure. The MVPD-MV-M (Multiple Use) zone allows for mixed use development in Mission Valley.

The application of the SDMC MVPD-MV-M zone requires a mix of land uses from at least three of the MVPDO zones. The Master Plan includes visitor-oriented hotel, residential, and restaurant land uses. Also, the Master Plan meets the Multiple Use Development Option of the governing MVCP by providing "two or more significant revenue-producing uses" (hotel and residential). The predominant land use, in this case Commercial Recreation, must also be consistent with the MVCP. The Hotel District is consistent with the Commercial Recreation land use designation.



The renovated Hotel District facilities will enhance service to the tourist and visitor market.



LEGEND

Property Line
(including R.O.W. easements)

Master Plan Area

Open Space Habitat

Passive Recreation

Biofiltration Basin

Commercial - Visitor

Residential - Multiple Unit

Note Layout of proposed buildings is for illustrative purposes only. The final configuration may vary from this concept plan.

Source AECOM 2017

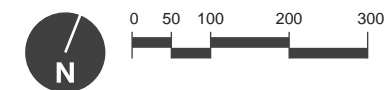
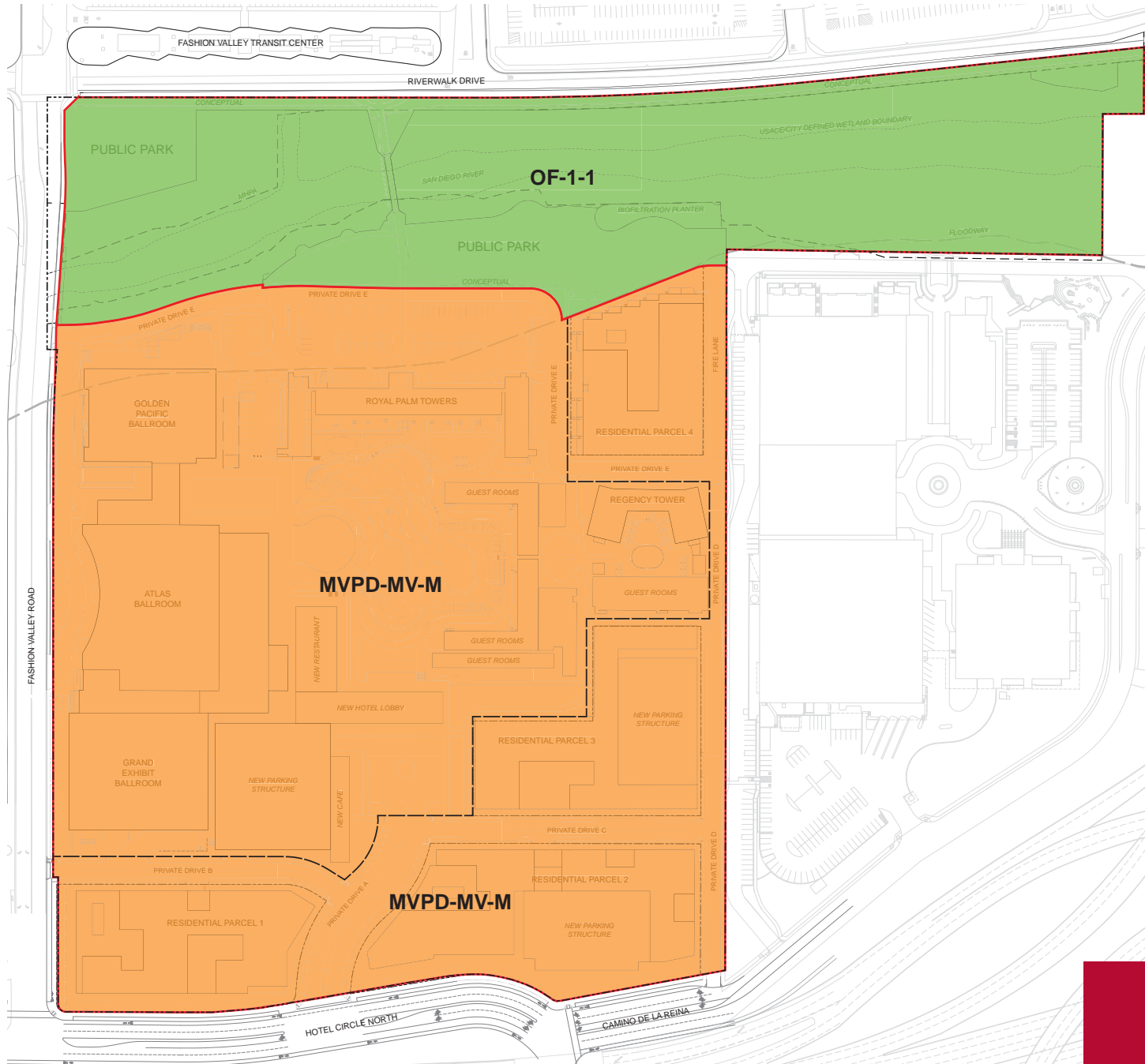


Figure 2-1

LAND USE PLAN



LEGEND

Open Space – Floodplain (OF-1-1)

Mission Valley Planned District – Multiple Use (MVPD-MV-M)

Note Layout of proposed buildings is for illustrative purposes only. The final configuration may vary from this concept plan.

Source AECOM 2017

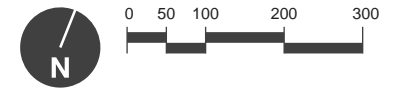


Figure 2-2

PROPOSED ZONING MAP

2.1.3 Residential District

The approximately 10-acre Residential District provides up to 840 multi-family dwelling units in a walkable, bicycle-friendly, pedestrian-scale configuration. Responding to the surrounding neighborhood context and site features, this area includes features to transition and orient to the San Diego River. These features offer excellent views to the public park and restored San Diego River open space habitat. The design of the district is focused on enhanced sidewalks that are part of the public realm and seamlessly weaving multi-use paths that extend from the River Park District and Hotel District with ultimate connections leading to the MTS Fashion Valley transit center. The Residential District includes residential use consistent with the MVR-5 subzone identified by the MVPD-MV-M zone. In addition, this mix of land uses that fosters residential near shopping, transit, and hotels, and restaurants is consistent with guidelines set by the MVPD-MV-M zone.

2.2 MASTER PLAN

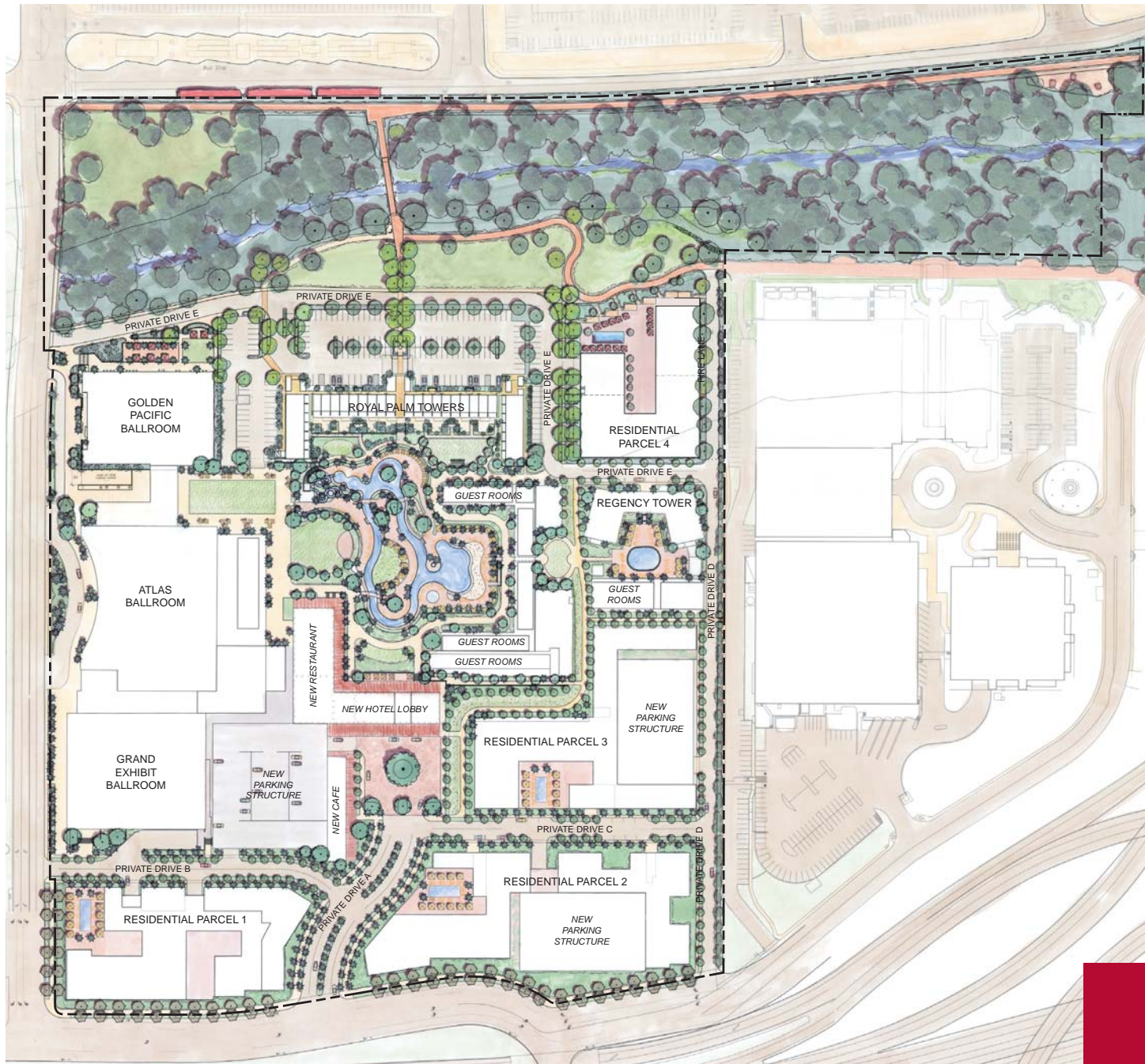
The overall Master Plan illustrated in *Figure 2-3* includes the consolidation of the hotel and convention center facilities within the Hotel District, the construction of up to 840 dwelling units in the four parcels that comprise the Residential District, the restoration and enhancement of habitat and construction of a public park in the River Park District, and a cohesive landscape concept for the overall Plan Area.



The Residential District will have views to the restored riparian open space and easy pedestrian access to the San Diego River Pathway and the MTS Fashion Valley Transit Center.

LOT	ACRES	TARGET UNITS (DUs)	PERMITTED DU RANGE	ESTIMATED SQUARE FEET (S.F.) FOR TARGET UNITS
1	1.81	160	110 - 210	128,000
2	2.53	275	225 - 325	220,000
3	1.99	255	205 - 305	204,000
4	1.37	150	100 - 200	120,000
Lot A (Private Drives)	2.43	N/A	N/A	N/A
TOTAL	10.13	840 MAX TOTAL	640 DU - 840 DU MAX TOTAL	672,000

Table 2-1 Residential Development Summary



Note Layout of proposed buildings, River Pathway, and site improvements are for illustrative purposes only. The final configuration may vary from this concept plan.

Source Burton Studio; AECOM 2017

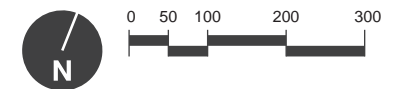


Figure 2-3

ILLUSTRATIVE MASTER PLAN



3

CIRCULATION



3 CIRCULATION

The Master Plan supports the goals of the General Plan Mobility Element by facilitating a balanced, multi-modal transportation network. The Plan Area is served by an established road network and transit service is readily accessible.

The existing and planned circulation system for Mission Valley meets the vehicular circulation needs of the Master Plan. The project provides improvements to Hotel Circle North as well as pedestrian and bicycle facilities to achieve the circulation goals and objectives of the MVCP.

A Transportation Impact Analysis (TIA) was completed by Linscott, Law & Greenspan to ensure the accommodation of future residents, visitors, and employees traveling to and from the Plan Area. At the time of the preparation of the Master Plan, the City of San Diego Planning Department was in the process of updating

the Mission Valley Community Plan. The Master Plan was developed in close coordination with City staff to address existing and future circulation in a way that allows for the greatest amount of flexibility for the following Mission Valley Community Plan Update.

Villages should increase personal transportation choices and minimize transportation impacts through design that pays attention to the needs of people traveling by transit, foot, and bicycle, as well as the automobile. Focused development and density adjacent to transit stops and stations helps make transit convenient for more people... As such, the City of Villages land use pattern is transportation, as well as a land use strategy.

(City of San Diego General Plan, 2008)

3.1 ACCESS TO TRANSIT

One of the key site features of the Plan Area is the adjacency of the Fashion Valley transit center. The Master Plan is designed as a Transit Oriented Development (TOD) implementing the City of Villages strategy for higher density development in mixed-use and walkable projects adjacent to transit stations.

3.1.1 Light Rail

The MTS Fashion Valley transit center provides regional light rail service (San Diego Trolley) to residents, hotel guests and employees, conventioners, and visitors with as convenient and efficient mode of transportation. The San Diego Trolley service frequency is approximately every 15 minutes.

The MTS Fashion Valley trolley station is on the MTS Trolley Green Line, which runs between Santee and downtown San Diego. The intermediate stops include Alvarado Medical Center, San Diego State University (SDSU), Qualcomm Stadium, Mission Valley Center, Linda Vista, Old Town and Convention Center. Transfer stations in downtown San Diego connect the Green Line to the Blue Line (downtown San Diego to San Ysidro) and the Orange Line (downtown San Diego to El Cajon). SANDAG is planning a future extension of the Blue Line from the Old Town transit center northward approximately 11 miles to the University of California, San Diego (UCSD) and University City.

The residents and employees of the Plan Area have convenient access to transit services. All of the site is within a six-minute walk of the transit center (see *Figure 3-1 Walking Distance to Transit*)

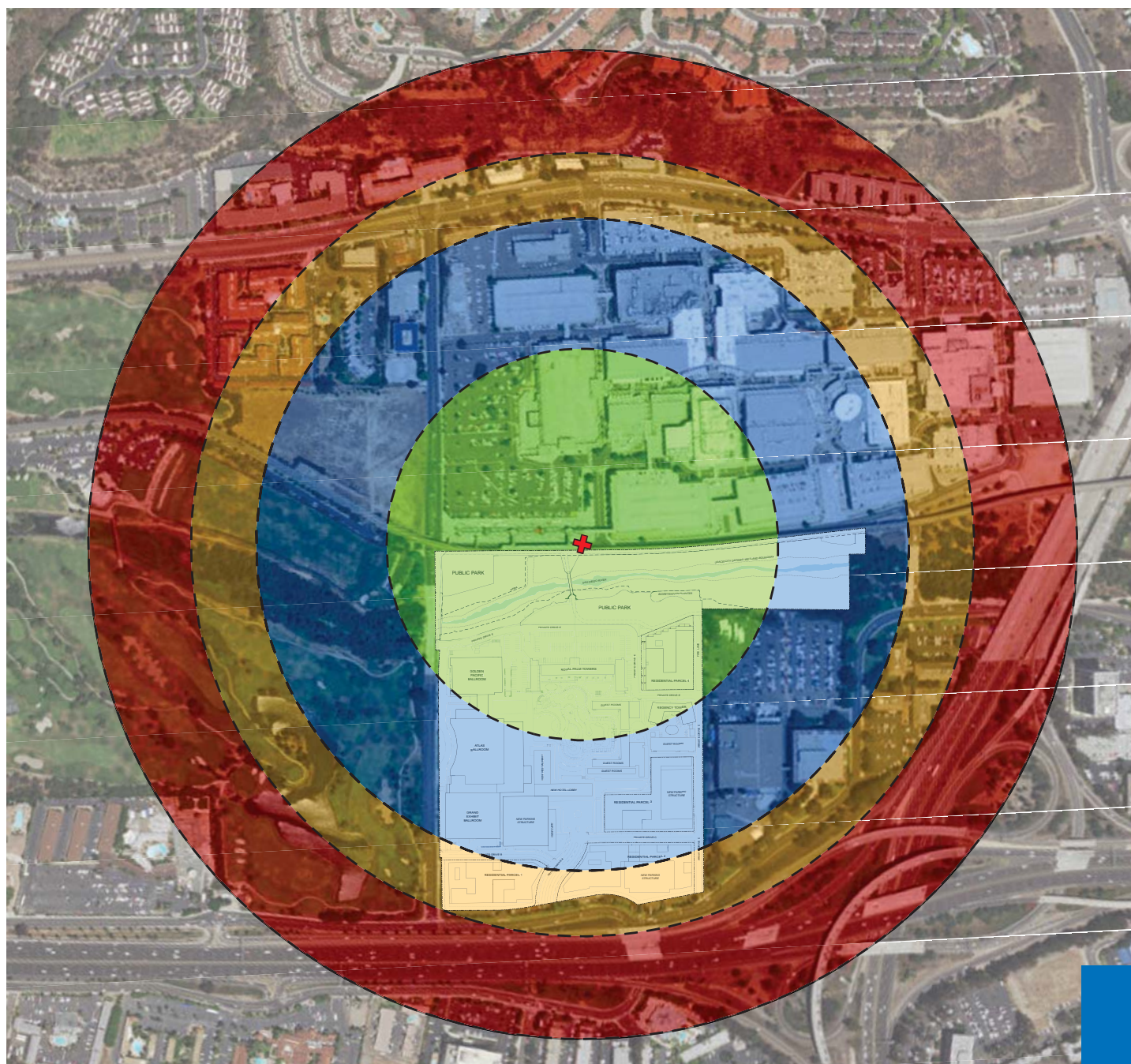
3.1.2 Bus Service

The Plan Area is surrounded by bus stops that are part of the extensive MTS city-wide bus network. The Fashion Valley transit center is served by seven bus routes (6, 20, 25, 41, 88, 120, and 928). These bus routes connect the Plan Area to Kearny Mesa, UCSD, Old Town, Downtown, Del Lago, and North Park.


There are MTS bus stops along the Plan Area frontage on Hotel Circle North and Fashion Valley Road. MTS Route 88 services the bus stop on Hotel Circle North, connecting the MTS Fashion Valley transit center to the MTS Old Town transit center. MTS Route 88 and MTS Route 120 service the bus stop on Fashion Valley Road, connecting the MTS Fashion Valley transit center to Kearny Mesa. Generally, the MTS bus routes within the project vicinity operate with a frequency of approximately 10 to 15 minutes on both weekdays and weekends.

3.2 EXISTING VEHICULAR CIRCULATION


The Plan Area is located in the center of the Mission Valley community at the northeast corner of the Hotel Circle North/ Fashion Valley Road intersection (see *Figure 1-2 Project Vicinity Map*). Regional vehicular access to the Plan Area is





LEGEND

 MTS Fashion Valley transit center Entrance

 3 Minute Walk
(792' Radius)

 5 Minute Walk
(1/4 mile Radius)

 6 Minute Walk
(1,584' Radius)

 Transit-Oriented Development
(2000' Radius)

Note One mile = 5,280 feet. Average walking speed of 3 miles per hour or 264 feet per minute. (SANDAG, 2015).

Source SANDAG, 2015; City of San Diego, 1992; AECOM, 2017



Figure 3-1

WALKING DISTANCE
TO TRANSIT

provided by Interstate 8 (I-8) and State Route 163 (SR 163).

The existing roadways in the Plan Area are part of the roadway network serving Mission Valley, a highly urbanized mixed-use corridor in central San Diego. Local vehicular access to the Plan Area is provided by Friars Road, Riverwalk Drive and Fashion Valley Road from the north and west, and Hotel Circle North, Hotel Circle South and Camino de la Reina from the south (see *Figure 3-2 Existing Vehicular Circulation*).

Internal Site Vehicular Circulation

At present, access to vehicular circulation within the Plan Area occurs at multiple points along existing roadways. An internal system of private drives and parking facilities currently provides access to the hotel, convention center, restaurants, spa, and other hotel services and support facilities. The incremental expansion and modification of the facilities over many years has produced an inefficient arrangement of buildings amidst numerous surface parking lots. A low-speed network of access driveways, parking lot drive aisles and alleyways currently provides internal site circulation.

3.2.1 Hotel Circle North

This roadway forms a portion of the southern boundary of the Plan Area. On-street parking is not permitted on this roadway. The MVCP classifies Hotel Circle North as a planned four-lane Collector between Camino de la Reina

and the I-8 westbound on- and off-ramps to the west. Hotel Circle North is currently a two-lane undivided roadway (Collector) with a two-way left-turn lane west of the I-8 ramps, a three-lane undivided roadway (Collector) between the I-8 ramps and Fashion Valley Road and a two-lane undivided roadway (Collector) with a two-way left-turn lane between Fashion Valley Road and Camino de la Reina.

The roadway name transition from Hotel Circle North to Hotel Circle South occurs at the roadway's underpass at I-8. Currently, Hotel Circle North is primarily an east-west undivided roadway (Collector) except at its brief north-south orientation at the I-8 underpass.

3.2.2 Hotel Circle South

Hotel Circle South is an east-west oriented roadway on the south side of I-8 and is roughly parallel to Hotel Circle North. It crosses back over I-8 as Hotel Circle Drive to the west.

The MVCP classifies this roadway as a four-lane Collector between Camino de la Reina and the I-8 eastbound on- and off-ramps. Hotel Circle South is currently a two-lane undivided roadway (Collector).

Intersections on Hotel Circle North and Hotel Circle South are controlled by traffic signals or stop signs. The posted speed limit is 35 miles per hour (mph). Curbside parking is not permitted. Class II Bikeways (bicycle lanes) are on Hotel Circle South and for a short distance on Hotel Circle

North just west the I-8 underpass. In the traffic study area, Hotel Circle North, Hotel Circle South, and Hotel Circle Drive are within the jurisdiction of the City of San Diego with the exception of the I-8 interchanges, which are within the jurisdiction of the California Department of Transportation (Caltrans).

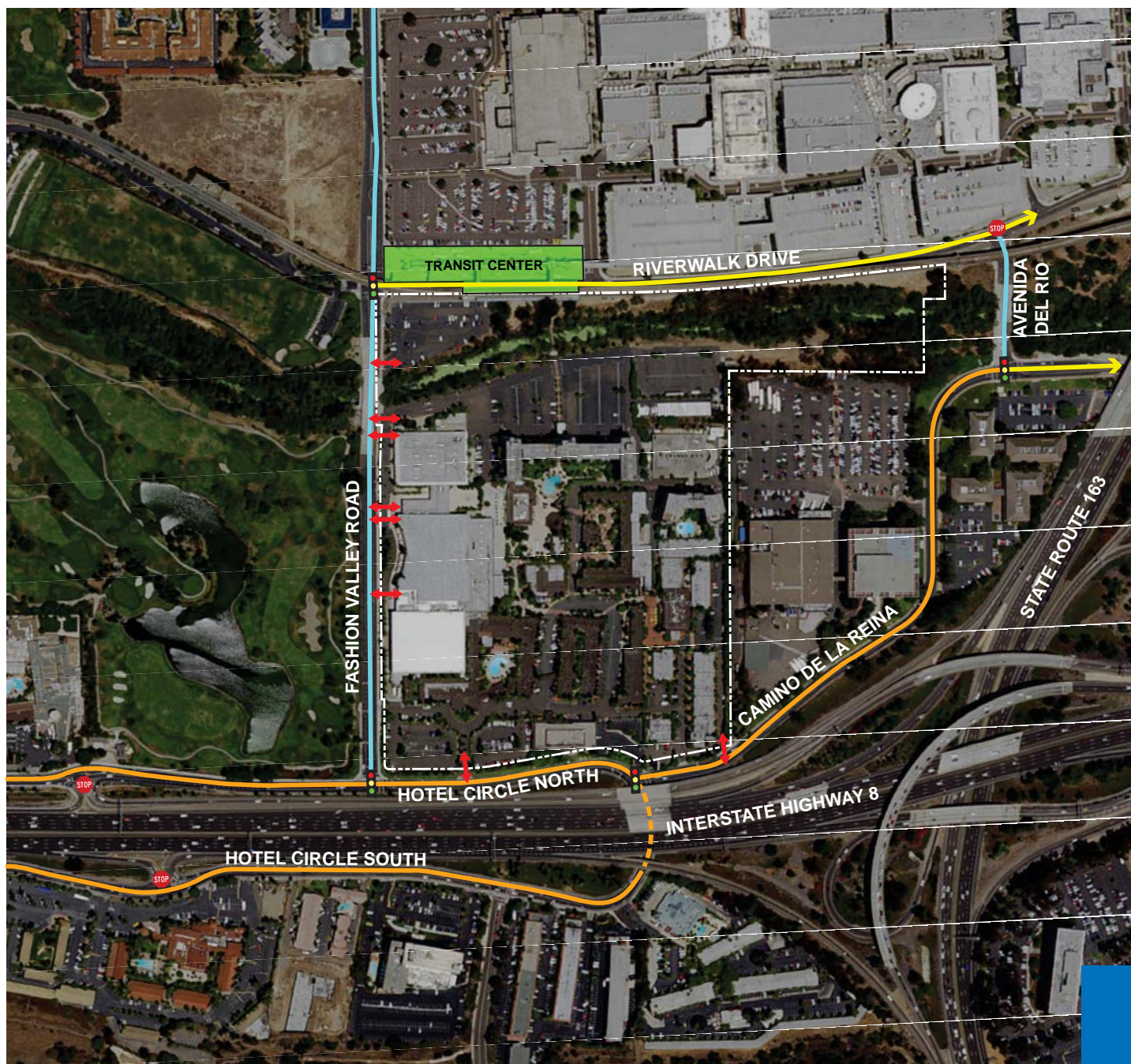
3.2.3 Fashion Valley Road

This roadway forms the western boundary of the Plan Area. The MVCP classifies Fashion Valley Road as a four-lane Major Arterial.

Currently, Fashion Valley Road is a four-lane undivided roadway (Collector) between Friars Road and Hotel Circle North. Fashion Valley Road is under City of San Diego jurisdiction in the traffic study area. Intersections on Fashion Valley Road are controlled by signals except for parking lot driveways to commercial/retail uses, which are controlled by stop signs. The posted speed limit is 35 mph. On-street parking is not permitted.

3.2.4 Riverwalk Drive

This roadway is just north of the northern boundary of the Plan Area. The MVCP classifies Riverwalk Drive as a four-lane Collector. Currently, Riverwalk Drive is a two-lane undivided roadway (Collector). Riverwalk Drive is under City of San Diego jurisdiction in the traffic study area. Riverwalk Drive provides access to Fashion Valley Mall and the MTS Fashion Valley transit center. Curbside parking is not permitted on this roadway.



LEGEND

2-Lane Collector with 2-Way Left Turn Lane

2-Lane Collector

4-Lane Collector

MTS Fashion Valley transit center

Existing Vehicular Ingress/Egress
(one-way stop control)

Existing Traffic Signal

Existing All-way stop control intersection

Note Layout of proposed buildings is for illustrative purposes only. The final configuration may vary from this concept plan.

Source Linscott, Law & Greenspan; AECOM 2017

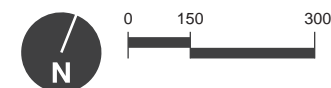


Figure 3-2

EXISTING VEHICULAR
CIRCULATION

3.2.5 Camino de la Reina

This roadway forms a portion of the southern boundary of the Plan Area. The MVCP classifies Camino de la Reina as a four-lane Major Arterial. It is currently a two-lane undivided roadway (Collector) with a two-way left-turn lane between Hotel Circle and Avenida del Rio. Camino de la Reina is under City of San Diego jurisdiction in the traffic study area. Intersections are signalized except at intersecting driveways serving commercial uses, which are controlled by stop signs. The posted speed limit is 35 mph.

3.3 MASTER PLAN VEHICULAR CIRCULATION

Proposed improvements to the external roadways and internal Plan Area

drives will provide a safe and efficiently designed circulation system that minimizes environmental and neighborhood impacts.

The Master Plan internal vehicular system consists of five private drives that provide clear and efficient access to the hotel, convention center, and residential parcels.

The Master Plan external roadway and internal drive system will achieve a high degree of balance, context, and compatibility between

land uses and transportation needs (see *Figure 3-3 Proposed Vehicular Circulation*).

Cross sections for public streets and private drives may be modified due to changing circumstances, provided the modification complies with City standards and the Master Plan. Such modifications will not require an amendment to this Master Plan.

3.3.1 Intersection Traffic Control

Traffic signals are proposed at major intersections on Hotel Circle North, Camino de la Reina, and Fashion Valley Road to handle vehicular demand and provide dedicated and controlled crossing points for pedestrians and bicyclists (see *Figure 3-4 Intersection and Traffic Control Plan*).

Plan Area intersection traffic control will include stop signs to calm traffic and reduce vehicular speeds. Enhanced paving will identify crosswalks, promoting safety and improve the pedestrian experience within the Plan Area.

3.3.2 Public Streets

Figure 3-5 Public Street Cross Section Key references the existing and proposed cross sections of the Public streets adjacent to the Plan Area.

Hotel Circle North

Hotel Circle North has a 100-foot right-of way (ROW) and forms a portion of the Plan Area southern boundary. It is currently a two-lane Collector along the Plan Area frontage with a two-way left-turn lane between Fashion Valley Road and Camino de la Reina. Improvements will widen Hotel Circle North up to 39 feet to meet the MVCP classification for a four-lane Collector. This widening would add two travel lanes plus Class II bicycle lanes on both sides (see *Figure 3-6 Hotel Circle North Proposed Cross Section*)

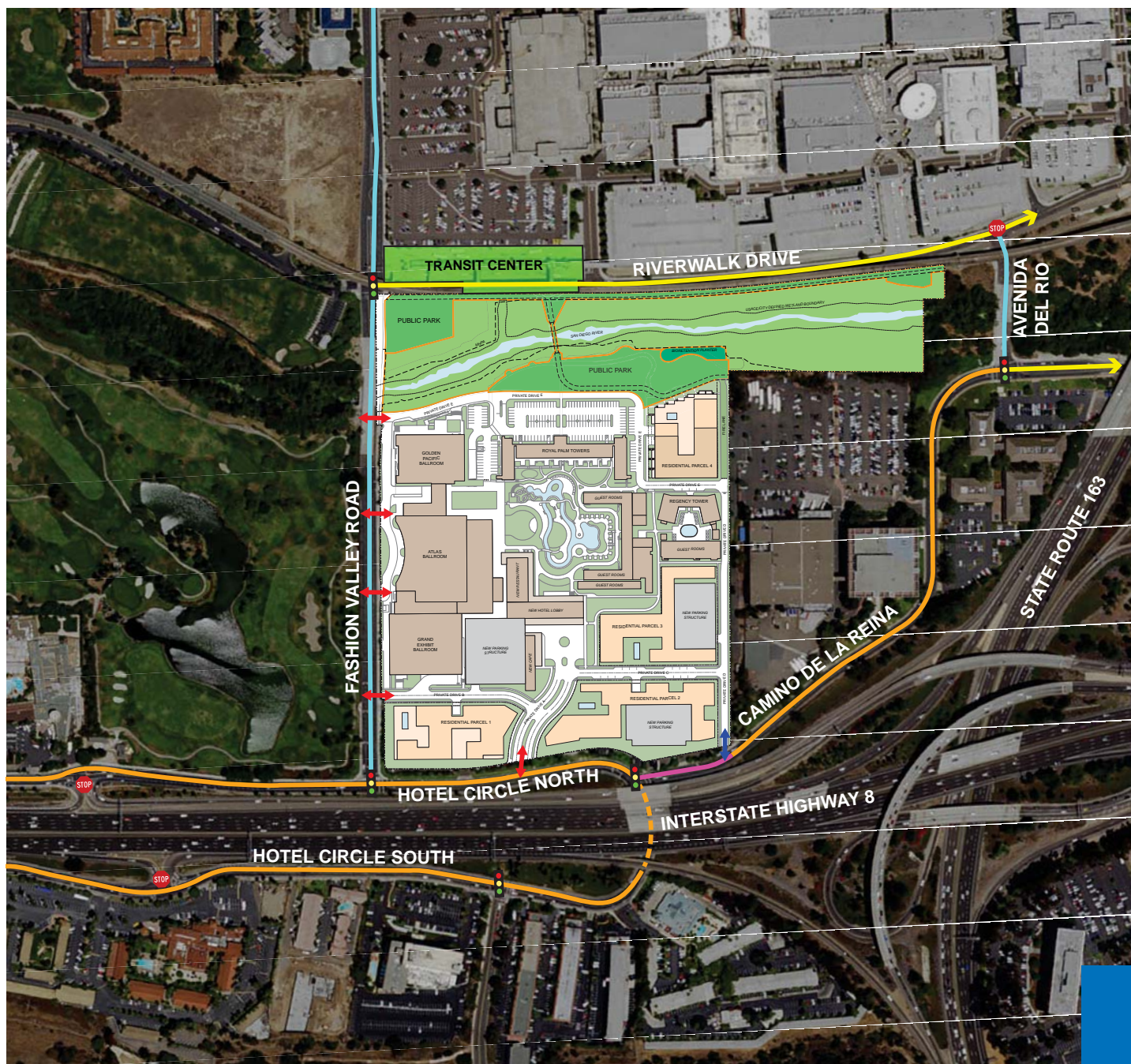
The parkway on the north side of Hotel Circle North along the Plan Area frontage will include an 8-foot-wide sidewalk and 6-foot-wide planting area between the curb and sidewalk.

Camino de la Reina

Camino de la Reina forms a portion of the project's southern boundary. It is currently a two-lane Collector along the project frontage with a two-way left-turn lane between Hotel Circle North and Private Drive D. Camino de la Reina improvements will include adding a travel lane in each direction within up to 34 feet of curb widening to meet the MVCP classification of a 74-foot curb-to-curb four-lane Major. The parkway on the north side of Camino de la Reina along the Plan Area frontage will include a 8-foot-wide sidewalk and an 6-foot-wide planting area between the curb and sidewalk.

Curb Extensions narrow the width of street at an intersection by extending the curb into roadway at the corner(s) of an intersection. This reduces the speeds of right-turning vehicles, increases the visibility of pedestrians, and creates a shorter crossing distance, reducing pedestrians' exposure to moving vehicles.

(City of San Diego General Plan Mobility Element, 2008)



LEGEND

2-Lane Collector with 2-Way Left Turn Lane

2-Lane Collector

4-Lane Collector

4-Lane Major

MTS Fashion Valley transit center

Plan Area vehicular Ingress/Egress
(one-way stop control)

Right In/Right Out Plan Area
Vehicular Ingress/Egress
(one-way stop control)

Signalized Intersection

Stop-Controlled Intersection
(all-way stop control)

Note Layout of proposed buildings is for illustrative purposes only. The final configuration may vary from this concept plan.

Source Linscott, Law & Greenspan; AECOM 2017

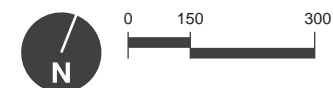


Figure 3-3

PROPOSED VEHICULAR CIRCULATION

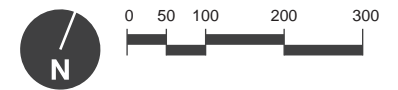
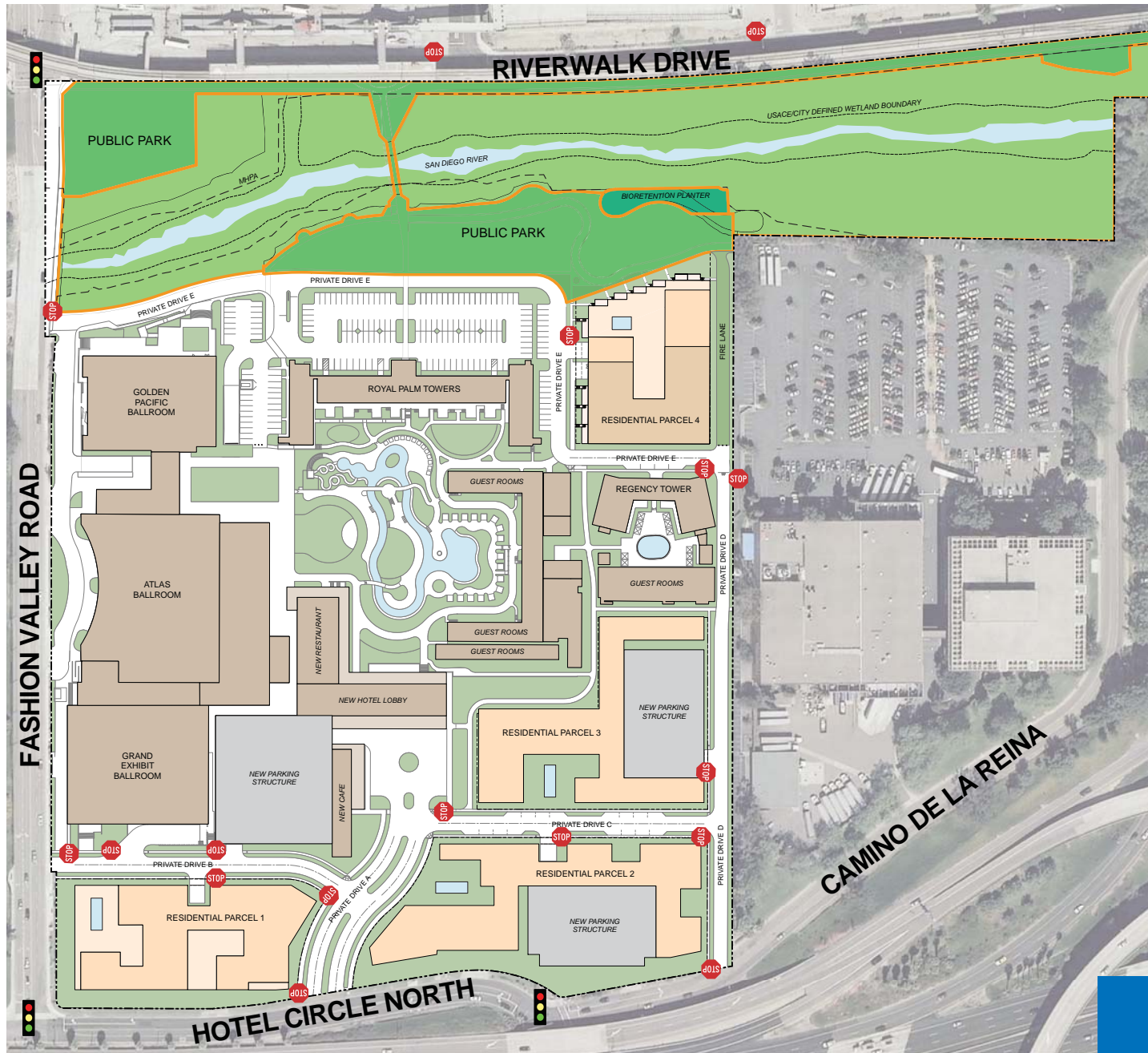
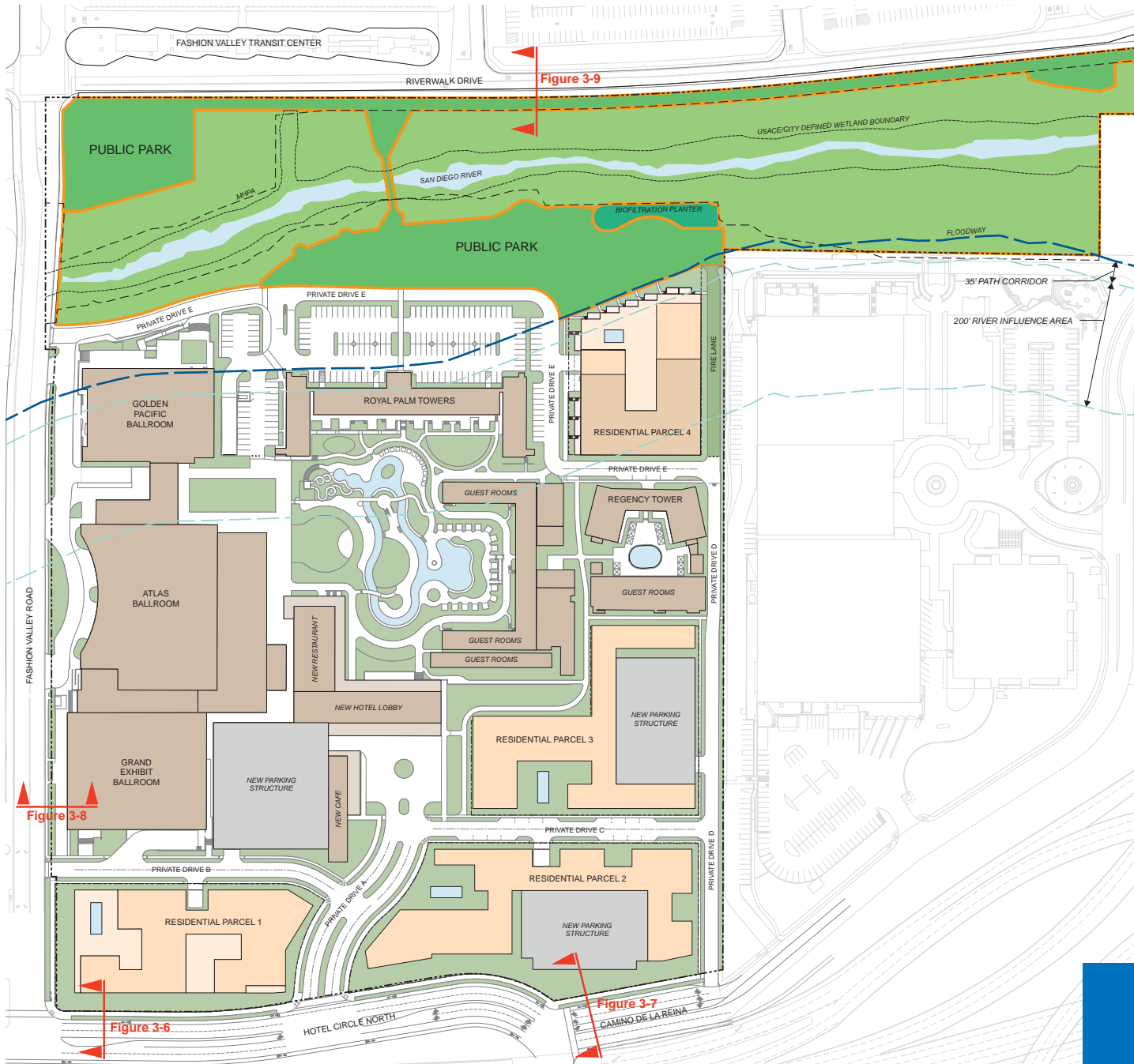


Figure 3-4

INTERSECTION AND TRAFFIC CONTROL PLAN



LEGEND



Cross Section

Note Layout of proposed buildings is for illustrative purposes only. The final configuration may vary from this concept plan.

Source AECOM 2017

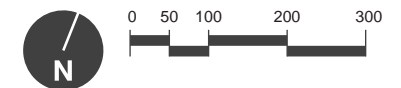
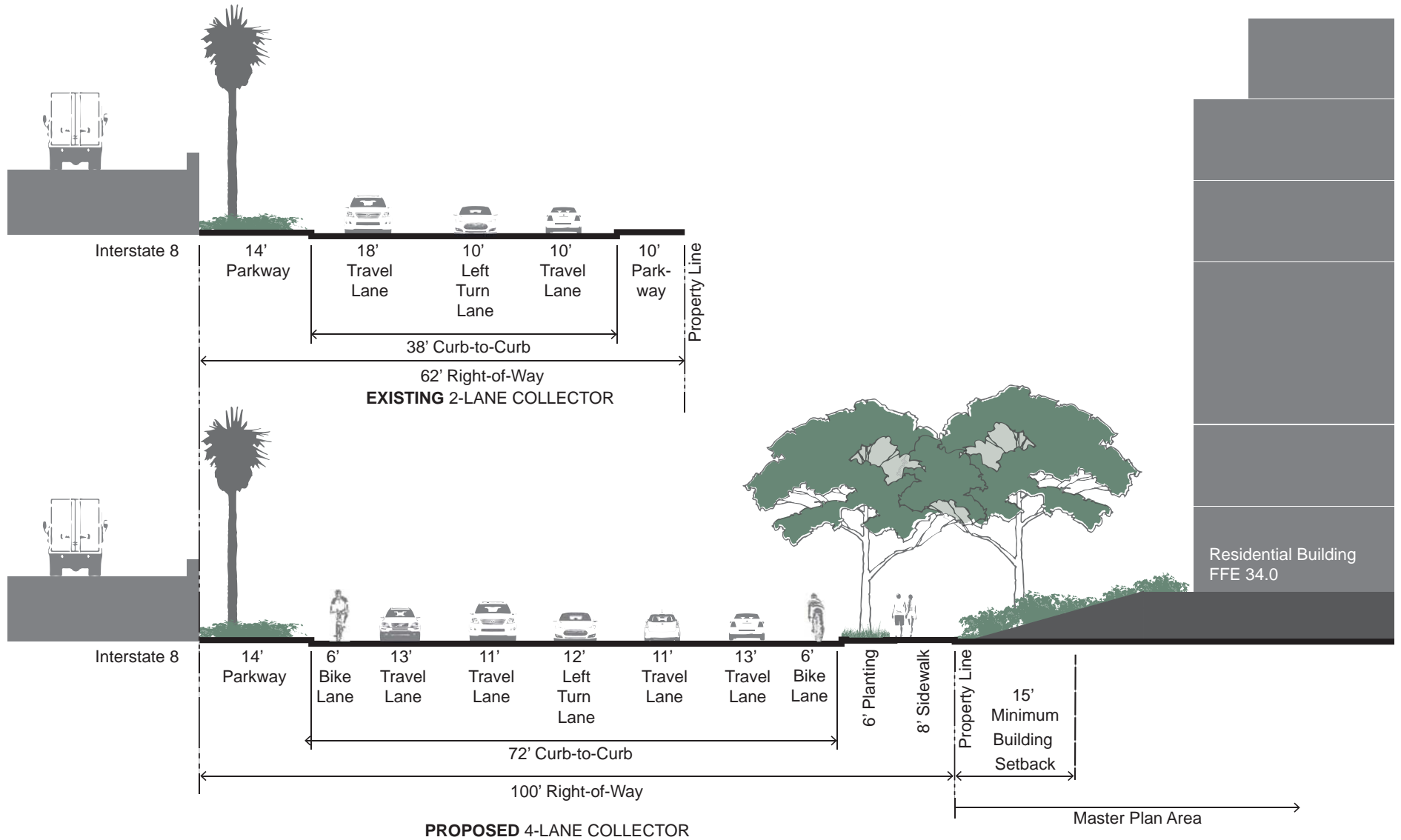


Figure 3-5

**PUBLIC STREET
CROSS SECTION KEY**



Source Linscott, Law & Greenspan; Burton Studio; AECOM 2017

Figure 3-6

HOTEL CIRCLE NORTH
PROPOSED CROSS SECTION

The existing section of Camino de la Reina is designed as a Class III Bike Route. The proposed improvements include three options for bicycle accommodation. The flexibility was requested by the City to facilitate further coordination between the City and SANDAG which both proposed a Class I Bike Path. The preferred option will be selected by the City through the Mission Valley Community Plan update process.

Option A would add 6-foot Class II bicycle lanes on both sides (see *Figure 3-7A Camino De La Reina Proposed Cross Section – Option A*).

Option B would add a 12-foot Cycle Track (2-way) separated from the northern travel lanes by a 3-foot Cycle Buffer (see *Figure 3-7B Camino De La Reina Proposed Cross Section – Option B*).

Option C would add a 12-foot Class I Bikeway (2-way) separated from the northern travel lanes by a 3-foot wide planting area between the curb and the Bikeway (see *Figure 3-7C Camino De La Reina Proposed Cross Section – Option C*).

Fashion Valley Road

Fashion Valley Road forms the western boundary of the Plan Area. It is currently a four-lane Collector between Riverwalk Drive and Hotel Circle North. Improvements to Fashion Valley Road will include restriping the travel lanes per City of San Diego Street Design Manual

standards for a four-lane Collector to accommodate a Class III bicycle route on both sides of the roadway (see *Figure 3-8 Fashion Valley Road Proposed Cross Section*). To accommodate possible future widening if the Convention Center were to be redeveloped at some time in the future, a 23-foot wide Irrevocable Offer of Dedication (IOD) is provided along the eastern edge of the existing right-of-way at Lot 5 with a further 15-foot building setback for new construction. At Residential Parcel 1, this is configured as a 4-foot R.O.W. dedication, a 19-foot IOD and a 15-foot building setback.

Riverwalk Drive

The southern edge of the Riverwalk Drive right-of-way forms the northern boundary of the Plan Area. It is classified as a four-lane Collector in the MVCP. It is currently a two-lane undivided roadway (Collector) that terminates into Fashion Valley Mall internal circulation (east of Avenida Del Rio). The right-of-way is generally 50 feet wide but varies toward the east end of the Master Plan Area. Curbside parking is not permitted (see *Figure 3-9 Riverwalk Drive Proposed Cross Section*).

3.3.3 Private Drives

Private Drives internal to the Plan Area will provide access to the Hotel District and the Residential District from the primary public roadways described above. Private Drives:

- Provide direct access to abutting property

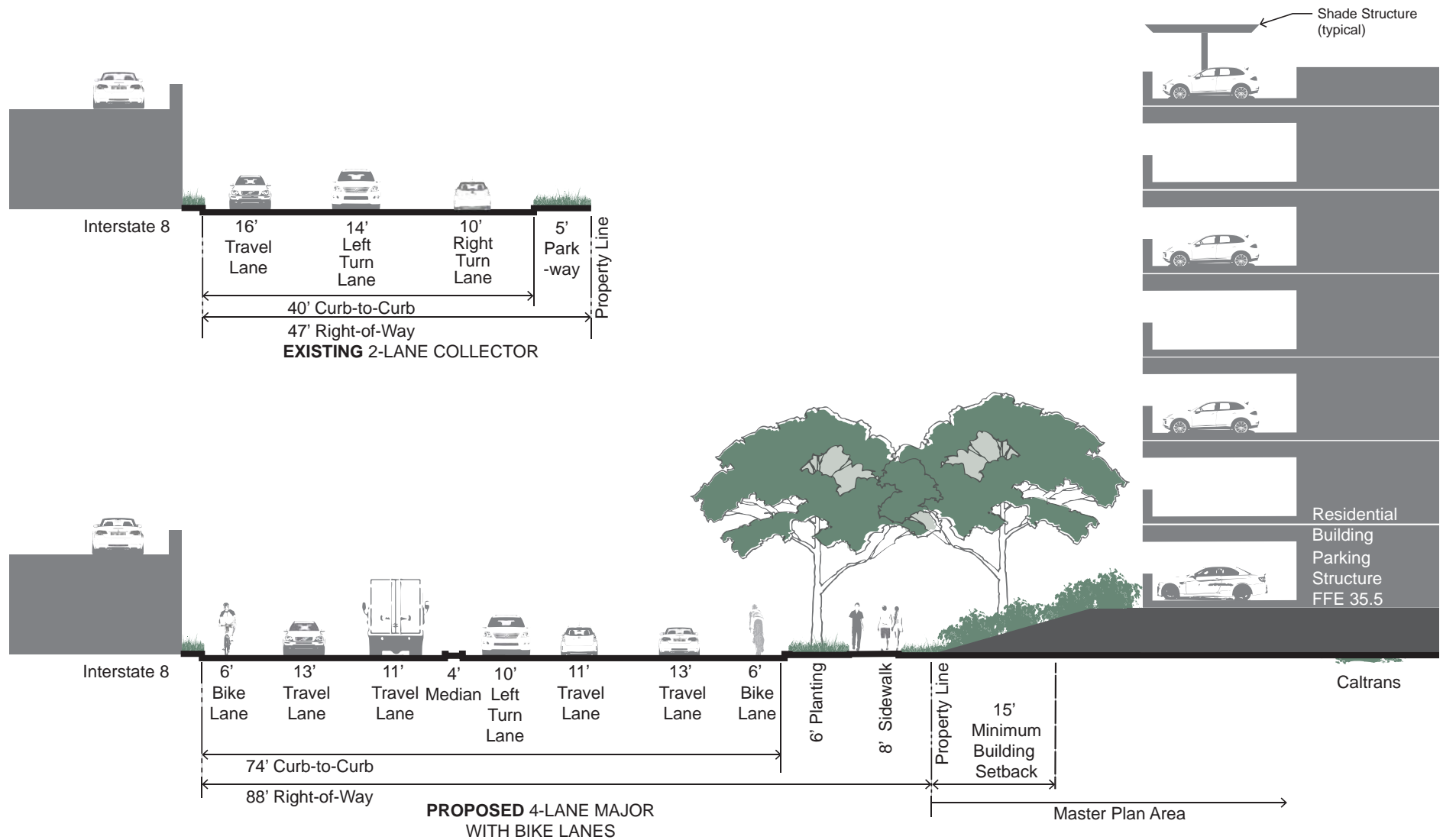
- Carry low vehicular movement, low-to-heavy pedestrian movement, and low-to-moderate bicycle movement
- Have the same overall standards, design and construction as public streets with the exception that the responsibility for maintenance is private (City of San Diego Street Design Manual, 2002)

Figure 3-10 Private Drive Cross Section

Key references the proposed cross sections for Private Drives within the Plan Area. Plan Area private drives will conform to the City of San Diego Street Design Manual or as approved by the City Engineer. Residential homeowners associations or the hotel as applicable will maintain Plan Area private drives (see Section 7.5 Maintenance Program and Requirements). The internal drives will feature trees, landscape areas, and noncontiguous sidewalks to enhance the sense of place and pedestrian scale.

Private Drive A

Private Drive A is a proposed north-south drive that will intersect with Hotel Circle North and serve as the primary access for the Town & Country Hotel. It is essentially a relocation of the existing access point to the west. Private Drive A will connect the new hotel arrival court and new hotel/convention center parking garage entrance to the public street system at Hotel Circle North. Private Drive A will also provide access for Residential Parcels 1 and 2 via Private Drives B

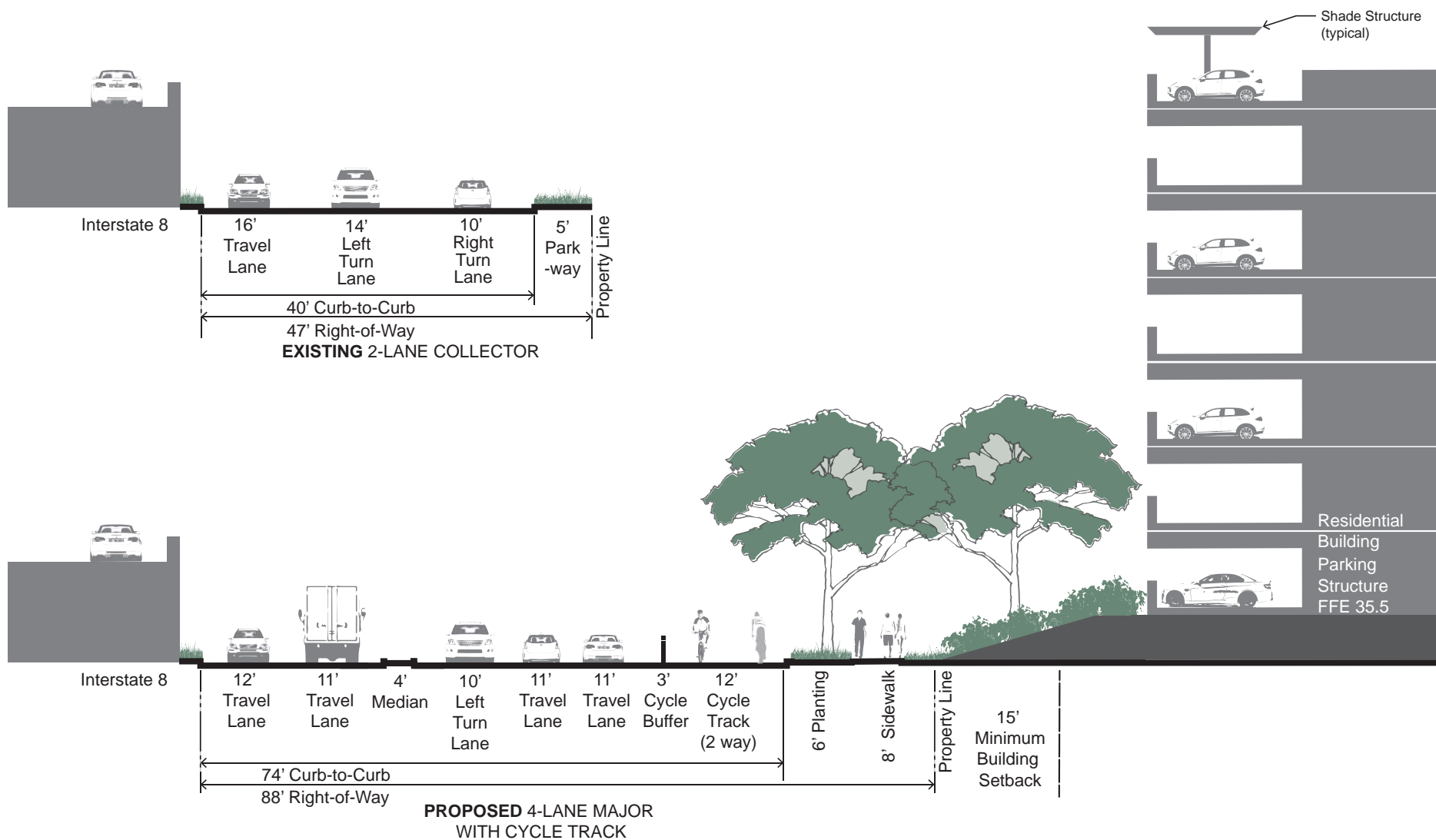


Source Linscott, Law & Greenspan; Burton Studio; AECOM 2017

Figure 3-7A



**CAMINO DE LA REINA PROPOSED
CROSS SECTION - OPTION A**

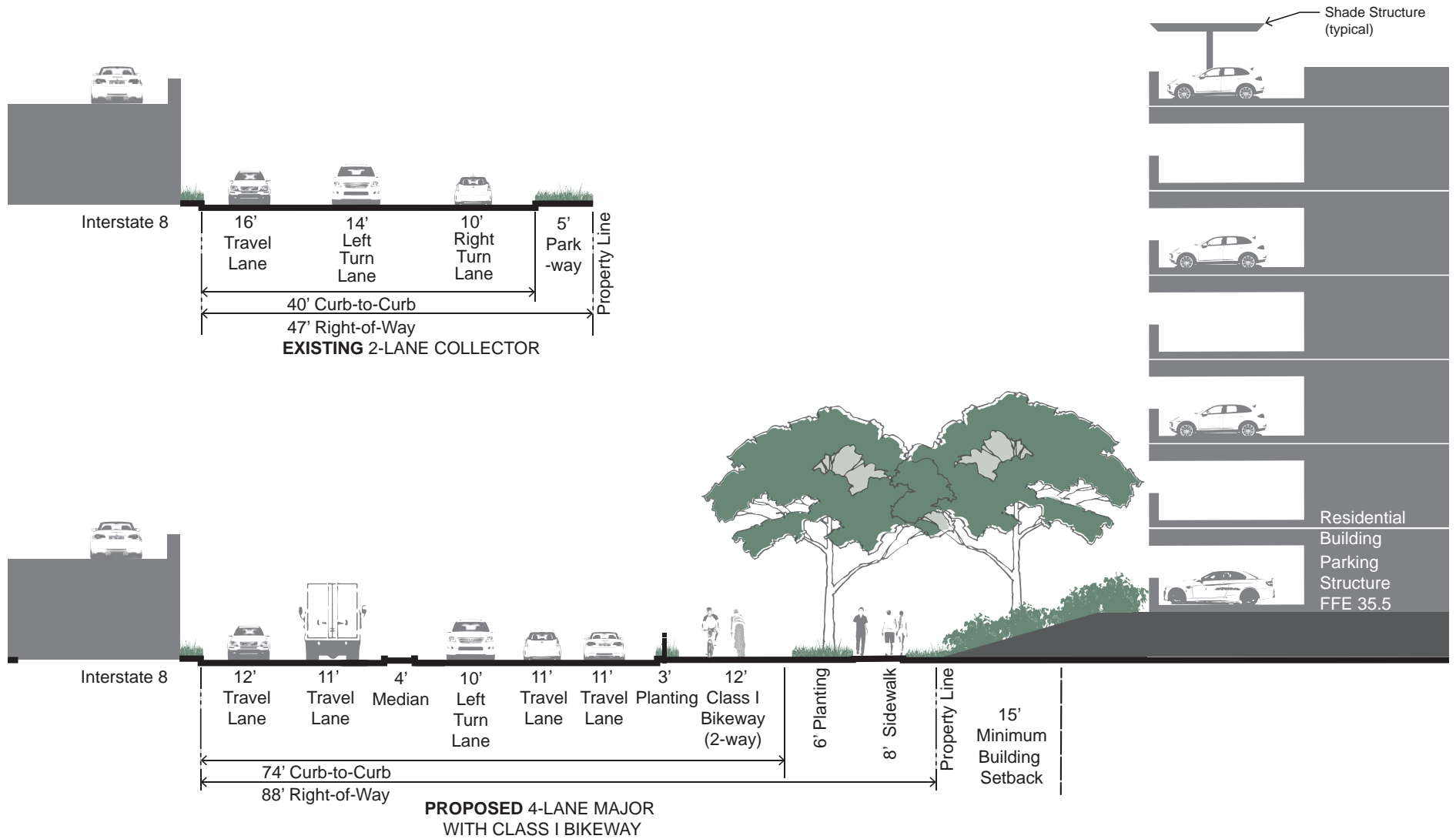


Source Linscott, Law & Greenspan; Burton Studio; AECOM 2017

Figure 3-7B



CAMINO DE LA REINA PROPOSED CROSS SECTION - OPTION B

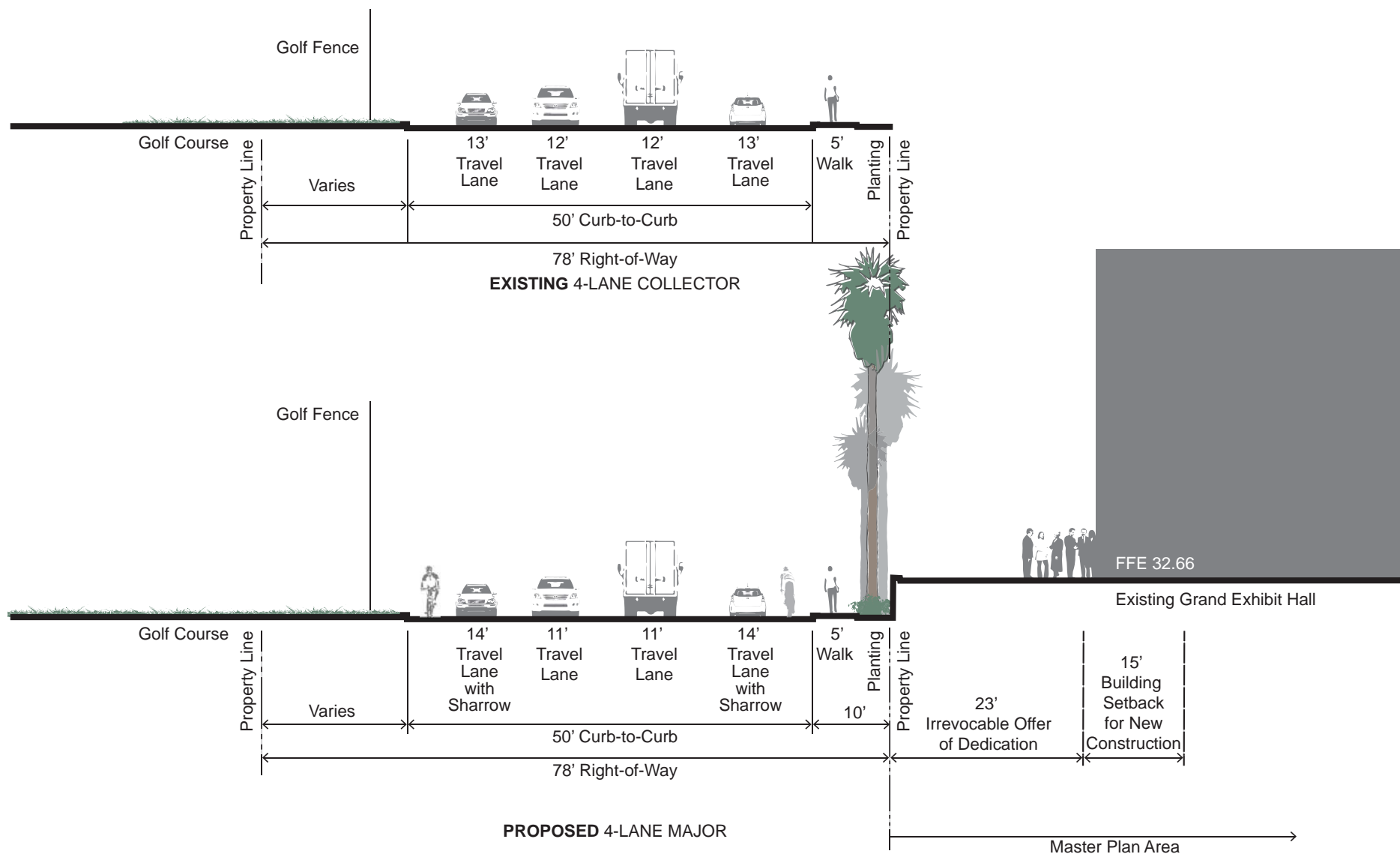


Source Linscott, Law & Greenspan; Burton Studio; AECOM 2017

Figure 3-7C



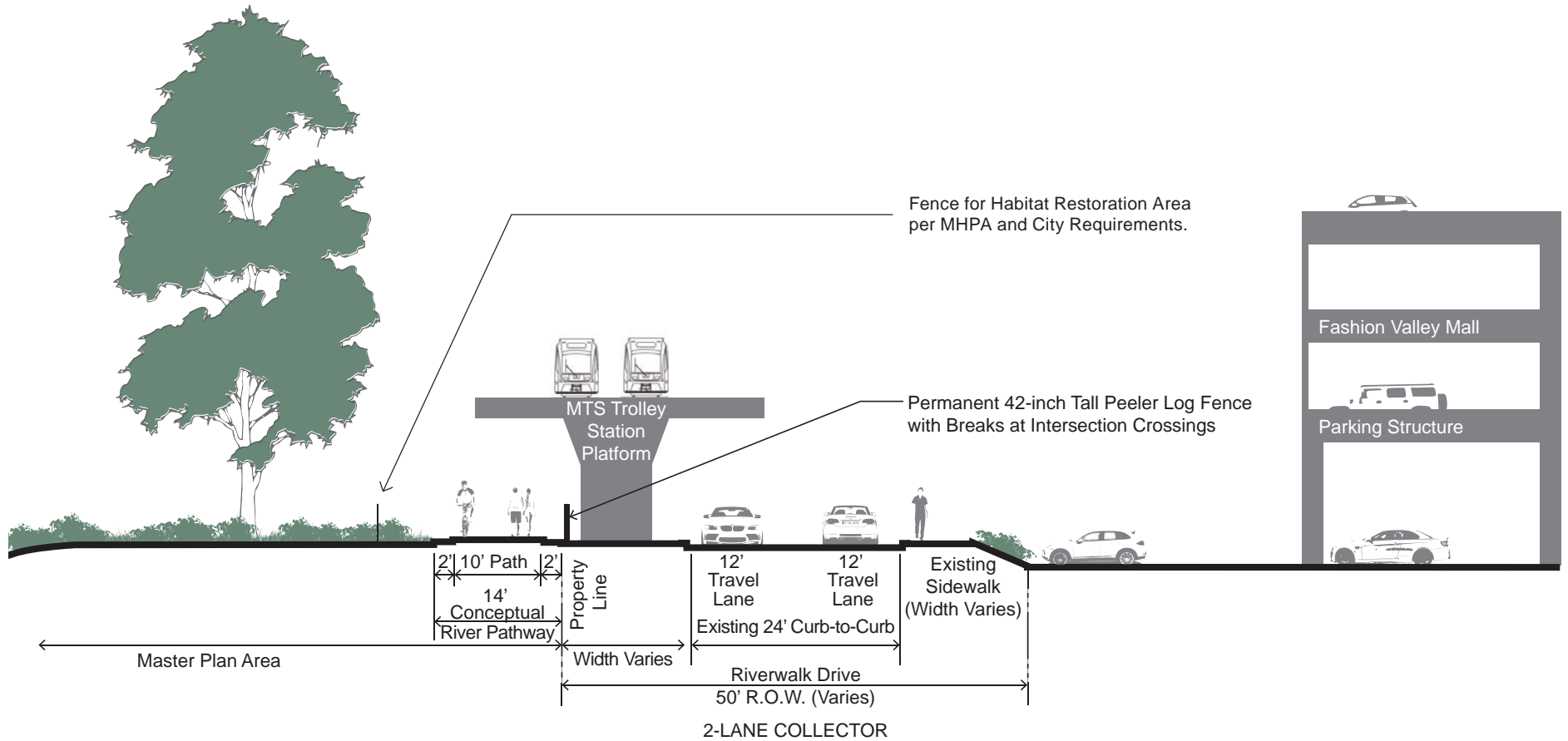
**CAMINO DE LA REINA PROPOSED
CROSS SECTION - OPTION C**



Source Linscott, Law & Greenspan; Burton Studio; AECOM 2017

Figure 3-8

**FASHION VALLEY ROAD
PROPOSED CROSS SECTION**

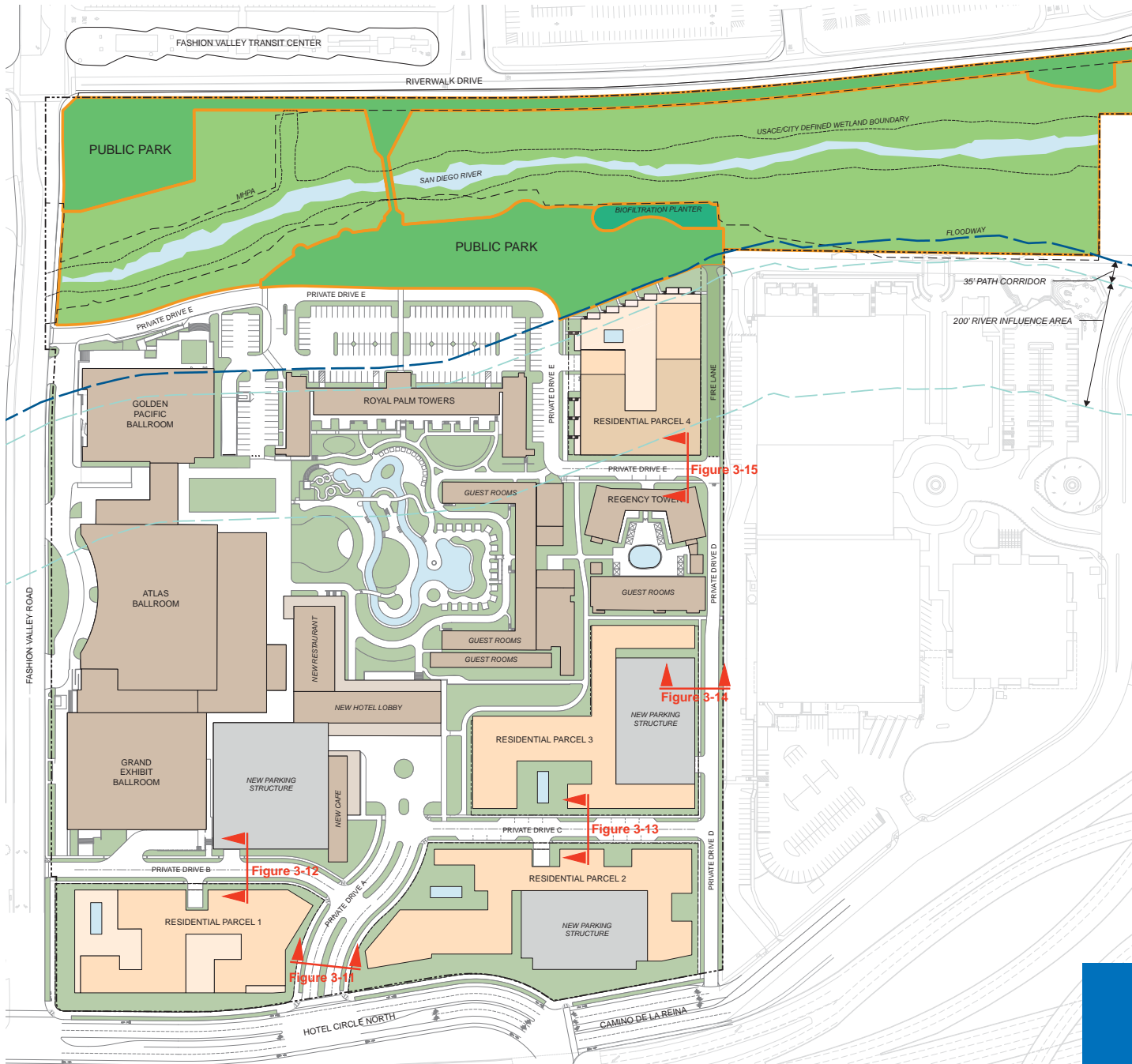


Source Linscott, Law & Greenspan; Burton Studio; AECOM
2017

Figure 3-9



RIVERWALK DRIVE
PROPOSED CROSS SECTION



LEGEND



Cross Section

Note Layout of proposed buildings is for illustrative purposes only. The final configuration may vary from this concept plan.

Source AECOM 2017

35' PATH CORRIDOR
200' RIVER INFLUENCE AREA

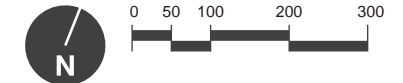


Figure 3-10

PRIVATE DRIVE
CROSS SECTION KEY

and C. Private Drive A will include four travel lanes and a landscaped median. The parkways along Private Drive A will consist of a 8-foot-wide sidewalk and 6-foot-wide planting area between the curb and sidewalk on each side (see *Figure 3-11 Private Drive A Cross Section*).

Complete Streets

- Increase priority and safety for bicyclists and pedestrians by providing supportive facilities and amenities.
- Provide desirable connections for all users to public parks, main shopping areas, entertainment facilities, major attractions, the waterfront, surrounding communities, and the regional transportation network
- Support reductions in greenhouse gas emissions

(City of San Diego Draft Downtown Mobility Plan, 2015)

Private Drive B

Private Drive B is a proposed east-west drive that will intersect with Fashion Valley Road and serve the hotel, convention center, and Residential Parcel 1. Private Drive B will include two travel lanes. The parkways on Private Drive B will consist of a 4-foot-wide sidewalk and 6-foot-wide planting area between the curb and sidewalk on each side (see *Figure 3-12 Private Drive B Cross Section*).

Private Drive C

Private Drive C is a proposed east-west drive that will connect Private Drive A off Hotel Circle North to Private Drive D. Private Drive C will

provide access to Residential Parcels 2 and 3 and will include two travel lanes. The parkways on Private Drive C will consist of a 4-foot-wide sidewalk and 6-foot-wide planting area between the curb and sidewalk on each side (see

Figure 3-13 Private Drive C Cross Section).

Private Drive D

Private Drive D is an existing north-south private drive that will intersect with Camino de la Reina. Access from/ to Camino De La Reina will be right-in/ right-out only. Private Drive D will provide access to Residential Parcels 2, 3, and 4. It will also provide access to the hotel via Private Drive E and will include two travel lanes. The parkways on Private Drive D will consist of a 5-foot-wide sidewalk contiguous to the curb where required by site constraints and where feasible, a 4-foot-wide sidewalk and 6-foot-wide planting area between the curb and sidewalk along its western edge (see *Figure 3-14 Private Drive D Cross Section*).

Private Drive E

Private Drive E is a proposed generally east-west drive that will intersect with Fashion Valley Road and lead to an access control point at the surface parking area north of the hotel's Royal Palm Towers. Private Drive E will provide controlled access to the hotel and Residential Parcel 4 and will include two travel lanes and the cross section varies (see *Figure 3-15 Private Drive E Cross Section*).

3.4 PEDESTRIAN CIRCULATION

The pedestrian circulation network consists of a neighborhood network of sidewalks, pedestrian corridors, pathways,

and the reconstructed multi-use bridge across the San Diego River (see *Figure 3-16 Pedestrian Circulation*).

3.4.1 San Diego River Pathway

The Master Plan proposes the construction of the San Diego River Pathway on the north and south sides of the San Diego River connected by a bridge across the river. This pathway improvement will further the SDRPMP vision of completing the planned 17.5-mile multi-use San Diego River Pathway from the Pacific Ocean to the City of Santee (SDRPMP, 2013).

North Side of San Diego River

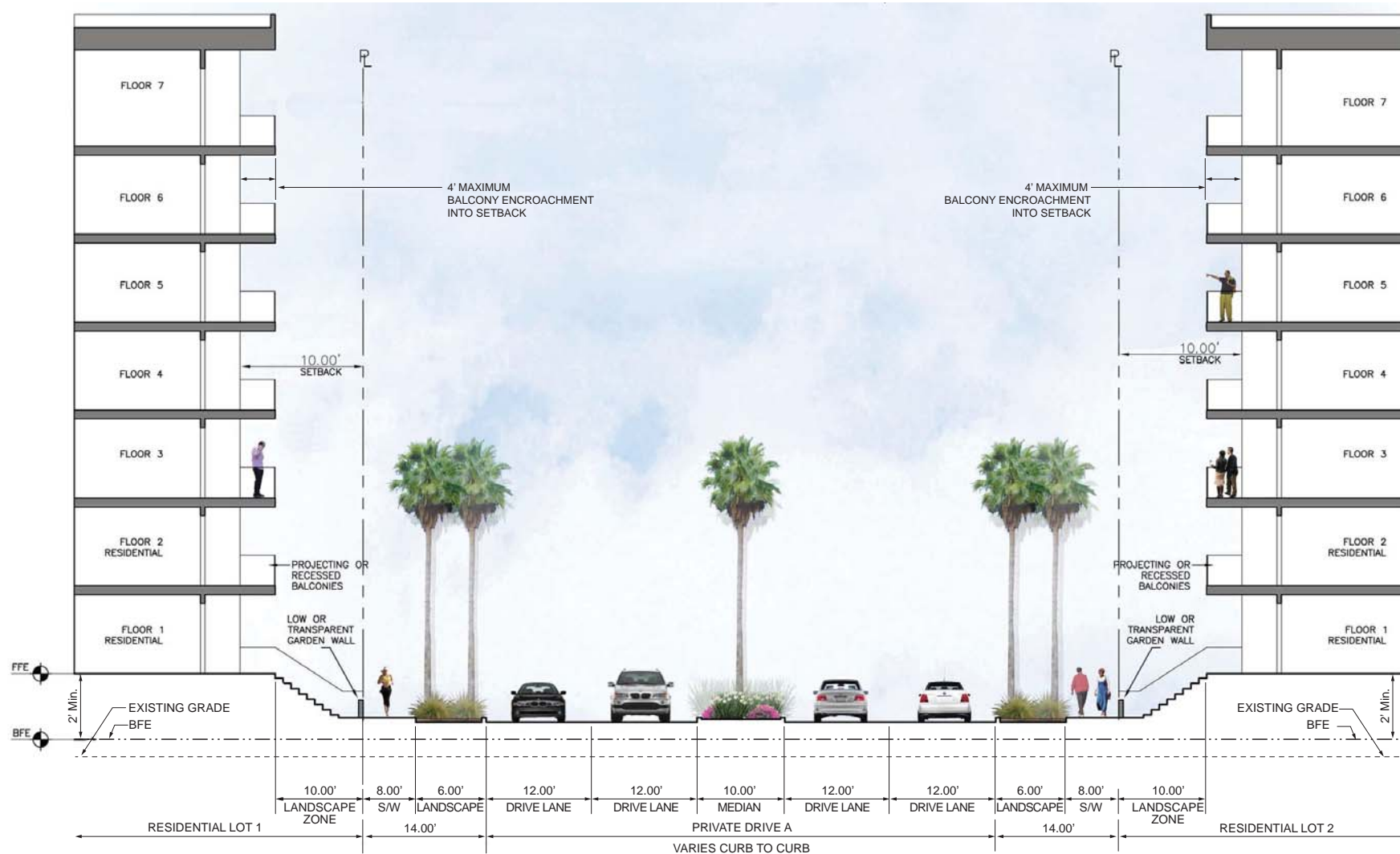
A 14-foot wide multi-use San Diego River Pathway is proposed along the full extent of the northern Plan Area boundary. It will be constructed within the Plan Area but outside the MHPA and wetland buffer.

Pedestrian and bicycle crosswalks at Riverwalk Drive intersections will provide access from the north to the San Diego River Pathway.

Multi-use Bridge over the San Diego River

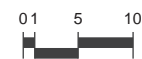
The San Diego River Pathway will be constructed southward to the north end of the existing pedestrian bridge leading to the new public park on the south side of the river. The existing pedestrian bridge will be replaced and improved to a width of 10 feet as a multi-use facility to accommodate pedestrians and bicyclists.

South Side of San Diego River

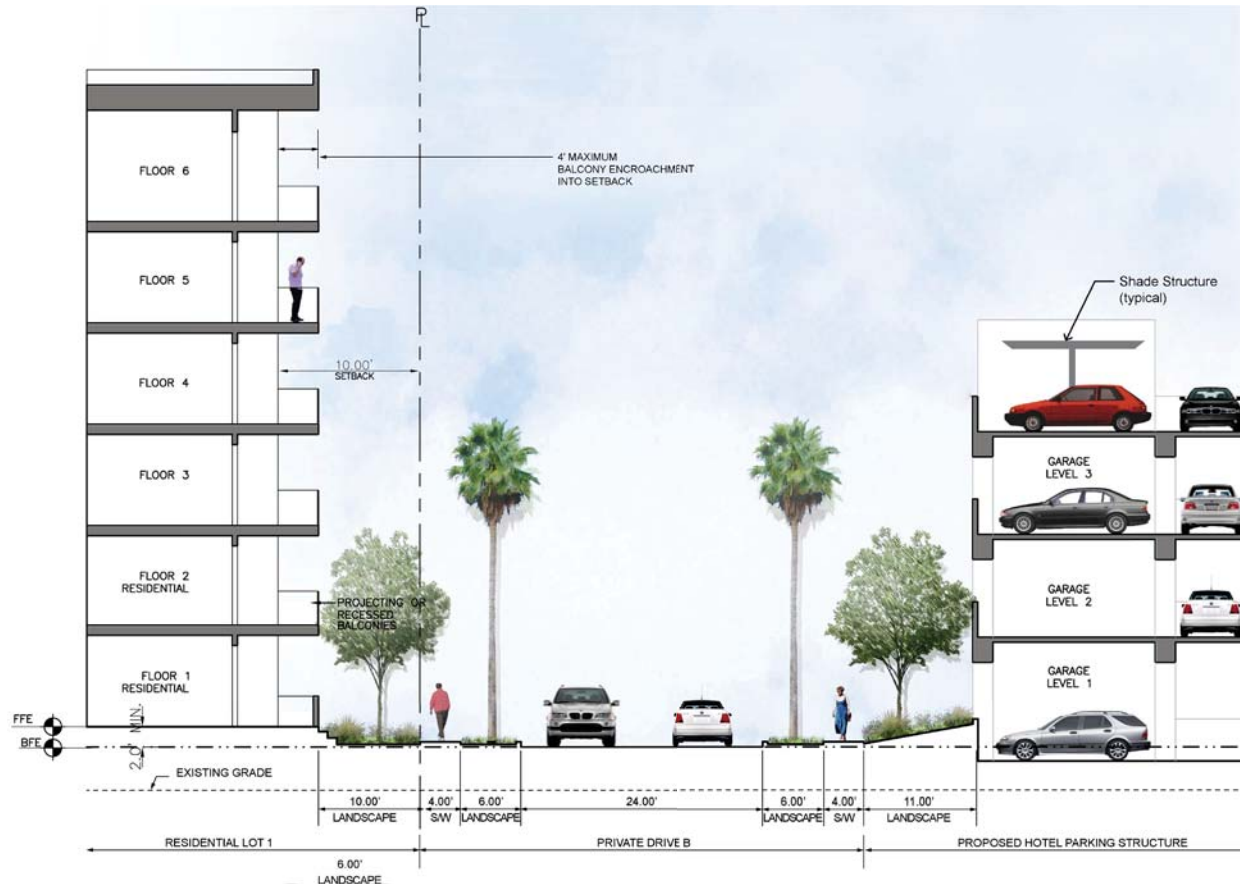


Source Linscott, Law & Greenspan; Burton Studio; AECOM 2017

Figure 3-11



PRIVATE DRIVE A
CROSS SECTION



Source Linscott, Law & Greenspan; Burton Studio; AECOM
2017

Figure 3-12

01 5 10

PRIVATE DRIVE B
CROSS SECTION

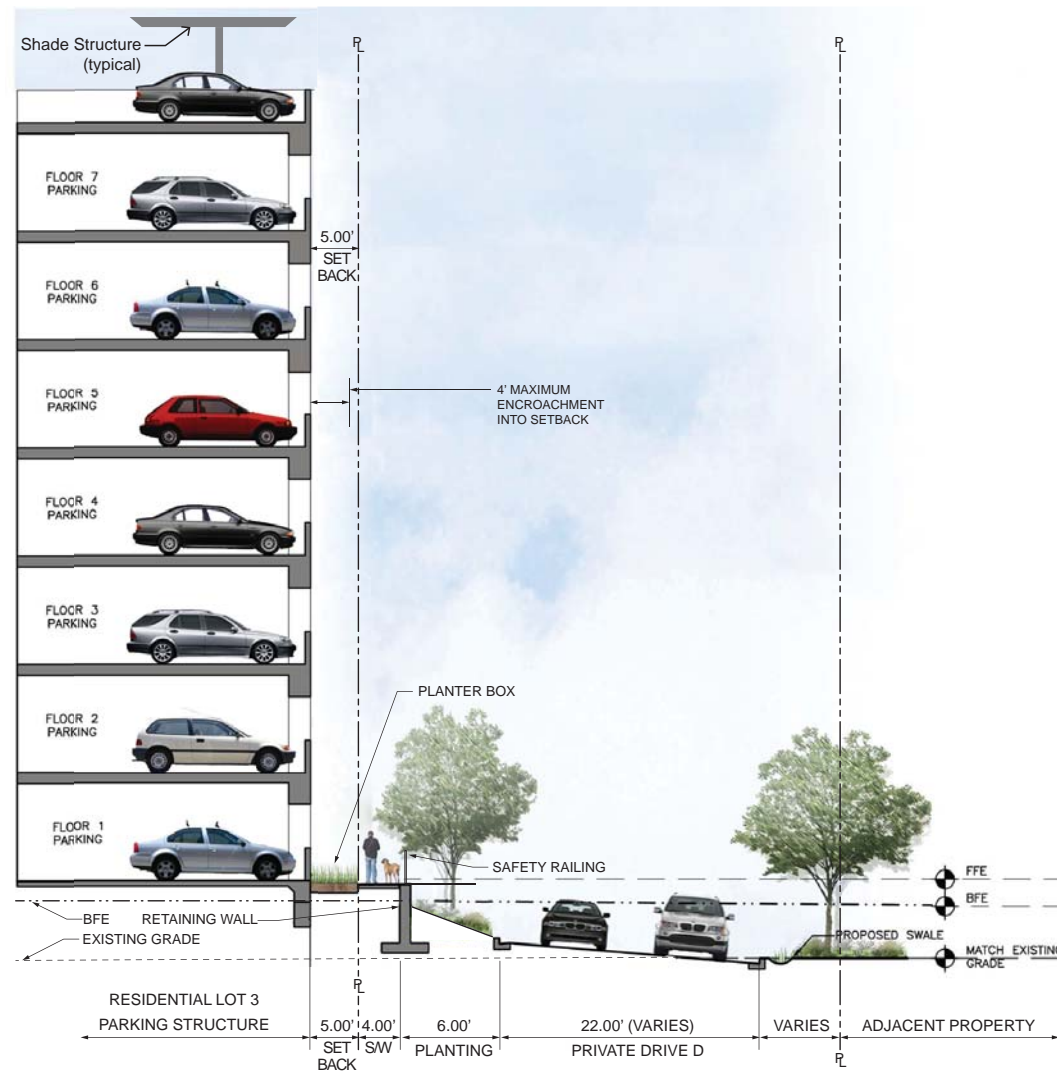


Source Linscott, Law & Greenspan; Burton Studio; AECOM
2017

Figure 3-13



PRIVATE DRIVE C
CROSS SECTION

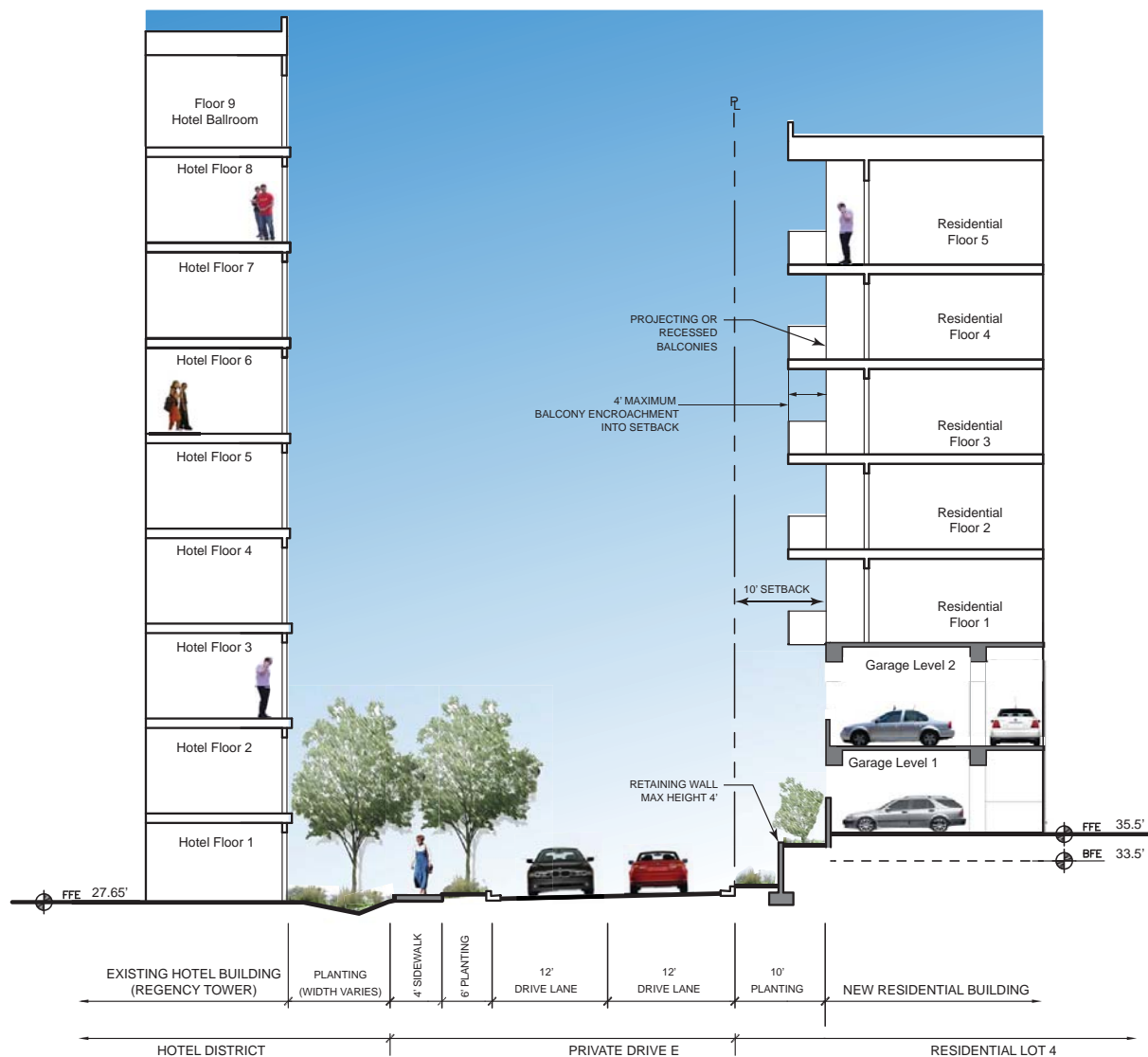


Source Linscott, Law & Greenspan; Burton Studio; AECOM 2017

Figure 3-14



PRIVATE DRIVE D
CROSS SECTION

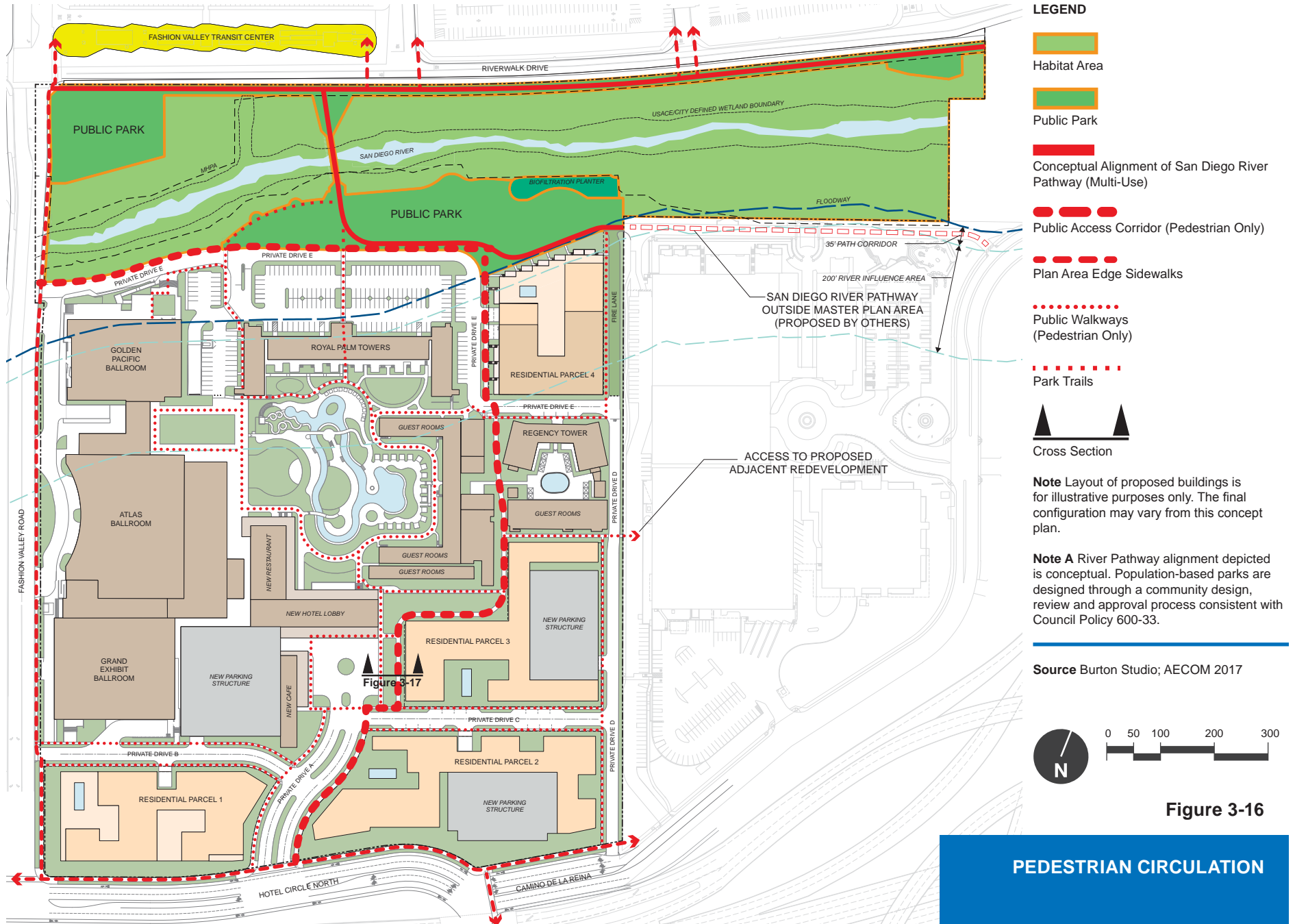


Source Linscott, Law & Greenspan; Burton Studio; AECOM
2017

Figure 3-15



PRIVATE DRIVE E
CROSS SECTION



A 14-foot wide multi-use San Diego River Pathway is proposed from the south end of the new bridge but outside the MHPA and wetland buffer. This section of the San Diego River Pathway will meander eastward through the new public park to a point at the eastern Plan Area boundary. The San Diego River Pathway is planned to continue eastward to Camino de la Reina as part of a separately planned development proposed for the adjacent property (the San Diego Union-Tribune site).

3.4.2 Enhanced Pedestrian Facilities

The Master Plan provides sidewalks along drives, access ways to specific locations, public corridors, and trails, creating a network of pedestrian access to and within the Plan Area.

Street Sidewalks

The Master Plan will enhance sidewalks outside the Plan Area, where feasible, to provide a safe and pleasant pedestrian experience on Hotel Circle North, Camino de la Reina, and Fashion Valley Road.

Landscaped parkways will separate sidewalks from the travel lanes, setting the pedestrian path away from the roadway and providing a buffer between pedestrians and moving vehicles along Hotel Circle North and Camino de la Reina. The San Diego River Pathway is proposed to be constructed along

Riverwalk Drive in lieu of a sidewalk given space limitations along the right-of-way.

A network of sidewalks along drives (see *Figure 3-16*) and pedestrian corridors create strong connections between the Residential District, Hotel District, and River Park District.

In addition to the sidewalk improvements, intersection traffic calming measures complement the walkability of the street network through the use of curb extensions at select intersections. All proposed sidewalks and traffic calming measures conform to the City of San Diego Street Design Manual (2002).

Hotel Building Access Ways

Hotel building access ways at two locations provide hotel guests and visitors access to the public park, San Diego River Pathway, MTS Fashion Valley transit center, and Fashion Valley Mall.

A landscaped pedestrian public access corridor will extend north-south across the Plan Area (see *Figure 3-17 Pedestrian Access Corridor Cross Section*). This central pedestrian corridor will provide safe, pleasant, and convenient access to residents and visitors in the Mission Valley community to and through the Residential District, Hotel District, and River Park District, and directly to the San Diego River Pathway, MTS Fashion Valley transit center and the shops, restaurants, and entertainment amenities in Fashion Valley Mall.

3.5 BICYCLE CIRCULATION

Bicycling is a healthy and active form of travel. Bicycle facilities support sustainable community development and provide for complete streets, paths, trails, and activity centers accessible to everyone. (City of San Diego Bicycle Master Plan, 2013).

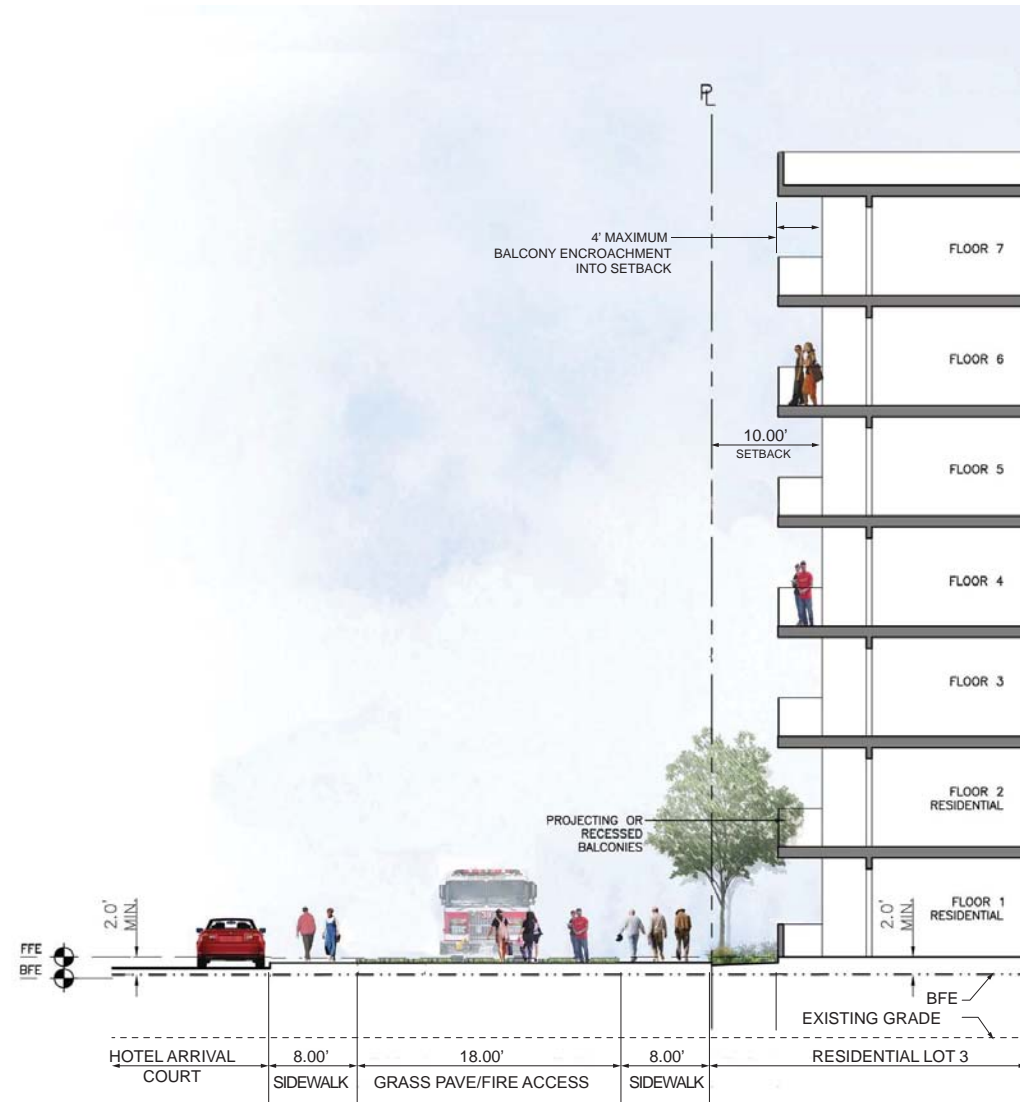
The intent is to create a neighborhood that supports and encourages bicycling as a safe, viable travel choice and links the local bicycle network to the regional network.

The Master Plan encourages bicycle travel along the multi-use San Diego River Pathway, key external roadways, and designated internal private drives. The Plan Area meets this goal by providing improvements for a network of Class I, Class II, and Class III bikeways (see *Figures 3-17 through 3-19*).

3.5.1 Class I Bike Path

Bike paths, also termed shared-use or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way.

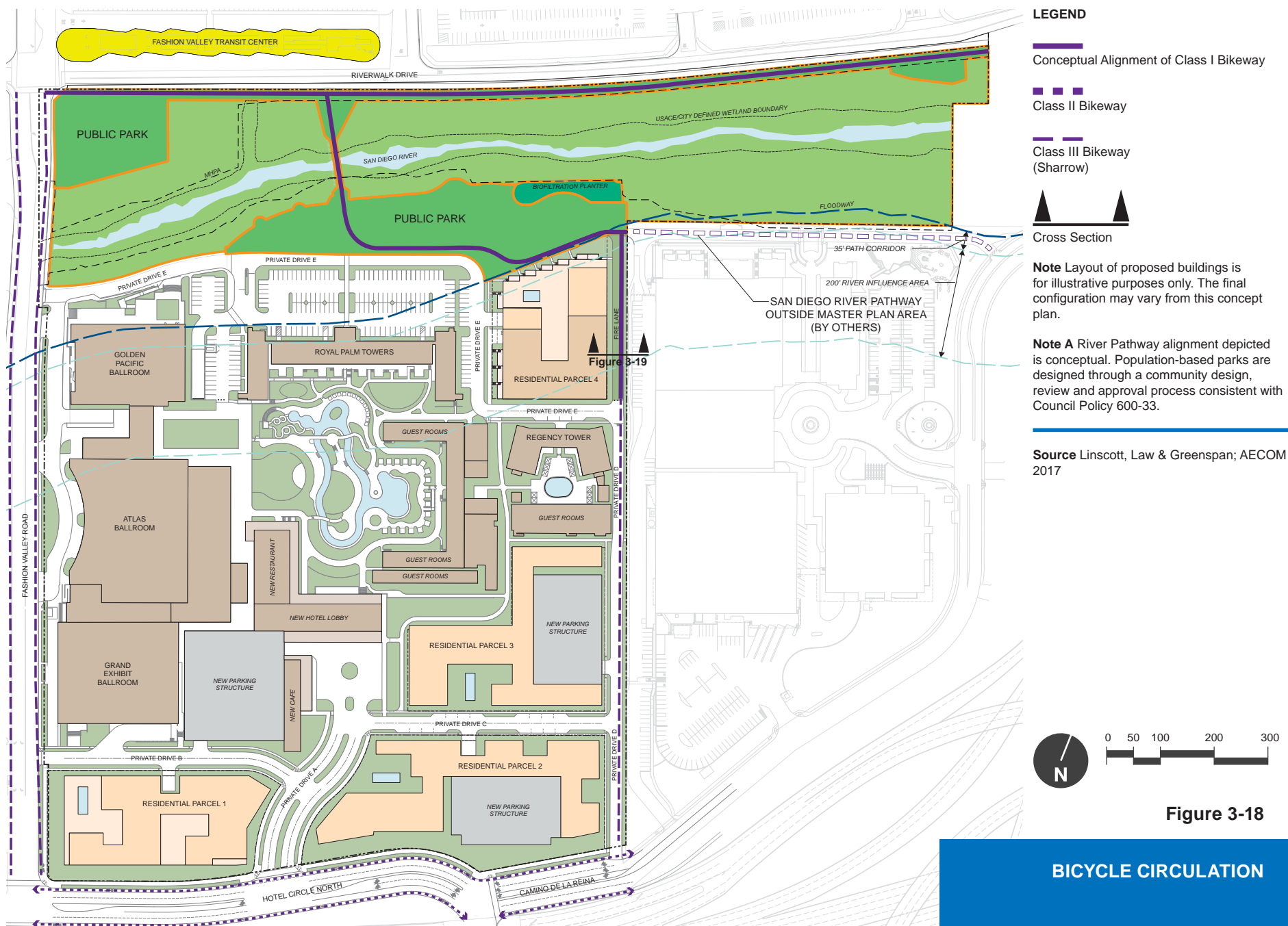
The 14-feet wide San Diego River Pathway is a Class I bike path that includes a 10-feet wide paved path with a 2-feet wide clear zone on each side. The Master Plan provides this Class I bike

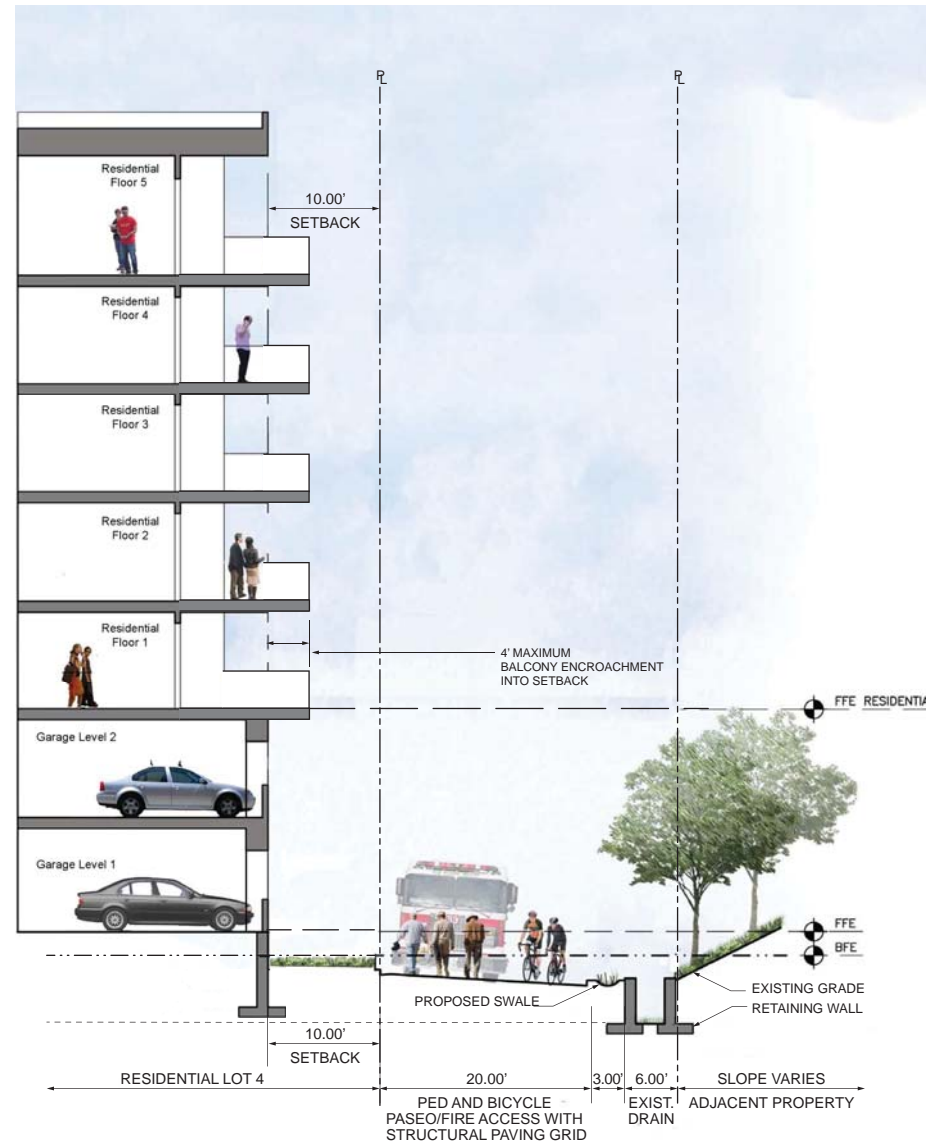


Source Linscott, Law & Greenspan; Burton Studio; AECOM 2017

Figure 3-17

PEDESTRIAN ACCESS
CORRIDOR CROSS SECTION





Source Linscott, Law & Greenspan; Burton Studio; AECOM 2017

Figure 3-19



BIKEWAY AT FIRE LANE PASEO
CROSS SECTION

path along both the north and south sides of the river with a connecting segment via the rebuilt 10-foot wide multi-use bridge across the river.

The Class I bike path on the south side of the river extends to a specific point along the Plan Area boundary. At this point, the Class I bike path would continue eastward to Camino de la Reina as part of a separate planned development proposed for the adjacent property (the San Diego Union-Tribune site).

3.5.2 Class II Bike Lane

Pavement striping and signage allocate a portion of a roadway for exclusive or preferential bicycle travel. Bike lanes are one-way facilities on either side of a roadway.

In addition to the Class I bike path described above, the project will widen Hotel Circle North and Camino de la Reina along the project frontage to comply with the improvements proposed in the San Diego Regional Bicycle Master Plan (SANDAG, 2010). The widening of Hotel Circle North and Camino de la Reina will include 6-foot-wide Class II bicycle lanes on both sides of the roadway. The preferred option for Camino de la Reina (see *Figures 3-7A, 3-7B and 3-7C*) will be selected by the City through the Mission Valley Community Plan update process.

3.5.3 Class III Bike Route

Bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs, bike routes provide continuity to other bike facilities or designate preferred routes through corridors with high demand. Whenever possible, treatments should enhance the safety and connectivity of bike routes. For example, the use of “Sharrows” or shared lane markings can delineate that the road is a shared-use facility.

The Master Plan provides a Class III bike route with shared lane markings on Private Drive D. This bike route will provide a north-south connection between the Class I multi-use San Diego River Pathway and the Class II bike lanes on Camino de la Reina. In addition, the project also proposes to restripe Fashion Valley Road between Riverwalk Drive and Hotel Circle North with Class III bike route with shared lane markings.

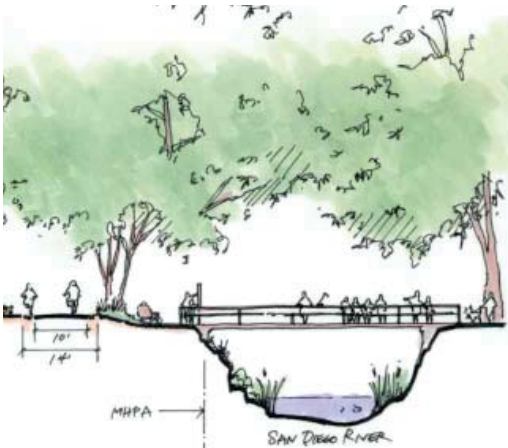
Secure and convenient bicycle parking racks or storage areas are essential to facilitating bicycle travel as an alternate mode of transportation. The Master Plan proposes such facilities in parking structures in the Residential District, in the Hotel District for hotel employees, and in the public park within the River Park District.

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4

RIVER PARK DISTRICT



4 RIVER PARK DISTRICT

4.1 DESIGN OBJECTIVES

The Master Plan themes include indoor/outdoor living, healthy lifestyles, and embracing the natural beauty, ecology, and history of the San Diego River. Outlined below are specific objectives of the River Park District:

- Embrace the river as a vital natural amenity by reinforcing the five principles of the San Diego River Park Master Plan (SDRPMP)
- Orient buildings and public spaces within residential land use areas, where feasible, to embrace the San Diego River as a major amenity
- Enhance Convention Center facilities adjacent to the San Diego River where feasible
- Acknowledge and enhance the natural attributes and ecology of the San Diego River ecosystem
- Create well-conceived public park areas with a corresponding trail system that supports passive recreation and provides access to regional recreational amenities.
- Provide the required residential population-based public parkland within the Plan Area
- Enhance land use compatibility along the San Diego River by replacing some existing parking lot areas with habitat open space and park land use

- Improve the existing pedestrian bridge over the river to strengthen the connection between the transit center and the Plan Area.

4.2 LAND USE

The land use plan for the approximately 11.6-acre River Park District is illustrated in *Figure 4-1* and the acreage listed in *Table 4-1*. It is comprised of restored existing habitat areas, new habitat areas, a public park, and, adjacent to the southerly edge of the habitat areas, a small area for storm water management.

4.3 PARKS AND OPEN SPACE

4.3.1 Regulatory Overlay Zones

Development adjacent to the San Diego River is subject to SDMC Chapter 15, Article 14 Mission Valley Planned District, SDMC §1514.0302 San Diego River Subdistrict, FEMA and City floodplain and floodway regulations, the Multiple Species Conservation Program (MSCP) Subarea Plan including Multi-Habitat Planning Areas (MHPA) and Wetland Buffer regulation. The Master Plan is in compliance with all applicable regulations except in cases of specific deviations as detailed in *Table 7-6 Master Planned Development Permit SDMC Deviations*.

Floodplain and Floodway

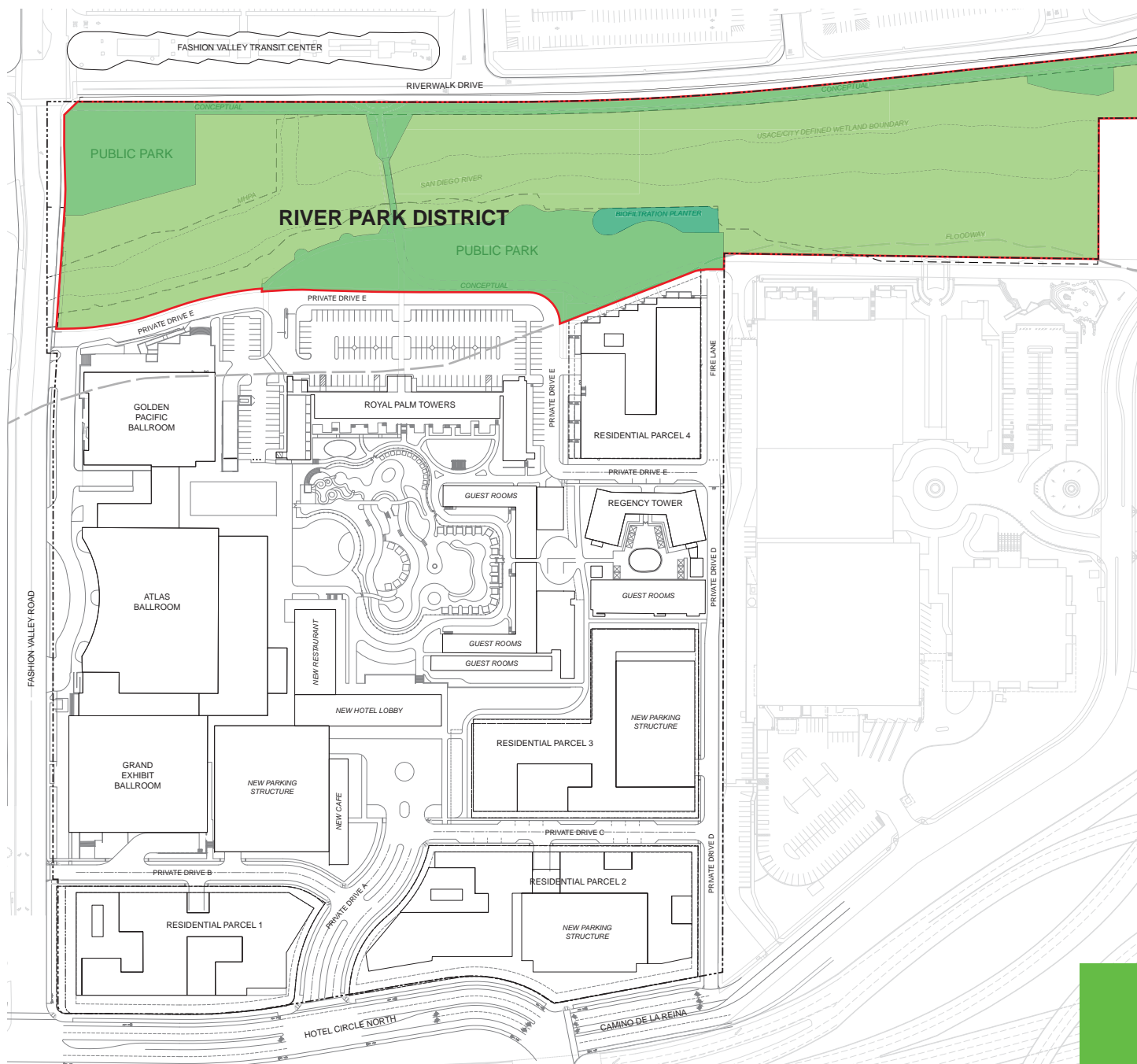
The entire existing project site is within FEMA Flood Zone AE (100-year floodplain) also referred to as the Special Flood Hazard Area (SFHA). Also, the northern 13.31 acres of the Plan Area is

within the 100-year Regulatory Floodway), as delineated on the FEMA Flood Insurance Rate Map (FIRM). The River Park District is almost entirely within the Regulatory Floodway.

The Municipal Code regulates floodway encroachments including fill, new construction, structures, modifications, and other development in the floodway such that the base flood elevation is not increased. The Master Plan will meet these criteria. To allow for the construction of new buildings, some areas of the Hotel District and Residential District have been removed from the floodplain through the FEMA Conditional Letter of Map Revision (CLOMR) process. The CLOMR was approved by FEMA on March 15, 2017. The Master Plan will primarily maintain or lower the existing grades with the floodplain in order to increase flood conveyance and storage. This will maintain or reduce the base flood elevations and flow velocities, which will lessen flood inundation and sediment transport impacts. Refer to SDMC §143.0146 Supplemental Regulations for Special Flood Hazard Areas.

MSCP/MHPA

The Master Plan complies with the MSCP, which preserves a network of habitat and open space, protects bio-diversity, and enhances the region's quality of life. The City is one of several jurisdictions participating in the MSCP and has entered into an Implementing Agreement with federal and state Wildlife Agencies,



LEGEND

RIVER PARK DISTRICT

Open Space Habitat

Passive Recreation

Biofiltration Basin

Note Layout of proposed buildings is for illustrative purposes only. The final configuration may vary from this concept plan.

Source AECOM 2017

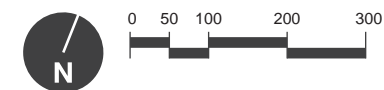


Figure 4-1

RIVER PARK DISTRICT
LAND USE PLAN

Table 4-1 River Park District

LAND USE	ACRES	SUBTOTAL	TOTAL
Parkland (north of river)	1.61		
Parkland (south of river)	1.70		
Total Public Park			3.31
SDP# 400602 Required Area	2.76		
Additional Habitat Restoration and Enhancement	5.35		
Subtotal Habitat		8.11	
Subtotal Biofiltration Planter		0.15	
Total Open Space/Habitat			8.26
GRAND TOTAL RIVER PARK DISTRICT			11.57

including United States Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) to ensure implementation. The City's MSCP Subarea Plan establishes the MHPA. Refer to the Biological Technical Report (AECOM, 2016) for more detail.

Wetland and Wetland Buffers

A wetland buffer is an area or feature(s) surrounding an identified wetland that helps to protect the functions and values of the adjacent wetland by reducing physical disturbance from noise, activity, and domestic animals. The buffer provides a transition zone where one habitat merges into another.

The buffer also protects other functions and values of wetland areas, including absorption and slowing of floodwaters for flood and erosion control, sediment filtration, water purification, ground water recharge, and the need for upland transitional habitat. Wetland Buffer setbacks vary based on functions and values of the existing wetland habitat as recommended in the Biological Technical Report.

4.3.2 Existing Site Development Permit

A portion of the property is subject to SDP #400602, approved by the City on February 20, 2013 (City of San Diego, Report No. HO 13-013). At that time, the City adopted the associated MND No. 118318 and Mitigation, Monitoring, and Reporting Program.

The SDP requires implementation a restoration and enhancement plan for a 2.76-acre area, includes a Covenant of Easement and the provision of an Easement for a future River Path.

The Master Plan will meet all SDP and MND requirements. Furthermore, an additional 5.35 acres of habitat (in excess of the requirements) will be restored and enhanced in the River Park District. *Figure 4-2* illustrates these areas.

4.3.3 Open Space Habitat

The core of the River Park District is the restored and enhanced riparian habitat area, which includes the MHPA and an additional Wetland Buffer setback measured from the top of the riverbank. The Master Plan will meet the intent of the SDRPMP and comply with noted deviations and SDMC §1514 Mission Valley Planned District by restoring and maintaining a healthy river ecosystem in several ways:

Improved Habitat Quality

The Master Plan will restore and enhance portions of the Plan Area within the boundaries of the MHPA and wetland buffers.

- Restore and enhance approximately 8.11 acres of riparian open space habitat.
- Restore approximately 4.42 acres of existing disturbed areas within the MHPA and wetland buffers by

removing invasive exotic species and establishing native habitats.

- Restore and enhance approximately 2.76 acres per Mitigated Negative Declaration No. 118318 and Site Development Permit (SDP) No. 400602 approved by the Mission Valley Unified Planning Committee on April 2, 2008.
- Enhance approximately 0.32 acres of existing native habitats by removing exotic species and establishing native species.
- Clear all these areas of litter and solid waste on a regular basis under an ongoing maintenance and monitoring program.
- Enclose the habitat area with a two-rail peeled log temporary habitat restoration fence and provide access points for maintenance of habitat and existing river drainage structures.

Enlarged Habitat Area

The Master Plan will increase the width of native habitats at the most constricted section of the river from approximately 80 feet at the bridge to other areas up to 210 feet. Some of the existing paved surface parking areas and unpaved surface parking areas will be removed and replaced with native habitat, wetland buffers, or public parklands.

Improved Water Quality

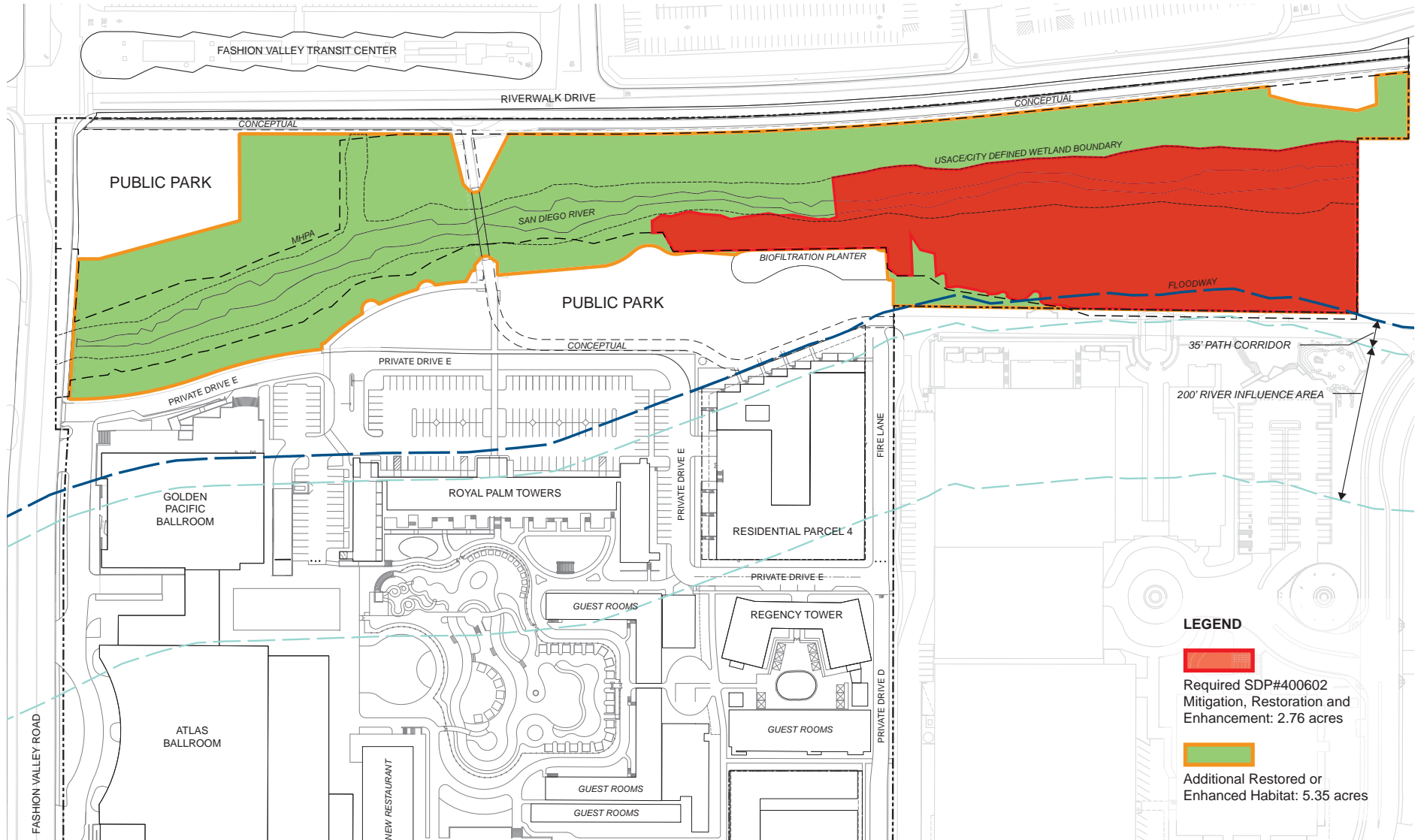
The Master Plan will establish a wetland buffer within the restoration and enhancement areas depicted in *Figure 4-2* and detailed in the *Biological Technical Report for the Town & Country Project* dated April 2016 prepared by AECOM.

The project renovation and infill redevelopment will reduce impervious characteristics compared to the existing site. Accordingly, peak drainage flows to existing San Diego River outlets and drainage culverts would be reduced under proposed conditions compared to existing conditions.

The project will incorporate Low Impact Development (LID) site design and Best Management Practices (BMPs). In addition, biofiltration planters and a biofiltration basin will be incorporated into the project design to reduce, filter, and manage storm water runoff flows. See the *Storm Water Quality Management Plan* dated January 2017 prepared by Fuscoe Engineering.

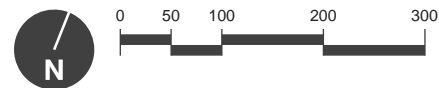
Compatible Adjacent Land Use

The Master Plan will replace approximately 1.2 acres of existing surface parking north of the river and approximately 1.7 acres of existing surface parking area south of the river with native habitat and/or public park lands. This improved native riparian vegetation will create an enlarged habitat area for wildlife. The public park and



Source AECOM 2017

Figure 4-2



MITIGATION, RESTORATION AND
ENHANCEMENT AREAS

adjacent areas will provide bioswales for filtration of urban storm water runoff.

4.3.4 Population Based Park

The Master Plan includes a population-based public park in accordance with the City of San Diego's General Plan Recreation Element. *Figure 4-3* illustrates the area of the public park and the conceptual alignment of the River Pathway. The population-based park acreage requirement is shown in *Table 4-2*. The Park Area summary is shown in *Table 4-3*. The publicly accessible recreational facilities and amenities of the Park District will include:

River Pathway

- 14-foot-wide San Diego River Park Pathway (10-foot-wide concrete path with 2-foot-wide decomposed granite on each side)
- Rebuilt pedestrian bridge across the river (10-foot wide)
- Lighting along the River Pathway
- Temporary Habitat Restoration fence (two-rail peeled log, maximum 42 inches tall) along the MHPA boundary

Public Park

On January 19, 2017, the City of San Diego Park and Recreation Board recommended approval of the General Development Plan which details the design for the park (See *Figure 4-4 Public Park General Development Plan*). The design of the public park

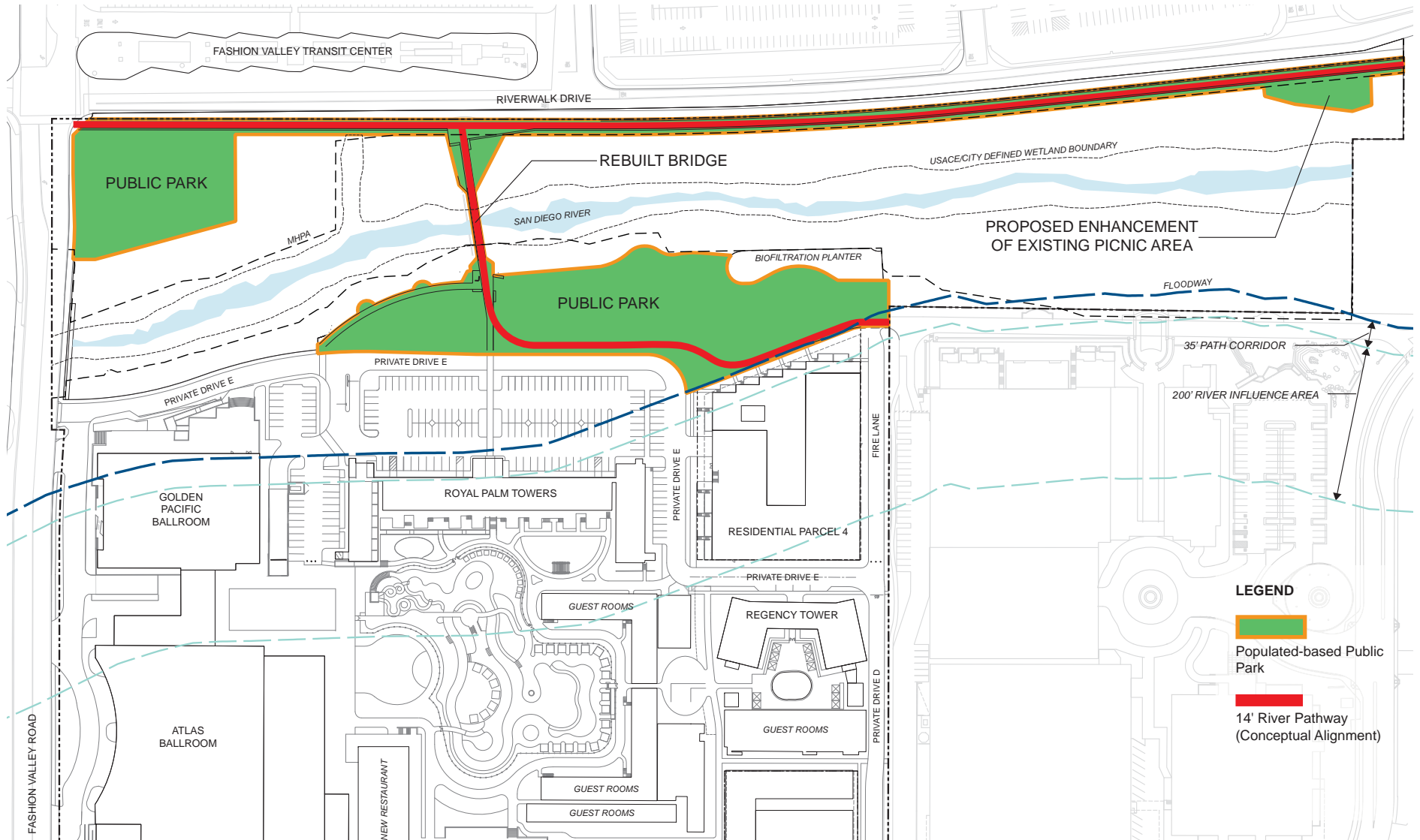
Park Requirement Formula:	
$\frac{[DU - (DU \times \text{Vacancy Rate})] \times (\text{Population Density})}{1000} \times \text{Park Requirement} = \text{PARK ACRES REQUIRED}$	
PARK REQUIREMENT CALCULATION	VALUE
Dwelling Units (DU)	840
Multi-family Vacancy Rate ⁽¹⁾	6.3%
DU Adjusted for Vacancy Rate	787
Population Density per Multi-family DU ⁽²⁾	1.5
Adjusted Population	1,181
Park Requirement (Acres/1000 Population)	2.8
Park Requirement (Acres)	3.31

⁽¹⁾ Vacancy rate of 6.3% per City of San Diego.
⁽²⁾ Multi-family population density of 1.5 persons per household (PPH) per City of San Diego.

PARK AREA	ACRES PROVIDED
Developed Park (excluding Bridge Credit)	3.31
TOTAL PARK PLAN	3.31

Table 4-2 Park Requirement

Table 4-3 Park Plan

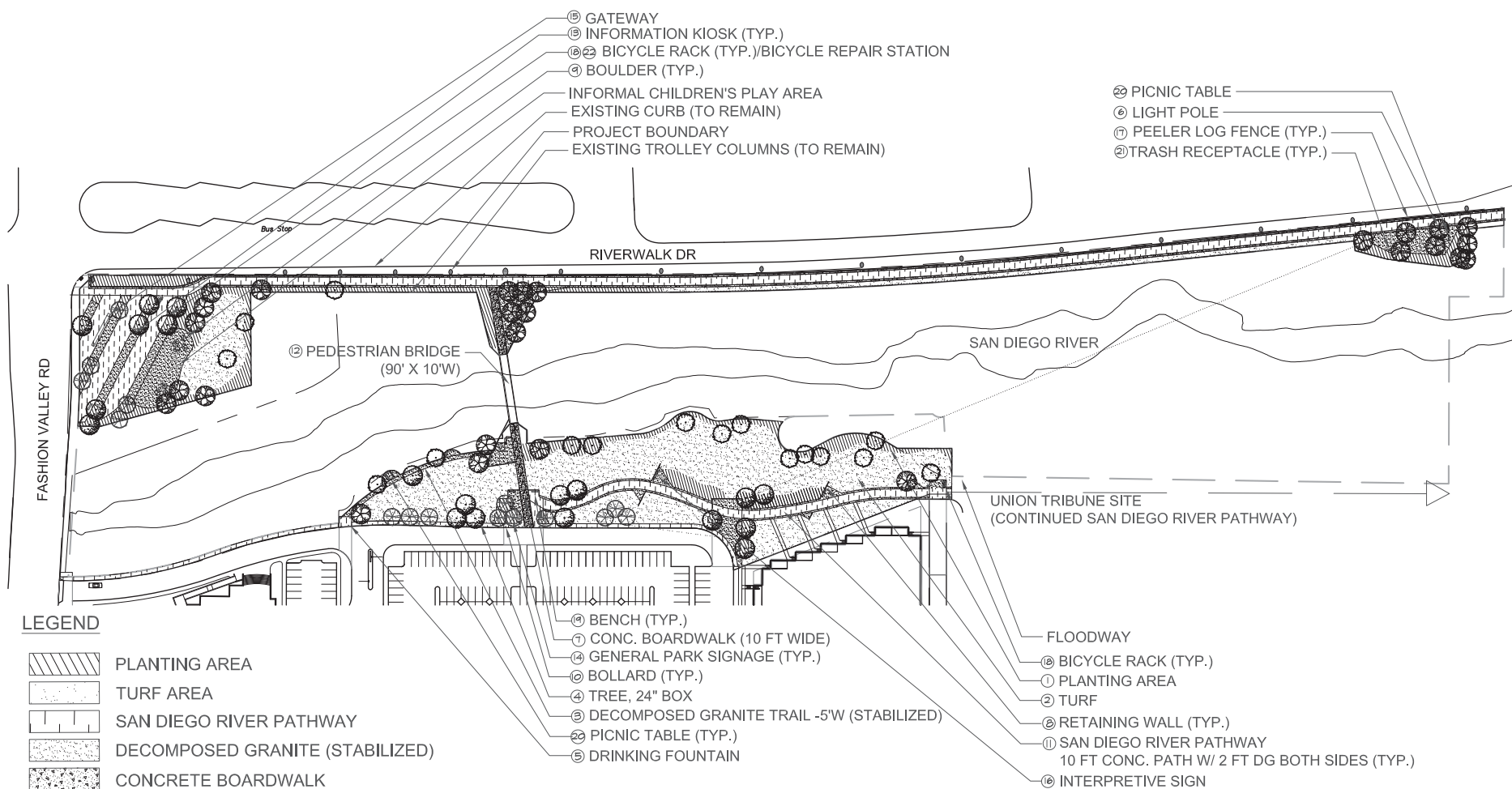


Source Burton Studio; AECOM 2017

Note A River Pathway alignment depicted is conceptual. Population-based parks are designed through a community design, review and approval process consistent with Council Policy 600-33.

Figure 4-3

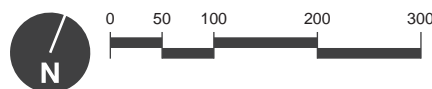
POPULATION-BASED
PUBLIC PARK



DECEMBER 9, 2016
CITY OF SAN DIEGO PARK AND RECREATION DEPARTMENT

Source City of San Diego 2016

Figure 4-4



**PUBLIC PARK
GENERAL DEVELOPMENT PLAN**

and its components and amenities was determined per City Council Policy 600-33 Public Notification and Input for City-wide Park Development Projects. Facilities consistent with requirements of the floodway zone (see *Table 7-6 Master Planned Development Permit SDMC Deviations*) and passive Neighborhood Park guidelines per the General Plan may include:

- Play areas, equipment, and furnishings for children
- Multipurpose turf area (native or water-wise grass species) for informal games, gatherings, and scheduled events
- Benches, picnic tables, waste and recycled materials receptacles
- Fencing
- Trails
- Bike Station dock (as part of the City bike sharing program)
- Planting of native trees, shrubs, and groundcover
- Aerial tram/skyway landing area (as part of possible future public transportation program) adjacent to the MTS Fashion Valley transit center and would be permitted and consistent with the goals of this Master Plan

4.3.5 San Diego River Park Master Plan Guidelines

The SDRPMP is implemented by the Mission Valley Planned District SDMC §1514.0302 San Diego River Subdistrict regulations. The Master Plan is in compliance with these regulations except as detailed in *Table 7-6 Master Planned Development Permit SDMC Deviations*.

As a policy document, the SDRPMP provides guidelines that complement the vision and objectives of the Master Plan. As such, the Master Plan shall comply with the intent of the SDRPMP guidelines.

The SDRPMP establishes five principles that support the stated vision to “reclaim the valley as a common synergy of water for wildlife and people.” The SDRPMP further recommends general and specific strategies to achieve the five principles. It also states that “it is important to note that while each recommendation fits into the vision for the river, no single recommendation is meant to address every location or every situation along the length of the river.”

The site boundary and floodway configuration and the existing hotel buildings to remain are major spatial constraints that pose a challenge to the achievement of full compliance with the River Subdistrict regulations. For example, the southern limit of the Regulatory Floodway and River Corridor Area overlays a portion of the existing 10-story hotel building (Royal Palm

Towers) and the existing Convention Center (both buildings are to remain as key components of the Master Plan).

The Master Plan will conform to the River Subdistrict Regulations where feasible or meet the intent of the River Subdistrict Regulations where dimensional standards and site constraints make full compliance infeasible. Deviations to these regulations are detailed in *Table 7-6 Master Planned Development Permit SDMC Deviations*.

The Master Plan shall implement the intent of the River Corridor Area and River Influence Area where feasible as follows:

River Corridor Area Intent

The intent of the River Corridor Area is to restore the health of the San Diego River by:

- Cleaning the river
- Improving its hydrologic function
- Providing a continuous movement corridor that varies in width and provides a diversity of wildlife habitat and native vegetation.

River Influence Area Intent

The intent of the River Influence Area is to create a quality backdrop to the River Corridor Area through design that:

- Treats the river as an amenity
- Orients development toward the river

- Encourages active uses adjacent to the River Corridor Area
- Encourages public access to the San Diego River Pathway

4.3.6 San Diego River Pathway

The River Pathway will be part of a regional multi-use trail proposed for both sides of the San Diego River (see *Figure 4-5 San Diego River Subdistrict Components*).



The San Diego River Pathway will become a Regional amenity.

The River Pathway is a 10-foot-wide concrete surface with a 2-foot width of decomposed granite on each side of the concrete. It is a multi-use trail for pedestrians and bicyclists. The River Pathway on the north side extends the width of the property. The River Pathway on the south side extends from the adjacent property (former Union-Tribune site) to the existing pedestrian bridge.

River Pathway Alignment

The conceptual alignment of the River Pathway depicted in the Master Plan is entirely within a recreation easement for a population-based public park. As such, the final alignment will be determined per City Council Policy 600-33 Public Notification and Input for City-wide Park Development Projects.

The proposed River Pathway on the north side of the river aligns between the MHPA boundary and the northern Plan Area boundary.

The River Park District includes approximately 2,500 linear feet of River Pathway plus interconnecting pedestrian trails, adding significantly to the emerging pathway system along the San Diego River and providing a variety of trail experiences.

Multi-Use River Pathway Bridge

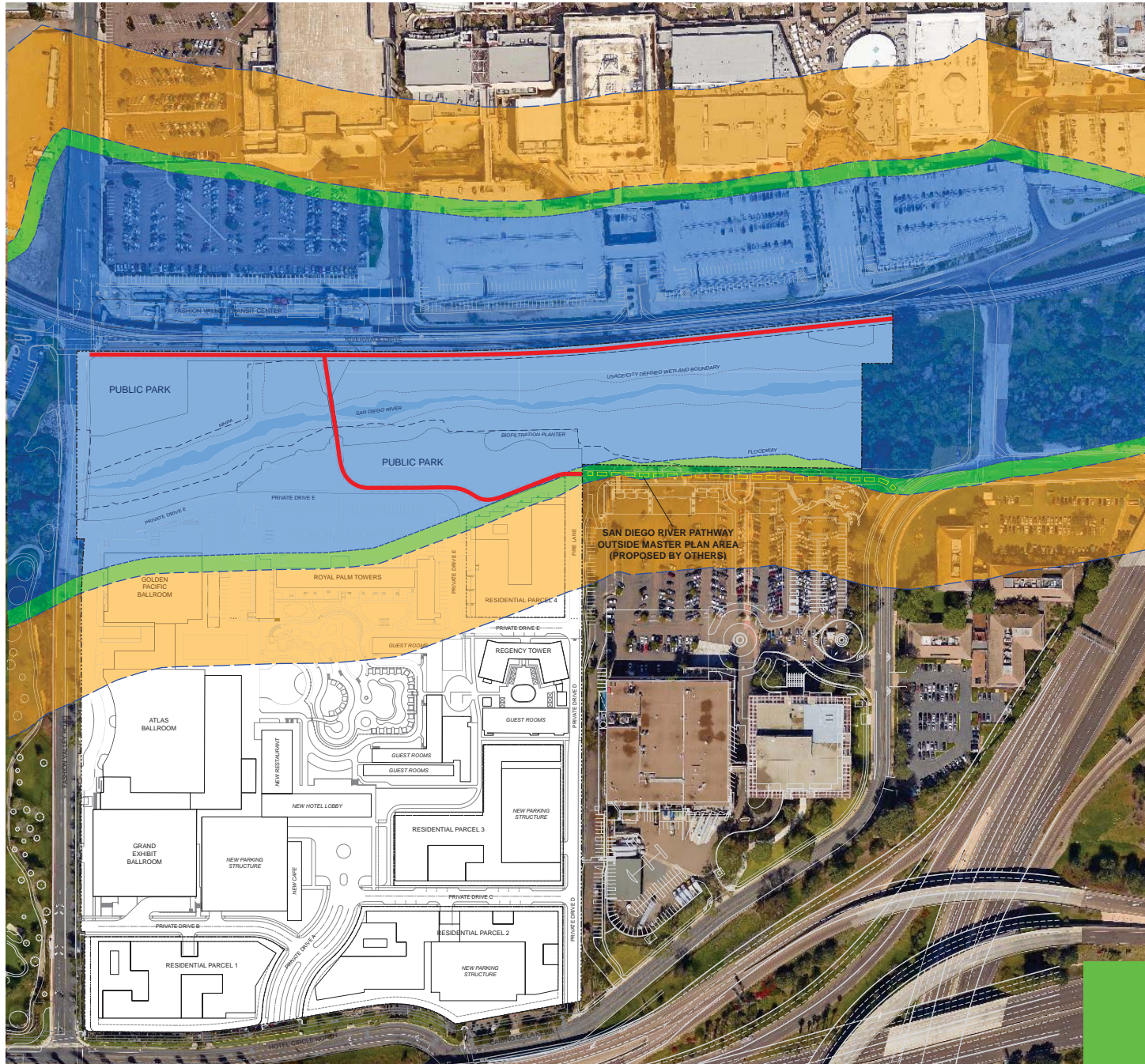
The existing pedestrian bridge over the San Diego River will be reconstructed in the existing location and at the same elevation. The new multi-use bridge (suitable for use by both pedestrians and bicycles) will be 10 feet wide, consistent with the width of the River Pathway and guidance in the SDRPMP. It will allow users of the River Pathway to cross from one side of the river to another and strengthen the connection between the Fashion Valley transit center and the Plan Area to further support Master Plan TOD objectives.

Conceptual Amenities and Interpretive Signage

The Master Plan for the River Pathway includes a wayfinding and interpretative education component. The detailed wayfinding plans will be coordinated with the final alignment of the River Pathway and the public process for design of the public park. The view point location of four concept sketches of the River Pathway are shown on *Figure 4-6*. The conceptual sketches are illustrated in *Images 4-1* through *4-4* to convey the sense of place and the conceptual vision for these amenities along the River Pathway.





Interpretive signage enriches the walking trail experience.




LEGEND

 Master Plan Area

 Regulatory Floodway

 35' Path Corridor Location per Mission Valley Planned Development Ordinance

 200' River Influence Area Location per Mission Valley Planned Development Ordinance

 Conceptual Alignment of River Pathway

Note A River Pathway alignment depicted is conceptual. Population-based parks are designed through a community design, review and approval process consistent with Council Policy 600-33.

Source Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Number 06073C1618G, revised May 16, 2012; San Diego River Park Master Plan; GoogleEarth; AECOM 2017

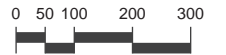


Figure 4-5

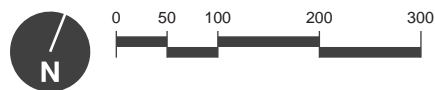
**SAN DIEGO RIVER
SUBDISTRICT COMPONENTS**



Source Burton Studio; AECOM 2017

Note Layout of proposed buildings is for illustrative purposes only. The final configuration may vary from this concept plan.

Figure 4-6



**CONCEPTUAL RIVER
PATHWAY SKETCH KEY**

Image 4-1 Conceptual Sketch A – River Pathway at Transit Station

Note Conceptual depiction for illustrative purposes only. Population-based parks are designed through a community design, review, and approval process, consistent with Council Policy 600-33.

Source Burton Studio



Image 4-2 Conceptual Sketch B – River Pathway near riparian habitat and interpretive station

Note Conceptual depiction for illustrative purposes only. Population-based parks are designed through a community design, review, and approval process, consistent with Council Policy 600-33.

Source Burton Studio



4.4 FLOODWAY AND STORM WATER

4.4.1 Regulatory Floodway

The entire Plan Area is currently mapped within the Federal Emergency Management Agency (FEMA) floodplain, designated as Zone AE per Flood Insurance Rate Map (FIRM) Map Number 06073C1618G, revised May 16, 2012. The northern portion of the site, comprising the River Park District, is almost entirely within the regulatory 100-year floodway. Preserving the floodway as an open corridor for the continued passage of floodwaters is critical. The Code of Federal Regulations sections related to FEMA, as well as the City of San Diego's Municipal Code impose requirements and restrictions on any proposed improvements within the floodway and floodplain. The San Diego Municipal Code, prohibits development in the FEMA floodway areas "unless certification by a registered professional engineer is provided demonstrating that encroachments will not result in any increase in flood levels." A portion of the existing convention center and the existing Royal Palm Towers are within the floodway.

The existing site conditions include surface parking within the floodway. The Master Plan proposes to retain a small portion of the surface parking and replace the remainder of this area with restored habitat, public recreation facilities,

including a new public park with trails and passive recreation areas.

At the Plan Area boundary adjacent to the northwest corner of the Union-Tribune site, grading and fill in the River Park District is required to provide a compulsory connection of the San Diego River Pathway from the Plan Area to the proposed River Pathway continuation on the Union-Tribune site.

Any structure constructed within the floodway will meet the criteria of Municipal Code Section 143.0146 Supplemental Regulations for Special Flood Hazard Areas unless indicated in *Table 7-6 Master Planned Development Permit SDMC Deviations*.

To allow for the construction of new buildings, some areas of the Hotel District and Residential District have been removed from the floodplain through the FEMA Conditional Letter of Map Revision (CLOMR) process. After construction is complete, a Letter of Map Revision (LOMR) which incorporates all as-built information is required. The approved LOMR is FEMA's modification to an effective Flood Insurance Rate Map (FIRM).

The hydraulic analyses of the Master Plan Area, as certified by a registered engineer, show that the overall site grading mitigates project fill, so that no increase in the 100-year water surface elevations will result. These analyses are presented in

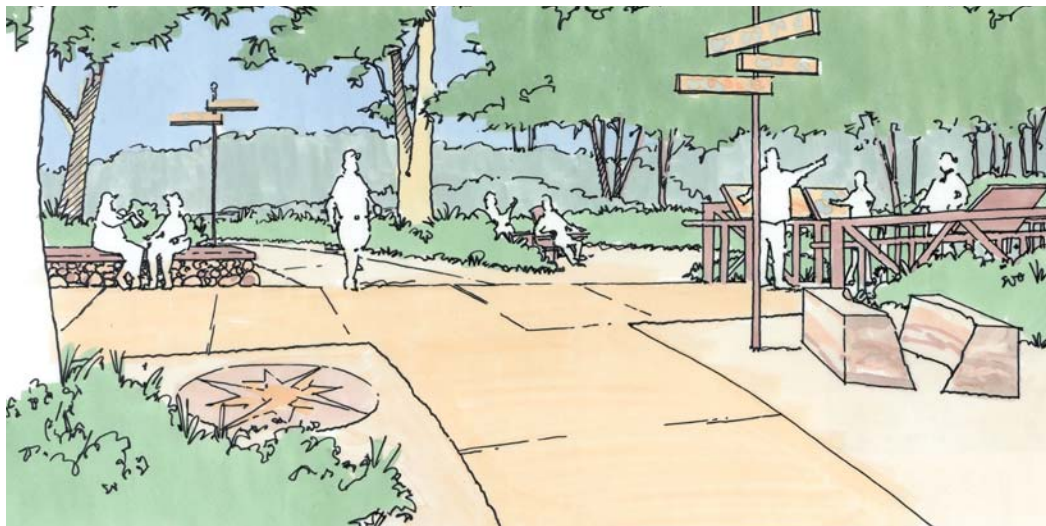


Image 4-3 Conceptual Sketch C – Pathway bridge landing and wayfinding signage

Note Conceptual depiction for illustrative purposes only. Population-based parks are designed through a community design, review, and approval process, consistent with Council Policy 600-33.

Source Burton Studio



Image 4-4 Conceptual Sketch D – Way station

Note Conceptual depiction for illustrative purposes only. Population-based parks are designed through a community design, review, and approval process, consistent with Council Policy 600-33.

Source Burton Studio

Appendix H of the *Hydrology & Hydraulics Study for the Town & Country Hotel and Convention Center Transit Oriented Development Project* dated January 2017 prepared by Fuscoe Engineering with Chang Consultants, The hydraulic analyses of the proposed conditions "reveals that the proposed condition 100-year water surface elevations are slightly lower than the existing condition water surface elevations."

4.4.2 Storm Water Management Facilities

The proposed storm drain system adjacent to the River Park District will provide a separate system for any new development, while maintaining the existing storm drain infrastructure required for the existing hotel areas to remain.

The storm drain design will include two separate systems. One system will serve the Residential District, which will treat storm water on-site before it discharges into the collection system. Therefore, water entering this system will be clean and can be discharged directly to the river. The second system will serve the new hotel development, including parking structure, café, lobby, and restaurant buildings. This system will be treated at the biofiltration water quality basin adjacent to the habitat area north of Residential Parcel 4 (see *Figure 4-1 River Park District Land Use Plan*). This water quality basin is connected to the clean water storm water system (refer to

Vesting Tentative Map and Water Quality Technical Report, Fuscoe 2017).

The storm drain system will be designed per the City of San Diego's Drainage Design Manual. The mains will be sized to accommodate the 100-year event flows.

Because the extent of ground disturbance is less than 50% of the Plan Area, the Master Plan is exempt from the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) National Pollutant Discharge Elimination System (NPDES) permit and waste discharge requirements for discharges from the Municipal Separate Storm Sewer Systems (MS4s) including recent changes to the new MS-4 permit with more stringent requirements for implementation of source control and site design practices to minimize pollution generation.

Site water quality requirements will be based on City of San Diego's current Storm Water Standards dated January 20, 2012. In the City standards, *Table 5.1 Priority Development Project Determination* establishes that the proposed Master Plan will be a Priority Development Project subject to the MS-4 permit requirements.

The Master Plan will be subject to the second-tier BMP requirements due to the proximity of groundwater and the degree of soil permeability. The project will integrate LID features into the site

design methodology and will use small-scale biofiltration to minimize pollutants conveyed by runoff. The County of San Diego's Standard Urban Storm Water Mitigation Plan (SUSMP) outlines several LID methods, including bioretention basins, vegetated swales, biofiltration planters, and cisterns. The Master Plan will incorporate a combination of practices to address storm water quality treatment (refer to Vesting Tentative Map).

4.5 RIVER CORRIDOR AREA AND RIVER INFLUENCE AREA

The San Diego River Park as described in the SDMC River Subdistrict regulations follows San Diego's tradition of unique regional resource-based public parks. The San Diego River Park is a public effort to complete the vision of the SDRPMP through requirements and incentives on the redevelopment of private property. The Master Plan meets the intent of the five principles that support the SDRPMP vision as implemented by the SDMC River Subdistrict regulations.

The physical constraints of the site, the objective to provide a seamless transition of the River Pathway to the proposed alignment on the adjacent property (former Union-Tribune site), and the implementation of Master Plan TOD objectives require deviations from the SDMC River Subdistrict regulations. Deviations to these regulations are detailed in *Table 7-6 Master Planned Development Permit SDMC Deviations*.



5

RESIDENTIAL DISTRICT



5 RESIDENTIAL DISTRICT

5.1 DESIGN OBJECTIVES

The approximately 10-acre Residential District includes up to 840 multi-family dwelling units (see *Figure 5-1 Residential District Land Use Plan*). The northern portion of this district offers residents views to the immediately adjacent public park and restored riparian open space. Upper floors of other residential buildings will offer oblique views of the San Diego River, and mountains to the east.

The Residential District will have a unique identity but clearly relate to the Hotel District in its style and aesthetic. The architecture style may be more similar to the new hotel additions. The Residential District objectives are as follows:

- Use building massing to create indoor-outdoor living spaces with access to light, air and views.
- Situate building entries and front doors to activate and engage the street and the pedestrian realm.
- Make residential amenities visible and accessible and open to daylight and air.
- Scale fenestration and façade articulation appropriately to indicate individual residences, but consider the rooflines and silhouettes as seen from the pedestrian realm, hotel towers, and the elevated freeway and transit line.

- Orient buildings and pedestrian facilities to embrace and connect to the River District where feasible.

5.2 SITE PLANNING

All residential lots will have easy pedestrian and bicycle access to the River Park District and transit station. The northern portion of this district offers residents views to the immediately adjacent public park and restored riparian open space. Upper floors of other residential buildings will offer oblique views of the San Diego River, and mountains to the east.

The residential land uses are configured as four lots in the southern and eastern portions of the site. The anticipated building construction types are either “podium” or “wrap” style. A podium configuration generally consists of residential units built on top of a parking structure. A wrap configuration partially conceals the sides of a freestanding, connected parking structure with residential units.

The Residential District may be constructed in phases over a period of years. The Master Plan permits the transfer of development intensity and residential density between lots, as long as the overall project does not exceed 840 dwelling units. Refer to Section 7 Implementation for more detail.

5.3 DESIGN GUIDELINES

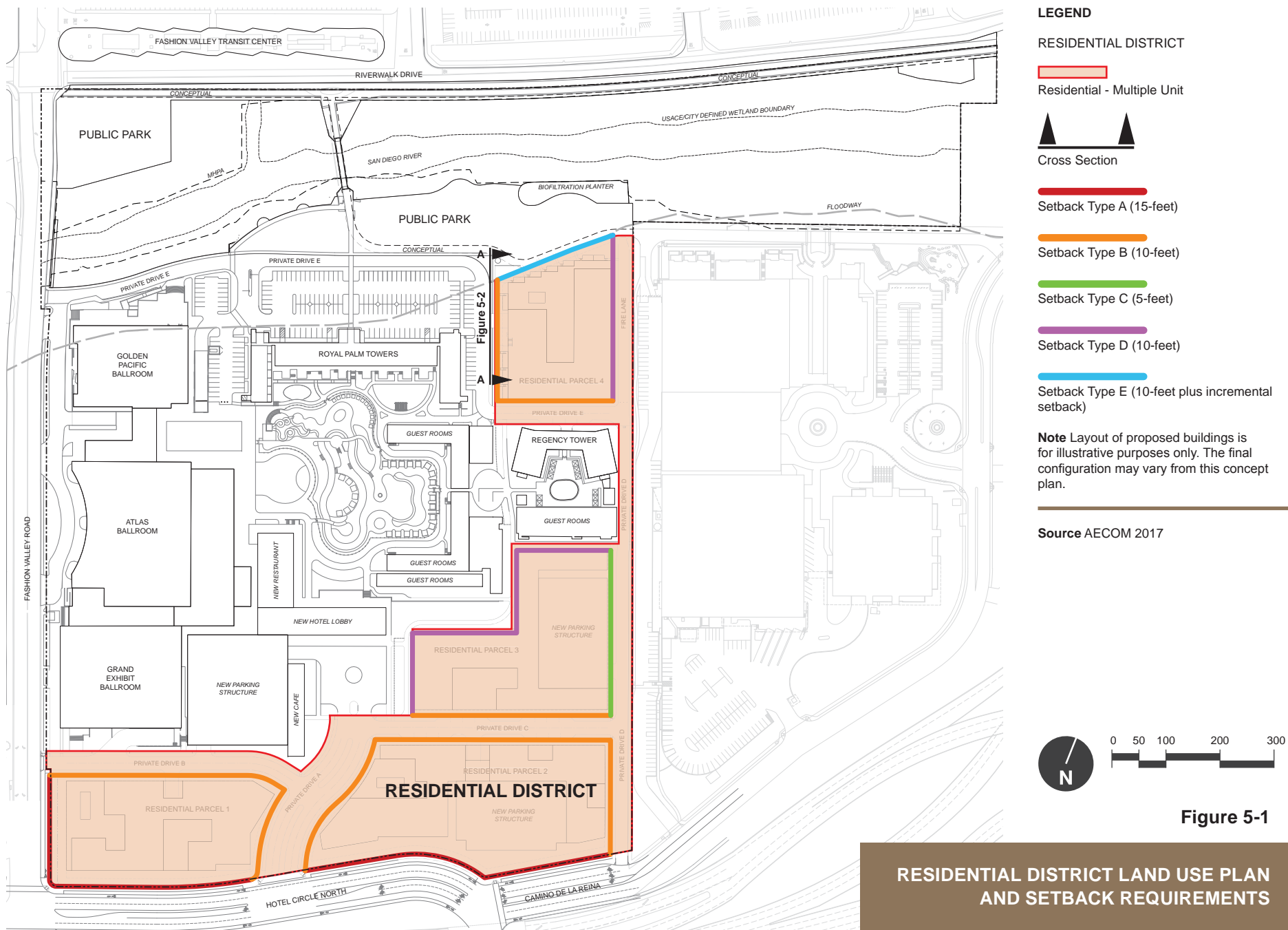
Well-designed buildings are the building blocks of great streets and neighborhoods. The Master Plan establishes standards and guidelines to shape good buildings, great streets, and memorable places. These design standards and guidelines are not indicative of any particular style, but encourage innovation and the design of high-quality architecture and urban form.

The existing Town & Country property has no overriding or dominant architectural character. It was built and assembled over several decades in multiple styles and scales, resulting in an ad-hoc assemblage of buildings scattered across the site. The proposed hotel renovations and site improvements will create a more unified appearance for the Hotel District.

5.3.1 Site Massing

The Master Plan design strategy will stitch together the architectural fabric of new buildings and open spaces to the scale and style of the existing hotel buildings to remain and be renovated. The residential massing strategy reinforces this effort. It shifts building mass to the edges of the Master Plan Area so that daylight and fresh air penetrates the interior open space areas of the Master Plan Area.

This residential massing establishes a cohesive neighborhood built around pedestrian-friendly private drives lined with front doors and stoops, private gardens, and tree-lined sidewalks. The design of Residential District along



Well designed multifamily residential buildings use massing, scale, and variation to convey a clear theme. Appropriate materials and colors complement authentic details and contribute to the pedestrian scale of the street.



the southern and eastern edges of the property minimizes shading of public open spaces in the center of the Master Plan Area and maintains access to daylight and surrounding views of Mission Valley.

The southern residential parcels frame the main Master Plan Aresa entry and will orient building entries and architectural articulation to face and enhance the human scale of the internal private drives. This residential lot configuration will create a neighborhood focal point at the hotel lobby and arrival court.

Each residential lot will accommodate the required parking spaces within the lot. Residential parking structures on the south side of the property will create a buffer between the freeway and residential units. The overall focus of the Residential District is toward the internal open space and courtyards within the site. These open spaces are equally important as viewed from within



the units and as viewed at ground level. The central openness of the site provides views across the Plan Area to light and vegetation and oblique views to the River and the Mission Valley community.

5.3.2 Building Character

The design objective for the Plan Area as a whole is to complement but not copy the diverse architecture of the renovated Town & Country Hotel. The Residential District will support this design objective.

The following unifying characteristics, elements, and concepts should be considered to achieve a unified character for all buildings within the Residential District.

- Offsetting planes on building facades
- Indoor-outdoor spaces
- Articulated windows



- Deep planar roof or balcony overhangs
- Building siding material and finishes
- Recurring patterns that may appear on various architectural features of buildings
- Filigree screens, railings, etc.
- Furnishing style
- Outdoor furnishings
- Water efficient landscape design

5.3.3 Design Guidelines for New Residential Buildings

The following overall guidelines will apply to all residential lots:

1. Consider the scale of adjacent structures and respond to their massing and bulk in an appropriate manner.
2. Avoid simple box-like monolithic structures without architectural



Streetscapes provide a pleasant pedestrian-scaled realm and complement the adjacent building streetwall.

articulation that would not relate to adjacent buildings.

3. Design ground floors to contribute to a pedestrian-oriented development.
4. Incorporate detail and higher quality materials at lower levels more visible to pedestrians.
5. Vary materials and massing in the horizontal plane to emphasize entrance lobbies and differentiate uses.
6. Use finish texture and color of materials that are compatible and consistent with the overall architectural approach and style.
7. Use simple color palettes that reinforce building massing and the building's structural form.
8. Consider color appropriate for San Diego's solar conditions. Unusual or very bright color palettes should be tested on-site

to confirm appropriateness for the neighborhood.

9. Use authentic construction details that are integral to the building structure and apply with consistency, avoiding faux applied elements.
10. All new structures proposed by the project will not be designed with a predominantly reflective material and will comply with the American Bird Conservancy Bird-Friendly Building Design recommendations to the extent practicable (ABC 2016). This will help avoid a significant increase in the number of avian collisions with the new structures proposed by the project.

5.3.4 Residential Streetscapes

Good landscape design is an essential part of any development, streetscape, or district. Well-designed layout and careful selection of plants, paving, lighting, and

site furnishings can help to create vibrant, functional, and beautiful outdoor spaces. The term streetscapes refers to both public streets and private drives.

These landscape design guidelines will supplement the standards in the zoning code for streetscapes, building setbacks, required open spaces, and parking lots. Implementation should focus on construction standards, the integration of sustainable practices and solutions, and the use of landscape design to create and maintain strong district identities.

Sidewalks and parkways along the public right-of-way will follow those standards dictated by the City of San Diego governing codes.

Sidewalks and parkways along internal private drives will follow the same basic tenets of the Urban Parkways outlined in the San Diego Municipal Code Street manual. The Plan Area internal

streetscapes perform multiple functions and contribute to the Plan Area sense of place. The private drives accommodate vehicular traffic, bicycle circulation, fire access, pedestrian circulation, and street trees. In addition, the streetscapes function as the front yard for many residential units. The following figures in Section 3 Circulation illustrate several of the different building setback, landscape, and pedestrian realm conditions:

- Figure 3-10 Private Drive Section Key
- Figure 3-11 Private Drive A
- Figure 3-12 Private Drive B
- Figure 3-13 Private Drive C
- Figure 3-14 Private Drive D
- Figure 3-15 Private Drive E

When parallel parking is provided on private drives in limited locations, the parking will interrupt the planting buffer and the sidewalk will be directly adjacent to the curb.

5.3.5 The Pedestrian Zone

The pedestrian zone treatment, between the street curb and edge of right-of-way (or curb and edge of private drive easement or lot), should vary according to its width, adjacent uses, and volume of traffic. Shade, seating, and appropriately sized amenities will improve the experience for pedestrians.

- Provide trees along all streets within the pedestrian zone. (Refer to Street Trees discussion below).
- Provide landscaping within the pedestrian zone, either in a contiguous parkway between the sidewalk and street, in planted tree wells, or in large pots (where ground planting is not feasible).

Street Trees

Street trees enhance the pedestrian and vehicular experience throughout the Plan Area and should be in substantial conformance with the following guidelines.

- Plant parkway trees at a minimum 36-inch box size. Other trees within setbacks and open spaces will be a minimum 24-inch box.
- Space street trees a maximum of 25 feet on center, per City zoning code.
- Consider potential conflicts between tree canopies and building signage.
- Contiguous planted parkways are preferred along residential streets.
- Provide large tree wells in lieu of contiguous parkways along retail or commercial streets. In all cases, the tree well should provide space adequate for that particular species' long-term growth. The minimum planting area per street tree shall be 40 square feet with a minimum dimension of five feet for tree wells and parkways, in accordance with SDMC 142.0403(b)(5). Where feasible, provide wider and longer tree wells.
- Avoid tree grates and root barriers that severely stunt tree growth. Exceptions may be made due to space limitations or utility conflicts.
- Provide a double row of street trees (of the same species) where sidewalks/setbacks are wide enough.
- Provide automatic irrigation systems for all street trees. Design systems using spray heads to avoid overspray and spray on tree trunks.
- Properly stake trees according to City of San Diego standards to ensure healthy growth.
- Provide appropriate soil area to support a tree growth to full size.
- Street trees will be of a species designated for that particular street. Discourage the variation of street tree species within any block.
- Choose trees from the list of approved species for non-designated streets.
- Planting within public and semi-public spaces should be visually interesting, low maintenance, and drought tolerant.
- Minimize the use of turf in the parkway and setbacks, and in publicly accessible open spaces.
- Where the parkway is adjacent to street parking and is planted with

a material other than turf, the 18-inch area adjacent to the curb will be decomposed granite, gravel, or sand-set pavers to allow for foot traffic to/from parked vehicles.

- Parkway planting should not exceed 30 inches in height.
- Plants should require moderate, low, or very low amounts of water per WUCOLS (Water Use Classification of Landscape Species), wherever possible.
- Appropriate plant species should be selected for any given space, preventing plants from becoming overgrown.

Hardscapes

- Sidewalks, crosswalks, and other hardscape should be of a high-quality material and lasting style.
- Stained concrete and surface-colored concrete (other than integral colored concrete) should not be used.
- Standard grey concrete or earth-toned pavers should be used for paving sidewalks.
- Paving accents, such as banding along the curb or perpendicular to the sidewalk, may be used if consistent with the established style for the district.
- All crosswalks will be of a consistent material and color.

- A limited hardscape palette should be used in public and semi-public spaces to help minimize visual clutter and promote a cohesive identity.

Street Furnishings and Lighting

Street furnishings and lighting should enhance the comfort, safety, and character of the Plan Area.

The following guidelines apply to site furnishings and lighting.

- Benches and trash receptacles should be thoughtfully located to enhance the pedestrian experience without cluttering the streetscape.
- Site furnishings should be recess mounted to paving, as opposed to surface mounted.
- Include lighting along all streets, sidewalks, and pedestrian connections, and on private property to ensure comfort and safety.
- Employ full cutoff fixture design for all lighting to contribute to a dark night sky and avoid glare into guest rooms and residential units.
- Incorporate additional pedestrian-scale lighting into the streetscape where street lights are provided.
- Consider providing lighting of a certain family, color, and style within a given area.

5.3.6 Streetwall and Setbacks

The following guidelines relate to general urban design, streetwalls, and building setbacks along both public streets and private drives. These guidelines promote development of an urban neighborhood with an inviting street environment for pedestrians.

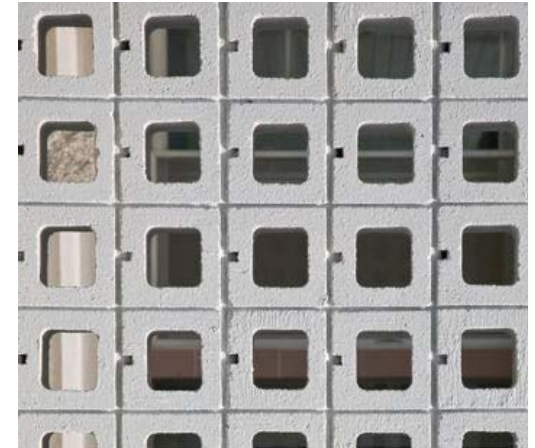
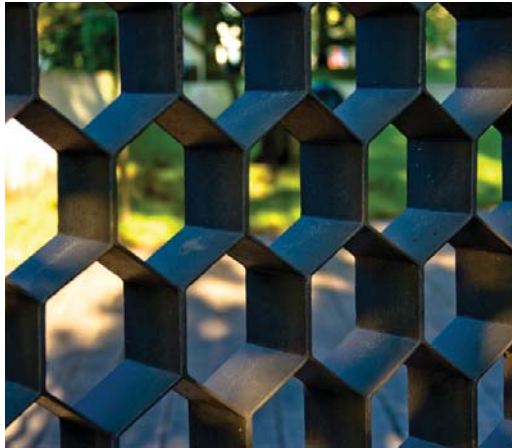
Minimum Streetwall

An equal minimum streetwall height on Private Drives A and C ensures consistency along the “public room of the street” (as shaped by buildings on both sides). This requirement should eliminate the underdevelopment of parcels 1, 2 and 3 and avoid the interruption of attractive and engaging street conditions within the Plan Area’s most identifiable corridors. Minimum streetwall height generally requires that the building height on both sides of the street should be equal to the distance between the two building facades facing each other across the street or private drive. This will ensure an appropriately proportioned human scale street space. Streetwall requirements will be determined on a parcel-by-parcel basis.

Streetwall Design

The streetwall of a building is the most visible component seen by pedestrians, bicyclists, and motorists and is the biggest contributor to district character and sense of place. The way in which the mass of the building “meets the street” should be well detailed.

Privacy and sun screens can be used in various situations including screening parking structures and loading areas to reinforce the overall Plan Area architectural theme.



1. Buildings should maintain a generally consistent streetwall so the three-dimensional public room of the street is consistent and creates a well-defined space.
2. The streetwall should reinforce the building's presence at major corners, public entrances, terminus of a view corridor, or as way finding when viewed from key locations within the Plan Area.
3. The streetwall should include design features that screen podium parking and parking structures.
4. The streetwall should visually highlight paseos, existing and proposed pedestrian walks and alley system, and any points where pedestrians can walk through a block.

Variation with the Streetwall

1. Monotonous stretches of uninterrupted façade are highly discouraged. The street wall façade should exhibit variation in the street wall (by including offsetting planes which provide a significant shadow line) through materials and colors, massing, fenestration, storefronts, public art, or other architectural elements that are well composed.
2. Treatments such as changes in materials and/or colors, moldings, or planters should differentiate the base of the building (the first 2 to 5 feet above the sidewalk) from the rest of the building façade.
3. Limit physical breaks in the streetwall to those necessary to accommodate pedestrian paseos, public plazas, entry forecourts, permitted vehicular access driveways, and hotel drop-offs.

4. Building entrances will be well designed and emphasized with changes in materials and graphics. Private and public entrance points should be treated differently.

5.3.7 Streetwall Articulation

Private Entrances and Patios

1. Private residential drive level entrances should be set back to provide for front porches or small entry courts.
2. The design of patio walls should be well integrated into the overall architectural idea and utilize the highest quality materials. Translucent materials are encouraged to provide a lighter visual barrier between the public and private realm.



A well-designed urban streetscape combines appropriate setbacks, architectural detail, variation, clearly distinguishable private entry areas, and well-scaled pedestrian and landscape areas.

Windows and Doors

1. Entrances and windows, not garages, should be the dominant elements of the front façades. Window and door placement, size, material, and style should help define a building's architectural style.
2. Windows and doors should reflect the overall design idea of the building and be well crafted and constructed.
3. True divided lights or quality simulation should be included when using insulated glazing.

Awnings, Canopies, and Marquees

Encroachments such as trellises, awnings, canopies, and marquees are encouraged but must be well designed and proportioned to avoid adverse impacts to the sidewalk environment.

1. The minimum vertical clearance between the ground or street level and the encroachment will be 10 feet.
2. Encroachments that are designed to require ground support are prohibited. Awnings, canopies, and marquees should not project past the setback line in areas where setbacks are required.
3. Horizontal dimensions should relate to the bays of the building façade. The awning or canopy may encroach over the sidewalk, provided at least 2 feet of clearance is maintained from the private drive curb line.
4. The materials, shape, rigidity, reflectance, color, lighting, and signage for awnings and canopies should relate to the architectural design of the building.

Neighborhood Identity

Each residential lot should be distinguished as a unique neighborhood, yet tightly linked to the Plan Area through the extensive network of open spaces, streets, and patios. The pedestrian paths from the residence to the public recreational spaces will enhance the livability of the Residential District.

Spatial nodes and architectural landmarks should create identity and hierarchy throughout the community experience. Careful location of residential lobbies, intermixed with individual stoop entries, will activate the ground plane and create a safe, engaging, and walkable neighborhood.

Articulated Roofline

The roofline treatment is critical to a sense of dimension and appropriate architectural detail.

- Vary height and silhouette of roofline
- Use a variety of roof treatments, such as parapets, deep overhangs, and pitched roofs.
- Use small tower elements for punctuation
- Step massing down where appropriate

5.3.8 Setbacks and Landscape Design

Treatment of the ground plane within the setback may be either planting or a combination of planting and hardscape, and will be well designed and maintained.

1. Landscape treatment of setbacks should vary along a street.
2. Setbacks should engage the pedestrian and act as an extension of the public realm.
3. The setback should include porches, patios, gardens, and stoops adjacent to ground-floor residential units.
4. Setbacks should include planting (in pots, planters, or the ground) and outdoor dining areas adjacent to convention center, hotel, restaurant, and retail.
5. Provide pots or planters along the building face to add life and character to the sidewalk where no setback is required.

6. Landscaping at the building wall is permitted, provided the planter is part of the building façade and the earth level for planting is at least 1 foot above sidewalk level.
7. Recesses, bases, and projections may be employed if the landscape setback is not more than 5 feet.
8. Additional guidelines specific to each setback are identified on the following pages.

5.3.9 Specific Lot/Building Setbacks

Each parcel of the Residential District is characterized by its unique location and adjacency to other parcels. See *Figure 5-1 Residential District Land Use Plan and Setback Requirements* for illustration of all building setbacks. Also, refer to the Vesting Tentative Map for 1"=40' development plans which delineate all building setbacks. Parcels 1 & 2 form a gateway to the community by framing each side of Private Drive A. Parcel 3 is characterized by its adjacency to the public access corridor (see *Figure 3-16*) with great physical and visual connectivity to its surroundings. Parcel 4 is marked by its direct adjacency to the River Park District, thereby taking advantage of a highly unique amenity.

Residential development will activate the edges shared with all districts by using front doors, balconies, and site features

to blur the lines where the districts come together.

Setbacks along public right-of-way occur along Hotel Circle North, Camino de la Reina and Fashion Valley Road. High traffic volumes on these streets suggest the inward orientation of the building entries to better activate the pedestrian circulation within the Plan Area.

Architectural projections and encroachments into setbacks are allowable per San Diego Municipal Code as modified in *Table 7-6 Master Planned Development Permit SDMC Deviations*.

Residential Setback Type A

15'-0" setback along the public rights-of-way (see *Figure 3-5*). This applies to:

- Parcel 1 at south and west edges along Hotel Circle North and Fashion Valley Road (see *Figure 3-6 and Figure 3-8*).
 - Parcel 2 at south edge along Hotel Circle North and Camino De La Reina (see *Figure 3-6, Figure 3-7A and Figure 3-7B*).
1. Provide sufficient landscape buffers and architectural features to mitigate potential external noise and air impacts especially where direct unit entries front a public right-of-way.

2. Provide a 11-foot planting buffer between the sidewalk and the residential porch or patio.
3. Provide sufficient landscape buffers in combination with architectural treatment to screen parking structures where visible from public view.

Residential Setback Type B

10'-0" setback adjacent to main vehicular circulation (see *Figure 3-10*). This applies to:

- Parcel 1 at east and north edges along Private Drive A and Private Drive B (see *Figure 3-11 and Figure 3-12*).
- Parcel 2 at west and north edges along Private Drive A and Private Drive C (see *Figure 3-11 and Figure 3-13*).
- Parcel 2 at east edge along Private Drive D (see *Figure 3-14*).
- Parcel 3 at south edge along Private Drive C (see *Figure 3-13*).
- Parcel 4 at south and west edges along Private Drive E (see *Figure 3-15*).

Setbacks occur at Private Drive A (main project entry drive with median and no parking) and for internal street conditions and where residential entries occur at Private Drives B, C, and E. A combination of landscaped parkways and on-street

parking creates a buffer between car and pedestrian. The 10-foot setback allows for a comfortable pedestrian transition from the public right-of-way to the semi-private stoop or porch of the residential unit or the public building lobby.

1. Ground-floor architectural activation is encouraged.
2. Highlight main residential lobbies for each building.
3. Locate direct stoop entries for some individual units.
4. Provide a 2-foot planting buffer between the sidewalk and residential porch or patio.
5. The elevation of the setback zone should be no more than 36 inches above sidewalk elevation.
6. The setback zone should be landscaped, and may include walkways, steps, patios, solid walls up to 3 feet above sidewalk elevation, and transparent fences up to a height of 5 feet above sidewalk elevation.

Residential Setback Type C

5'-0" setback adjacent to secondary vehicular circulation (see *Figure 3-10*).

This applies to:

- Parcel 3 at east edge along Private Drive D (see *Figure 3-14*).

Setbacks occur at Private Drive D at Residential Parcel 3 which serves primarily as vehicular access to the parking structure where pedestrian activity is minimized.

1. Provide sufficient landscape buffers in combination with architectural treatment to soften the the parking structure where visible from public view.
2. The setback zone should be landscaped, and may include walkways, steps, patios, solid walls up to 3 feet above sidewalk elevation.

Private Drive D is an existing drive that abuts the Union-Tribune property and is bounded on its eastern side by an existing retaining wall. The setback applies only along the western side of the private drive (see *Figure 3-14 Section D*). Also along Private Drive D, at the existing Regency Tower, the space between the existing building and the property line is not sufficient to accommodate the intended driveway design and setback. At this unique location, the setback is reduced and the sidewalk will be designed as close to the prescribed width as possible.

Residential Setback Type D

10'-0" setback adjacent to pedestrian promenade (see *Figure 3-16*). This applies to:

- Parcel 3 at west and north facing edges and north facing edges (see *Figure 3-17*).
- Parcel 4 at east facing edge (see *Figure 3-19*).

Setbacks occur at pedestrian accessway conditions adjacent to residential entries and at building faces with no entries.

1. Ground-floor architectural activation is encouraged.
2. Locate direct stoop entries for individual units.
3. Provide a 2-foot planting buffer between the sidewalk and the residential porch or patio.
4. The elevation of the setback zone should be no more than 36 inches above sidewalk elevation.
5. The setback zone should be landscaped, and may include walkways, steps, patios, solid walls up to 3 feet above sidewalk elevation, and transparent fences up to a height of 5 feet above sidewalk elevation.
6. Raise porches and patios above adjacent sidewalk grade to provide increased privacy.
7. Design buildings for optimal sun, air and views, proportionate to massing of surrounding buildings.

8. Activate the ground floor level with building lobby, unit entries, stoops and porches and landscaping.
9. Create consistent street wall:
 - Provide architectural breaks to achieve residential scale
 - Building plane requirements shall follow San Diego Municipal Code.
10. Residential scale and details:
 - Fenestration and architectural elements
 - Balconies and canopies
 - Modulate facade to convey residential use
 - Alternate different textures, colors, material, and distinctive architectural treatments

Residential Setback Type E
10'-0" setback from floodway plus incremental setback as depicted in *Figure 5-2 River Influence Area Building Height Setback*. This applies to:

- Parcel 4 at northern facing edge.
- Parcel 4 will have ground level units with entrances and terraces that connect directly via stairs to the River Pathway or a public access way leading a short distance to the River Pathway in the case of a building corner unit. Upper level units will have balconies overlooking the park and river.

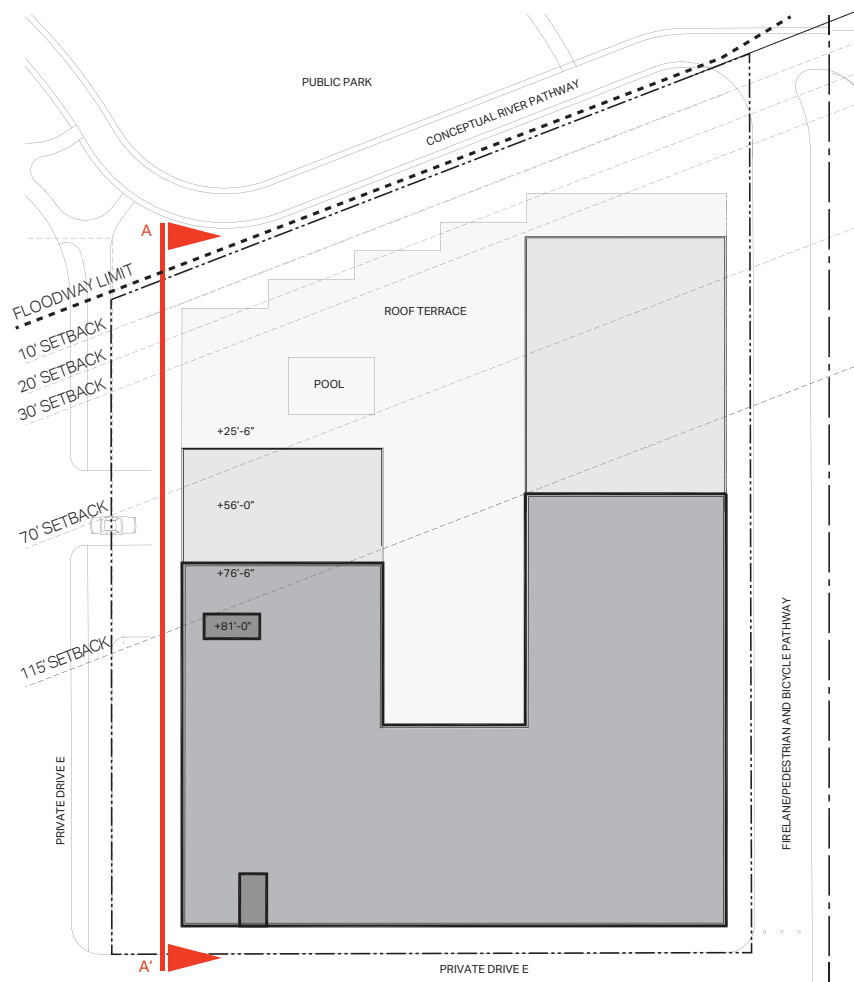
5.3.10 Parking and Parking Structures

Parking shall be provided as required by the San Diego Municipal code for both vehicles and bicycles. Parking for all residential parcels will be provided on-site and in accordance with the following minimum standards:

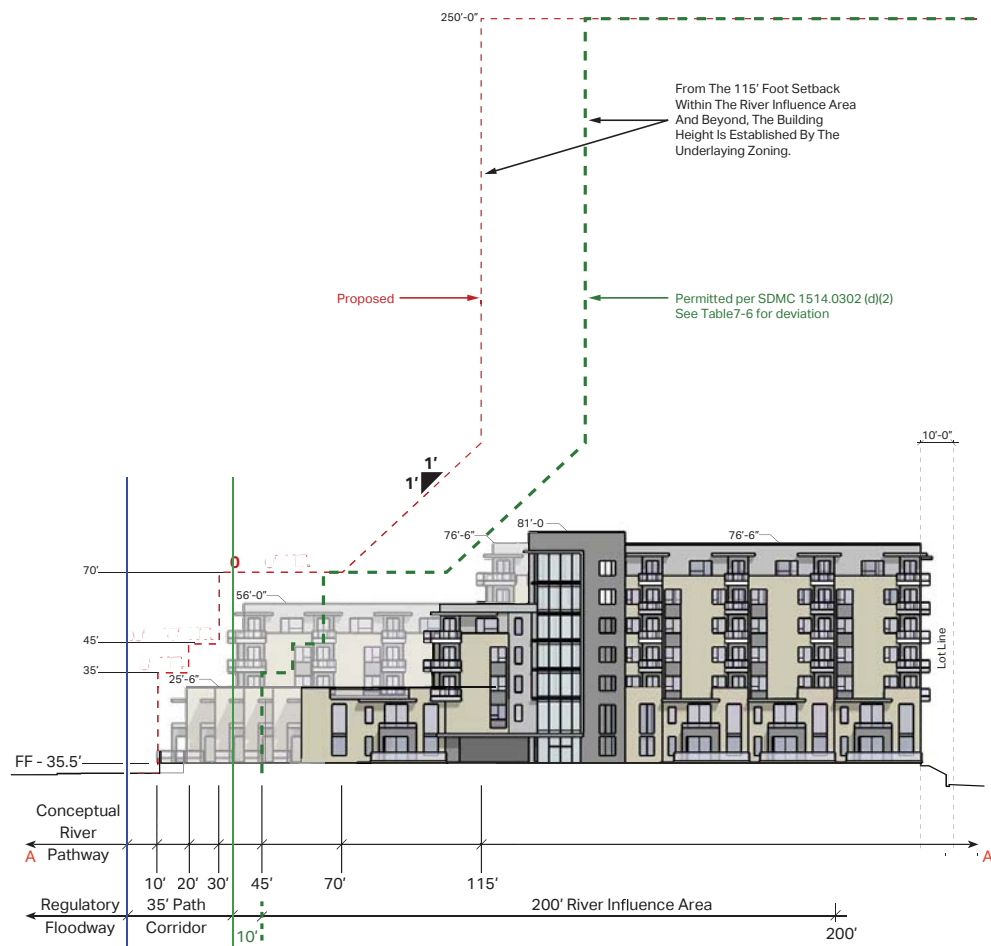
1. Minimum overall parking spaces per dwelling unit (DU) ratio of:
 - 1.0 per studio DU up to 400 SF
 - 1.25 per 1 bedroom or studio DU over 400 SF
 - 1.75 per 2 bedroom DU
 - 2.0 per 3 or 4 bedroom DU
2. Minimum of 1.0 parking space will be for the exclusive use of each DU.
3. Up to 25% of the total on-site parking spaces may be for common use by both residents and guests.

The design will minimize the visibility of the parking garage by integrating it architecturally with the residential buildings.

- Screen open garage walls
- Provide sufficient space for landscape screening along public edges



RESIDENTIAL LOT 4 - PLAN VIEW



RESIDENTIAL LOT 4 - ELEVATION A-A'

Source TCA Architects; AECOM 2017

Figure 5-2



RIVER INFLUENCE AREA
BUILDING HEIGHT SETBACK

- Provide liner units along public edge where possible

Parking structures for all projects should be screened from view to the extent feasible—ideally by wrapping it with active uses along the public frontages. Whether parking is public or private, design should treat freestanding parking structures and integrated podiums as buildings and follow the principles of good building design.

Architectural Treatment

Providing an exterior façade composed of high-quality materials will elevate the building's stature and contribute to the overall quality of the Plan Area architecture.

The following guidelines apply to new freestanding parking structures or structures with a major presence on the street.

1. Parking structures should be compatible in architectural treatment with the group of buildings they serve.
2. Integrate signage and way finding with parking structure.
3. Parking structure entryways will not disrupt the pedestrian right-of-way on primary streets.
4. Parking structures should have an external skin designed to improve the building's appearance, including metal screens, precast

concrete panels, or laminated glass.

5. Architectural shade structures shall be provided which cover 50% of each rooftop parking space at 50% opacity.
6. Vertical circulation cores (elevator and stairs) should be on the primary pedestrian corners and highlighted architecturally to increase visibility and accessibility.
7. Integrate the design of public art and lighting with the architecture of the structure to reinforce its unique identity. This is especially important for public parking structures to aid visitors upon arrival.
8. Interior garage lighting should provide safe and adequate lighting levels per code, while avoiding glare toward adjacent residential units.

Landscape Treatment

Parking structures and surface lots within the Plan Area should be located or screened to minimize visual impact on the public realm.

1. Landscape should be cohesively designed with the building or garage. If a garage has a well-designed exterior, then screening by dense landscaping is unnecessary.

2. A landscape screen should be integrated (and be visually consistent with the existing or proposed streetscape) when architectural solutions are not possible to screen a parking structure.
3. Surface parking lots should include ample trees to reduce the heat island effect and mitigate views from surrounding buildings and streets.
4. Landscape screens or “green screen” elements may be integrated with the architecture of the building or structure and coordinated with any streetscape improvements.

Regulations related to the configuration and screening of service, loading, and refuse and recycling areas shall follow the San Diego Municipal Code.

5.3.11 Common Amenities

Courtyards, roof terraces, and other common areas within individual residential developments should be landscaped to accommodate a variety of informal activities, such as barbecues, small gatherings, gardening, relaxation, and children's games.

1. Courtyards should have a minimum dimension of 30 feet in any direction (building face to building face).



Common amenities and shared open space enhances the sense of community, reinforce the overall Plan Area architectural and site design theme, and encourage indoor/outdoor lifestyles.

2. A minimum of 25 percent of the courtyard space (including courtyards that are on-structure) should be landscaped.
3. Provide at-grade planting areas to accommodate large trees and landscaped areas that are not separated by planter walls where feasible.
4. Raised planters should have a minimum soil depth of 36 inches and be a minimum size of 40 square feet, where trees are located on-structure.
5. Trees should be planted as 24 inches box minimum.
6. Provide large potted plants where raised planters or at-grade planting is not feasible (such as on a roof deck).
7. Private patios may be located in a courtyard if they are defined by a

- low wall (36 inches maximum) or hedge.
8. Provide a variety of seating options, such as benches, picnic tables, and seat walls.
9. Courtyards should be fronted by doors, windows, and balconies. Use landscape treatments such as vines, lattices, or plants with vertical form to soften blank walls facing a courtyard.
10. Consider use of water features to activate courtyard spaces and engage residents and visitors. Water features may count toward a maximum of 10 percent of a courtyard's landscape area requirement, and should be located in shade or partial shade to reduce evaporation.
11. Consider alternate configurations or approaches on a limited project-

by-project basis, if such changes are found to be consistent with the goals of the Master Plan. Refer to Section 7 Implementation for more detail.

- Orient primary recreational courtyards for optimal sun, air, views, southern, and western exposures
- Indoor/outdoor amenities
- Variety and hierarchy of amenity spaces

Regulations related to common and private open space for residential development shall follow the San Diego Municipal Code except where a specific deviation is included in the Master Plan.

5.3.12 Residential Signage

Signage scale and lettering should be appropriate for the intended viewer and

Signs shall be designed as a part of a cohesive signage package, with each signage type appropriately addressing a specific situation. This contributes to the creation of a sense of place.



distance. Larger scaled, graphically strong signage is appropriate at the entries and public ways. Smaller, more intimate, subdued pedestrian-scaled signage will occur within the Plan Area and along pathways.

1. Signs should be integrated with the design of the project's architecture and landscaping. Signs should be consistent with the design approach and convey a clear hierarchy of information.
2. Signs should identify primary entrances, addresses, and necessary information for visitors.

5.3.13 Outdoor Lighting

Outdoor lighting should carry a uniform theme or aesthetic throughout the site with possible variations in each district.



Illumination should ensure safety around buildings but avoid significant light trespass onto adjacent properties. All signage should employ full cutoff fixtures to contribute to a dark night sky and reduce glare to adjacent hotel guest rooms and other residential units.

5.3.14 Sustainable Features

Various sustainable features are integrated into the architectural and site design including:

- Land Use Design
- Transportation
- Landscape and Open Space
- Water Quality Management
- Energy Management
- Materials Management
- Photovoltaic panels on rooftops of multi-family residential structures.



In addition, the residential buildings will be designed to be consistent with LEED Silver standards or equivalent.



6

HOTEL DISTRICT





6 HOTEL DISTRICT

The approximately 17-acre Hotel District is an integral component of the Master Plan (see *Figure 6-1 Hotel District Land Use Plan*).

6.1 DESIGN OBJECTIVES

The Hotel District site design and architecture will provide design cues from the existing vernacular styles and architectural fabric, including modern interpretations of those styles. This will enhance and modernize the existing identity and character of the hotel. The new hotel buildings will complement the existing architectural themes and styles of the building that will remain. The Hotel District design objectives are as follows:

- Update the image of the hotel and enhance the visitor experience.
- Capture additional leisure market guests.

- Establish a cohesive theme for all land uses to unify site and building architectural language and create a unique sense of place.
- Create a unique a destination for hotel guests and the community alike.

6.2 SITE PLANNING

The Master Plan reduces hotel capacity from 954 to 700 guest rooms and the size of conference facilities from approximately 213,000 to 177,000 gross square feet.

New structures will be constructed as part of the renovated hotel. New facilities will include new lobby, food and beverage, convenience shop, hotel parking structure, main pool area, water-wise landscaping, and other site amenities. The Master Plan will replace the loading dock at the northern end of the Convention Center with an exterior function area for the Golden Pacific Ballroom. This elevated

terrace will have views to the public park and restored riparian open space. Primary access to the Hotel District will be via a new entryway (Private Drive A) from Hotel Circle North to an arrival courtyard at the new hotel lobby. Private Drive A also directly connects to the new hotel parking structure adjacent to the arrival courtyard. Secondary access to the Hotel District will be via Private Drive E from Fashion Valley Road.

The Royal Palm Towers will remain as a visual focal point with updates to the exterior visual appearance.

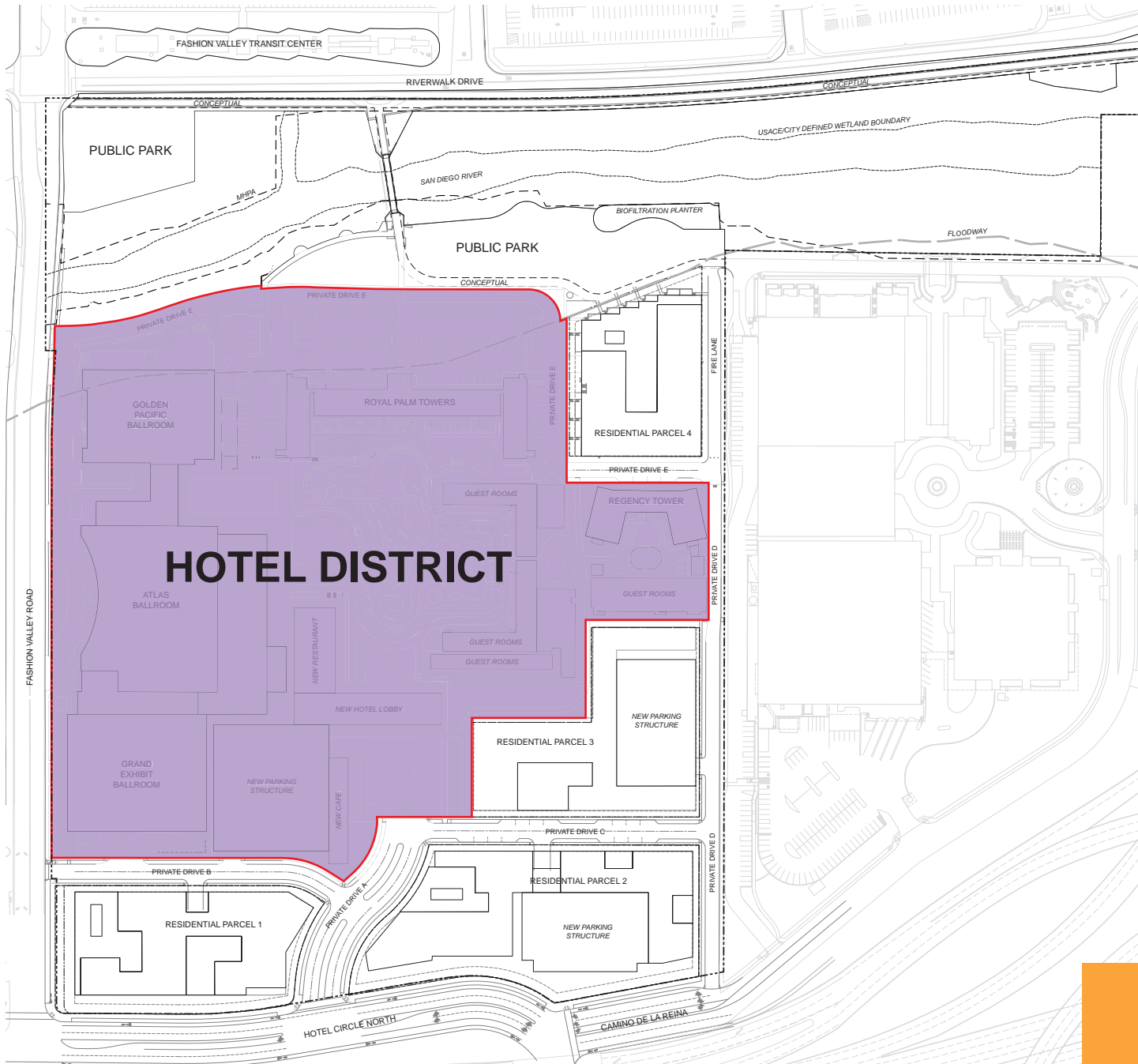
The Regency Tower and nearby low-rise hotel rooms will frame the east side. The new lobby, food and beverage facility, and parking structure will define the south side of the Hotel District. Collectively, these existing and new buildings will create the edges surrounding a vibrant new central courtyard and pool amenity.

6.3 DESIGN GUIDELINES

The Hotel District design guidelines will establish an architectural and urban design fabric for the new buildings and open spaces that complement and unify the disparate scale and style of the existing hotel buildings to be renovated.

A Destination for Everyone

A key element of the site design of the Hotel District is the new hotel lobby and vehicular arrival court. The hotel lobby will create a new arrival experience to the hotel and include a convenience



LEGEND

HOTEL DISTRICT



Commercial - Visitor

Note Layout of proposed buildings is for illustrative purposes only. The final configuration may vary from this concept plan.

Source AECOM 2017

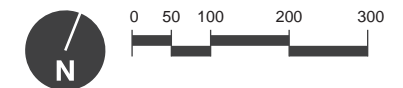


Figure 6-1

**HOTEL DISTRICT
LAND USE PLAN**

shop, café, bar and restaurant. These amenities will be available to residents in the Residential District, providing a central gathering place for the community and the co-mingling of guests and residents. This active and lively central area will be the heart of the Town & Country Master Plan Area and provide a social and entertainment destination.

Hotel District design guidelines and features will be in compliance with SDMC Article 14 Mission Valley Planned District and are as follows:

1. Cohesive open space, an improved pool amenity, new lobby, food and beverage, entry court, and parking structure.
2. The western edge of the Hotel District will continue to be an additional site entry point and arrival area for Conference Center activities.
3. The exterior courtyards and event areas will be enhanced to include new hotel food and beverage services, and outdoor breakout spaces for conference services. This will also include a new pool amenity.
4. Pedestrian access will be improved to hotel rooms, hotel amenities, the River Park District and Residential District.

5. The southern edge of the Hotel District will remain the formal entry and arrival for visitors to the hotel. It will also be an important interface with the new Residential District. The main portal and focal point will be the new hotel lobby, bar, café, and restaurant. Pedestrian access to these amenities and passage through the building to the central hotel amenities are seen as important links between the adjacent Residential District and Hotel District.
6. The eastern edge of the Hotel District will be defined by a continuous north-south public access corridor providing access all the way through the Plan Area to the River Park District, San Diego River, MTS Fashion Valley transit center, and Fashion Valley Mall beyond.
7. The northern edge of the Hotel District will be enhanced to encourage physical and visual connections to the River Park District. A new outdoor terrace at the northern end of the Convention Center will overlook the riverine open space. Terrace amenities will include shade structures, planter boxes, and/or enhanced paving. The terrace will be used for convention center gatherings. The northern façade of the residential building on Parcel 4 will have vertical step backs to provide balconies and terraces to provide outdoor open spaces for private and semi-private enjoyment as well as provide passive visual surveillance since these spaces directly overlook the new park and restored riverine open space.
8. The exterior visual appearance of the Royal Palm Towers will be updated. The porte cochere at the building's main entrance facing the park and river open space will be renovated and directly connect to a landscaped corridor in the River Park District leading to the pedestrian bridge over the San Diego River. In addition, the 10-story building façade will be painted with a graphic design of colors and patterns to increase its visual interest and perceived depth. This treatment will break up the monolithic visual mass of the existing building and provide an updated appearance that echoes the new overall design theme of the Hotel District.
9. The glass curtain wall exterior of the Regency Tower will remain. Adjacent landscape planting will reduce the visual scale of the building and help tie it into the new design theme of the Hotel District.
10. The other renovated hotel buildings to remain will be painted to reinforce a cohesive new design theme throughout the Hotel District.



7

IMPLEMENTATION



7 IMPLEMENTATION

The implementation strategy for the Master Plan will facilitate an efficient open space restoration, hotel renovation/construction, and residential construction process and provide reasonable flexibility to adjust the development program to changing market conditions.

7.1 DECISION PROCESS

The Master Plan establishes the standards and guidelines by which development proposals within the Plan Area will be evaluated for substantial conformance with the Master Plan and implementing Master Planned Development Permit in accordance with the City review process outlined in City of San Diego Municipal Code (SDMC) §126.0112.

7.1.1 Decision Process Applicability

Future actions necessary for project implementation will require a review by the City as outlined in SDMC §112.0501 Overview of Decision Process. *Table 7-1 Project Review Process* itemizes the typical development scenarios that may occur in relation to the Town & Country Master Plan and the review process required by the City.

7.1.2 Lot Reconfiguration and Consolidation

Lots within the Master Plan Area may be reconfigured through consolidation and/

or boundary adjustment if the resulting lot configuration does not conflict with the intent of this Master Plan and the Subdivision Map Act and is in compliance with the base zone as identified and modified by this Master Plan and the implementing Master PDP.

Subdivision of existing lots is allowed by this Master Plan and does not require an amendment to the Master PDP. Any lot subdivision must be in compliance with City regulations and the Subdivision Map Act.

Lot line adjustments and lot consolidations may be processed by the City administratively and do not require an amendment to this Master Plan, the Vesting Tentative Map, or the Master PDP. In addition, the Master Plan allows construction of buildings straddling a lot line, provided both parcels are under the same ownership.

7.2 ACTIONS

The following actions are processed (some concurrently) to implement and rezone the Town & Country Master Plan.

- **Amendment to the Atlas Specific Plan (ASP)** (1988) removes the 39.72-acre Town & Country site from the Specific Plan area.
- **Approval of the Town & Country Master Planned Development Permit No. 1499941** (Master PDP) replaces the authority of the ASP,

implements the Master Plan for the 39.72-acre Master Plan Area. Approval of this Master PDP also amends Planned Commercial Development (PCD)/Conditional Use Permit No. 88-0508 (1989). This amendment rescinds all conditions of approval for requirements of the ASP because they are no longer applicable to the project.

- **Rezone of the Plan Area** implements the Master Plan zoning. Zones identified in SDMC Chapter 15, Article 14 Mission Valley Planned District are applied by this Master Plan (Master Planned Development Permit). A portion of the Plan Area will be rezoned from the designation of MVPD-MV-M/SP (pursuant to the Atlas Specific Plan) to the multiple use zone, MVPD-MV-M and the open space zone OF-1-1. Consistent with the SDMC §131.0205, the Open Space-Floodplain Zone (OF-1-1) also applies to a portion of the site. (Refer to Section 2 Land Use in this document). A portion of the OF-1-1 zone will be rezoned MVPD-MV-M.
- **Amendment to the Mission Valley Community Plan (MVCP)** is necessitated by the amendment to the ASP to reflect the rezone from MVPD-MV-M/SP Mission Valley Planned District Specific Plan (pursuant to the ASP) to MVPD-

Table 7-1 Project Review Process

PROJECT CATEGORY	DEVELOPMENT SCENARIO	CITY REVIEW
1	<ul style="list-style-type: none"> Consistent with land uses and development intensity/density as identified by the Master Plan Consistent with intent of development guidelines established by the Master Plan Consistent with design standards established by the Master Plan Consistent with allowable deviations established by the Master PDP Transfer of dwelling units or development intensity between lots within the Residential District Adjustment of project phasing 	Process One Substantial Conformance Review
2	<ul style="list-style-type: none"> Consistent with Commercial Recreation and Open Space land uses as identified the Mission Valley Community Plan Consistent with land uses permitted in MVPD MV-M and OF-1-1 zones but not specifically stated in the Master Plan 	Process Two Substantial Conformance Review
3	<ul style="list-style-type: none"> Consistent with this Master Plan Incorporates a use that requires a Conditional Use Permit as required by the applicable zone or SDMC 	Process Three
4	<ul style="list-style-type: none"> Requires Master PDP Amendment 	Process Four
5	<ul style="list-style-type: none"> Requires change to Land Use Designation or development intensity Requires Rezone 	Process Five

MV-M Mission Valley Planned District Multiple Use and OF-1-1 Open Space - Floodplain (pursuant to the Master PDP). A portion of the OF-1-1 zone will be rezoned MVPD-MV-M.

- **Amendment to the General Plan** is necessitated by the amendment to the MVCP to reflect the changes to the MVCP.
- **Approval of CUP No. 1904584** is required to permit separately regulated uses per SDMC §141.0409, to implement the Exhibit Halls and Convention Facilities in the Master Plan Hotel District.
- **Amendment and Approval of Site Development Permits (SDP)** First, the Plan Area includes MHPA and Environmentally Sensitive Lands (ESL) as identified by the City MCSP and ESL ordinance, SDMC §143.0100. The ESL ordinance requires the concurrent processing of a Site Development Permit (SDP).

Second, a SDP is required for the Master Planned Development Permit approval pursuant to SDMC§1514.0201(d)(3)(A-D) including deviations from the SDMC. Deviations are outlined in Table 7-6 of this document.

Third, a portion of the property is subject to existing SDP #400602 resulting from a code violation

by a prior owner. The existing SDP requires implementation of a restoration and enhancement plan, includes a covenant of easement and the provision of an easement for a future multi-modal trail, prior to development of the Town & Country site (Plan Area). The City certified the related Mitigated Negative Declaration (MND) No. 118318 and adopted the associated Mitigation, Monitoring, and Reporting Program (MMRP). An amendment to SDP#400602 to comply with the associated MND is required to implement the Master Plan.

- **Approval of Vesting Tentative Map No. 1499941** details the lot configuration, land development, grading, and infrastructure for the Master Plan Area.
- **Approval of Easement Vacation No. 1499945** details the easement vacations required for the Master Plan Area.
- **Approval of the Environmental Impact Report (EIR)** concurrent with preparation of the Master PDP and associated discretionary actions. An Environmental Impact Report (Project No. 424475, SCH No. 2015121066) for the Master Plan was prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) and evaluate the potential impacts resulting from the implementation of the Town & Country Master Plan.

The Master Plan land use is graphically depicted in *Figure 2-1 Land Use Plan*. The Master Plan zoning is graphically depicted in *Figure 2-2 Proposed Zoning Map*. These zones are established by SDMC Chapter 13 Zones and SDMC Chapter 15, Article 14 Mission Valley Planed District as modified by the approved Master PDP implementing this Master Plan.

The San Diego Municipal Code shall be the governing regulatory document for development within the Master Plan Area. Permitted uses and development regulations of the designated zone will govern development of the lot or group of lots, unless as modified by the approved Master PDP.

7.3 DEVELOPMENT INTENSITY

SDMC§1514.0301(a) Development Intensity Overlay District limits development intensity to the levels allowed under the adopted community plan.

Development Intensity is expressed in average daily trips (ADT) using development intensity factors to calculate the ADT depending on within which Mission Valley Traffic Area and Development Intensity District (DID) the site is located. The Master Plan area is located in Mission Valley Traffic Area 1 and DID C. The amount of development intensity of a site is limited by established thresholds expressed as a combination of non-residential gross square feet and the

number of residential dwelling units within the premises.

The Master Plan establishes a target number of dwelling units in the Residential District and a target amount of gross square footage in the Hotel District. Together, these targets are based on the Master Plan vision, objectives, and guidelines; traffic generation projections, existing infrastructure, and proposed improvements. The proposed Master Plan development intensity is below the established threshold per SDMC§1514.0301. Furthermore, the residential density portion of the development intensity of the MVPD-MV-M zone is less than the maximum of 73 DU/acre allowed in the MVCP (page 42) and less than the 70 DU/acre allowed per SDMC§1514.0304(c).

7.3.1 Maximum Development Intensity

The calculation of proposed development intensity for the Master Plan Area is based on the Transportation Impact Analysis (TIA) prepared by Linscott, Law & Greenspan, Engineers (May 2016) which analyzed the development program as outlined in the Master Plan.

A primary goal of the Master Plan is to accommodate the development program on the site with zero net increase in ADT over the current 14,985 ADT generated by the existing hotel complex (see *Table 7-2 Development Program Summary*).

The Master Plan development program achieves this goal through the renovation of some hotel facilities, construction of some new hotel facilities, and demolition of some existing hotel facilities which results in a reduction in the number of hotel guest rooms. The development program also includes open space restoration, a recreation easement to accommodate a public park and a maximum of 840 multi-family dwelling units. The Master Plan development program generates 14,985 ADT, a net zero increase versus existing conditions.

Pursuant to SDMC§1514.0301(d) the development intensity Thresholds are the levels at which the future acceptable amount of non-residential building square footage or number of dwelling units will be determined for any given parcel. A given number of trips are assigned to each increment of floor area for each land use.

The 38.59-acre Master Plan area (not including public roadway easements and dedications) is located in Traffic Area 1 and DID C; thus Threshold 1 would be 150 ADT per gross acre (5,789 ADT) and Threshold 2 would be 417 ADT per gross acre (16,092 ADT). Since the Master Plan would generate 14,985 ADT (a net zero increase), it will be processed as a discretionary Mission Valley Development Permit per SDMC§1514.0301(d),

Furthermore, the Threshold 2 16,430 ADT minus the Hotel District 10,701 ADT (per

the TIA) would leave 5,729 ADT available for residential or other land uses within the MVPD-MV-M zone. Per MVCP Table 3 Mission Valley Vehicle Generation Rates by Land Use (page 139) as well as SDMC§1514.0301(d) Table 15140-3B the development intensity factor for multi-family units (30 or more du/acre) is 6 ADT per du. Thus, the available 5,729 ADT divided by 6 ADT yields 955 allowable DU in the Residential District. The Master Plan is only proposing multi-family 840 DU which is 115 DU less than allowed by the MVCP for this DID.

7.3.2 Minimum Development Intensity

The City Transit-Oriented Development (TOD) Design Guidelines encourage higher development intensity in the immediate vicinity of light rail transit stations. The Master Plan shall have a minimum density of 25 dwelling units per gross acre of entire residential zone. This is consistent with the City TOD Design Guidelines.

7.4 DEVELOPMENT INTENSITY TRANSFER

The Master Plan details the target conceptual development plan upon which all the technical studies and the analysis in the EIR are based. As the Master Plan is implemented and market trends change, the plan may change as well. A process to accommodate such change has been established.

Table 7-2 Development
Program Summary

MASTER PLAN AREA ⁽¹⁾	ACRES	DU TARGET	PERMITTED DU RANGE ⁽²⁾	GROSS FLOOR AREA SF ⁽³⁾	HOTEL GUEST ROOMS	DEVELOPMENT INTENSITY ADT ⁽⁴⁾	PARKING SPACES REQUIRED	PARKING SPACES PROVIDED
Lot C Habitat	8.11							
Lot C Bio-filtration Planter	0.15							
Lot B Public Park (South Portion)	1.70							
Lot D Public Park (North Portion)	1.61							
Subtotal River Park District <i>(OF-1-1 Zone)</i>	11.57							
Lot 1 Residential	1.81	160	110 - 210			816	224	224
Lot 2 Residential	2.53	275	225 - 325			1,402	385	443
Lot 3 Residential	1.99	255	205 - 305			1,301	356	410
Lot 4 Residential	1.37	150	100 - 200			765	210	210
Lot A (Private Drives)	2.43	0	0					
Subtotal Residential District <i>(MVPD-MV-M Zone)</i>	10.13	840	640 DU - 840 DU			4,284	1,175	1,287
Lot 5 Hotel District	16.89							
Subtotal Hotel District <i>(MVPD-MV-M Zone)</i>	16.89			847,541	700	10,701	856	921
Fashion Valley Road Easement	0.25							
Hotel Circle North R.O.W. Dedication	0.88							
Subtotal Public Roadways	1.13							
Total Master Plan Area	39.72	840		847,541	700	14,985	2,031	2,208

(1) Acreage amounts, gross floor area as measured in Square Feet (SF) and number of dwelling units (DU) are conceptual and based on the development scenario detailed in this Master Plan.

(2) A maximum of 840 dwelling units are allowed in the Master Plan Area. This is below the maximum permitted number of Equivalent Dwelling Unit (EDU) as calculated using the City of San Diego EDU methodology for purposes of calculating development intensity and residential density as detailed in Section 7 text.

(3) Gross floor area of Hotel District includes 677,741 SF of existing renovated facilities and 169,800 SF of new structures.

(4) Non-Residential Development Intensity expressed as Average Daily Traffic (ADT) as detailed in Traffic Impact Analysis (TIA) prepared by Linscott, Law & Greenspan, Engineers (May 2016).

This may include adjustment of MVPD-MV-M residential zone combinations, reconfiguration within an individual Master Plan District, minor adjustment to the boundaries of the Master Plan Districts, or other adjustments. Transfer of development intensity shall only occur between lots within the Residential District.

These adjustments may result in increased or decreased development intensity on certain individual lots as compared to and currently detailed by the Master Plan. However, no adjustment shall cause an increase or significant decrease in the overall development intensity as detailed and analyzed in the Master Plan and EIR.

7.4.1 Development Intensity Transfer Criteria

Redistribution of development intensity between Master Plan Districts is not allowed.

The transfer of development intensity resulting from the transfer of dwelling units between lots within the Residential District is allowed provided that all the following criteria are met.

- It can be demonstrated that any transfer of development intensity shall be consistent with the analysis of the proposed project in the EIR for the Master Plan area.
- It can be demonstrated that the maximum 14,985 ADT for the overall Master Plan Area as detailed in the original approved Transportation Impact Analysis shall not be exceeded.
- It can be demonstrated that any and all traffic impacts shall be fully mitigated by the improvements and mitigation measures detailed in the Transportation Impact Analysis prepared for the original approved Town & Country Master Plan.
- The minimum density of 25 dwelling units per gross acre of the total residential zone within the Master Plan area shall be met.
- The maximum density of 84 dwelling units per gross acre of the total residential zone within the Master Plan area shall not be exceeded.
- The requirements and standards of the OF-1-1 zone and MVPD-MV-M zone as described in the approved Master Plan including *Table 7-6 Master Plan SDMC Deviations* shall be met.
- It can be demonstrated that the intent of the Master Plan vision, objectives and guidelines shall be achieved.
- It can be demonstrated that any transfer of development intensity or action shall be consistent with SDMC Chapter 15, Article 14 Mission Valley Planed District as

modified by the approved Master PDP implementing this Master Plan.

7.4.2 Monitoring Development Intensity Transfer

A development intensity transfer chart is required to accurately reflect and record the subsequent transfer of dwelling units or gross floor area within, not between individual Districts in the Master Plan Area as it is built to completion over time per SDMC §143.0480(a)(9).

As such, the master developer or its successor shall maintain, review and approve an updated copy of *Table 7-3 Development Intensity Transfer*. Development Intensity is expressed in Average Daily Trips (ADT) based on total trip generation at project completion per the Transportation Impact Analysis prepared by Linscott, Law & Greenspan, Engineers (May 2016). Each project applicant shall complete and update the table for master developer review before submittal to the City.

7.4.3 Intensity Transfer Tracking Process

If an update to the Development Intensity Transfer Table is needed for a proposed project within the Master Plan Area, the applicant shall complete the following steps.

- Enter the number of ADT proposed for each Master Plan District in column [B].

Table 7-3 Development Intensity Transfer

MASTER PLAN DISTRICT	[A] TARGET ADT ⁽¹⁾	[B] AS BUILT ADT	[C] ADT OVERAGE IF [B] > [A]	[D] UNUSED ADT IF [B] > [A]	[E] ADT AVAILABLE FOR TRANSFER OR (REDUCTION OF ADT AVAILABLE)
Residential District	4,284				
Hotel District	10,701				
TOTAL ADT	14,985				

(1) Development Intensity is expressed in Average Daily Trips (ADT) based on total trip generation at project completion per Traffic Impact Analysis prepared by Linscott, Law & Greenspan, Engineers (May 2016).

- Compare the number in column [B] with the number in column [A] in each row.
- For each row, if the number in column [B] is greater than the number in column [A], subtract the number in column [A] from the number in column [B] and enter the result in column [C]. This indicates an overage of the development intensity proposed to be built versus the target for the District as detailed in the Master Plan.
- For each row, if the number in column [B] is less than the number in column [A], subtract the number in column [B] from the number in column [A] and enter the result in column [D]. This indicates that the development intensity proposed to be built is below the target for the

District as detailed in the Master Plan.

- For each row, copy any number from column [C] to column [E] as a negative number.
- For each row, copy any number from column [D] to column [E].
- Enter the sum of each column in the bottom TOTAL ADT row.
- The number in the yellow box is the amount of total ADT (Development Intensity) that remains for future development within the Master Plan Area if the proposed project is executed. This amount is considered by the master developer or its successor in relation to the projected ADT of the overall Master Plan at full completion. If the amount in the yellow box is less than zero, the proposed project shall not be allowed as submitted.

A letter request must be submitted to and approved by the master developer or its successor for a development application to deposit or withdrawal ADT to/from the tracking bank (column [E]) using the table. Each project applicant shall complete and update the table for master developer review before submittal of the proposed project to the City for review.

Before issuing any building permit within the Master Plan Area, City staff shall review the proposed project and an updated copy of *Table 7-2 Development Program Summary* and *Table 7-3 Development Intensity Transfer* to ensure compliance with the Intensity Transfer Tracking Process. Additionally, a "Notice of Development Intensity Transfer" shall be recorded against the development to ensure that, should the development

proposal not be implemented, a potential future buyer of any parcel within the Plan Area is aware that the development intensity ADTs allowed for that particular development area has been adjusted.

These monitoring and tracking procedures will assist the master developer and the City in ensuring that the development intensity does not exceed the established 14,985 ADT maximum or fall too short of the established minimum indicating less dense development that would not achieve Master Plan TOD goals.

7.5 RESIDENTIAL DENSITY

To accurately calculate density for a Planned Development Permit mixed-use project, the gross square feet of non-residential uses and the number of dwelling units of residential land uses must be converted to a common unit of measure for density. The City of San Diego has determined this common unit of measure to be the Equivalent Dwelling Unit (EDU). The total EDUs divided by the gross acreage of the multiple use zone equals the project density equivalent to either non-residential or residential density.

Pursuant to the Mission Valley Community Plan, Appendix A, Table A-1 Mission Valley Equivalent Dwelling Unit (EDU) Factors, the proposed Town & Country hotel consists of 700 EDU's (1 hotel room = 1 EDU) and the proposed multi-family residential (30 or more du/acre) consists of 504 EDU's (1 multi-family residential

du = 0.6 EDU). The Appendix A, Table A-1 does not include a specific EDU factor for a convention center use. However the Town & Country Transportation Impact Analysis (TIA) does establish that 4051 Average Daily Trips (ADTs) will be generated by the proposed 177,131 SF convention center. Per SDMC 1514.0301(d)(3)(B) Table 1514-03B, each EDU (multi-family [30 or more du/ac]) is equivalent to 6 ADT generated by the convention center use. Thus 4051 ADT divided by 6 ADT per EDU = 675 EDU. Thus, the total for the three uses (hotel, residential, and convention center) is 1879 EDU within the MVPD-MV-M zone.

Pursuant to SDMC 143.0410(b), the public park and open space in the Park District (11.57 acres) would not be included in the density/intensity calculation as that area is not dedicated to the City of San Diego. The public roadway easements and dedicated public ROW (1.13 acres) would also not be included in the density calculation. The Private Drives (which are driveways, not Streets per SDMC 113.0103) are included in this calculation. The density calculation is therefore based on only the 27.02-acre MVPD-MV-M zone which includes the Hotel District 16.89 acres plus Residential District 10.13 acres.

Therefore, the project density is 1879 EDU divided by 27.02 acres = 69.54 EDU/acre which is less than the maximum 73 du/ac allowed per the Mission Valley Community Plan and the maximum 70 du/ac allowed per SDMC 1514.0304(c).

7.5.1 Residential Density Transfer Criteria

The Master Plan provides for the ability to transfer density between lots within the Residential District. This will allow flexibility in the actual dwelling unit density and building types selected for each development action on each particular residential lot in response to changing market trends.

Residential density transfer between lots within the Residential District is allowed provided that all the following criteria are met.

- It can be demonstrated that any transfer of residential density or any action shall be consistent with the analysis of the proposed project in the EIR for the Master Plan area.
- The minimum density of 25 dwelling units per gross acre of the total residential zone within the Master Plan area shall be met.
- The maximum density of 84 dwelling units per gross acre of the total residential zone within the Master Plan area shall not be exceeded.
- The maximum of 840 total dwelling units within the Residential District shall not be exceeded.
- The number of dwelling units proposed for each lot shall fall within the DU Range as indicated in *Table 7-2 Development Program Summary*.

- The Residential District lots may each be built out as more than one project. Projects not utilizing the entire parcel shall submit conceptual alternatives depicting how the balance of the parcel may be built-out consistent with the guidelines and requirements of the Master Plan and the SDMC.
- It can be demonstrated that the intent of the Master Plan vision, objectives and guidelines shall be achieved by the proposed project.
- It can be demonstrated that the proposed project shall be consistent with SDMC Chapter 15, Article 14 Mission Valley Planed District as modified by the approved Master PDP implementing this Master Plan.

7.5.2 Monitoring Residential Density Transfer

A density transfer chart is required to accurately reflect and record the subsequent transfer of dwelling units (DU) or gross floor area throughout the Master Plan Area as it is built to completion over time per SDMC §143.0480(a)(9).

As such, the master developer or its successor shall maintain, review and approve an updated copy of *Table 7-4 Residential District Density Transfer*.

Each project applicant shall complete and update the table for master developer review before submittal to the City.

7.5.3 Density Transfer Tracking Process

If an update to the Residential District Density Transfer Table is needed, the applicant shall complete the following steps.

- Enter the number of DU proposed for each residential lot in column [B]. For each residential lot, the number of DU proposed must be within the permitted DU range as indicated in *Table 7-2 Development Program Summary*.
- Compare the number in column [B] with the number in column [A] in each row.
- For each row, if the number in column [B] is greater than the number in column [A], subtract the number in column [A] from the number in column [B] and enter the result in column [C]. This indicates an overage of the DU proposed to be built versus the DU target for the lot(s) as indicated in column [A].
- For each row, if the number in column [B] is less than the number in column [A], subtract the number in column [B] from the number in column [A] and enter the result in column [D]. This indicates that the number of DU proposed to be built is below the target for the lot as indicated in column [A].
- For each row, copy any number from column [C] to column [E] as a negative number.

- For each row, copy any number from column [D] to column [E].
- Enter the sum of each column in the bottom TOTAL DUs row.
- The number in the yellow box is the total number of DUs that remains to be allocated for future development within the Residential District if the proposed project is executed. This amount is considered by the master developer or its successor in relation to the projected maximum of 840 DU allowed in the Residential District at full completion. If the amount in the yellow box is less than zero, the proposed project shall not be allowed as submitted.

A letter request must be submitted to and approved by the master developer or its successor for a development application to deposit or withdrawal dwelling units to/ from the tracking bank (column [E]) using the table. Each project applicant shall complete and update the table for master developer review before submittal of the proposed project to the City for review.

Before issuing any building permit for lots within the Residential District, City staff shall review the proposed project and an updated copy of *Table 7-2 Development Program Summary* and *Table 7-4 Residential District Density Transfer* to ensure compliance with the Density Transfer Tracking Process. Additionally, a “Notice of Density Transfer” shall be recorded against the development to

Table 7-4 Residential District Density Transfer

RESIDENTIAL DISTRICT	[A] TARGET DUs	[B] DUs BUILT	[C] DU OVERAGE IF [B] > [A]	[D] UNUSED DUs IF [B] > [A]	[E] DUs AVAILABLE FOR TRANSFER OR (REDUCTION OF DUs AVAILABLE)
Lot 1	160				
Lot 2	275				
Lot 3	255				
Lot 4	150				
TOTAL DUs	840				

DU - Dwelling Unit

ensure that, should the development proposal not be implemented, a potential future buyer of any lot is aware that the number of DUs allowed for that particular lot has been adjusted.

These monitoring and tracking procedures will assist the master developer and the City in ensuring that the residential density is appropriately distributed in a balanced manner across the Residential District without exceeding the established 840 maximum number of dwelling units or falling too short of the established minimum and not achieving Master Plan TOD goals.

7.6 PHASING PLAN

The Master PDP facilitates the processing of a proposed development that incorporates conceptual development criteria for portions of the premises intended for future or phased development. The Town & Country Master Plan will be developed in two phases which will minimize the disruption of ongoing hotel operations. This will accommodate the careful demolition of multiple existing structures, debris removal and importation of fill, construction of site infrastructure and utilities, implementation of extensive site and river improvements, construction of new hotel facilities, and site preparation and construction of the Residential District.

The development plan summarized in *Table 7-5 Phasing Plan* is conceptual and outlines the generally expected implementation sequence of development. The phasing plan reflects current plans for the hotel renovation and new facilities, the anticipated market for residential parcels, physical attributes of the site, existing utilities infrastructure, and assumptions regarding overall construction management considerations.

To ensure the public park is constructed commensurate with the development of residential units, an agreement with the City for the construction of the park shall be entered into prior to the approval of the first Final Map for the Town & Country Master Plan.

7.7 AFFORDABLE HOUSING

The Master Plan requirements for affordable housing as outlined in the City of San Diego Inclusionary Affordable Housing Ordinance (SDMC §142.1300) and the San Diego Housing Commission's Implementation and Monitoring Procedures shall be satisfied through payment of the in-lieu fee.

7.8 MAINTENANCE RESPONSIBILITIES

The Master Plan includes dedication of public right-of way along Fashion Valley Road, Camino de la Reina and Hotel Circle North. The Master Plan also includes development of private common space, landscaped parkways, private drives, and areas subject to public access easements. The maintenance of these common areas shall be the responsibility of the City, the master developer, property owners, a Home Owners Association, Property Owners Association, or Maintenance Assessment District or other such mechanism to be separately established for the Town & Country Master Plan Area.

The responsible parties and/or associations within the Master Plan Area are responsible for enforcing private property maintenance requirements, easements, and signage standards in their respective areas of purview pursuant to the standards identified in the Master Plan and any separately created covenants, conditions, and restrictions (CC&R) or reciprocal easement agreements (REA).

The public park will be entirely within a recreation easement that also functions as a public access easement in conformance with City Council Policy No. 600-33 Community Notification and Input for City-wide Development Projects. The master developer or its successor will retain ownership and maintenance responsibility for the public park including the bridge over the river per separate agreement with the City.

The master developer or its successor will retain ownership and maintenance responsibility for the restored and enhanced open space and habitat along the river pursuant to SDMC Article 3, Division 1 Environmentally Sensitive Lands Regulations.

For all public areas with enhanced improvements, the master developer shall enter into a bonded maintenance agreement ensuring maintenance of all landscaping and appurtenance within the public access easement until such time a Home Owners Association, Property Owners Association or Maintenance Assessment District or other such mechanism is established for maintenance of all landscaping and appurtenances.

Private development within the Hotel District and on lots within the Residential District will include landscaping, private recreational amenities and enhanced open space and public access corridor areas. The maintenance of these areas will be the responsibility of the hotel owner

in the Hotel District and the individual property owners or a Property Owners Association(s) within the Residential District.

7.9 MASTER PLAN DESIGN STANDARDS

This Master Plan establishes a vision and objectives to guide the design and implementation of the Master Plan Area. Also, this Master Plan outlines design and planning guidelines for the River Park District, Residential District and Hotel District.

Each development project or action within the Master Plan Area shall be in substantial conformance with the intent of the Master Plan vision, objectives and district guidelines as outlined in this document to the extent feasible. All subsequent design documents and development activities shall be consistent with the Master Plan.

Furthermore, the Master Plan establishes design standards for all Master Plan Districts.

7.9.1 River Park District Design Standards

All development projects, or actions within the River Park District shall comply with all applicable design standards in the San Diego Municipal Code and other applicable regulations.

Table 7-5 Phasing Plan

DU	ON-SITE CONSTRUCTION IMPROVEMENTS	ON-SITE & OFF-SITE INFRASTRUCTURE	DURATION
Phase 1			
435 dwelling units	<p><u>River Park District</u></p> <ul style="list-style-type: none"> • Demolition of surface parking to be removed • Site preparation and construction of public park • Construction of San Diego River Pathway and bridge • Habitat restoration and enhancement (including SDP requirements) <p><u>Hotel District</u></p> <ul style="list-style-type: none"> • Renovation of hotel buildings to remain • Demolition of hotel buildings to be removed • Demolition of surface parking to be removed • Construction of new hotel facilities: lobby, restaurants, parking structure, pool complex, and site improvements <p><u>Residential District</u></p> <ul style="list-style-type: none"> • Demolition of hotel buildings and surface parking • Site preparation on Lot 1, Lot 2, Lot 3, and Lot 4 • Building/parking structure construction on Lot 1 and Lot 2 	<ul style="list-style-type: none"> • Construction of storm drainage and utility infrastructure for entire Master Plan Area including River Park District, Hotel District and Residential District • Construction of Private Drive A • Construction of Private Drive B • Construction of Private Drive C • Construction of Private Drive D • Construction of Private Drive E 	<ul style="list-style-type: none"> • Demolition: 3 months • Renovation and construction: 24 months
Phase 2			
405 dwelling units	<p><u>Residential District</u></p> <ul style="list-style-type: none"> • Building/parking structure construction on Lot 3 and Lot 4 	<ul style="list-style-type: none"> • Construction of fire access lane/ bikeway/pedestrian trail on portion of Lot A directly east of Lot 4 • Right-of-way improvements to Hotel Circle North • Right-of-way improvements to Camino De La Reina 	<ul style="list-style-type: none"> • Construction: 24 months

7.9.2 Residential District and Hotel District Design Standards

All new buildings, development projects, or actions within the Residential District and Hotel District shall comply with the following design standards.

1. Cohesive open space, an improved pool amenity, new lobby, food and beverage, entry court, and parking structure.
2. New buildings shall represent a single architectural style that is consistently reinforced by all materials and details.
3. Outdoor courtyards at ground level or podium level shall be improved with landscaping, paved areas or decking, shade structures or shade trees, seating, and other amenities to create an enhanced and inviting amenity open space.
4. Infrastructure and building utility needs must be accommodated in the earliest phases of design. Misplaced or visually intrusive vents, downspouts, life-safety, utility boxes, utility meters, and other site and building infrastructure shall be avoided to the greatest extent feasible.
5. The maximum length of any blank wall on a new a new building shall not exceed 25 feet.
6. Building façades shall have a glazed opening at least every 25 feet.
7. Windows and doors shall be recessed at least 3 inches from the face of the finished exterior wall to achieve sufficient depth and shadow. Flush finish installations, especially with stucco, are not permitted.
8. New buildings shall provide façade variation through the use of balconies, fenestration, or sunshades to create a visually interesting pattern of projections and recesses, and light and shadow.
9. Metal security doors and exterior security grilles are not permitted on new buildings.
10. Materials and color shall be used to reinforce variations in building massing and form, and provide visual variation in the building facade.
11. Detailed façade elements shall be used to reinforce the overall design concept, to create texture, shade, shadow, and to relate the building to a human scale streetscape. Exaggeration of details or use of generic, applied details shall not be used as they tend to create a cartoon-like appearance that is not consistent with the quality design and character intended.
12. Only durable and high quality materials with a proven longevity in the San Diego region shall be used.
13. All major building systems and equipment shall be accommodated within the building or, if located on the roof, shall be enclosed in a screening structure with materials and visual appearance integrated with the design of the building.
14. Building roof forms shall represent the single architectural style of the building and be simple, uncomplicated, straightforward, and proportional to the building massing and details.
15. Roof parapets, if used, shall be continuous and extend to all visible building elevations.
16. Stucco is a permitted building façade material. A variety of textures can be achieved with a final coat of cementitious stucco, depending on the size of aggregates used, the method of application, and the final use of float or trowel. Acrylic stucco can achieve a more limited range of textures. Smooth, fine-textured finishes such as Santa Barbara, 20/30 Float are permitted. Rough, irregular or coarse-textured finishes such as heavy lace, machine dash, or light lace are prohibited.
17. Façade elements constructed of foam or foam molding are strongly discouraged. If used, they shall be in proportion to other building elements and constructed in a manner to avoid the appearance of being pasted onto the building.

18. Ground floor dwelling units on Lot 4 that directly face the river shall have entries (primary or secondary) facing the river.
19. High-quality windows shall be provided with details that provide for a shadow line and appearance of depth, either through use of inset windows with an integral frame, or windows inset into the exterior wall. Windows may be constructed of wood, wood with vinyl clad exterior, recycled-content aluminum vinyl clad, steel casement, or anodized aluminum.
20. Metal railings, entrance canopies, downspouts, scuppers, shutters, and garage openings shall be consistent with the design, style, and proportion of the overall building.
21. Transparency is encouraged in fenestration to the greatest extent possible. Highly reflective or very dark glass is not permitted.
22. Outdoor lighting shall be designed to reinforce building architecture or special plant material and create an inviting street and sidewalk environment at night.
23. A hierarchy of exterior building lighting types and fixtures shall be provided to reinforce architectural features and materials. Blanket wash floodlighting of entire buildings is not permitted.
24. Visible direct lamp glare from unshielded floodlit fixtures is prohibited.
25. Lighting design that allows intense light to be cast up into the night sky is prohibited.
26. The Hotel District shall include a minimum of 10,000 square feet of ground floor food and beverage and/or retail use.

7.10 MASTER PLAN SDMC DEVIATIONS

The purpose of the Master PDP regulations is to allow flexibility in the application of development regulations for projects where strict application of the base zone development regulations would restrict design options and result in a less desirable project.

Specific deviations from the SDMC are incorporated in the Master Plan to provide flexibility in achieving a zone-equivalent project design. The deviations are consistent with the intent of the base zones and the Master Plan objective of creating a pedestrian friendly transit-oriented infill redevelopment neighborhood. The application of the SDMC to the Master Plan will include deviations as detailed in *Table 7-6 Master Planned Development Permit SDMC Deviations*.

Each individual permit application shall comply with all other regulations not specifically identified as deviations in this Master Plan. In addition, all permit applications will comply with zoning requirements except when in compliance with the deviations as detailed in *Table 7-6 Master Planned Development Permit SDMC Deviations*.

Table 7-6 Master Planned
Development Permit SDMC
Deviations

DEVELOPMENT REGULATIONS	CURRENTLY ALLOWED	PROPOSED
OF-1-1 (Open Space-Floodplain) Zone		
SDMC §131.0231-Table 131-02C Lot Area	Minimum 10 acres	Deviation to allow minimum lot area as follows. <ul style="list-style-type: none"> • Lot B = 1.70 acres • Lot C = 8.26 acres • Lot D = 1.61 acres
SDMC §131.0231-Table 131-02C Lot Width	Minimum 500 feet	Deviation to allow minimum lot width less than 500 feet for Lot C and Lot D on Fashion Valley Road. These lots are irregularly shaped. Refer to Vesting Tentative Map for lot configuration and lot widths.
SDMC §131.0231-Table 131-02C Street Frontage	Minimum 500 feet	Deviation to allow minimum street frontage less than 500 feet for Lot C and Lot D on Fashion Valley Road. These lots are irregularly shaped. Refer to Vesting Tentative Map for lot configuration and street frontage.
SDMC §131.0231-Table 131-02C Lot Depth	Minimum 500 feet	Deviation to allow minimum lot depth of less than 500 feet for Lot B from Private Drive E. This lot is irregularly shaped. Refer to Vesting Tentative Map for lot configuration and lot depth.

DEVELOPMENT REGULATIONS	CURRENTLY ALLOWED	PROPOSED
Master Plan River Park District		
SDMC §143.0145(e)(2) Structures within Floodways	Permanent <i>structures</i> not permitted within <i>floodway</i> .	Deviation to allow <i>permanent structures</i> and substantial improvement to existing permanent structures within the <i>floodway</i> . This includes: fences, picnic tables, posts, informational signage, benches, and directional signage associated with the public park, Private Drive E, the parking lot, or the hotel.
SDMC §143.0146(a)(4) Flowage Easement	Flowage easement to the City shall be granted for that portion of the property within a <i>floodway</i> .	Deviation to allow existing and substantially improved existing structures within the <i>floodway</i> to be designated outside the flowage easement.
SDMC §1514.0302(c) River Corridor Area	<ul style="list-style-type: none"> • <i>Permitted Uses and Development</i> limited in <i>River Corridor Area</i> • Alignment of <i>River Pathway</i> within <i>Path Corridor</i> 	Deviation to allow the following within the <i>River Corridor Area</i> : <ul style="list-style-type: none"> • <i>River Pathway</i> outside of the <i>Path Corridor</i> and within <i>floodway</i>. • Existing hotel buildings with certain improvements including parking and Private Drive E. • Construction of new residential building and site improvements on Lot 4 within <i>Path Corridor</i>. • Shielded lighting along <i>River Pathway</i> within <i>floodway</i> directed away from river and MHPA areas.
SDMC §1514.0302(d)(1) River Influence Area Lot Coverage	Maximum 65 percent lot coverage for any development on a lot wholly or partially within 115 feet of <i>River Corridor Area</i>	Deviation to allow 85 percent lot coverage for development on Lot 4.

Table 7-6 Master Planned Development Permit SDMC Deviations (cont.)

Table 7-6 Master Planned
Development Permit SDMC
Deviations (cont.)

DEVELOPMENT REGULATIONS	CURRENTLY ALLOWED	PROPOSED
<p>SDMC §1514.0302(d)(2) River Influence Area Building Height</p>	<p>Per Table 1514-03C and Diagram 1514-03C, set backs are established from the edge of the <i>River Corridor Area</i>.</p> <p>Minimum distance the building is set back from the <i>River Corridor Area</i> and maximum building height allowed:</p> <ul style="list-style-type: none"> • Buildings shall be set back a minimum of 10 feet from the <i>River Corridor Area</i>. • 10' setback/35' max height • 20' setback/45' max height • 30' setback/70' max height • 70' setback/max height equal to the number of feet the building is setback from <i>River Corridor Area</i> • 115' setback/max height per underlying zoning 	<p>Deviation to measure height setback from edge of <i>floodway</i> instead of edge of <i>River Corridor Area</i>.</p> <p>Minimum distance the building is set back from the <i>floodway</i> and maximum building height allowed:</p> <ul style="list-style-type: none"> • Buildings shall be set back a minimum of 10 feet from the <i>floodway</i>. • 10' <i>floodway</i> setback/35' max height • 20' <i>floodway</i> setback/45' max height • 30' <i>floodway</i> setback/70' max height • 70' <i>floodway</i> setback/max height equal to the number of feet the building is setback from <i>floodway</i> • 115' <i>floodway</i> setback/max height per underlying zoning. Within Master Plan area MYPD-MV-M zone, max height allowed is 250' per SDMC 1514.0404(a).

DEVELOPMENT REGULATIONS	CURRENTLY ALLOWED	PROPOSED
SDMC §1514.0302(d)(2) River Influence Area Massing	<p>Per Table 1514-03C, setbacks are established from the edge of the <i>River Corridor Area</i>.</p> <ul style="list-style-type: none"> Maximum 50 percent of a building's wall may be located at the setback measured from the River Corridor Area. At or above 70 feet in height above finished grade, a building's wall shall be at least 30 percent narrower than the width of the building wall on the ground floor within the <i>River Influence Area</i>. 	<p>Deviation to measure massing setback from edge of <i>floodway</i> instead of edge of <i>River Corridor Area</i>.</p> <ul style="list-style-type: none"> Maximum 50 percent of a building's wall may be located at the setback measured from the <i>floodway</i>. At or above 90 feet in height above finished grade, a building's wall shall be at least 30 percent narrower than the width of the building wall on the ground floor within the <i>River Influence Area</i>.
SDMC §1514.0302(d)(13) Fences	<p>Limitations on fences within 10 feet of outer limit of <i>River Corridor Area</i></p>	<ul style="list-style-type: none"> Deviation to allow fences at residential Lot 4 for definition of building entrances and terraces within <i>River Corridor Area</i>. Deviation to allow fence along Riverwalk Drive within <i>River Corridor Area</i>.

Table 7-6 Master Planned Development Permit SDMC Deviations (cont.)

Table 7-6 Master Planned
Development Permit SDMC
Deviations (cont.)

DEVELOPMENT REGULATIONS	CURRENTLY ALLOWED	PROPOSED
SDMC §1514.0402(b)(1) Sidewalks/Parkways	<p>Minimum Average Widths per table 1514-04A:</p> <p>Majors and Arterials</p> <ul style="list-style-type: none"> • 10' clear corridor sidewalk • 8' landscaped parkway <p>2-lane collectors and streets of lesser width</p> <ul style="list-style-type: none"> • 6' clear corridor sidewalk • 5' landscaped parkway 	<p>Deviation to allow the following:</p> <p>1. 4-lane major (Fashion Valley Road-at new construction only)</p> <ul style="list-style-type: none"> • 8' clear corridor sidewalk • 6' landscaped parkway <p>2. 4-lane major (Camino de la Reina) Option A, Option B and Option C</p> <ul style="list-style-type: none"> • 8' clear corridor sidewalk • 6' landscaped parkway <p>3. 2-lane collector (Riverwalk Drive- outside Master Plan area)</p> <ul style="list-style-type: none"> • 10' Multi-modal River Pathway outside of Right-of-Way in lieu of pedestrian sidewalk on south side. Distance to curb may vary.

DEVELOPMENT REGULATIONS	CURRENTLY ALLOWED	PROPOSED
Master Plan Residential District		
SDMC §1514.0304(d)(1) Street Frontage	Minimum 70 feet public street frontage	Deviation to allow: <ul style="list-style-type: none"> • Lot 3: No public street frontage provided. (366 feet Private Drive frontage provided). • Lot 4: No public street frontage provided. (448 feet Private Drive frontage provided).
SDMC §1514.0304(e)(1) Street Yard Area	Minimum street yard area of 25 feet multiplied by the street frontage length plus an incremental factor of 0.25 feet for each foot of building elevation over 24 feet.	Deviation to allow minimum SF to be "15 foot street yard area multiplied by length of street frontage for new construction."
SDMC §1514.0304(e)(2) and (3) Parking and Building Setbacks and Incremental Building Setback	<p>Per Table 1514-03H:</p> <p>Street yard setback: 15 feet plus incremental setback of 0.25 feet for each foot of building elevation over 24 feet.</p> <p>Side yard setback: 10 feet plus incremental setback of 0.2 feet for each foot of building elevation over 24 feet.</p>	<p>Deviation to allow the following:</p> <p>Street yard setback</p> <ul style="list-style-type: none"> • Lot 1 and Lot 2: 15 feet with no additional incremental setback. • Lot 3 and Lot 4: 10 feet with no additional incremental setback. <p>Side yard setback</p> <ul style="list-style-type: none"> • Lot 1: 10 foot setback with no additional incremental setback. • Lot 2, Lot 3, and Lot 4: 10 foot setback with no additional incremental setback. Exception: Lot 3 has 5 foot setback with no additional incremental setback along eastern side yard.

Table 7-6 Master Planned Development Permit SDMC Deviations (cont.)

Table 7-6 Master Planned
Development Permit SDMC
Deviations (cont.)

DEVELOPMENT REGULATIONS	CURRENTLY ALLOWED	PROPOSED
SDMC §1514.0304(e)(2) and (3) Parking and Building Setbacks and Incremental Building Setback (continued)	<p>Per Table 1514-03H:</p> <p>Rear yard setback: 15 feet plus incremental setback of 0.2 feet for each foot of building elevation over 24 feet.</p> <p>Architectural Projections and Encroachments: None specified</p>	<p>Deviation to allow the following:</p> <p>Rear yard setback</p> <ul style="list-style-type: none"> • Lot 1, Lot 2, and Lot 3: 10 foot setback with no additional incremental setback. • Lot 4: 10 foot setback facing river with incremental setback as illustrated in Master Plan <i>Figure 5-2 River Influence Area Building Height Setback</i>. See also deviation for SDMC §1514.0302(d)(2) River Influence Area Building Height in this Table. <p>Architectural Projections and Encroachments may project or encroach into street yard, side yard, or rear yard setback a maximum of 4 feet including:</p> <ul style="list-style-type: none"> • Projecting balconies above the first story. • Projecting entries, either at <i>grade</i> or elevated with accompanying stairs and cover. • Roof projections such as eave, cornice, and eyebrow; bay windows, and turrets. • Openly supported architectural projections including trellises. There shall be a <i>minimum</i> 6-foot, 8-inch clearance between <i>proposed grade</i> and the lowest horizontal portion of the projection, not including the supports. • Entry roofs, porches, entry arbors, and patio structures. • Unroofed structures not in excess of 3 feet above proposed grade, with a safety railing not exceeding 42 inches in height. • Trellises with plant material or screening panels on parking structures.
SDMC §1514.0304(f)(2) Exterior Usable Open Area	156 square feet minimum of usable open area per dwelling unit	Deviation to allow 100 square feet minimum of usable open area per dwelling unit, including exterior and interior usable common active or passive recreation space.
SDMC §1514.0304(g) Structural Development Coverage	50 percent maximum structural development coverage	Deviation to allow 55 percent maximum structural development coverage (calculated over the gross acreage of the residential zone).

DEVELOPMENT REGULATIONS	CURRENTLY ALLOWED	PROPOSED
Master Plan Hotel District		
SDMC §1514.0305(d) Maximum Structural Coverage	50 percent maximum structural development coverage	Deviation to allow 60 percent maximum structural development coverage excluding any fence, wall, retaining wall, pier, post, sign, parking space, terrace, deck, paved area, pool cabana, spa, or swimming pool.
SDMC §1514.0305(e) Yard and Setback Requirements	<p>Minimum yard area: SF is equal to linear feet of frontage multiplied by the 20 foot MV-CV Zone street yard factor.</p> <p>Building setbacks: 15 feet street setback, 10 side setback, and 15 feet rear setback at residential. All setbacks have additional incremental set back of 0.2 feet for every foot of building elevation over 24 feet.</p>	<p>Deviation to allow for the following:</p> <ul style="list-style-type: none"> • Minimum street yard SF of 15-foot street yard factor multiplied by length of street frontage for new construction. • Minimum side yard SF of 10-foot street yard factor multiplied by length of street frontage. • Side yard and rear yard building setback of 10 feet with no additional incremental setback.

Table 7-6 Master Planned Development Permit SDMC Deviations (cont.)

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