

An aerial photograph of a city landscape. In the foreground, a large residential complex with multiple buildings featuring red-tiled roofs and light-colored facades is visible. To the left of this complex, a multi-lane highway with significant traffic flows. Further left, a large, modern building with a distinctive curved, metallic facade stands out. A river, bordered by lush green trees and vegetation, runs diagonally through the middle of the image. A bridge crosses the river in the distance. The background shows a sprawling urban area with various buildings and parking lots, set against a backdrop of rolling hills under a clear blue sky.

POLICIES FOR DEVELOPMENT

POLICIES FOR DEVELOPMENT

Future development will be a major catalyst for implementing the ideas presented in this Community Plan. This section has been created to serve as a guide and evaluation tool for new development to identify if a proposed project is consistent with the plan's Vision and Design Guidelines. The intention is to provide a predictable process for decision-makers, developers, and community members to help streamline development review while also providing direction on how to create a development project that is consistent with community expectations.

Overlay Zones

Community Plan Implementation Overlay Zones are a tool to provide supplemental development regulations that are tailored to specific sites within community plan areas of the City. The intent of these regulations is to ensure that development proposals are reviewed for consistency with the use and development criteria that have been adopted for these specific areas of the community.

In Mission Valley, two areas have been identified for supplemental development regulations. These areas have been identified as the Hillside Conservation, Design, and Height Limitation CPIOZ and the San Diego River Subdistrict CPIOZ. A map identifying the two districts can be found as Figure 36. This chapter includes the supplemental development regulations for each of the CPIOZ areas.

Both areas are designated as CPIOZ-Type B, meaning a discretionary permit is required for all new development. Applications for a CPIOZ-Type B discretionary permit shall meet the regulations of the underlying zone and the purpose and intent of the supplemental development regulations identified in the CPIOZ section.

Projects that require a discretionary review process should address the design and compatibility of the project in relation to surrounding development as well as the purpose and intent of the applicable CPIOZ section and supplemental development regulations of the applicable section. Projects may propose design solutions that vary, but the design of the project shall be equal or higher in quality to the design concepts identified for this CPIOZ areas.

Within the area designated as CPIOZ-Type B, no building, improvement, or portion thereof shall be erected, constructed, converted, altered, enlarged, or established until a discretionary permit is obtained.

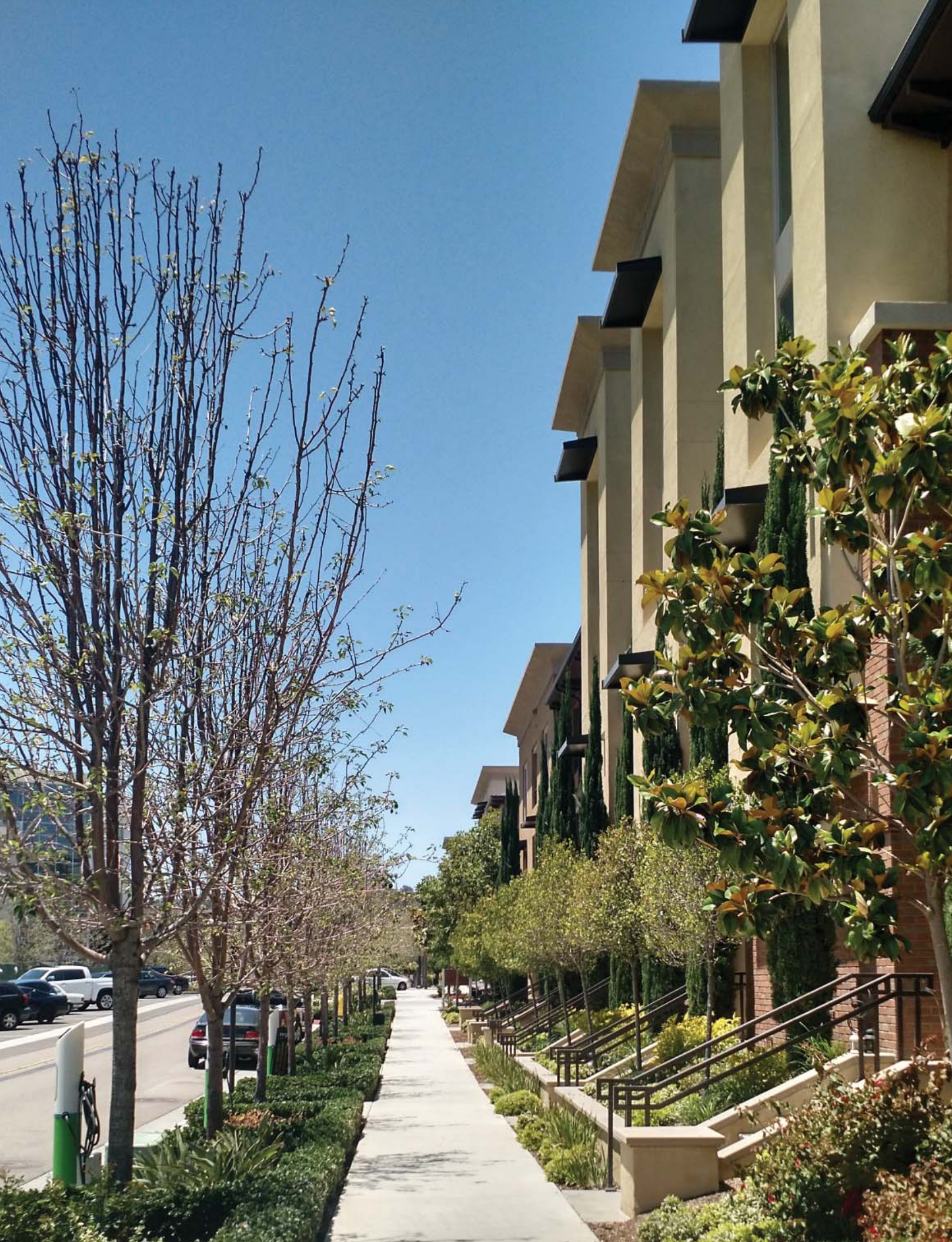
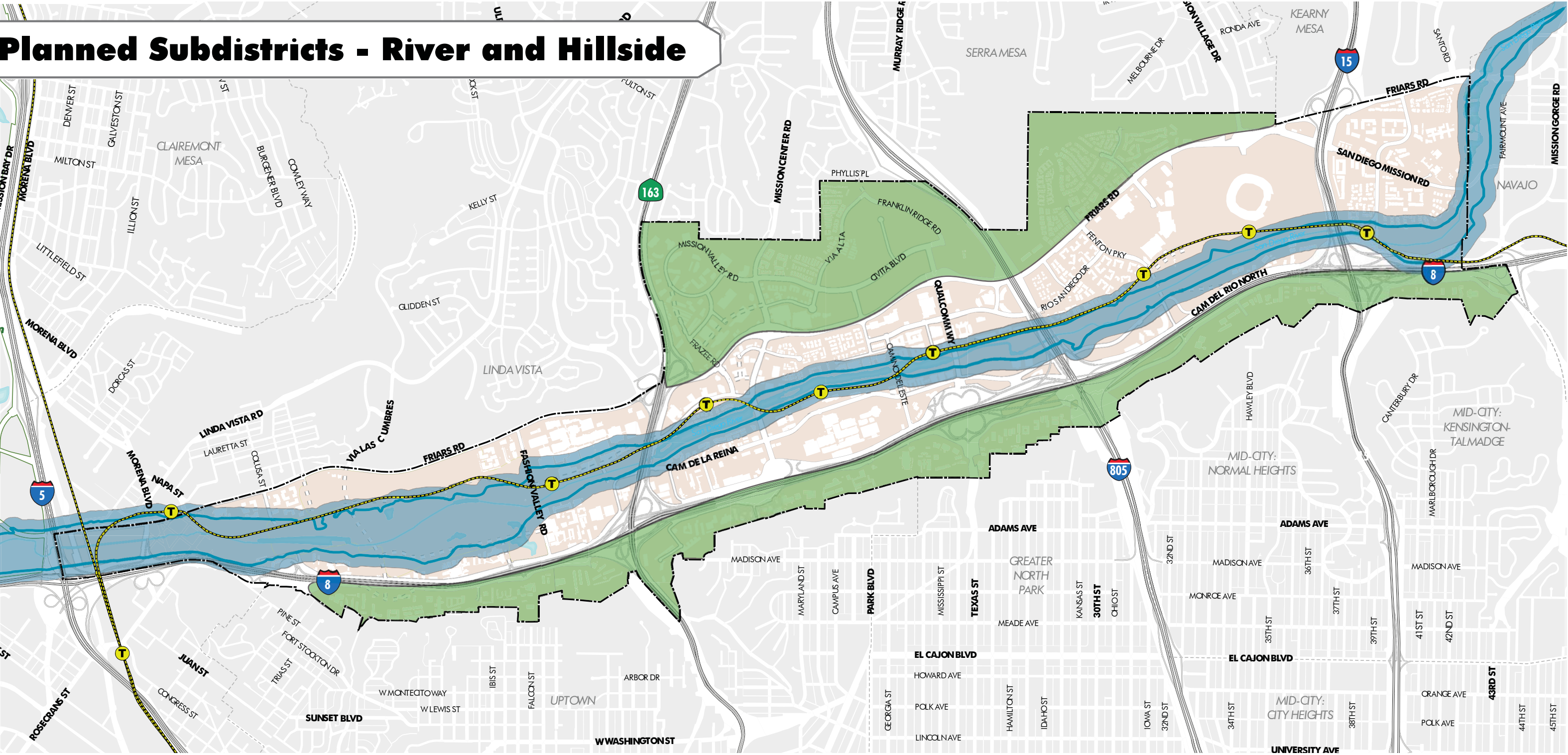


Figure 36

Planned Subdistricts - River and Hillside



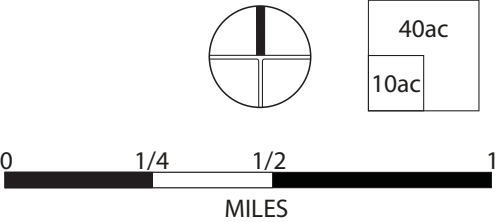
General Information

- T** Trolley Stops
- Planned Roadway
- Light Rail
- Freeways
- Ramps
- Streams/Creeks

- Lakes/Ponds/Bays
- Mission Valley Community Plan Boundary
- Community Planning Areas

Subdistricts and Floodway

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



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

Hillside Conservation, Design, and Height Limitation CPIOZ

In order to ensure that land development projects in hillside areas will respect, preserve, and/or recreate hillside areas along the Hillside Subdistrict, Community Plan Implementation Overlay Zone (CPIOZ) –Type B is applied the area identified in Figure 36. Applications for a CPIOZ-Type B discretionary permit shall meet the regulations of the underlying zone, purpose and intent of the supplemental development regulations identified below.

Supplemental Development Regulations

Boundaries

The Mission Valley Hillside Subdistrict shall apply to portions of the community north of Friars Road and south of Interstate 8 (Figure 36).

Southern Slopes

For buildings and structures located south of Interstate 8 on southern slopes, the height shall be limited to 40 feet above preexisting or finished grade, whichever is lower. Exceptions to the 40-foot height limitation may be approved up to 65 feet in height provided that all of the following standards are met:

All natural existing hillside vegetation and topography shall be preserved;
Any previously graded hillsides shall be recontoured into a naturalistic form and revegetated with indigenous plants; and
Buildings and structures shall be designed and sited so that a minimum 30-foot-wide open public view corridor is created to the hillside from adjacent public streets and freeways.

Structures over the 65-foot building height level may be permitted to allow construction of unique architectural features, such as a steeple, and which do not contain occupied floor area, mechanical equipment, or signage.

Steep Slope Lands

Steep slope lands are defined as all land having a naturally formed or naturally appearing gradient of 25 percent or greater, based on 5-foot contour intervals, with a minimum elevation differential of 25 feet. Steep slopes do not include manufactured slopes which have been graded pursuant to a validly issued development permit. Development shall not be permitted in steep slope lands, except as indicated in Table 9.

Preservation of Steep Slopes

Development, including road construction, above the 150-foot contour line shall not occur. Negative open space easements may be required as a condition of approval for lots or portions of lots containing steep slopes. Landscaping - slopes disturbed during construction shall be revegetated in accordance with City-wide standards. Lot splits are prohibited on steep slopes.

Signage

- Ground signs greater than 40 feet in height shall not be permitted south of Interstate 8, automobile dealerships may utilize ground signs not exceeding 50 feet in height, except pursuant to a variance approved, in accordance with Land Development Code Chapter 12, Article 6, Division 8 (Variance Procedures).
- Roof top signs shall be prohibited.
- Nothing contained in the Mission Valley Community Plan Planned District Ordinance or the Land Development Code Sign Regulations shall preclude on premises directional signs identifying products or services located on the premises; no such directional sign shall exceed 2 square feet in area.
- All on premises signs shall be in conformance with the Land Development Code Sign Regulations and the, but not in conformance with the criteria of this CPIOZ.

Northern Slopes

Natural appearing slopes and contours should be recreated through variable slope gradients not exceeding a 2:1 ratio. Hillside rehabilitation areas shall be revegetated with indigenous plantings per adopted city landscape standards.

Table 9: Encroachment into Steep Slopes

Percentage of Parcel in Steep Slopes	Maximum Encroachment Allowance as Percentage of Area in Steep Slopes
75% or less	10%
80%	12%
85%	14%
90%	16%
85%	18%
100%	20%



The southern slopes of Mission Valley provide a clear separation between the valley and mesa. This green strip gives visual interest to the community, which is protected through the CPIOZ.

Hillside Subdistrict Guidelines for Discretionary Review

General

- Orient development towards the valley and take access to Mission Valley projects from roads that do not extend above the 150-foot elevation contour.
- Preserve the natural landform and greenbelt of the southern hillsides and rehabilitate the northern hillsides. Cluster development to retain as much open space as possible.
- Preserve natural topographic features such as drainage courses, rock outcroppings, slopes and trees.
- Design buildings and parking areas to fit the natural terrain and improve the appearance of understructures.
- Design buildings at the base of slopes to emphasize a low profile rather than a vertical orientation. Buildings should step or slope with landscaping to protect views of and from the hillsides.

Southern Slopes

- Preserve existing natural slopes, use the natural slopes as a backdrop and guide to building form.
- Cluster, contour and terrace structures into sites to preserve the form of the slopes.
- Cluster development in disturbed or sparsely vegetated portions of the slope.
- Design automobile access to minimize hillside disruption. To avoid excessive grading, locate automobile access adjacent to street access and separated from habitable building sections. Linkages from the street to the building should be made through pedestrian ways or bikeways.

Northern Slopes

- Develop near the base of the slope. Building height and setbacks should be designed to create a band of visible open slope areas landscaped according to Land Development Code Chapter 14, Article 2, Division 4 (Landscape Regulations) between the ridge line and building roofs that mirror the greenbelt effect of the southern hillsides.
- Development beyond the base of the hillsides should be low in profile.
- Adapt building and parking areas to the terrain. Minimize the visual impact of buildings by terracing them up or down a slope, providing view corridors through them and terracing outdoor deck areas.
- Sharp angular land forms should be rounded and smoothed to blend with the natural terrain.
- Control runoff from construction sites.
- Control erosion by minimizing the area of slope disturbance and coordinating the timing of grading, resurfacing, and landscaping where disturbance does occur.
- Revegetate graded slopes in accordance with Land Development Code Chapter 14, Article 2, Division 4 (Landscape Regulations).



Low scale development adjacent to the southern slopes provides visual separation from the mesa.

San Diego River CPIOZ

It is the purpose of the River CPIOZ regulations to ensure that development along the San Diego River implements the San Diego River Park Master Plan. The River Subdistrict regulations have also been designed to preserve and enhance the character of the San Diego River valley, to provide for sensitive rehabilitation and redevelopment, and to create the River Pathway. The San Diego River CPIOZ includes the River Corridor Area and the River Influence Area (Figure 37). The regulations of this zone apply to any project fully or partially within these boundaries.

All projects should address the design and compatibility of the project in relation to surrounding development as well as the purpose and intent of the supplemental development regulations of this CPIOZ section. Projects may propose design solutions that vary, but the design of the project shall be equal or higher in quality to the design concepts identified for this CPIOZ areas.

Within the area designated as CPIOZ-Type B, no building, improvement, or portion thereof shall be erected, constructed, converted, altered, enlarged, or established until a discretionary permit is obtained.

Supplemental Development Regulations

Boundaries
The San Diego River Park Subdistrict includes the River Corridor Area and the River Influence Area. The River Corridor Area, comprised of the current 100-year floodway (floodway) as mapped by Federal Emergency Management Agency (FEMA) and the 35-foot wide Path Corridor on each side of the floodway. Figure 1 illustrates how the River Influence Area, is the 200-foot wide area extending outward from the River Corridor Area on each side of the river.

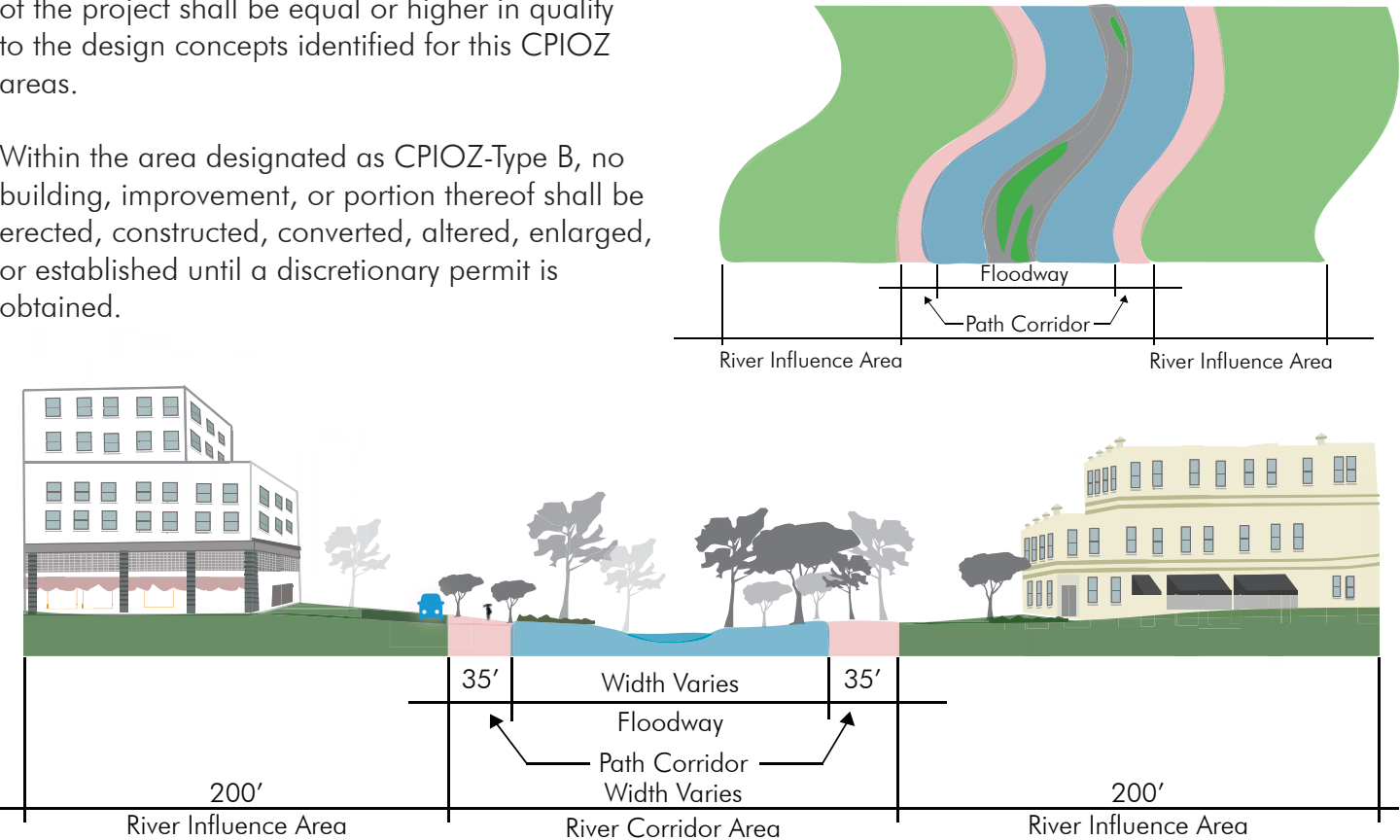


Figure 37: Section/Plan View of the River Corridor and Influence Area

River Corridor Area

Permitted Uses and Development

Development within the floodway shall be in accordance with Land Development Code Section 143.0145 (Development Regulations for Special Flood Hazard Areas).

- Within the 35-foot wide Path Corridor only the following development shall be allowed: the San Diego River Pathway, trails, and passive recreational uses, as determined by the City Manager, including picnic areas, scenic or interpretive overlooks, fitness stations, seating, and educational exhibit areas.
- Within locations that are not mapped as Multi-Habitat Planning Area (MHPA), as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with Land Development Code Section 143.0141, the following development shall be allowed: children’s play areas, multi-purpose courts, turf fields, and development determined by the City Manager to be for active recreation use.
- Portions of the 35-foot wide Path Corridor that are mapped as MHPA, as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with Land Development Code Section 143.0142 shall be developed in accordance with the MSCP Land Use Considerations and the Environmentally Sensitive Lands Regulations in Chapter 14, Article 3, Division 1 of the Land Development Code.

Grading

- Grading within the floodway shall be conducted in accordance with MSCP Land Use Considerations and the Environmentally Sensitive Lands Regulations in Chapter 14, Article 3, Division 1 of the Land Development Code.
- Grading within the 35-foot wide Path Corridor shall, to the satisfaction of the City Manager; a) Avoid long continuous engineered slopes with hard edges; b) provide gradual transitions at the top and bottom of the slopes; c) and stabilize and revegetate slopes with native plants consistent with the surrounding habitat type.

San Diego River Pathway

Development on a lot located wholly or partially in the River Corridor Area shall include a San Diego River Pathway and shall meander to the satisfaction of the City Manager.

Where portions of the Path Corridor are mapped as MHPA, as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with Land Development Code Section 143.0141, the San Diego River Pathway shall be located outside the MHPA and the wetland buffer, immediately adjacent to the Path Corridor. See Figure 38, Path Corridor Realignment for MHPA and Wetland Buffer.

The San Diego River Pathway shall be dedicated with an easement that allows public access and shall be completed in the first phase of any phased development.

The San Diego River Pathway shall include the following features:

- A minimum 10-foot wide pathway of concrete or similar material, in a color that blends with the surrounding native soil.
- A minimum two-foot wide area of decomposed granite or similar material along each side of the San Diego River Pathway in a color similar to the San Diego River Pathway.
- A minimum 10-foot wide landscape area between the floodway and the San Diego River Pathway.
- A minimum 12-foot vertical clearance above finished grade of the San Diego River Pathway.



Implementation of the Path Corridor provides an amenity from both property owners and visitors.

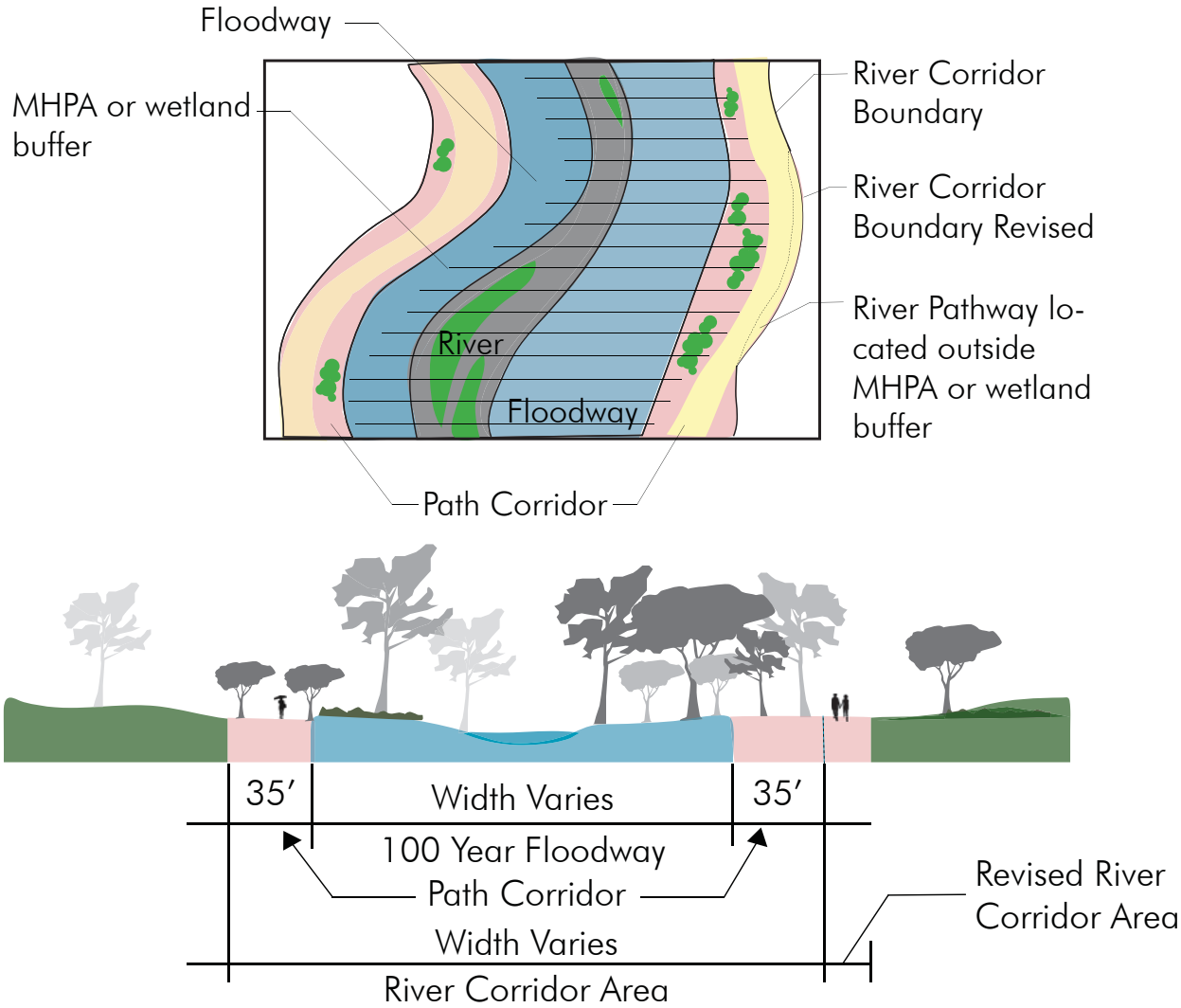


Figure 38: Path Corridor Realignment for MHPA and Wetland Buffer

Trails

Pedestrian-only trails may be located within the River Corridor Area in accordance with the following:

- Trail alignments shall mimic natural conditions and minimize grading and disturbance to vegetation.
- Trails shall be designed to provide continuous loops to the San Diego River Pathway, with no trail alignment resulting in a dead end.
- Trails located in areas mapped MHPA, as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with Land Development Code Section 143.0141 are subject to the MSCP Land Use Considerations and the Environmentally Sensitive Lands Regulations in Chapter 14, Article 3, Division 1 of the Land Development Code.
- Trails shall include the following features: i) a maximum eight-foot width; ii) An eight-foot vertical clearance above finish grade of the trail; and iii) Surface material shall be decomposed granite or similar material in a color that blends with the surrounding native soil.

Walking trails and site furniture provides a great environment for both exercising and relaxing.



Picnic Areas and Overlooks

- Development on a lot located wholly or partially in the River Corridor shall include at least one picnic area or overlook along the San Diego River Pathway unless either exists less than one-half mile away. Picnic areas and overlooks shall include a combination of site furniture, such as picnic tables, trash and recycling receptacles, bicycle racks, shade structures, benches, interpretive signs and drinking fountains, to the satisfaction of the City Manager.

Lighting

- Shall be provided along the San Diego River Pathway as necessary to provide for security and personal safety. Light poles shall not exceed 12 feet in height. All lighting shall be shielded and directed away from the floodway, the edge of the San Diego River Pathway fronting the river, and the MHPA.

Site Furniture

- Shall be designed in accordance with the San Diego River Park Master Plan Design Guidelines and include the San Diego River Park Logo. Shall be provided along the San Diego River Pathway at picnic areas, overlooks, and other locations that complement the San Diego River Pathway. Lots that do not have picnic areas or overlooks shall include along the San Diego River Pathway a minimum of one piece of site furniture for every 200 linear feet of the San Diego River Pathway.

Signs

- Shall be designed in accordance with the San Diego River Park Master Plan Design Guidelines and include the San Diego River Park Logo. Overlooks shall include, at a minimum, one interpretive sign. Information Kiosks (as described in the San Diego River Park Master Plan Design Guidelines) shall be provided at any location where the San Diego River Pathway intersects a public street.

Fences

Located between the San Diego River Pathway and the River shall be provided only as required to protect sensitive habitat or historic resources, and shall allow for wildlife movement. Fences shall be in accordance with the following:

- Located a minimum of five feet from the San Diego River Pathway or trails and shall follow the natural grade.
- Consist of horizontal rails of either wood peeler log or steel posts and cables, maximum height of 42 inches, and shall be at least 75 percent open.
- For purposed of this subsection, chain link fencing shall not qualify as a 75 percent open fence.

Plant Materials

- The River Corridor Area shall include a mixture of native plants and trees consistent with the surrounding habitat type.
- Non-native grasses and lawn areas shall not be permitted in any areas mapped MHPA, as identified by the City of San Diego MSCP Subarea Plan, or determined to be wetland buffers in accordance with the Land Development Code Section 143.0141.

Interpretive signage is a great way to educate the community about native vegetation adjacent to the river.

Visual Openings

- Views within the River Corridor Area shall be maintained at the pedestrian level along the San Diego River Pathway by using tall canopy trees, rather than short bushy trees. Plant materials shall be selected and located in order to provide views to the river along at least 50 percent of the river side of the San Diego River Pathway of each lot.

Plant Material Adjacent to the San Diego River Pathway

On the river side of the San Diego River Pathway and within 10 feet of the non-river side of the San Diego River Pathway:

- Trees shall have a canopy clearance of eight feet above the finish grade of the San Diego River Pathway
- All other plant materials shall not exceed a mature and natural growth habit of 30 inches in height above the finish grade of the San Diego River Pathway.



Buildings Height and Massing

- Maximum building height and massing on lots adjacent to the River Corridor Area shall be determined by the distance the building is set back from the River Corridor, and shall be in compliance with Table 10 or the base zone, whichever is more restrictive. See Figure 39, River Influence Area Maximum Building Height and Setback.

Setbacks not identified in Table 10

- Refer to the Base Zone.

Off Setting Planes

- Offsetting planes requirements of the Base Zone and the Mission Valley Community Plan CPIOZ shall apply.

Building Façade and Entrance

- Development that abuts the River Corridor Area shall, provide a river-fronting façade and entrance that are of substantially equivalent design and quality of materials as the primary building façade and entrance to the satisfaction of the City Manager.

Building Transparency

- Building facades that front the River Corridor Area or building facades that front a street that abuts and runs parallel to the River Corridor Area shall provide building transparency in accordance with the following:
- The amount of transparency, measured as the visible light transmittance (VLT) shall be at least 0.65 VTL.
- Commercial and Mixed Use Zones, a minimum of 50 percent of the total façade shall be transparent and a minimum of 70 percent of the ground floor (between finish grade and the full height of the first floor) shall be transparent,
- Industrial Zones a minimum of 25 percent of the total façade shall be transparent.

Building Reflectivity

- Building facades that front the River Corridor Area shall not include materials with a visible light reflectivity (VLR) factor greater than 10 percent.

Exterior Equipment Enclosures, Outdoor Storage, Loading Areas and Refuse Collection Areas

Shall be in accordance with the following:

- Located a minimum of 100 feet from the River Corridor Area.
- Shall be screened with landscape and an opaque wall at least 6 feet in height or, if the item to be screened exceeds 6 feet in height, a wall 1-foot taller than the item, to a maximum wall height of 10 feet shall be provided. Screening shall be of the same design and materials as the primary building façade.
- Loading areas shall also comply with the requirements of Land Development Code Section 1514.0403(d) Off Street Freight Loading Spaces Required.



With development set back from the river, there is an opportunity to provide space for resource protection as well as views from buildings.

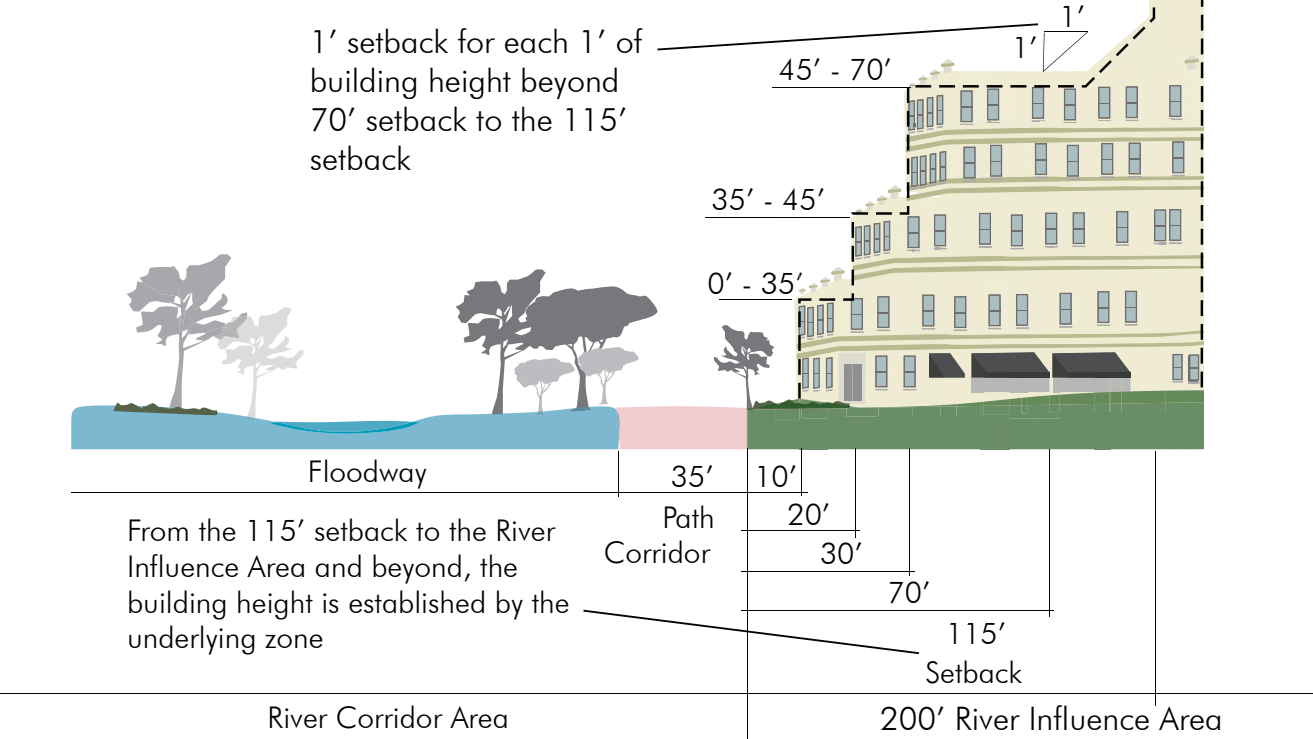
Table 10: River Influence Area Setback, Height, and Massing

Minimum Building Set Back Distance from the River Corridor Area (1)	Maximum Building Height Allowed	Massing
10 feet (2)	35 feet	No more than 50 percent of a building's wall may be located at the set-back measured from the River Corridor Area.
20 feet	45 feet	Not regulated by this Division
30 feet	70 feet	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.
70 feet	The maximum building height allowed is equal to the number of feet the building is set back from the River Corridor Area.	
115 feet	The maximum building height allowed is established by the base zone.	Not regulated by this Division

(1) Where river and street setbacks overlap, the requirements of the River Influence Area shall apply.

(2) Buildings shall be set back a minimum of 10 feet from the River Corridor Area. Architectural features such as eaves, cornices, eyebrows, trellises, bay window balconies, entry roofs and arbors, and fireplaces may extend a maximum of 4 feet into the 10-foot setback.

Figure 39: River Influence Area Maximum Building Height and Setback



Off-Street Surface Parking

- Off-street surface parking areas located adjacent to the River Corridor Area shall be set back and screened for the full height and length of the parking area, with one or more of the following:
- Shall be screened with residential, commercial, industrial, or mixed use development, in accordance with the base zone; or
- Screened with landscape materials, in which case the following shall apply: i) Parking areas shall be setback a minimum of 20 feet from the River Corridor Area; ii) Parking areas adjacent to the River Corridor Area shall not exceed 30 percent of the length of the lot frontage along the River Corridor Area or a maximum of 120 feet of the lot frontage along the River Corridor Area, whichever is less; iii) Parking areas shall be screened with shrubs capable of achieving a minimum height of 30 inches along 80 percent of the length of the parking area along the River Corridor Area frontage within a 2 year period, except that screening shall not be required at pedestrian access points; and iv) Screening for parking areas shall include one 24-inch box evergreen tree for every 30-foot of frontage along the River Corridor Area. The trees shall be spaced apart or in naturalized groupings.



Public access pathways can be designed to protect connectivity while providing defensible space.

Parking Structures

- Parking Structures located adjacent to the River Corridor Area shall be set back and screened for the full height and length of the parking area, with one or more of the following:
- Shall be screened with residential, commercial, industrial, or mixed use development, in accordance with the base zone; or
 - Shall be screened with landscape materials in accordance with Section (8)(b) and in which case the following provisions shall apply: i) Parking structures shall be setback a minimum of 30 feet from the River Corridor Area; and ii) Parking structures adjacent to the River Corridor Area shall not exceed 50 percent of the length of the lot frontage along the River Corridor Area.

Streets that Abut and Run Parallel to the River Corridor Area

- Shall be the minimum width allowed by the Street Design Manual of the Land Development Manual. Development shall be designed to minimize the number of curb cuts, to the satisfaction of the City Manager. On-street parking shall be provided in clusters of parking bays along the river side of the street.

Building Access to the River Corridor Area

- Development on lots that abut the River Corridor Area shall provide building access paths connecting the primary structure with the San Diego River Pathway in accordance with the following:
- One building access path for every 300 linear feet of river frontage.
 - The building access path shall be to the primary building entrance or to a secondary entrance that, to the satisfaction of the City Manager, is of substantially equivalent design and quality of materials as the primary entrance.

Public Access Pathway Across a Development Site

Development on lots that abut the River Corridor Area shall provide public access pathways connecting the public street and the San Diego River Pathway in accordance with the following:

- At least one public access pathway shall be provided for every 1,000 linear feet of frontage along the River Corridor Area.
- The public access pathway shall be designed to the same quality as the primary on site pathways, to the satisfaction of the City Manager.
- A public access pathway sign shall be provided at the public street and at the intersection of the San Diego River Pathway to identify the entry to the public access pathway and shall be placed in a clearly visible location.
- An easement for public use shall be required for public access pathways.

Public Access Pathways from Streets that Abut and Run Parallel to the River Corridor Area

Public access pathways shall connect the street to the San Diego River Pathway at every street intersection and, at a minimum, provide a connection every 1,000 linear feet of street frontage along the River Corridor Area.

Lighting

All lighting within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.

Fences

- Within the 10-foot building setback area, only the following fences are permitted:
- A solid fence not to exceed three feet in height.
 - A fence that is at least 75 percent open and does not exceed 6 feet in height; or
 - A combination of a 3-foot tall solid fence topped with a 3-foot tall fence that is at least 75 percent open.
 - For purposes of this Section, chain link fencing shall not qualify as a 75 percent open fence.

Signs

- Within 100 feet of the River Corridor Area, wall signs fronting the river shall not exceed a height of 15 feet above finish grade.
- Ground signs between a building and the River Corridor Area shall be monument signs not to exceed five feet in height and shall be located within a landscaped area at least equivalent to the area of the sign face.
- Signs fronting the River Corridor Area shall be face lighted or internally lighted.

Plant Material

- Plant materials within 15 feet of the River Corridor Area shall be non-invasive low water use species.

General and Site-Specific Policies

The following tables provide specific guidance on how new development should address these topics:

- Site Planing
- Land Use
- Resource Protection
- Mobility
- Parks and Recreation
- Public Facilities, Services, and Safety
- Urban Design
- Site-Specific Areas

These tables combined with the zoning information in the Land Development Code provide both the policy and regulatory framework to guide new development. These tables should be used by both City staff and the Community Planning Group to assess if a development project should be considered consistent with this Community Plan.

BLOCKS AND LOTS	
Future development in Mission Valley should be developed in fine-grained block and lot patterns that promote connectivity.	
Policies	
BLK-1	New development should contribute to a robust secondary street network in Mission Valley. New vehicular rights-of-way should be incorporated into site plans of large sites such that block sizes do not exceed 500 feet in length.
BLK-2	New blocks should be designed to be walkable. Maximum block size should be no greater than 300 feet by 600 feet. Any block larger than 300 feet by 600 feet should be required to have a publicly accessible pedestrian connection (paseo) that bisects the block to reduce travel distance for pedestrians.
BLK-3	New streets should be laid out in a connective pattern unless topography, environmental conditions, or the like make it infeasible.
BLK-4	New streets and mid-block pedestrian connections should connect to the surrounding circulation network.
BLK-5	A pedestrian public access easement (paseo) should be provided through projects that are greater than four acres in size. These easements should provide links between public roads, high activity centers, recreational areas, and transit corridors.
STREETSCAPES	
New development should help promote a pedestrian-scaled streetscape environment.	
Policies	
STS-1	The area between pedestrian pathways and buildings should provide clear access to and visibility of the adjacent use. Entrances and fenestration should be architecturally enhanced, with articulation, detailing, stoops/stairs, canopies, arcades, and/or signage.
STS-2	The design of the building entry area should maintain the minimum following dimensions for the unobstructed path of travel for pedestrians (sidewalk): <ul style="list-style-type: none">○ Six feet along local streets;○ Eight feet along major/collector streets or abutting high intensity residential development along local streets; and○ Ten feet abutting high intensity commercial development.

BUILDING PLACEMENT AND ORIENTATION	
Future development in Mission Valley should be designed in a manner that engages public streets and neighboring development.	
Policies	
BPO-1	Site design should begin with locating the point on the site providing the best access to high-quality transit. The design should radiate from that point, where all buildings have the most direct pedestrian access possible to that point.
BPO-2	The primary building façade and main entrance should be located along a primary frontage. A primary frontage is defined as the most active, articulated, and publicly accessible façade of a building. Primary frontages may face onto pedestrian-oriented streets, internal pedestrian paths, or public open spaces. Corner lots or sites that encompass a full block may have more than one primary frontage.
BPO-3	Entrances to buildings should face the street providing primary access, and a direct pedestrian connection should exist between the sidewalk and the primary entry.
BPO-4	Doorways, windows, and other openings should be proportioned to reflect pedestrian scale and movement and to encourage interest at the street level.
BPO-5	Ground levels should be composed of non-residential uses and should be transparent and activated to engage pedestrians and create a livelier environment. Ground level activation, such as storefronts, dining area, lobbies, and offices is required on all streets designated as “Potential Main Street” in the Urban Design section of this plan.
BPO-6	Whenever possible, buildings should be oriented to create a community gathering place such as an outdoor cafe area, community garden, park, plaza, or public art installation.
BPO-7	Site plans should be designed to encourage interaction among occupants and passersby. Buildings and entrances should be located and configured to define the edges of open spaces and provide visibility and accessibility of open spaces from public rights-of-way and pedestrian pathways.
BPO-8	All mechanical, electrical, and other building equipment should be concealed from the public right-of-way and from other existing buildings. Screening materials, landscaping and other buffers should be used to minimize noise as well as visual impacts. Mechanical equipment should not be located along the ground floor primary frontage.

BUILDING FORM AND DESIGN	
Future development in Mission Valley should be designed to promote community cohesion.	
Policies	
BFD-1	In areas where building heights vary, step back upper levels of buildings to transition to adjacent lower building heights. Architectural elements that smooth the transition between the new and existing architecture should also be incorporated into building design.
BFD-2	Building mass and surfaces should be articulated with three-dimensional elements that reduce apparent bulk and create visual interest. Building design should include features such as balconies, recesses, projections, varied finishes, transparency, signage, reveals, brackets, cornices at the roof and at the top of the ground floor, and piers at corners and structural bays.
BFD-3	Utilize corner lots to highlight architecture features with changes in massing and building height and/or create defined building entrances or small plazas by in-creasing ground level setbacks.
BFD-4	Window placement, proportion, and design must contribute to a coherent and appealing composition, add architectural interest, and differentiate the various components and uses of the building (e.g. ground floor retail spaces, lobbies, office suites, or residential units).
BFD-5	Blank walls should be limited to 20 horizontal linear feet within Mission Valley; 30 feet when enhanced by a mural or other permanent public art.
BFD-6	Buildings should adhere to a single recognizable architectural style and be internally consistent in all elements.
BFD-7	Glazing should be clear or lightly-tinted and non-reflective.
BFD-8	<p>On all new structures or enlargements, any flat roof element (defined as having a slope less than 10 percent) should satisfy at least ONE of the following conditions:</p> <ul style="list-style-type: none">○ The flat roof element is designed as an architectural/landscape amenity to enhance the views from the proposed structure or adjacent structures. Such enhancement may consider roof gardens, architectural features, special pavings and patterns, or other comparable treatment.○ Any single flat roof element constitutes a maximum of 40 percent of the building’s coverage and separate flat roof elements are differentiated by an elevation of at least five feet.○ A minimum of 40 percent of the flat roof element is designed structurally and architecturally to accommodate outdoor activities.○ The flat roof is over a parking structure that complies with Land Development Code Section 142.0560(k).
BFD-9	<p>Wayfinding signage should identify the pedestrian and bicycle routes to and from Trolley stations and the San Diego River. The placement of signs and other public facilities should be done in a manner so as to provide a clear unobstructed pedestrian path and continuous parkway design. Signage should be submitted for review for compliance with one of the following:</p> <ul style="list-style-type: none">○ One vertical way-finding sign should be provided per 100 feet of street-facing building façade. Examples of vertical wayfinding signage include permanent banners, traditional sign posts, plaques, or vertical wayfinding signage in the pedestrian zone; or○ One horizontal way-finding sign should be provided per 100 feet of street facing building façade. Examples of horizontal way-finding include specialized paving patterns or inset arrows along adjacent public rights-of-way, private streets, or private drives.

RESIDENTIAL DEVELOPMENT	
Future housing development in Mission Valley should provide diversity in type and format in order to meet the needs of many demographics.	
Policies	
RES-1	Encourage the development of a variety of building formats to provide functional and visual diversity of housing options throughout the community.
RES-2	New residential development should help achieve a diverse mix of unit sizes and types such as three-bedroom, shopkeeper, home occupations, residential-work units, and micro-units to accommodate many lifestyles and family sizes.
RES-3	Provide housing options that can comfortably occupied by seniors, including units without internal staircases and limited stairs on external paths.
RES-4	Affordable housing should be built on site.
RES-5	Any residential development built within 500 feet of a freeway needs to be designed to minimize the exposure of freeway noise, including siting buildings and balconies perpendicular to the freeway, and using parking structures to shield units from noise.
RES-6	Primary entrances for residential units (individual or shared) should face either a public street or a main street that is internal to the development if adequate public frontage does not exist. Entrances should provide a connection to the main vehicular street through stoops, a path-way, porches, or other transitional features.
RES-7	Security gating or fencing should be a minimum of 50 percent transparent to provide views into the courtyard. Any gating and/or fencing may be used to demarcate private areas, but public pedestrian connectivity needs to be maintained with pass-throughs to prevent the creation of mega-blocks.
RES-8	Opens spaces should be designed to enhance the quality of life for residents. Areas may be small, but must be adequately sized to allow movement and usability. Such areas may include balconies, decks, and patios. For larger units, the areas should be designed with consideration for the needs of families with children.

COMMERCIAL DEVELOPMENT	
Future development in Mission Valley should contribute to the thriving commercial center while offering new formats to meet changing business and consumer needs.	
Policies	
COM-1	New commercial development should be designed with a “Main Street” feel, providing building doors and access to open space areas directly from the street, or primary pedestrian path if adequate street frontage is unavailable.
COM-2	Building design should distinguish and accentuate the ground floor through facade articulation and transparency of building function/program.
COM-3	Storefront design should create an active and inviting pedestrian realm. <ul style="list-style-type: none">○ In one retail structure with several stores, define individual storefronts by providing variations in facades, such as shallow recesses at entries, piers, or other architectural elements, to create the appearance of several smaller buildings or shops, rather than a single, large, and monotonous building.○ Complete storefront facades should include doors, large display windows, bulkheads, signage areas, and awnings.
COM-4	Building entries should be designed so that they are clearly defined and distinguishable as seen from the street and pedestrian paths. Building entries should include at least one of the following design features: entry plaza, vertical articulation, or architectural elements such as a recessed entry, awnings canopy, or portico.
COM-5	The primary entrances for both first-floor establishments and upper level units should be within the primary façade and should be visible and accessible from the street.
COM-6	Nearly all parking serving commercial development should be sited behind any buildings facing the primary street. Large parking fields in front of buildings are not permitted.
COM-7	Any new commercial development sited adjacent to residential development should provide for the privacy and noise attenuation of adjacent homes.
COM-8	New office development should be designed to accommodate changes in workforce styles and needs. Office uses should be developed within high-quality office districts where workers have access to restaurants, services, and outdoor recreation.
COM-9	No drive-thrus should be permitted within strictly commercial sites, but should be designed as an integrated part of a mixed use development.
COM-10	New car dealerships should be designed to be contained within buildings in an urban format, with limited parking fields and car storage through the use of structured parking.
COM-11	New retail establishments should provide goods and services needed for local area residents and employees unless placed on a site designated for Regional Retail services.
COM-12	All commercial development should be designed to be accessed by all modes of travel, not just automobiles. All primary entrance doors should be connected by a primary pedestrian path with limited conflict points with automobiles.

MIXED USE DEVELOPMENT	
Future mixed use development in Mission Valley should be developed in an urban format where uses are functionally integrated and designed to be compatible with the unique nature of Mission Valley.	
Policies	
MXU-1	Any mixed use development involving residential or commercial development needs to demonstrate consistency with the policies identified for those individual uses.
MXU-2	When mixed use development is proposed on a previously all commercial site, the new project should have a land use mix that has no net loss of jobs on the site while increasing opportunities for housing.
MXU-3	Mixed use development can be designed in either a horizontal or vertical format as long as all uses are functionally integrated with unobstructed pedestrian paths with limited automobile conflict points between all uses.
MXU-4	In mixed use sites adjacent to transit stops and stations, employment uses should be prioritized in areas directly adjacent to transit services to promote transit ridership.
MXU-5	Commercial uses should be located such that they are not disruptive to residential uses.
MXU-6	In mixed use buildings, the primary entrances for both first-floor establishments and upper level office or residential units should be within the primary façade and should be visible and accessible from the street.
MXU-7	Mixed use structures should utilize the ground floor for retail commercial or residential uses to increase pedestrian activity at the street level and along major pedestrian paths.
MXU-8	When home occupations are used to meet mixed use commercial requirements, amenities to support commercial activities are required on-site such as commercial-grade Internet service, communal conference facilities, with professional lobbies and mail storage areas.
MXU-9	New mixed use development should be designed to provide for the needs of children through amenities and open areas designed to meet their needs. The siting of childcare facilities should be considered to meet on site commercial requirements.
MXU-10	Drive-thru establishments should only be permitted if the entire drive-thru system is contained within an enclosed parking garage, including ordering windows and idling car storage.
INSTITUTIONAL DEVELOPMENT	
To provide for a growing population in Mission Valley, sites have been designated for future institutional uses and infrastructure.	
Policies	
INT-1	Development on sites designated for institutional uses should only include uses that meet for the needs of the greater community, such as infrastructure, community centers, public safety facilities, and schools. These uses may be operated by either public or private entities.
INT-2	An evaluation should be completed to build anything that is not community-serving on a site designated for institutional uses. Permits should only be granted if findings can be made that the site is not needed for any institutional use.

OPEN SPACE PROTECTION	
Some areas of Mission Valley have been designated as Open Space to provide areas that allow for resource protection, particularly of riparian habitats and hillsides.	
Policies	
OSP-1	Open space areas should provide for water storage after rain events as long as it does not inhibit resource protection.
OSP-1	Trails may be developed within areas designated for open space as long as the beneficial uses, functions, and values of the area are not compromised.
GREEN BUILDING PRACTICES	
New development in Mission Valley should help contribute to a more sustainable future for the community.	
Policies	
GBP-1	The use of sustainable building practices is highly encouraged. New buildings should strive to qualify for LEED accreditation.
GBP-2	<div>Building heat gain should be achieved through at least three of the following measures:<ul style="list-style-type: none">○ Orient new buildings to minimize east and west facing facades.○ Configure buildings in such way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.○ Design deep-set fenestration on south facing facades and entries.○ Utilize vertical shading and fins on east and west facing building facades.○ Using horizontal overhangs, awning or shade structures above south facing windows to mitigate summer sun but allow winter sun. Encourage overhang width to equal half the vertical window height to shade the window from early May to mid-August but still allowing the winter sun.○ Install high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape.○ Create low open vents or windows on the windward side that accepts cooler air to replace the hotter air.○ Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.</div>
GBP-3	New development should not inhibit the solar access of neighboring buildings to the maximum extent practical.

TRIBAL CULTURAL AND ARCHAEOLOGICAL RESOURCES	
New development should identify, preserve and appropriately treat the significant Tribal Cultural and prehistoric and historic archaeological resources of Mission Valley	
Policies	
APH-1	Conduct project-specific investigations in accordance with all applicable laws and regulations in order to identify potentially significant tribal cultural and archaeological resources.
APH-2	Conduct project-specific Native American consultation early in the development review process to ensure culturally appropriate and adequate treatment and mitigation for significant archaeological sites or sites with cultural and religious significance to the Native American community in accordance with all applicable local, state, and federal regulations and guidelines.
APH-3	Consider eligible for listing on the City’s Historical Resources Register any significant archaeological or Native American cultural sites that may be identified as part of future development within Mission Valley or otherwise, and refer sites to the Historical Resources Board for designation, as appropriate.
APH-4	Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites as part of new development; including measures to monitor and recover buried deposits from the prehistoric and historic periods, under the supervision of a qualified archaeologist and a Native American monitor.
HISTORIC BUILDINGS	
New development should consider the history of the built environment and identify and preserve historically significant resources.	
Policies	
HSB1	Identify, designate, preserve, and restore historical resources in Mission Valley and encourage their adaptive reuse consistent with the U.S. Secretary of the Interior’s Standards
HSB-2	Evaluate properties at the project level to determine whether a historic resource exists and is eligible for designation and refer those properties to the Historical Resources Board for designation, as appropriate.
HSB-3	Due to the highly limited nature of known extant resources related to Mission Valley’s agricultural history, evaluate and consider for listing on the City’s Historical Resources Register any resource related to agricultural history and development that may be discovered as part of future development within Mission Valley.

WALKABILITY	
Future development in Mission Valley should be designed to promote internal walkability as well as connectivity to and from other destinations in the community.	
Policies	
WLK-1	New development should designate public access easements consistent with the planned paseos identified in Figure 5.
WLK-2	New streets and pedestrian and bicycle connections should include adequate lighting for pedestrian and cyclist safety and comfort, particularly along freeway and bridge underpasses, and along the San Diego River Trail.
WLK-3	Shade-producing street trees and street furnishing near schools and transit stops should be provided by new development.
WLK-4	An irrevocable offer of dedication (IOD) should be provided with new development to provide adequate space to accommodate a future bridge landing or pedestrian connection if located adjacent to the planned pedestrian bridges in Figure 5.
WLK-5	New development adjacent to the San Diego River should include a publicly accessible thru-block connection to provide access to the San Diego River Trail, consistent with the requirements of the San Diego River Park Master Plan.
BICYCLING	
Future development in Mission Valley should be designed to be accessed by cyclists and include amenities to support bicycle use.	
Policies	
BIC-1	New development required to build 10 long-term bicycle parking spaces should provide a sheltered Bike Kitchen – a place to use tools and repair bicycles.
BIC-2	Ensure bicycle parking is provided in a visible, well-lit area.
BIC-3	Access plans for new development should clearly identify ingress and egress for bicycles, with minimum interaction with vehicles.
BIC-4	New development should provide connections to bicycle trails and routes per the San Diego Regional Bicycle Plan. Open spaces should also be located to abut or provide direct access to bicycle facilities.
TRANSIT	
New development in Mission Valley should be transit-oriented, and development adjacent to transit stops needs to be designed to help promote transit use.	
Policies	
TRN-1	New development should support nearby transit stations/bus stops by providing access that is visible, convenient, and comfortable to all residents and/or tenants.
TRN-2	New development directly adjacent to transit stops should design the surrounding area to support a safe and comfortable waiting experience.

PARKING	
Parking for new development should be suitable for an urban environment.	
Policies	
PRK-1	Encourage shared parking agreements and use of technology to optimize the efficiency of existing and future parking supplies and reduce the burden on future development.
PRK-2	New development should consider unbundled parking to offset development costs and encourage use of alternative transportation modes.
PRK-3	New development should consider applying the Parking Standards for Transit Priority Areas (TPA) once available.
PRK-4	New development should consider designating priority electric vehicle and zero emissions vehicle parking.
PRK-5	Parking areas should be located to the side or rear of buildings, away from the public right-of-way and outside of primary frontages.
PRK-6	Parking areas should be distributed throughout a project site to avoid large contiguous parking areas and to integrate landscaping. Each parking area should include a maximum 25 parking spaces.
PRK-7	<div>Pedestrian access to parking areas should be fully accessible, visible, and free of obstructions to ensure safety and minimize conflicts between pedestrians, bicycles, and vehicles.<ul style="list-style-type: none">○ Paths should connect parking areas with adjoining streets and with all primary buildings on site.○ Walkways should be the shortest practical distance between the building en-try and the sidewalk.○ Where a walkway crosses a parking area, aisle, or driveway, it should be differentiated with paving materials, a change in elevation, and/or speed humps.</div>
PRK-8	A minimum of 10 percent of the parking lot area should be landscaped.
PRK-9	Loading and service areas should be off the public right-of-way and screened with masonry walls, landscaping, or architectural elements. Design of loading/service areas should, however, avoid creating concealed hiding places.
PRK-10	Bicycle parking should be located near building entrances and exits, and should be secured, weather protected, and illuminated with adequate lighting.
PRK-11	Structured parking should be designed as an integral part of the project it serves, consistent in style and materials with the rest of the project.
PRK-12	Partially below-grade parking structures should be a maximum of four feet above the adjacent sidewalk grade, and the exposed portion must be screened with landscaping and/or design elements that are architecturally consistent in design with and that complement the rest of the building.
PRK-13	Carport or tuck-under parking should be accessed from side streets or rear alleys.

STREETS	
New development in Mission Valley should contribute to a better functioning street system.	
Policies	
STR-1	New development within Mission Valley should provide a well-connected grid of internal streets and ample provisions for pedestrian and bicycle mobility.
STR-2	New development should support buildout of the planned roadway network and associated classifications depicted in Table 3 and Figure 14, which may include the allocation or right-of-way to support widening of a number of critical roadways.
STR-3	Property owners and developers have the responsibility to research planned capital projects that may require the allocation of space and/or identify measures to avoid impeding implementation of planned projects.
STR-4	Any development that includes private drives that function as a street should be built to the standard of public streets, including all pedestrian amenities, consistent with the City of San Diego Street Design Manual.
INTELLIGENT TRANSPORTATION SYSTEMS (ITS)	
Technology solutions that can improve mobility in Mission Valley should be incorporated into new development.	
Policies	
ITS-1	New development should carefully evaluate intelligent transportation system (ITS) improvements, such as adaptive signals and improved coordination technologies and determine if they are feasible and suitable.
ITS-2	New development should coordinate with the City’s Transportation and Storm Water Department and Development Services Department to identify opportunities to incorporate ITS technologies as a means to improve transportation efficiency.

TRANSPORTATION DEMAND MANAGEMENT (TDM)	
Future development in Mission Valley should be designed to promote internal walkability as well as connectivity to and from other destinations in the community.	
Policies	
TDM-1	New development considering community circulators as a TDM measure should evaluate a coordinated effort with additional properties to expand the service and access more destinations.
TDM-2	New development should consider developing and implementing an approved TDM Plan designed to reduce peak period automobile use and lower the minimum parking requirement. Reference San Diego Municipal Code 142.0540(c).
TDM-3	New development should incorporate mobility hub features such as EV chargers, rideshare pick-up/drop-off space, bicycle parking, and transit information.
TDM-4	New development should designate visible space along the property frontage to allow for staging of shared vehicles such as bikes and scooters.
TDM-5	New development should consider participating in existing TDM programs, including but not limited to those overseen by SANDAG and MTS, in order to: <ul style="list-style-type: none">○ Encourage rideshare and carpool for major employers and employment centers.○ Promote car/vanpool matching services.○ Continue promotion of SANDAG’s guaranteed ride home for workers who carpool throughout Mission Valley.○ Provide flexible schedules and telecommuting opportunities for employees.
TDM-6	New development should provide flexible curb space in commercial/retail and residential areas to meet the needs of shared mobility services and the changing demands of users.
TDM-7	New development should post information related to available transit service and bicycle infrastructure as a means to encourage use of alternative transportation modes.
TDM-8	Employers should consider providing “parking cash out” options to employees—option for employees to receive the cash value of employer-paid parking subsidies in lieu of a parking spot—as an alternative to providing free or subsidized parking or transit passes.

PARK DEVELOPMENT, IMPROVEMENTS, AND EXPANSIONS

As Mission Valley continues to grow, new development should help contribute to the provision of new park and recreation amenities.

Policies	
EAI-1	Development should locate public parks on-site where feasible.
EAI-4	Park improvements and expansions should meet the standards set forth in Council Policy 600-33 and 600-11.
EAI-5	Any portion of a private development proposed to satisfy its population-based park requirements should: <ul style="list-style-type: none">Not restrict or limit the use of the park or facility to any person because of race, religion, or creed, or limit availability of the park or facility for the use of the general public.Be permanent. This would mean that the project has an estimated useful life equivalent to that of similar installations on City-owned and developed parks.

PUBLIC OPEN SPACE ON PRIVATE DEVELOPMENT

Recreational amenities should be provided within private development. In order to receive population-based park credit, a recreation easement must be placed on the site.

Policies	
POD-1	Calculate park acreage based on “usable acres” as defined in the General Plan Glossary.
POD-2	Locate open spaces so they are physically and visually accessible from the sidewalk and visible from the street.
POD-3	Publicly-accessible open space should be located at the ground level near the center of activity nodes or along pedestrian connections to facilitate pedestrian access and encourage a variety of spillover activities.
POD-4	Orient and design publicly accessible open space to maximize comfort and provide refuge from the heat during summer months.
POD-5	Provide a variety of areas with sun, shade, and pedestrian-scaled lighting.
POD-6	Use landscaping and architectural components to define publicly accessible spaces and express neighborhood identity.
POD-7	Offer a range of seating and activity options, including children’s play equipment as well as pet-relief areas.
POD-8	Indoor publicly accessible open spaces should be visible from streets; have tall ceilings and glazing to allow natural light; provide opportunities for seating and public art display; and be free of private logos, signs, or markings.
POD-9	Coordinate seating, planting, and building entries to create areas for groups and individuals.
POD-10	Provide wayfinding signage that conveys a welcoming message to the public

PRIVATE OPEN SPACE DEVELOPMENT

Ample open spaces should be encouraged to be included on site as part of private development, even if access is restricted to residents and employees.

Policies	
PSD-1	Allow for “public”, “semi-public”, and “private” spaces through site-design that incorporates variation in scale.
PSD-2	Define “private” spaces with visual cues such as fences, walls, hedges, trees, and buffer plantings.
PSD-3	Activate and populate private open spaces through successful programming with other uses. This could be achieved through adjacency to outdoor seating of a café or live events.
PSD-4	Incorporate elements into communal areas that encourage social interactions between residents through community gardens, pavilions, “Little Lending Libraries”, or other elements.
PSD-5	Exterior usable open area should be composed of moderately level land with a gradient of less than 10 percent.
PSD-6	Usable open area should not be located within required building setbacks but may include gardens, courtyards, terraces, roof-decks, recreation facilities; swimming pools and spas with associated decking; private exterior balconies; lawns or other landscaped areas beyond required set-backs; and walkways or pathways not subject to vehicular access.
PSD-7	Usable open area should be a minimum of 6 feet in each dimension (width and length).

DEVELOPMENT ADJACENT TO OPEN SPACE

When development is proposed adjacent to existing open space, the following approaches should be considered.

Policies	
AOS-1	Maintain contiguous public access immediately adjacent to the open space edge or boundaries.
AOS-2	Rear property lines as well as parking are not permitted contiguous to the open space boundary.
AOS-3	When siting new development, utilize on site open space and/or accessible pathways to buffer buildings from adjacent open space.
AOS-4	Common spaces should abut the open space boundary.
AOS-5	New development should provide open space linkages, trail heads, and bike/pedestrian access. All access points to the canyon hillsides and other open spaces need to be visible and clearly marked.
AOD-6	New development should incorporate landscaping that complements the existing open space plant palette to serve as a visual extension of the open space.

EMERGENCY ACCESS AND INCIDENT PREVENTION

New development in Mission Valley must be developed to allow for easy emergency access by first responders. Sites should also be designed to discourage public safety incidents.

Policies	
EAI-1	New development and significant redevelopment projects should ensure that building siting and designs provide for adequate emergency access.
EAI-2	Sites should be designed and developed to minimize the likelihood of a wildfire spreading to structures by managing flammable vegetation within a development.
EAI-3	New large-scale developments that include a new addressing system should use a point-based system with coordinate locations as opposed to a system that is centerline-based.
EAI-4	Emergency access lanes can be shared between developments as long as the shared lane provides the same level of access as two individual lanes, or gaps can be mitigated through other emergency access points.
EAI-5	The number of curb cuts and other intrusions of vehicles across sidewalks should be minimized to reduce conflict points and promote pedestrian and cyclist safety.

NOISE

New development in Mission Valley should make every attempt to mitigate noise exposure to residents and workers.

Policies	
NOI-1	Beyond site planning strategies, new development within 500 feet of the freeway should include building design techniques that address noise exposure and the insulation of buildings to reduce interior noise levels to acceptable limits. Methods may include, but are not limited to, forced-air ventilation systems, double-paned or sound rated windows, sound insulating exterior walls and roofs, and attic vents.
NOI-2	New development should include site planning techniques and landscaping to help minimize exposure of noise sensitive uses to rail corridor and trolley line noise.

HAZARDOUS MATERIALS

New development on sites with previous use of hazardous materials needs to mitigate for past use to reduce the possibility of exposure.

Policies	
HZM-1	Upon future development of the former Montgomery Ward site, remedial measures should be re-implemented on the areas affected by releases.
HZM-2	Prior to redevelopment or development of groundwater sources, properties with a Rank of 3, moderate hazard, should undergo additional investigation, possibly a Vapor Intrusion assessment, or additional remediation, if the current standard of practice indicates significant risks to future receptors.
HZM-3	Prior to excavation, extraction, or other disturbance on account of redevelopment, sites with a low hazard rank, should be managed with conditions, and, if needed, disposed of properly.

GEOLOGIC AND SEISMIC HAZARD PREVENTION

New development on sites seismic disturbance needs to mitigate for risks to reduce the possibility of exposure.

Policies	
GSH-1	Adverse effects of ground shaking should be mitigated through ground improvement and/or the use of proper engineering design.
GSH-2	If structures are planned in vulnerable soil areas, remove and replace vulnerable soils with compacted fill, to mitigate the potential of soil settlement.
GSH-3	To avoid surface ruptures caused by faulting from the nearest Rose Canyon Fault, mitigation should be employed that includes, but is not limited to, setting back structures for human occupancy away from the surface trace of clearly-defined faults or through foundation design that mitigates surface fault rupture.
GSH-4	To mitigate liquefaction, development should consider the removal of loose soils and replacement with compacted fill; support structures with deep foundations, which extend through liquefiable materials; or suitable ground improvement techniques such as stone columns or deep dynamic compaction.
GSH-5	To mitigate the potential of landslides, development should practice avoidance, removal of the deposits, or geotechnical and/or structural engineering.

FLOODING AND SEA LEVEL RISE

Future development in Mission Valley must conform with all federal, state, and local regulations to limit exposure from flooding due to storm events or sea level rise.

Policies	
FSR-1	New development and redevelopment should incorporate best management practices (BMPs) that address stormwater runoff from the project area using the most current regulations established by the Regional Water Quality Control Board.
FSR-2	Development should conform to the most current federal, state, and local flood proofing standards and siting criteria to prevent San Diego River flow obstruction.

SMART CITIES

New development should support the City of San Diego’s efforts to become a Smart City.

Policies	
SMC-1	Consider providing priority parking and charging stations (preferably solar) to promote sustainable practices and accommodate the use of Electric Vehicles (EVs), including smaller short-distance neighborhood electric vehicles.
SMC-2	For energy efficiency and to minimize light pollution, lighting with adaptive controls should be considered for new and infill development.
SMC-3	Developers should design, install, test, and dedicate conduit, inside wiring, and other necessary or appropriate communications infrastructure to run from a connection point in such building to the lot line adjacent to a public right-of-way where there exists or may exist in the future a fiber optic broadband network.

AREA-SPECIFIC: TRANSIT ADJACENT	
Areas directly adjacent to transit should be designed to promote transit use.	
Policies	
TAD-1	Buildings entrances and pedestrian paths should be designed to provide convenient access to the trolley, and, where possible, direct views of the trolley station.
TAD-2	Active uses, such as retail, café, and restaurants, should be visible and/or easily accessible to transit users embarking or disembarking the trolley stations.
TAD-3	Development within transit areas should incorporate pedestrian-oriented amenities such as enhanced streetscape design; parks; pocket parks; public plazas; large-canopy street trees; seating and shade structures; and water features, which shorten the perceived walking distances within transit areas.
TAD-4	Within transit areas, sites plans should facilitate connectivity to transit stations through placement and orientation of pedestrian paths
AREA-SPECIFIC: COMMUNITY NODES AND MAIN STREETS	
Areas identified as Community Nodes and Main Streets should provide context-sensitive design to improve the overall appearance and vibrancy of Mission Valley.	
Policies	
CNM-1	All development within Community Nodes and Main Streets should contribute to the integrated framework of the public realm, including a unified streetscape design scheme, connected open spaces, and compatible architecture and streetscape design.
CNM-2	Projects within Community Nodes and along Main Streets should foster street-level vibrancy and create attractive and well-landscaped street frontages.
CNM-3	Along Main Streets, all buildings must be located at the property line along the Main Street, with parking and vehicular access to the rear and side.
CNM-4	Streetscapes within Community Nodes and Main Streets should provide distinction, identity, and unified cohesive appearance. Generous sidewalks should accommodate a range of pedestrian activities, including outdoor-dining, shopping, and traveling between destinations.
CNM-5	Building corners and entrances should be emphasized to establish visual connections within large developments.
AREA-SPECIFIC: FREEWAY ADJACENT	
Areas directly adjacent to freeway should be designed to minimize resident and employee exposure to nuisances.	
Policies	
FAD-1	Buildings adjacent to a freeway should be buffered from the freeway by off-street parking or ample landscaping.
FAD-2	Freeway-adjacent buildings should be oriented such that courtyards and residential units with operable windows and balconies face away from the freeway.
FAD-3	All residential units should be located above the freeway elevation.
FAD-4	All freeway-adjacent development should incorporate noise attenuation measures.

AREA-SPECIFIC: HILLSIDES	
New development in Mission Valley should apply design strategies to allow development on hillsides to blend into the surrounding environment.	
Policies	
HLS-1	Development oriented toward the valley accessed by roads from the valley floor may not extend above the 150-foot elevation contour.
HLS-2	<p>To control erosion, natural contours should be maintained as much as possible. The overall shape, height, and grade of any cut or fill slope should be designed to simulate the existing natural contours and scale of the site’s terrain.</p> <ul style="list-style-type: none">○ Revegetate all hillside graded areas with native and drought-resistant local vegetation.○ Control erosion through phased grading and prompt revegetation. Minimize grading to only areas that will be resurfaced, landscaped or built on. Resurfacing of parking lots and roadways should take place as soon as possible and not wait until the completion of construction.
HLS-3	New roads accessing development should disrupt the hillside as little as possible and should follow the natural topography to the extent possible, minimizing cutting and grading. Bridges should be used instead of fill, where possible.
HLS-4	Grading should be phased so that prompt revegetation or construction can control erosion. Only those areas that will later be resurfaced, landscaped or built over should be disturbed. Graded slopes should be promptly revegetated with hydro-seeding, groundcover, or a combination of groundcover, shrubs and trees. Groundcovers should have moderate to high erosion control qualities.
HLS-5	During construction, runoff control measures should be implemented. These may include fabric fences, heavy plastic earth covers, or gravel berms or lines of straw bales.
HLS-6	Hillsides should be rehabilitated as needed.
HLS-7	<p>Buildings and structures located on hillsides south of I-8 should be limited to 40 feet above existing or finished grade, whichever is lower.</p> <ul style="list-style-type: none">○ Structures up to 65 feet in height may be approved provided that all of the following standards are met:<ul style="list-style-type: none">• All natural existing hillside vegetation and topography are preserved;• Any previously graded hillsides are recontoured into a naturalistic form and revegetated with indigenous plants; and• Building and structures are designed and sited so that a mini-mum 30-foot wide open public view corridor is created to the hillside from adjacent public streets and freeways.○ Structures above 65 feet in height may be permitted to allow construction of unique architectural features, such as a steeple, and which do not contain occupied floor area, mechanical equipment, or signage.

AREA-SPECIFIC: SAN DIEGO RIVER

New development in Mission Valley should apply design strategies to allow development near the San Diego River to help create the San Diego River Park.

Policies	
SDR-1	All development within the River Corridor Area and the River Influence Area should be consistent with the Land Use Development Code, Section 143.0145, Flood Hazard Areas; Section 142.0101, Environmentally Sensitive Areas; and the San Diego River Park Master Plan.
SDR-2	<div>Trail entrances should be highly visible from the street and surrounding development, with recognizable and unified design elements at trail entrances, including landscaping, pedestrian-oriented amenities (e.g. drinking fountains and benches), signage, and pavers.<ul style="list-style-type: none">Where trails meet public roads, access points should be directly across from each other and the crossing should be signalized.Wherever possible, pathways should be uninterrupted by conflicts with vehicles through grade separations.</div>
SDR-3	All recreational areas and plazas, passive or active, should be visually and/or physically linked to the River Corridor’s passive recreation areas and facilities, so that they are integrated into the area-wide open space system.
SDR-4	Buildings should step down in height toward the San Diego River, in an effort to provide visual openings and a pedestrian scale of development along the River.
SDR-5	Permanent best management practices, listed in the City’s Storm Water Standards Manual, must be implemented on all river area projects. Incorporate both mandatory structural practices (swales, infiltration basin) and mandatory non-structural practices (restricted irrigation, aggressive street cleaning).

