

DRAFT:May 2020

The City *of*
SAN DIEGO

RIVERWALK SAN DIEGO

ACKNOWLEDGEMENTS:

City of San Diego Planning Department
Mike Hansen, Director
Tom Tomlinson, Assistance Director
Laura C. Black, Deputy Director
Brian Schoenfisch, Program Manager
Nancy Graham, Department Project Manager

City of San Diego Development Services Department
Elyse Lowe, Director
Greg Hopkins, Assistant Director
Gary Geiler, Deputy Director
Edric Doringo, Deputy Director
George Ghossain, Program Manager
Anna McPherson, Program Manager
Raynard Abalos, Program Manager
Jeff Peterson, Development Project Manager
Will Zounes, Development Project Manager

PREPARED BY:

The Atlantis Group / KLR PLANNING

MVE+Partners

Schmidt Design Group

IN CONSULTATION WITH:

Linscott Law and Greenspan Engineers

Urban Systems Associates, Inc.

Project Design Consultants

DRAFT: May 2020

The City of SAN DIEGO

TABLE OF CONTENTS

INSPIRATION AND VISION

1 INTRODUCTION 1-1
1.1 Background and History 1-2
1.1.1 Brief History of Mission Valley 1-2
1.1.2 History of the Riverwalk Golf Course 1-3
1.1.3 Existing Levi-Cushman Specific Plan 1-3
1.2 Purpose and Legal Authority 1-4
1.2.1 Document Purpose 1-4
1.2.2 Authority and Scope 1-4
1.3 Location and Access 1-5
1.4 Planning Context 1-8
1.4.1 City of San Diego General Plan 1-8
1.4.2 City of San Diego Climate Action Plan 1-8
1.4.3 Mission Valley Community Plan 1-9
1.4.4 San Diego River Park Master Plan 1-9
1.4.5 City of San Diego Multiple Species Conservation Plan 1-10
1.4.6 San Diego international Airport Airport Land Use Compatibility Plan 1-10
1.4.7 Montgomery Field Airport Land Use Compatibility Plan 1-11
1.4.8 Marine Corps Air Station Miramar Airport Land Use Compatibility Plan 1-11
1.5 Site Characteristics and Design Influences 1-12
1.5.1 Relationship to Surrounding Areas 1-12
1.5.2 Site Topography, Visual Features, and Degree of Disturbance 1-13
1.6 Discretionary Actions 1-14
1.6.1 Levi-Cushman Specific Plan Rescission 1-14
1.6.2 Community Plan Amendment 1-14
1.6.3 General Plan Amendment 1-14
1.6.4 Land Development Code Amendment 1-14
1.6.5 Riverwalk Specific Plan 1-15
1.6.6 Zoning 1-15
1.6.7 Vesting Tentative Map 1-15
1.6.8 Site Development Permit 1-16
1.6.9 Conditional Use Permit Amendment 1-16
1.6.10 Public Right-of-Way and Easement Vacations 1-16
1.6.11 Park General Development Plan 1-16
1.6.12 Financing District Formation 1-16
1.6.13 Development Agreement 1-17
1.6.14 Project Environmental Impact Report 1-17

2 LAND USE 2-1
2.1 Riverwalk Planning Districts 2-2
2.2 North District 2-6
2.2.1 North District Design Influences 2-7
2.2.2 North District Land Use and Development Intensity 2-10
2.3 Central District 2-11
2.3.1 Central District Design Influences 2-12
2.3.2 Central District Land Use and Development Intensity 2-14
2.4 South District 2-15
2.4.1 South District Design Influences 2-16
2.4.2 South District Land Uses and Development Intensity 2-17
2.5 Park District 2-18
2.5.1 Park District Design Influences 2-19
2.5.2 Park District Land Uses and Development Intensity 2-20

3 PARKS, OPEN SPACE, AND THE PEDESTRIAN REALM 3-1
3.1 Public Spaces 3-3
3.2 Parks 3-4
3.2.1 Riverwalk River Park (Major Park) 3-7
3.2.2 Urban Parks 3-8
3.2.3 Private Open Space 3-11
3.3 Multi-Habitat Planning Area Within Riverwalk 3-12
3.4 San Diego River Park Master Plan Area Within Riverwalk 3-14
3.4.1 River Corridor Area 3-14
3.4.2 River Influence Area 3-14
3.5 Site Planning and View Corridors 3-15
3.5.1 Site Planning 3-15
3.5.2 Views and View Corridors 3-17
3.6 Landscape Design 3-18
3.6.1 Streetscape 3-20
3.6.2 Street Yard Landscaping 3-20
3.6.3 Remaining Yard Landscaping 3-22
3.6.4 Vehicular Use Area 3-22
3.6.5 Open Areas 3-22
3.6.6 Bioswales 3-23
3.6.7 Erosion Control 3-23
3.6.8 Culturally Significant Species and Interpretive Signage 3-23
3.6.9 Recommended Plant Materials 3-24

4 TRANSPORTATION AND CIRCULATION 4-1
4.1 Pedestrian Circulation 4-3
4.2 Bicycle Circulation 4-5

4.3 Light Rail Transit 4-7
4.4 Existing Street System 4-11
4.5 Existing Freeway System 4-14
4.6 Specific Plan Street System 4-15
4.6.1 Spine Road 4-19
4.6.2 Riverwalk Drive 4-27
4.6.3 North District and Central District Streets 4-32
4.6.4 South District Streets 4-45
4.6.5 Existing Surrounding Streets 4-50
4.7 Vehicular Access and Parking 4-57
4.8 Trip Generation Estimate 4-57

5 PUBLIC SERVICES, UTILITIES, AND SAFETY 5-1
5.1 Public Services 5-1
5.1.1 Libraries 5-1
5.1.2 Schools 5-1
5.1.3 Fire and Rescue 5-2
5.1.4 Police 5-2
5.1.5 Public Parks and Recreation 5-3
5.2 Public Utilities 5-4
5.2.1 Water Service and Facilities 5-4
5.2.2 Sewer Service and Facilities 5-4
5.2.3 Drainage Facilities 5-7
5.2.4 Solid Waste 5-9
5.2.5 Electricity and Natural Gas 5-9
5.3 Public Safety 5-9
5.3.1 Airport Land Use Compatibility 5-9
5.3.2 Emergency Evacuation 5-10
5.3.3 Flood Control Measures 5-11
5.3.4 Brush Management 5-12

6 LAND USES, DEVELOPMENT STANDARDS, AND DESIGN GUIDELINES 6-1
6.1 Land Uses 6-1
6.1.1 Permitted Land Uses 6-1
6.1.2 Regulated Land Uses 6-2
6.2 Design Objectives 6-6
6.3 General Design Themes 6-8
6.3.1 River Corridor 6-8
6.3.2 View Corridors 6-8
6.3.3 Open Space Network 6-8
6.3.4 Pedestrian and Bicycle Connectivity 6-8
6.3.5 Open Space 6-10
6.3.6 Building to Street Relationship 6-10
6.3.7 Mixed-Use Core/Retail/Transit/Trolley Stop 6-10

6.3.8 Connectivity 6-11
6.3.9 Architectural Styles and Development Aesthetics 6-14
6.4 Architectural Foundation 6-15
6.4.1 Site Planning 6-15
6.4.2 Materials and Treatments 6-16
6.4.3 Form and Scale 6-16
6.4.4 Architectural Use 6-17
6.4.5 Building Style and Massing Guidelines 6-17
6.4.6 Activated Interfaces 6-18
6.5 Development Standards, Policies, and Property Development Regulations 6-25
6.5.1 Floor/Area Ratio 6-25
6.5.2 Setbacks 6-25
6.5.3 Parking 6-25
6.5.4 Mechanical and Utility Equipment Screening 6-29
6.5.5 Outdoor Storage, Refuse/Recyclable, and Loading Areas 6-29
6.5.6 Private Open Space 6-32
6.5.7 Temporary/Interim Uses 6-34
6.5.8 Monumentation and Community Signage 6-35
6.5.9 Fencing and Walls 6-36
6.5.10 Outdoor Lighting 6-38
6.5.11 Landscape Features 6-39
6.5.12 Transportation Features 6-42
6.5.13 Sustainable Features 6-45
6.5.14 Universal Design 6-48
6.5.15 Grading 6-48
6.5.16 River Corridor Area 6-49
6.5.17 River Influence Area 6-54
6.6 District Specific Guidelines 6-67
6.6.1 North District 6-69
6.6.2 Central District 6-77
6.6.3 South District 6-81

7 IMPLEMENTATION 7-1
7.1 Land Use Types, Development Density/Intensity, and Zoning 7-1
7.2 Phasing 7-4
7.3 Development Project Review 7-6
7.3.1 Development Project Review Process 7-7
7.4 Affordable Housing 7-10
7.5 Lot Consolidation/Reconfiguration 7-11
7.6 Financing Strategies 7-11
7.7 Maintenance Requirements 7-11
7.7.1 Parkways and Public Areas 7-11
7.7.2 Private Development Landscaped Areas 7-11

APPENDIX A – RIVERWALK LOT PLANS

APPENDIX B – PLANT MATRIX

APPENDIX C – LAND USE CLASSIFICATION

APPENDIX D – DENSITY/INTENSITY MONITORING PROCESS

APPENDIX E – DEVELOPMENT REGULATIONS

FIGURES

Figure 1-1. Regional Map 1-6
Figure 1-2. Vicinity Map 1-7

Figure 2-1. Riverwalk Specific Plan Land Use Map 2-4
Figure 2-2. Riverwalk Districts 2-5

Figure 3-1. Parks and Open Space Amenities Plan 3-2
Figure 3-2. Conceptual Park Plan 3-5
Figure 3-3. Typical Park Vignette Key Map 3-6
Figure 3-4. Linear Park Vignette 3-8
Figure 3-5. Pocket Park Vignette 3-9
Figure 3-6. Street Adjacent Recreation Amenity Vignette 3-9
Figure 3-7. Retail/Park Interface Vignette 3-9
Figure 3-8. Mini Park Vignette 3-10
Figure 3-9. MHPA Within Riverwalk 3-13
Figure 3-10. View Corridors 3-16
Figure 3-11. Conceptual Landscape Plan 3-19
Figure 3-12. Streetscape Vignette 3-20
Figure 3-13. Greenbelt and Street Trees 3-21

Figure 4-1. Transit Radius Map 4-2
Figure 4-2. Pedestrian Circulation 4-4
Figure 4-3. Bicycle Circulation 4-6
Figure 4-4. Existing Trolley Network 4-8
Figure 4-5 Transit/Trolley Stop 4-9
Figure 4-6. Trolley Crossings 4-10
Figure 4-7. Existing Vehicular Circulation System 4-12
Figure 4-8. Riverwalk Vehicular Circulation Plan 4-16
Figure 4-9. Street Section Key Map 4-17
Figure 4-10. Street Section Synopsis 4-18
Figure 4-11. Street D1(Spine Road) 4-20
Figure 4-12. Street D2 (Spine Road) 4-21
Figure 4-13. Street E (Spine Road) 4-22
Figure 4-14. Private Driveway B 4-23
Figure 4-15. Private Driveway B1 4-24
Figure 4-16. Private DrivewayN1 4-25
Figure 4-17. Private Driveway N2 4-26
Figure 4-18. Street S 4-28

Figure 4-19. Street P3 4-29
Figure 4-20. Street P2 4-30
Figure 4-21. Street P1 4-31
Figure 4-22. Street A 4-33
Figure 4-23. Street F 4-34
Figure 4-24. Private Driveways H, L, and Q 4-35
Figure 4-25. Street I 4-36
Figure 4-26. Streets K 4-37
Figure 4-27. Street M 4-38
Figure 4-28. Street J1 4-40
Figure 4-29. Private Driveway J2 4-41
Figure 4-30. Street O 4-42
Figure 4-31. Street R 4-43
Figure 4-32. Private Driveway T 4-44
Figure 4-33. Street U 4-46
Figure 4-34. Street V 4-47
Figure 4-35. Private Driveway X 4-48
Figure 4-36. Private Driveway W 4-49
Figure 4-37. Friars Road (Existing) 4-51
Figure 4-38. Friars Road (Future with Riverwalk) 4-52
Figure 4-39. Fashion Valley Road (Existing) 4-53
Figure 4-40. Fashion Valley Road (Future with Riverwalk) 4-54
Figure 4-41. Hotel Circle North (Existing) 4-55
Figure 4-42. Hotel Circle North (Mission Valley Community Plan Planned Configuration) 4-56
Figure 4-43. Riverwalk Access 4-58

Figure 5-1. Water Facilities 5-5
Figure 5-2. Sewer Facilities 5-6
Figure 5-3. Brush Management 5-13

Figure 6-1. Regional Connectivity 6-13
Figure 6-2. Ground Level Activation Areas 6-19
Figure 6-3. Street Activation Interface Illustrative 6-22
Figure 6-4. Linear Park Activation Interface Illustrative 6-23
Figure 6-5. Retail Activation Interface Illustrative 6-24
Figure 6-6. San Diego River Park Master Plan Area Within Riverwalk (River Corridor Area and River Influence Area) 6-51
Figure 6-7. San Diego River Park Master Plan Area Components 6-52
Figure 6-8. Special Edge Treatments 6-59

Figure 7-1. Zoning Map 7-3
Figure 7-2. Riverwalk Phasing Plan 7-5
Figure 7-3. Maintenance Requirements 7-12

TABLES

Table 2-1. Riverwalk Land Use Summary 2-3
Table 2-2. North District Land Use Summary 2-10
Table 2-3. Central District Land Use Summary 2-14
Table 2-4. South District Land Use Summary 2-17
Table 2-5. Park District Land Use Summary 2-20

Table 3-1. Park Area Summary 3-1

Table 6-1. Landscape Development Requirements Summary 6-40

Table 7-1. Land Uses, Zones, and Development Density/Intensity 7-2
Table 7-2. Riverwalk Phasing Summary Table 7-4
Table 7-3. Riverwalk Traffic Limitations 7-7
Table 7-3. Development Project Review Process 7-8

RIVERWALK – INSPIRATION AND VISION

A "blank canvas" in the midst of a fully-built community, Riverwalk presents the **rare opportunity** to craft and implement an **enduring**, **inspired vision** on a grand scale that is **uniquely San Diego**. As the ultimate re-use of an existing golf course on approximately 195 acres, Riverwalk not only completes the **urban fabric** at the core of Mission Valley, but also brings a **distinctive new focal point** to a community already emerging as a center of innovation and **creative urban spaces**. Riverwalk's long-term vision transforms the site from a private recreational amenity into a series of **vibrant**, **interconnected Districts, parks, and urban spaces for the public to enjoy**. This vision, inspired by traditional urban villages and reflective of site-specific attributes, results in four unified Districts of Riverwalk.

Riverwalk draws from the qualities that make places **desirable**, **timeless**, and **enduring**: an essential mix of uses – including a diversity of homes, shops, and businesses – that balances the Districts and adds variety to the lives of their residents, employees, and visitors. **Well-defined, compact neighborhoods** put daily needs within convenient walking distance. **Attentive architectural details** and building elements suffused with tactile, human-scaled features enhance streetscape and community ambiance. Landscaping and building massing frame important views and **accentuate vistas**, while providing for wayfinding throughout Riverwalk's Districts, parks, and urban spaces. **Plentiful outdoor spaces** provide lively destinations to relax, socialize, gather, and play. A **prominent mixed-use core** at the heart of the community creates a strong identity and a special center of gravity for all of Riverwalk.



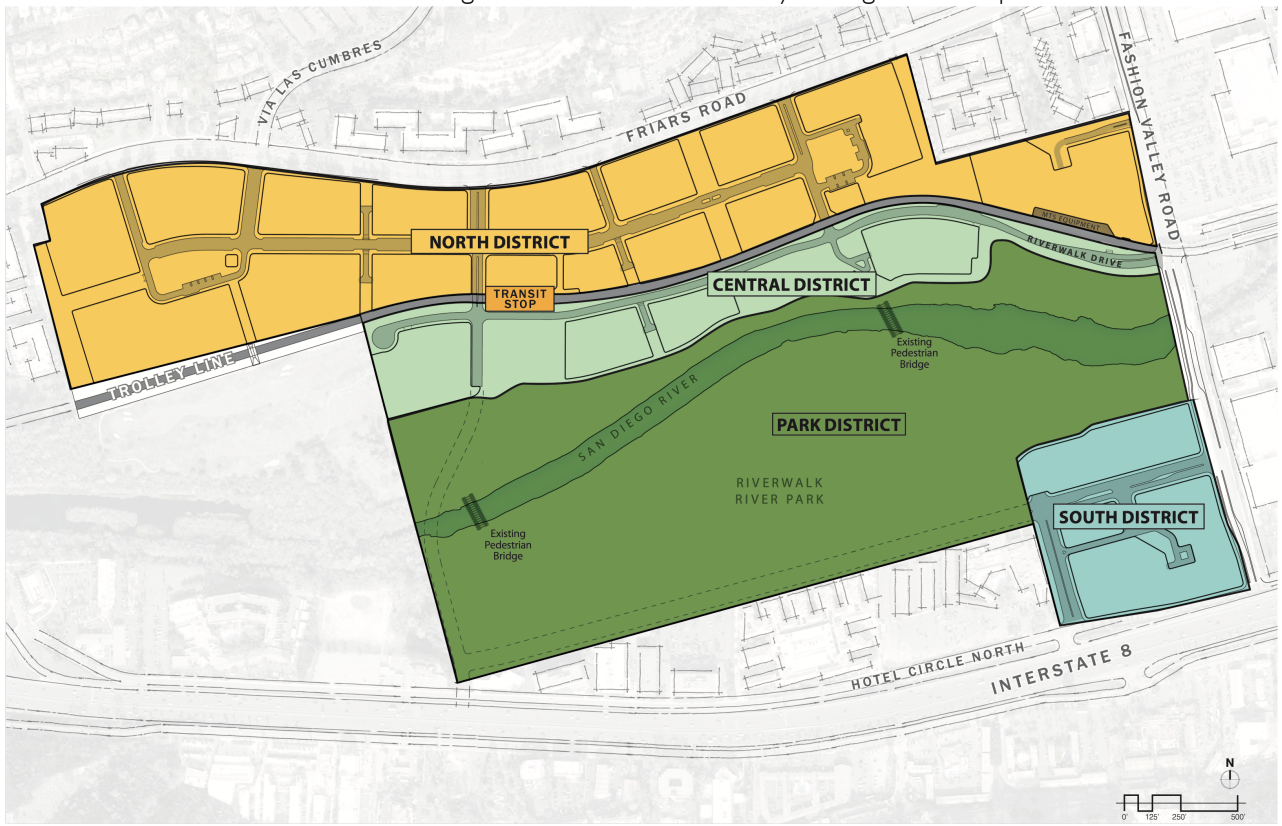
Attributes that are unique to the site and to the San Diego region further enhance the vision for Riverwalk. San Diego's temperate climate distinguishes the region as a **unique living environment** and multiplies the benefit of Riverwalk's parks and open spaces. The project's **sustainable design** further builds upon the advantages of San Diego's pleasant climate. The San Diego River, which traverses the site, will become enhanced within Riverwalk and act as an integral element of Riverwalk and its Riverwalk River Park, which provides an expansive open space amenity for the community. Reclamation of the golf course shapes new topography in a way that encourages **pedestrian connectivity**, celebrates San Diego's hydrological history, and creates visual interest.

The concepts listed above have collectively inspired the vision for this new neighborhood. In the end, the underutilized golf course site evolves into the well-balanced, cohesive community: **Riverwalk**.

SAN DIEGO'S PREMIER NEIGHBORHOOD

At its core, Riverwalk seeks to enhance the San Diego River and create a great neighborhood. This effort is the result of a three-pronged approach to design and development, taking into account environment, community, and economy.

By realizing the San Diego River as a key element to the sense of place desired in Riverwalk, this Specific Plan takes the environment into account and places the San Diego River as a touchstone to the neighborhood's environmental policies and orientation. Riverwalk incorporates a rare opportunity to enhance the river and create natural habitat within the urbanized heart of the city. Additional environmental goals addressed in this Specific Plan and by the land use plan include water conservation and sustainability that fulfill the mandates and goals of the City's Climate Action Plan. Through thoughtful siting and innovative design, Riverwalk is a transit-oriented, smart growth neighborhood that facilitates transportation alternatives that provide clear connections to the surrounding community, acting as an invitation for all to come be a part of San Diego's next innovative and enduring neighborhood.



With implementation of this Specific Plan, Riverwalk will be recognized as a great place. Riverwalk creates a great neighborhood by taking into account community through the incorporation of cues and lessons learned from other local landmark neighborhoods in the city, as well as input from the surrounding communities in a manner of co-creation of place. With a sense of gathering at the heart of community creation, Riverwalk provides an interwoven network of green space, connecting its various land uses into an inclusive, cohesive neighborhood.

Within this network of greenspace are Riverwalk's residential developments, providing integrally needed affordable and market-rate housing for the community and city as a whole. To contribute to the walkability of Riverwalk and lessen personal automobile dependence, the neighborhood has interspersed retail and employment elements that also create a vibrant social fabric.

Through the infusion of retail and employment elements, Riverwalk takes into account economy and creates local jobs and promotes an authentic live-work experience. Infused retail encourages local spending and promotes a community-based ethos. The comingling of uses promotes economic vitality, where patrons can come for a day at the park and stay for dinner in an adjacent retail establishment. The provision of much-needed housing stock allows San Diegans to thrive in the community they already know and love. Finally, the flexibility built into this Specific Plan offers optionality that translates into economic benefits for both Riverwalk and the City, as phased development and specific uses are able to be selected in response to market trends and community and City demands. These various overarching drivers for Riverwalk are realized in the land use plan, goals, and objectives of this Specific Plan.

This Specific Plan has been designed with an overall theme of creating a neighborhood based on riverfront parks and urban open spaces that serve as the heart of the neighborhood to which the urban districts connect. Running through the central portion of the Specific Plan area in east-west direction, the centrally located open space and Riverwalk River Park dictate the linkage and connection of the various urban land uses and circulation system. Riverwalk provides broad range of housing opportunities at a variety of income levels, focused primarily within the North District and Central District. Commercial activity will be within central nodes of the North District and South District, to serve and supplement residential and office uses, respectively; commercial activity will also occur within the Central District. Employment opportunities will be provided throughout Riverwalk's Districts. In this manner, the Riverwalk Specific Plan results in a lively mix of land uses that affords authentic live-work opportunities and interaction with developed parks, open space, and amenities, creating a neighborhood setting for an active lifestyle – all with new and improved pedestrian and multi-modal access to the San Diego Trolley and other forms of mass transit.

GOALS FOR GREATNESS

Project goals were developed early in the planning process for Riverwalk. The following project-wide goals provide the framework on which this Specific Plan is based.

Goal 1: Provide housing opportunities for a variety of income levels.

Goal 2: Fulfill the vision of the San Diego River Park Master Plan by reclaiming a portion of the project surrounding the San Diego River as a common; a synergy of water, wildlife, and people.

Goal 3: Embrace all modes of transportation and provide a new transit stop for the neighborhood and the region.

Goal 4: Mix residential, retail, and office and employment uses to reduce vehicle miles traveled, supporting the pedestrian-orientation of Riverwalk and surrounding Mission Valley in a manner that furthers the goals of the City's Climate Action Plan and implements the vision of the Mission Valley Community Plan.

Goal 5: Allow for the creation of attractive and adaptive employment opportunities for San Diego's evolving economy and attract economic growth that benefits the City and County of San Diego through increased sales and property taxes.

Goal 6: Implement a long-range plan that provides for flexibility of land use intensity and density relative to location and timing in a manner that supports the long-term viability of the Riverwalk neighborhood and western Mission Valley.

Goal 7: Utilize placemaking to strengthen the connection between people and the places they share by facilitating creative patterns of use; paying particular attention to the physical, cultural, and social identities that define a place; and support the ongoing evolution of Riverwalk.

Goal 8: Support a safe community through integration of passive crime prevention design and activation throughout the Districts.

Goal 9: Ensure the safety of residents, employees, and visitors by properly treating the San Diego River's hydrology and potential flood events.

Goal 10: Preserve and enhance wetland and riparian habitat along the San Diego River, supporting both the river ecology and opportunities for the public to enjoy natural elements within the urban framework.

CORE VALUES

COMMUNITY

Mission Valley has emerged as one of San Diego's truly great places to live. Riverwalk further enhances this feeling by creating a genuine neighborhood within the developed core of Mission Valley. Authentic places to gather and meet friends – new and old – are provided throughout Riverwalk in the form of plazas, pocket parks and linear parks, larger park and recreation elements, and ample commercial space that offers retail and dining opportunities. By providing meaningful employment opportunities within Riverwalk, residents are able to put down roots within the neighborhood and walk to work, saving precious hours previously spent commuting to employment areas and increasing opportunities to interact with one another, either on their way to work within the neighborhood or with Riverwalk's many mass transit and active transportation options. By offering an ability for residents to live where they work, and by providing enjoyable and exciting places for employees and visitors to linger before and after work hours or whatever primary event attracted them to Riverwalk, Riverwalk's land uses, site planning, and mobility options reinforce community building and placemaking at every turn.

CONNECTIVITY

360-degree connectivity allows for access to, from, and through Riverwalk by any number of mobility options. Connectivity also means the social invitation for all – residents, employees, and visitors – to come together and enjoy the bright fabric of life Riverwalk offers. Additionally, connectivity is the thought that by embracing the San Diego River, citizens are allowed opportunities to reconnect with nature within the urban realm.

One of the main facilitators of connectivity is the mobility hub that is located at the primary nodes of confluence throughout Riverwalk: the transit stop. The mobility hub and related street improvements are designed with the pedestrian and bicyclist in mind to reduce demand on the roadway system. A mobility hub is a defined location where different modes of movement, from walking to bicycling to rideshare to trolley, come together seamlessly. The area around mobility hub will become a place where there is an attractive, intensive concentration of employment, living, shopping, recreation, and enjoyment around an interchange of mobility options. The mobility hub is easily accessible for those who begin or end their trip on foot or riding bicycles, and is a place where the transit rider is treated like a coveted consumer.

ECOLOGY

In decades past, the San Diego River was viewed as an obstacle to be overcome, rather than a feature to be celebrated. In modern planning, water bodies throughout the urban areas are celebrated as a means to restore connections to nature and improve ecology. Riverwalk honors this new vision for San Diego River by restoring and preserving habitat within the heart of the Riverwalk neighborhood and providing areas for education about and appreciation of the San Diego River for patrons.

INNOVATION

Flexibility is a core tenet of Riverwalk and this Specific Plan. Riverwalk's vision looks several decades into the future for build-out, with neighborhood longevity beyond. By allowing for a flexible mix of land uses and mobility options, Riverwalk is able to respond to future market and social demands, ensuring that it remains at the forefront of desirable places to live, work, and thrive.

1 INTRODUCTION

The Riverwalk Specific Plan creates an **integrated**, **walkable neighborhood** that links – via pedestrian paths and multi-modal **trails, walkways,** and **open space** – the San Diego River with the more urban areas of Mission Valley. Located on an approximately 195-acre **transit-oriented** site within the central portion of the City of San Diego, the vision for Riverwalk is to develop a neighborhood that:

- **Improves the natural aspects** of the Mission Valley Community and the recreational value of the San Diego River;
- **Increases access** to San Diego's high-performing Green Line Trolley and other transit options; and
- Provides for a **diverse, balanced composition of land uses** that offers an **authentically sustainable place** where people can live, work, and play.

Riverwalk is organized around an **expansive network** of **open space and parks**, **trails**, and **public plazas and amenities**. Residential, retail, employment, and park uses are tied to the open space and parks system through a **carefully designed network of streets and pedestrian linkages** – located within the streetscape as sidewalks and within the open space and park elements as trails and pathways.

With the San Diego River located at the geographic heart of Riverwalk, Districts within Riverwalk transcend the site, from higher intensity in the northern and southern portions of the site to lower-intensity development in a more natural setting along the river. This gradual intensification of land uses creates an **increasingly urban experience** at the neighborhood edges, effectively bookending the activities already existing in adjoining areas of Mission Valley. The integration of urban land uses affords Riverwalk the ability to respond to a **variety of living styles** in a **live-work-play environment**, establishing an image for Riverwalk that is distinct – and **uniquely San Diego**.



1.1 Background and History

1.1.1 Brief History of Mission Valley

Located near the geographic center of the City of San Diego, Mission Valley covers more than 2,000 acres of land, and extends from roughly Interstate (I-) 5 on the west to Fairmount Avenue on the east.

Prehistorically, the Riverwalk site is located within the traditional territory of the Kumeyaay people, which consists of two related groups: the Ipai and Tipai. The two coastal groups' traditional homelands were approximately separated by the San Diego River: the northern Ipai (extending from Escondido to Lake Henshaw) and the southern Tipai (including the Laguna Mountains, Ensenada, and Tecate). The prehistoric Village of Kosa'aay (Cosoy) and Nipaguay was located along the San Diego River in the Mission Valley area. The previous archaeological excavations within the limits of the Riverwalk project area have identified evidence of a predominately Late Archaic period occupation as substantiated by La Jollan pattern artifacts and five radiocarbon dates ranging from 360 cal BC and cal AD 650. Evidence of an early Late Prehistoric period occupation has also been identified in the form of imported lithic material from Obsidian Butte, a few Tizon Brownware potsherds, and four radiocarbon dates ranging from cal AD 1055 to 1450. There is presently no evidence from previous archaeological work that the prehistoric occupation of the Riverwalk project area was contemporaneous with that of the Village of Cosoy. Three sites within the project area have been evaluated and identified as significant cultural resources. Therefore, the implementation of the Specific Plan will include archaeological and Native American monitoring of all ground disturbance and archaeological data recovery in the locations of previously identified significant cultural resources. In addition, as discussed in later chapters of this Specific Plan, implementation of the Specific Plan will include signage and native plant materials, at strategic locations, which articulate aspects of the prehistoric use of the area and the types of plant materials available to them.

Historically an area for agriculture until the 1960s and sand and gravel extraction until the 2000s, the first major urban development in Mission Valley came with the Mission Valley Shopping Center (now known as Westfield Mission Valley), approved in 1958. During the late 1950s and throughout the 1960s, Hotel Circle (located to the south of the Riverwalk site) created a roadway where commercial uses could develop, predominantly in the form of visitor-serving uses, such as hotels, motels, and restaurants. Other significant projects constructed in Mission Valley during this period included San Diego-Jack Murphy Stadium (now known as SDCCU Stadium), completed in 1967, and Fashion Valley Mall, built in 1969. By the mid-1970s, Mission Valley had become the region's central location for large shopping centers.

Other important features that contributed to Mission Valley's built environment are the major freeways and highways, including I-8, I-5, I-805, and I-15, as well as State Route (SR) 163. These essential circulation elements serve not only the Mission Valley community but the city as a whole and provide connections for the county's motorists. This regional circulation network carries a significant portion of the region's commuting traffic to and through Mission Valley and affects the perception of the Mission Valley community. The MTS Green Line Trolley was constructed and extended through Mission Valley to what is now known as SDCCU Stadium in 1997.

In addition to Mission Valley's constructed elements, the San Diego River has consistently been an important natural feature – and lifeblood – of the

community. Initially, the river was a source of fresh water, attracting the native people of San Diego to its shores. It is the presence of the San Diego River that caused Mission Valley to emerge as an agricultural center in the early part of the 20th Century. Subsequently, the San Diego River grew in importance as a scenic recreational asset. Unfortunately, although some portions of the river today have been embraced and enhanced, large portions of the San Diego River are hidden from view, with access strictly limited.

At present, Mission Valley contains a mix of office, retail, residential, institutional, hotel, recreational, and industrial/business park uses. In and among developed uses are infrequent vacant lands and interim land uses such as parking lots and a golf course. A visually striking impression of Mission Valley emerges from its discontinuous development: major regional shopping centers are adjacent to under-developed parcels or vacant land. The sense of discontinuity is even further heightened by the juxtaposition of varied architectural styles.

The end of the 20th Century and the arrival of the 21st Century has generated significant redevelopment activity within Mission Valley, providing unification throughout central Mission Valley as land uses intensify and the foundation of urban villages emerge. Redevelopment projects are planned or currently under construction proximate to Riverwalk, particularly in areas east and south of Riverwalk, including redevelopment of the Mission Valley Resort as a mixed of hotel, commercial, and entertainment uses; Town and Country Resort Hotel with a mix of urban uses; the Union-Tribune residential office mixed-use redevelopment; and a number of properties along Camino de la Reina, Mission Valley's emerging "main street," that incorporate multi-family residential and smaller-scale commercial retail and commercial office components. Redevelopment opportunities bring increased access to the San Diego River and further activate Mission Valley as a strong smart growth urban community, which, in turn, elevates the importance of Mission Valley as providing much-needed housing proximate to jobs and transit to serve the City's growing population.

1.1.2 History of the Riverwalk Golf Course

In 1947, the first golf course to occupy the Riverwalk site – Mission Valley Golf Club – opened on land acquired by a lease from the Levi and Cushman families. The original course opened without a clubhouse, with only a shack to provide drinks and sandwiches. Multiple renovations to the course have occurred since construction. Nine more holes were added between 1955 and 1962. Approximately $500,000 in renovations were completed around 1965 that included dredging the San Diego River and a partial redesign of the course. In 1976, six of the holes on the course were redesigned. Over the years, additional incremental changes were made. In September 1996, the 27-hole Stardust Country Club that occupied the site closed due to the terminating the lease. Riverwalk Golf Course was completed in 1998 with three sets of nine holes.

1.1.3 Existing Levi-Cushman Specific Plan

The Levi-Cushman Specific Plan was approved for an area that includes the project site by the San Diego City Council in 1987. The 200-acre Levi-Cushman Specific Plan houses the majority of the Riverwalk Golf Course (which operates under CUP No. 94-0563) and is comprised of the 195 acres proposed for redevelopment with the Riverwalk Specific Plan and a five-acre parcel owned by the Metropolitan Transit System (MTS). (This five-acre parcel is part of a larger 15-acre holding of MTS. The entire 15 acres owned by MTS is utilized by the Riverwalk Golf Course, but only five acres of this holding are within the Levi-Cushman Specific Plan; the remaining 10 acres is not a part of the Levi-Cushman Specific Plan.)

The Levi-Cushman Specific Plan identified the project site for a mix of residential, retail, office, hotel, and recreational uses. Much of the housing and neighborhood commercial uses approved with the Levi-Cushman Specific Plan were planned to be located on the north side of the San Diego River, with office and hotel development sited on the south side of the river. Central to the Levi-Cushman Specific Plan was the creation of a 12-acre island along the southern edge of the San Diego River to accommodate small-scale specialty retail, office, and residential uses. In total, the Levi-Cushman Specific Plan allowed for 1,329 residential dwelling units; 1,000 hotel rooms; 200,000 square feet of retail; 2,582,000 square feet of office; and a minimum of 75 acres of open areas, including the San Diego River, the river buffer, parks, setbacks, hiking/biking/walking trails, theme entries, plazas, and privately maintained open areas within each parcel.

Redevelopment allowed under the approved entitlements of the Levi-Cushman Specific Plan has not been exercised. Accordingly, the site continues to operate as Riverwalk Golf Course under CUP No. 94-0563 until such time as redevelopment occurs.

1.2 Purpose and Legal Authority

1.2.1 Document Purpose

This document serves as a Specific Plan of development for the Riverwalk project, which is located in the Mission Valley community of the City of San Diego, California. The City's General Plan, the Strategic Framework Element, the Mission Valley Community Plan, and the City of San Diego Land Development Code (LDC) form the planning framework for this Specific Plan.

This Specific Plan provides detailed text and exhibits describing the range of land uses (mixed-use, employment, open space, parks, residential, and retail), circulation elements and routes, landscape concepts, and public facilities that can occur in the Specific Plan area. It provides guidelines that will ensure build-out of the neighborhood in a manner consistent with City policies and standards and State requirements, as well as applicable State and Federal requirements, regulations, and standards.

The purpose of the Riverwalk Specific Plan is to guide the development of four integrated Districts that form bands across the Riverwalk project site. The Specific Plan achieves this goal through the establishment of land uses and design guidelines, and through applicable City zoning regulations, modified as necessary for specific application to the planning Districts of this Specific Plan. Adopted by City legislative action, this Specific Plan document serves both planning and policy functions for Riverwalk. Regulatory functions for Riverwalk will be implemented through the City's Land Development Code (as modified by this Specific Plan) based on local ordinances, policies, and standards in effect as of February 28, 2018, the date the Vesting Tentative Map was deemed complete.

1.2.2 Authority and Scope

The Riverwalk Specific Plan document has been prepared and established under the authority granted to the City of San Diego by California Government Code, Title 7, Division 3, Articles 8 and 9, Sections 65450 through 65457. California Government Code Section 65450 states that a "…planning agency may…prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan." The State of California, under the authority of these code sections, encourages cities to adopt specific plans by resolution to establish a policy document, or by ordinance to establish a regulatory document. The Riverwalk Specific Plan is intended to be a planning and policy document adopted by Ordinance and is subject to City Council approval. Once adopted by City legislative action, this Specific Plan document will serve both

planning and policy functions for Riverwalk. The Riverwalk Specific Plan contains the standards, procedures, regulations, and guidelines necessary to accomplish this purpose.

The property is currently zoned RM-4-10, CC-3-9, OC-1-1, and OP-1-1 This zoning generally reflects the Riverwalk Specific Plan and allows for a mix of residential, non-residential, and parks and open space uses. With the adoption of this Specific Plan, the Riverwalk property will develop as presented in this Specific Plan. The City's Land Development Code (as modified by this Specific Plan) and the Vesting Tentative Map and development permits for Riverwalk will govern development within Riverwalk.

Adoption of the Riverwalk Specific Plan by the San Diego City Council establishes the City's official development policy for Riverwalk. All future development plans, tentative parcel and/or subdivision map(s), or other similar entitlements for properties located within the boundaries of this Specific Plan must be consistent with the regulations set forth in this document.

All regulations, conditions and programs contained herein shall be deemed separate, distinct, and independent provisions of the Riverwalk Specific 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 Specific Plan shall not be affected. In the event of a conflict between the provisions of the Specific Plan, the more restrictive requirements shall apply.

1.3 Location and Access

Riverwalk encompasses approximately 195 acres within the city limits of the City of San Diego, San Diego County, California, as shown in Figure 1-1, *Regional Map*. The project's vicinity is illustrated in Figure 1-2, *Vicinity Map*.

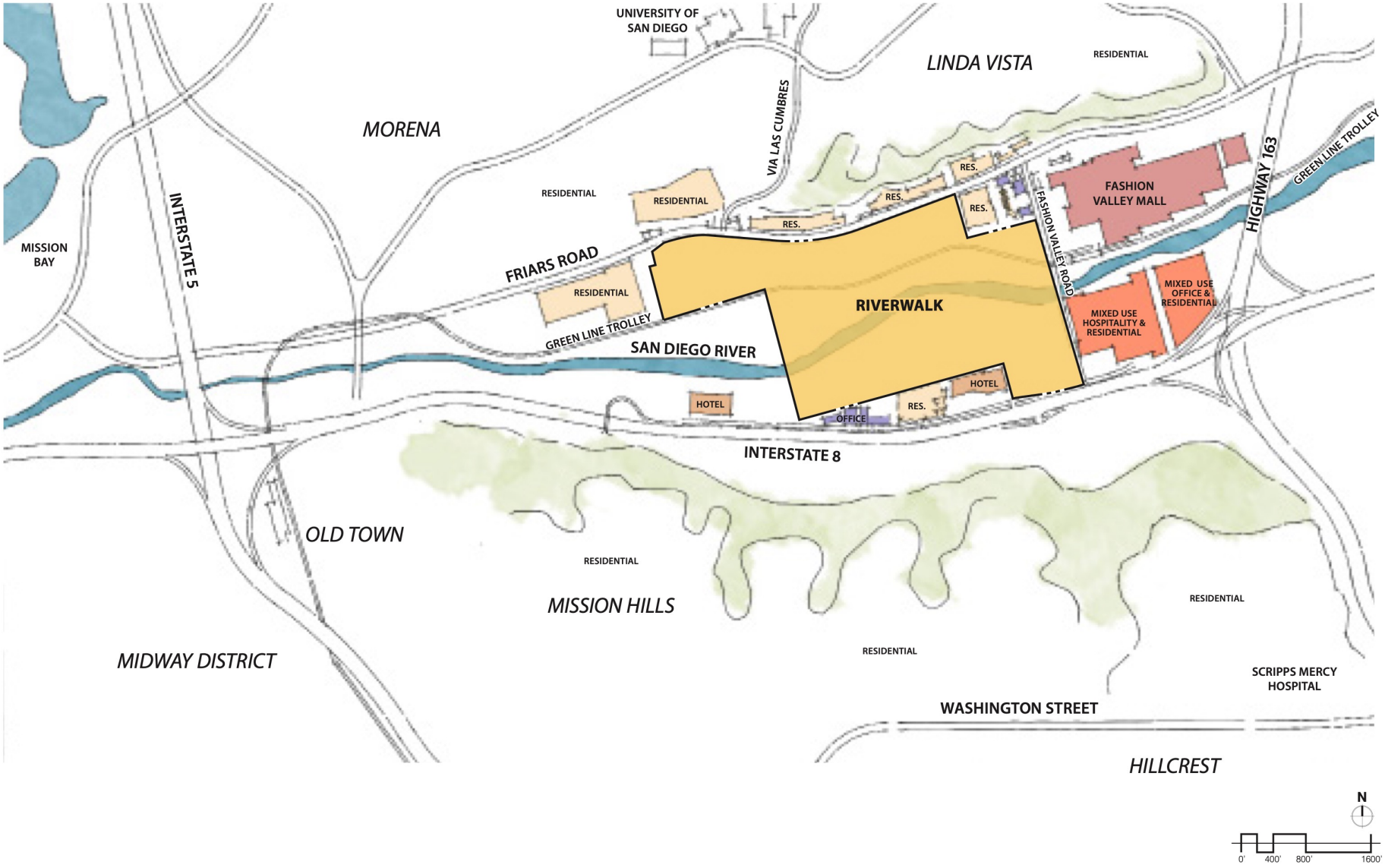
Centrally located within San Diego with established access to surface streets, freeways, and transit, Riverwalk is bordered on the south by Hotel Circle North, on the north by Friars Road and Mission Greens condominiums, on the east by Fashion Valley Road, and on the west by Crowne Plaza Hotel and The Courtyards condominiums.

Regional access to the site is provided by I-8, located immediately south of the project site; SR 163, located approximately one mile east of the project site; and I-5, located less than two miles west of the project site. Primary local access to the project is at Fashion Valley Road from the east, Hotel Circle North from the south, and Friars Road from the north.

Figure 1-1. Regional Map



Figure1-2. Vicinity Map



1.4 Planning Context

The Riverwalk Specific Plan area lies within the Mission Valley community planning area, just south of the Mission Valley/Linda Vista community border in an area surrounded by existing multi-family residential, office, commercial, and tourism land uses (see Figure 1-2, *Vicinity Map*). Riverwalk is located within the geographic heart of Mission Valley and provides connectivity between residential and regional park amenities (Mission Bay Park and the beaches) in the west and the increasingly-dense core of Mission Valley to the east.

Site design and development within Riverwalk celebrates this unique position within the historic and metaphorical heart of the community through its grading plan, specifically selected and sited land uses, and connective elements as described in this Specific Plan. Riverwalk links the river valley formed by the San Diego River with the Linda Vista community to the north and largely tourist-serving uses to the south, resulting in a river more closely integrated into the greater community fabric.

Riverwalk's design provides connectivity to these established elements of the community. Development along Friars Road interfaces with adjacent residential, employment, and retail development on the north side of Friars Road within the Linda Vista Community. Residential uses with the potential for ground-floor retail along Fashion Valley Road provide synergy with adjacent Fashion Valley Mall and the transit center, with employment uses in the southeastern portion of Riverwalk providing interaction with the redevelopment of the Town and Country Resort Hotel, which includes retention of hotel and conference uses with the infusion of residential components. Soft transitions are provided between Riverwalk's northwestern and northeastern areas and the existing multi-family residential developments beyond with pedestrian connectivity, landscaped buffers, and stepped massings.

1.4.1 City of San Diego General Plan

The City's General Plan is the constitution for development in the City. The General Plan is comprised of ten elements that provide policy guidance to balance the needs of a growing city while enhancing quality of life for current and future San Diegans. It provides a strategy – the City of Villages – for how the City can enhance its many communities and neighborhoods as growth occurs over time. The ten elements of the General Plan overall provide a comprehensive "blueprint" for the City of San Diego's growth over the next 20-plus years.

The General Plan was comprehensively updated by unanimous vote of the City Council in 2008. The City Council also certified the General Plan Program Environmental Impact Report and adopted associated amendments to the Land Development Code. The General Plan update did not include land use designation or zoning changes, which is the purview of the City's Community Plans. Community Plans work together with the General Plan to provide location-based policies and recommendations in the City's community planning areas. Community Plans are written to refine the General Plan's Citywide policies, designate land uses and housing densities, and include additional site-specific recommendations, as needed.

1.4.2 City of San Diego Climate Action Plan

With the goal of creating a cleaner San Diego for future generations, the City of San Diego's Climate Action Plan (CAP), approved by City Council in 2015, calls for eliminating half of all greenhouse gas emissions in the City and aims for all electricity used in the city to be from renewable sources by 2035. The CAP is a package of policies that will benefit San Diego's environment and

economy by helping to create new jobs in the renewable energy industry, improving public health and air quality, conserving water, more efficiently using existing resources, increasing clean energy production, improving quality of life, and saving taxpayer money. The CAP identifies steps the City of San Diego can take to achieve the 2035 targets and helps achieve the greenhouse gas reduction targets set forth by the State of California.

California legislation and policy promote land use strategies that mitigate transportation-related greenhouse gas emissions by reducing vehicle miles traveled (VMT). One of the core goals of the CAP is to promote effective land use to reduce vehicle miles traveled by implementing transit-oriented development within Transit Priority Areas (TPAs). Riverwalk is located within two TPAs and, as such, has been designed with a mix of land uses and amenities oriented around transit and walking and biking trails that promote a reduction in vehicle miles traveled and a commensurate reduction in greenhouse gas emissions at the project-level.

1.4.3 Mission Valley Community Plan

In 2019, an update to the Mission Valley Community Plan was adopted, following a four-year endeavor undertaken by the City of San Diego and local community members to serve as a blueprint for future development of the community. The last overhaul of the Community Plan was in 1985, and much had changed since that time. With increasing development pressure in Mission Valley as it becomes an alternative to downtown living, a new plan was needed to direct growth and better promote transit use. Per the Mission Valley Community Plan, Mission Valley is envisioned as an urban village nestled along the San Diego River with something to offer everyone: innovative workplaces, housing that meets varied lifestyle needs, ample parklands, unique shopping and dining options, and enhanced pedestrian, bicycle, and transit access. The Mission Valley Community Plan provides a road map for future development and promotes the creation of walkable, mixed-use community areas, better connectivity, increased spaces for parks and recreation facilities, tailored infrastructure solutions, and more mobility choices, with a focus on celebrating the San Diego River. The Mission Valley Community Plan also includes a new interchange at I-8/Via las Cumbres.

The Mission Valley Community Plan includes a number of urban village areas. The Riverwalk site is located in the Western Mission Valley urban village area. The Western Mission Valley urban village area is envisioned to have a residential and park focus with complementing office and retail uses. Habitat along the San Diego River will be designated open space with a focus on conservation and restoration. Beyond the open space, a park of community significance to serve the Mission Valley community – the Riverwalk River Park – will be provided with features like trails, sports fields, abundant tree canopy, and playgrounds. Further, stakeholder engagement will ensure this park meets the needs of nearby residents and workers. The YMCA, Sefton Field, and Presidio Park will continue to be assets in the community and will be further featured via wayfinding signage and connections, like a pedestrian bridge, to and from the San Diego River Trail.

1.4.4 San Diego River Park Master Plan

The San Diego River Park Master Plan (adopted 2013) provides the vision and guidance to restore the relationship between the San Diego River and the surrounding communities by creating a river-long park, stretching from the Pacific Ocean at Ocean Beach Park to the City's jurisdictional eastern boundary at the City of Santee. This plan is the result of grassroots community efforts in partnership with the City of San Diego.

The Master Plan covers a 17.5-mile stretch of the San Diego River and includes two distinct planning areas within Riverwalk, called the River Corridor Area and the River Influence Area. The River Corridor Area consists of the 100-year floodway along both sides of the river, including the 35-foot path

corridor on each side of the river. The River Influence Area consists of the first 200 feet adjacent to the River Corridor Area, also on both sides of the river. A portion of the Riverwalk site is located within the River Corridor Area and River Influence Area.

The San Diego River Park Master Plan contains numerous design guidelines to implement the vision for the San Diego River Park within the River Corridor and River Influence Areas. Sections 6.5.15 and 6.5.16 of this Specific Plan's Development Standards and Design Guidelines, implement the design guidelines of the San Diego River Park Master Plan, with modifications as necessary to implement the Riverwalk project.

1.4.5 City of San Diego Multiple Species Conservation Plan

The Multiple Species Conservation Program (MSCP) was developed to preserve a network of habitat and open space, protecting bio-diversity and enhancing the region's quality of life. The City of San Diego is one of several jurisdictions participating in the MSCP. The MSCP covers 85 species and the core biological resource areas are identified within the City's Multi-Habitat Planning Areas (MHPAs). The City has entered into an Implementing Agreement (IA) with the Federal and State Wildlife Agencies to ensure implementation of the MSCP.

In March 1997, the City of San Diego adopted the MSCP Subarea Plan, a comprehensive habitat conservation planning program for southwestern San Diego County. The MSCP preserves a network of habitat and open space, protecting biodiversity and enhancing the region's quality of life. An IA was signed in July 1997 between the City of San Diego, United States Fish and Wildlife Service (USFWS), and California Department of Fish and Wildlife (CDFW), which identified roles and responsibilities of the parties to implement the MSCP Subarea Plan. Based on the Subarea Plan and IA, the City of San Diego was granted authorization by the USFWS and the CDFW to approve projects that serve to implement the MSCP.

The MHPA was developed by the City in cooperation with the wildlife agencies, property owners, developers, and environmental groups and delineates core biological resource areas and corridors targeted for open space conservation. Within the MHPA, limited development may occur. The MSCP Subarea Plan and implementing regulations provide development guidelines for areas within and adjacent to the MHPA. Section 1.4.3 of the City of San Diego MSCP Subarea Plan provides Land Use Adjacency Guidelines for development adjacent to the MHPA that addresses the proximity of drainage, lighting, noise, barriers, invasives, grading/land development, brush management, and toxins to the MHPA.

1.4.6 San Diego International Airport Airport Land Use Compatibility Plan

The Airport Land Use Compatibility Plan (ALUCP) for San Diego International Airport is the fundamental tool used by the San Diego County Airport Land Use Commission to promote airport land use compatibility in the San Diego International Airport environs. Consistent with State law, the purpose of the San Diego International Airport ALUCP is to promote compatibility between the airport and surrounding future land uses to provide for the orderly development of the airport and the area surrounding the airport and protect public health, safety, and welfare in areas around the airport. The ALUCP provides airport land use compatibility policies and standards related to four airport-related factors: noise, safety, airspace protection, and overflight.

The Riverwalk site is located within Airport Influence Area (AIA) Review Area 2 of San Diego International Airport. Additionally, the site is located within the Airspace Protection Boundary and the Overflight Notification Boundary. Riverwalk's compatibility with the San Diego International Airport ALUCP is discussed in Section 5.3, *Public Safety*.

1.4.7 Montgomery Field Airport Land Use Compatibility Plan

The Riverwalk site is additionally located within AIA Review Area 2 of the Montgomery Field ALUCP. The ALUCP is the fundamental tool used by the San Diego County Regional Airport Authority in fulfilling its purpose of promoting airport land use compatibility. Specifically, the ALUCP (1) provides for the orderly growth of the airport and the area surrounding the airport; and (2) safeguards the general welfare of the inhabitants within the vicinity of the airport and the public in general. In essence, ALUCP serves as a tool for the San Diego County Regional Airport Authority to use in fulfilling its duty to review land use plans and development proposals within the AIA of the airport. In addition, the ALUCP provides compatibility policies and criteria applicable to local agencies in their preparation or amendment of general plans and to landowners in their design of new development. (Please note that the ALUCP defines general plans to include any general plan, community plan, specific plan, zoning ordinance, building regulation, land use policy document, or implementing ordinance.)

1.4.8 Marine Corps Air Station Miramar Airport Land Use Compatibility Plan

The Riverwalk site is within the Outer Boundary of the Airspace Protection area for Marine Corps Air Station (MCAS) Miramar. Airspace protection generally includes the primary, approach, transitional, horizontal, and conical surfaces for the airport. Additionally, the FAR Part 77 standards for military airports define an outer horizontal surface (delineated by the outer boundary). The elevation of this surface is more than 200 feet above the ground level in most locations and extends beyond the limits of where FAA notification of new construction is required. Because of these parameters, locations beneath the outer horizontal surface that are outside the FAA notification area, like the Riverwalk site, are excluded from the MCAS Miramar AIA.

1.5 Site Characteristics and Design Influences

1.5.1 Relationship to Surrounding Areas

An overarching goal of the Riverwalk Specific Plan is to create an integrated neighborhood that is woven into the existing fabric of the community, facilitated by overt connections, such as sidewalks and roadways, as well as softer connections, such as referential landscaping and transitions. As illustrated in Figure 1-2, *Vicinity Map*, Riverwalk provides a unique connection between the Linda Vista community to the north and the heart of the Mission Valley community. Immediately north and west of Riverwalk are several multi-family residential communities in the form of large condominium and apartment complexes. There are also small office and commercial components along Friars Road.



Riverwalk Golf Course with hotel and convention center uses to the east and west, Fashion Valley Mall to the northeast, and Linda Vista community to the north

Friars Road is an important arterial connection that runs the length of Mission Valley, with connections to communities such as Grantville, Linda Vista, Morena, and Mission Bay, as well as the regional freeway system. Additional regional access through the site is provided by the Green Line Trolley, with tracks running through the central portion of the Riverwalk site. Both Friars Road and the trolley tracks are elevated from the Riverwalk site.

Within the geographic and urban core of Mission Valley, regionally-serving Fashion Valley Mall is located east of Riverwalk, as well as the Town and Country Resort Hotel and convention center development, which is redeveloping to provide for a mix of residential and commercial uses on-site in addition to the current uses. Along Friars Road, as well as Camino de la Reina to the east, is a mixture of multi-family residential, office, and commercial land uses, with an increasingly emergent mixed-use character as redevelopment comes forward in a vertically-integrated residential, commercial retail, and commercial office fashion. Keeping with the established character east of Riverwalk, the Specific Plan site is bordered by hotel and multi-family residential to the south, with a concentration of office buildings to the southwest.

Access to the site currently occurs at Riverwalk Drive, which connects the existing clubhouse to Fashion Valley Road on the eastern boundary of the property. Fashion Valley Road connects to Friars Road to the north and Hotel Circle North to the south. SR 163 is accessed from Friars Road, while I-8 is accessed from Hotel Circle North or Hotel Circle South.

1.5.2 Site Topography, Visual Features, and Degree of Disturbance

The Riverwalk Specific Plan site has been developed as a golf course since 1947, and is currently the location of a golf course comprised of three nine-hole courses. The entire site has been disturbed and has undergone a considerable degree of modification to create varied and challenging features to the golf course. As part of the approvals for Riverwalk, the Conditional Use Permit for the golf course will be amended to allow for its continued operation in whole or in part until such as time as redevelopment in accordance with this Specific Plan occurs.

In 1997, MTS opened the Green Line Trolley, which crosses the property (east-west) and connects the Old Town Transit Center in the west to San Diego State University and eventually the Santee Transit Center in the east. The trolley line currently has stops adjacent to the project site at Morena/Linda Vista, approximately two miles west of Riverwalk, and Fashion Valley Mall, approximately one mile east of the existing golf clubhouse. Mission Valley East line opened in 1997.

The project site consists of a relatively level terrain that gradually slopes up from the San Diego River, which runs through the approximate center of the site in an east-west fashion. At the present time, the property provides limited riparian habitat or vegetation. Primary features of the site are the channel for the San Diego River running through the approximate center of the golf course and the golf course itself. Natural features and structures are visible from throughout the property and include views of natural slopes on the north and south sides of the valley, as well as distant views down the center of the valley to the east and west. The project site is highly visible from the mesas and slopes on the north and south sides of the valley.

The Riverwalk Specific Plan represents the ultimate re-use of the site. Contrasted with the high degree of disturbance is the site's location between the urban land uses of both Mission Valley and Linda Vista surrounding the site, the San Diego River running through the heart of the site provides current and future visual relief from the urban environment. The opportunities presented by the existing site conditions and the surrounding urban form allow the Riverwalk Specific Plan to re-establish the importance of the San Diego River as a natural feature that historically occurs in this area through the creation of a strong greenbelt spine connecting the river valley to the surrounding communities.



Gradual sloping terrain from Linda Vista to the San Diego River

1.6 Discretionary Actions

Together, the following discretionary actions provide a pathway for appropriate development of Riverwalk, taking into account all local goals, objectives, and environmental considerations.

1.6.1 Levi-Cushman Specific Plan Rescission

The Levi-Cushman Specific Plan was originally approved by the City of San Diego City Council in 1987. The Levi-Cushman Specific Plan is made up of two ownerships: a smaller five-acre parcel owned by MTS and a larger 195-acre area is owned by Riverwalk. In the years since 1987, State and local regulations have changed substantially, rendering the Levi-Cushman Specific Plan incompatible with current policies and infeasible in several respects. The Riverwalk Specific Plan includes an action to rescind the Levi-Cushman Specific Plan. MTS issued a letter in support of this action and consenting to the rescission on March 11, 2020. With rescission, the MTS parcel would be regulated by the Mission Valley Community Plan land use designation and zoning. The Riverwalk Specific Plan would wholly replace the Levi-Cushman Specific Plan for the remaining 195 acres.

1.6.2 Community Plan Amendment

The project includes a Community Plan Amendment to align the Mission Valley Community Plan with the Riverwalk Specific Plan. This includes revisions to the Planned Land Use map (Figure 4 of the Mission Valley Community Plan) to adjust the overall site boundary and the boundaries of the existing land use designations to be consistent with the Riverwalk Specific Plan and to remove the "To be completed" reference on the Riverwalk Specific Plan area label. Furthermore, the project site will be removed from the CPIOZ map (Figure 39 of the Mission Valley Community Plan), consistent with the proposed Land Development Code amendment (see Section 1.6.4, *Land Development Code Amendment*), and slight text changes will be made indicating that the specific plans identified in the Specific Plan Subdistrict were adopted prior to the adoption of the current Mission Valley Community Plan.

1.6.3 General Plan Amendment

Because the Levi-Cushman Specific Plan is an element of the Mission Valley Community Plan and approval of the Riverwalk Specific Plan includes rescinding the Levi-Cushman Specific Plan, which results in an amendment to the Mission Valley Community Plan, a de facto amendment to the City's General Plan would also be required. The General Plan identifies the Riverwalk site as Multiple Use; Commercial Employment, Retail, and Services; Park, Open Space, and Residential, which aligns with the land uses identified in the Riverwalk Specific Plan. The General Plan text and graphics would not need to be altered.

1.6.4 Land Development Code Amendment

The project includes an amendment to the Land Development Code related to the Community Plan Implementation Overlay Zone (CPIOZ) to remove the area covered by the Levi-Cushman Specific Plan, which includes the proposed Riverwalk Specific Plan as well as 5-acres owned by Metropolitan Transit System (MTS). Specifically, San Diego Municipal Code, Chapter 13, Article 2, Division 14, Diagram 132-14R would be modified to remove the property as described above. Diagram 132-14R Mission Valley Community Plan Implementation Overlay Zone is a reproduction of Map No. C-998, for illustration purposes only.

1.6.5 Riverwalk Specific Plan

The Riverwalk Specific Plan allows for a transit-oriented development (TOD) with a range of land uses (residential, commercial retail, office and non-retail commercial, and parks and open space) in a mixed-use setting, as well as a new transit/trolley stop, mobility hub (an area of connectivity between various transit and transportation options, such as bike share and rideshare), sidewalks and pedestrian trails, bicycle facilities, and vehicle circulation routes to serve the proposed land uses. For planning purposes, the Riverwalk Specific Plan area is divided into four Districts: the North, Central, South, and Park Districts.

The Riverwalk Specific Plan establishes development standards and architectural guidelines for build-out of each district. The intent of the design guidelines and development standards identified for Riverwalk as presented in the Riverwalk Specific Plan is to provide a methodology to achieve the development of a high quality, aesthetically cohesive neighborhood of districts. Additionally, the Riverwalk Specific Plan includes individual district guidelines to identify specific design considerations and special treatment areas unique to each district.

1.6.6 Zoning

The Mission Valley Community Plan included a community wide rezone intended to implement the community Land Use Plan; however, small portions of the Riverwalk Specific Plan need to be rezoned to implement the Land Use Plan for the Riverwalk Specific Plan. Consistent with the Mission Valley Community Plan, the Specific Plan includes the RM-4-10, CC-3-9, OC-1-1, and OP-1-1 zones, as modified in this Specific Plan. The areas subject to Specific Plan rezone include the park areas located between the San Diego River and Riverwalk Drive (OP-1-1 to CC-3-9) and the area east of lot 40 and south of Riverwalk Drive (CC-3-9 to OP-1-1). In addition, the Riverwalk Specific Plan area within the Mission Valley Community Plan would be rezoned to be removed from the CPIOZ.

This Specific Plan also includes project-specific development standards that differ from the Land Development Code. These tailored development standards, illustrated in Table 6-2, *Riverwalk Zoning and Tailored Development Standards*, allow for development of the Riverwalk project in a manner that responds to various site constraints, community concerns, and allows for greatest flexibility in project implementation.

1.6.7 Vesting Tentative Map

The nature and size of Riverwalk result in the need for a Vesting Tentative Map to allow for and facilitate the orderly phasing and development of the Specific Plan. A Vesting Tentative Map was processed and approved concurrently with the Riverwalk Specific Plan. The Vesting Tentative Map provides details relative to grading, street design, and utility layout necessary to implement the land use plan of Riverwalk in an efficient manner. Further, the Vesting Tentative Map provides for the implementation of residential and commercial condominiums. The Vesting Tentative Map was prepared in accordance with the guidelines and development intensities presented in this Specific Plan, the State Subdivision Map Act, and the City of San Diego requirements.

As the development of the project area proceeds, changes in the Vesting Tentative Map and/or subsequent Tentative Maps may be needed to more accurately reflect the site conditions and/or City requirements. Modifications to the Vesting Tentative Map or the processing of new Tentative Maps found to be consistent with the intent of the Riverwalk Specific Plan, as determined by the Development Services Department, shall not require an amendment to this Specific Plan.

The Mission Valley Community Plan includes Community Plan Circulation Element Roads: future Street J, which would cross the San Diego River in a north-south direction; and future Street U, which would travel approximately east-west along the southern project site boundary and connect to future Street J. Street J would be an elevated roadway crossing the river valley. Per City Planning Department, these roads are regional facilities with uncertain funding, design, and construction timing. The project would grant the City Irrevocable Offers of Dedication (IODs) as a component of the VTM for the required rights-of-way to construct these roads in the future.

1.6.8 Site Development Permit

The project site contains areas that are considered Sensitive Lands in the City's Environmentally Sensitive Lands (ESL) ordinance (LDC Section 143.0100), including sensitive biological resources, as well as historical and archaeological resources. Additionally, portions of the project site are mapped as Special Flood Zones, also addressed in the City's ESL ordinance. The ESL ordinance requires processing of a Site Development Permit (SDP) concurrently with the project's actions.

1.6.9 Conditional Use Permit Amendment

The project includes an amendment to CUP 94-0563 to allow adjustment to the existing Riverwalk Golf Course. The Specific Plan area, as well as a portion of adjacent land, is operated as the Riverwalk Golf Course, which is expected to remain active for several years beyond the approval of the project and the Riverwalk Specific Plan.

1.6.10 Public Right-of-Way and Easement Vacations

Related to the Vesting Tentative Map, certain public easements and rights-of-way will be vacated. The vacated easements and rights-of-way were either previously abandoned by the City or are proposed to be relocated in conjunction with the Vesting Tentative Map.

1.6.11 Park General Development Plan

The Riverwalk Specific Plan includes the provision of approximately 75 acres of publicly accessible park area. City Council Policy 600-33 allows for the concurrent processing of a Park General Development Plan for projects that include public park(s). Consistent with City Council Policy 600-33, public workshops were held to discuss the public parks and their components, which resulted in a public park plan that was presented to the Mission Valley Community Planning Group and the City's Park and Recreation Board, and then included in the Riverwalk Specific Plan documents and plans. The Park General Development Plan will address a future recreation center.

1.6.12 Financing District Formation

Project implementation includes the future formation of various financing districts to fund the maintenance of certain public improvements (e.g. parkland) required in connection with the development of the Riverwalk Specific Plan.

1.6.13 Development Agreement

A Development Agreement is being processed as part of the Riverwalk project. The purpose of a Development Agreement is to promote and facilitate orderly and planned growth and development through the provision of certainty in the development approval process by the City and through the provision of extraordinary benefits by the developer.

1.6.14 Project Environmental Impact Report

A Project Environmental Impact Report (EIR) was prepared and processed in conjunction with the Specific Plan document and the associated discretionary actions. The EIR was prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) and the City's policies and procedures. The EIR (Project No. 581894; SCH No. 2018041028) evaluates the potential environmental impacts that could result from the implementation of Riverwalk land use plan and associated permits and actions.

The Riverwalk Specific Plan, Rezone, Vesting Tentative Map, SDP, Conditional Use Permit Amendment, Park General Development Plan, Development Agreement, and EIR, together, provide the framework for proper development of the project site while taking into account all local goals, objectives, and environmental considerations.

2 LAND USE

Riverwalk encompasses approximately 195 acres in the western portion of the Mission Valley Community Plan area of the City of San Diego. The Riverwalk site stretches along Friars Road on the north and Hotel Circle North on the south, with Fashion Valley Road forming the eastern boundary of the Specific Plan area. Affected by both a constructed element – including the Green Line Trolley – and a natural element – the San Diego River – Riverwalk is uniquely situated to create **a neighborhood of the future** that ties **healthful living** with the built and natural environments.



The Riverwalk Specific Plan focuses **high-intensity** development on the north side of the San Diego River, where access to Friars Road, Fashion Valley Road, and the Fashion Valley Transit Center promote the foundation for a neighborhood with ample **mobility opportunities**. The creation of a **vibrant mixed-use core** in this area of the Specific Plan, known as the North District, as well as the addition of a **new transit/trolley stop**, creates a centering element for the entire Riverwalk neighborhood. Additionally, because the North District's heart opens onto the new transit/trolley stop, it serves as a **welcoming open front door** to Riverwalk for the Mission Valley community at large, and areas beyond.

Re-purposing the existing golf course clubhouse provides a secondary core, within the Central District. This reuse **honors the heritage** of the site by retaining a **landmark element** of the golf course – the clubhouse – while providing a physical manifestation of the core principles of **neighborhood building** and **place-making** within this expansive mixed-use space. Rounding out the District plan for Riverwalk, is the Park District, home to the expansive Riverwalk River Park, and an employment-focused South District, located in the southern portion of the site with access to Hotel Circle North, Fashion Valley Road, and adjacent Fashion Valley Transit Center. The South District provides for **meaningful levels of employment** within walking distance of Riverwalk's residential components and incorporates retail amenities for District employees and visitors, making Riverwalk a **true live – work – play neighborhood**.

2.1 RIVERWALK PLANNING DISTRICTS

Riverwalk is organized into four distinct planning areas, or Districts:

- **North District**, located between Friars Road and the existing Green Line Trolley tracks.
- **Central District**, located between the trolley tracks and the San Diego River.
- **Park District**, located in the middle of the Riverwalk site between the Central District and the South District, comprised entirely of the Riverwalk River Park.
- **South District**, located south of the San Diego River.

Each District is designed to have its own characteristics and functions and has been formulated to facilitate and focus development opportunities in a manner that interrelates District-specific land uses and zoning, important off-site considerations, and opportunities for internal integration of land uses and/or product types. By dividing the 195-acre Riverwalk Specific Plan area into smaller areas, each District can develop with its own personality and identity. This also allows the Specific Plan to address special conditions, such as the treatment of edges and interfaces between each District and other project features (such as the San Diego River, the Green Line Trolley, and adjacent roads), the location and design of project entries, special landscape treatment of the San Diego River, and vehicle access points that are relevant to a specific planning District.

Riverwalk contains four broad land use categories: residential (developed as a variety of multi-family product types), commercial retail (to include lifestyle retail and restaurants), office and non-retail commercial (comprising the majority of Riverwalk's employment uses), and parks and open space. (For a complete categorization of Riverwalk's allowed density/intensity-based land uses, see Appendix C, *Riverwalk Land Use Categories Matrix*.) With completion of Riverwalk, the neighborhood will consist of 4,300 multi-family residential units (the Riverwalk Specific Plan includes the provision of 10 percent of the residential dwelling units to qualify as "Affordable Housing"); 152,000 square feet of commercial retail space; 1,000,000 square feet of office and non-retail commercial space; and approximately 97 acres of parks, open space, and trails, in part to implement the San Diego River Park Master Plan.

Additionally, Riverwalk contains a new transit/trolley stop, mobility hub, and street improvements throughout the neighborhood, designed with the pedestrian and bicyclist in mind to reduce demand on the roadway system. These mechanisms for mobility provide safe, convenient, attractive places where the neighborhood and the community interact with one another and a multi-layered transportation system.

Table 2-1, *Riverwalk Land Use Summary*, provides a tabulation of the land uses, acreages, and development intensity for Riverwalk. Figure 2-1, *Riverwalk Specific Plan Land Use Map*, shows the proposed land uses for Riverwalk. Figure 2-2, *Riverwalk Districts*, shows the location of the four districts of this Specific Plan.

Table 2-1. Riverwalk Land Use Summary

Land Use	Approximate Gross Area (acres)[1]	Target Development Intensity
Parks/River Channel/MHPA	**97.4**	N/A
Private Parks	11.3	
Public Parks	50.9	
River Channel, MHPA, No Use Buffer, and Open Space	35.2	
Mixed-use Development	**65.7**	
Residential		4,300 units
Commercial Retail		152,000 square feet[2]
Office and Non-retail Commercial		1,000,000 square feet
Circulation/Public Rights-of-Way	**32.4**	N/A
MTS Platform	1.0	
IOD for Future Street J	1.8	
IOD for Future Street U	6.1	
Private Drives	3.6	
Public Streets	19.9	
Total Development Area	**195.5[3]**	

[1] Acreages are approximate and may vary as final maps for specific development areas are implemented.

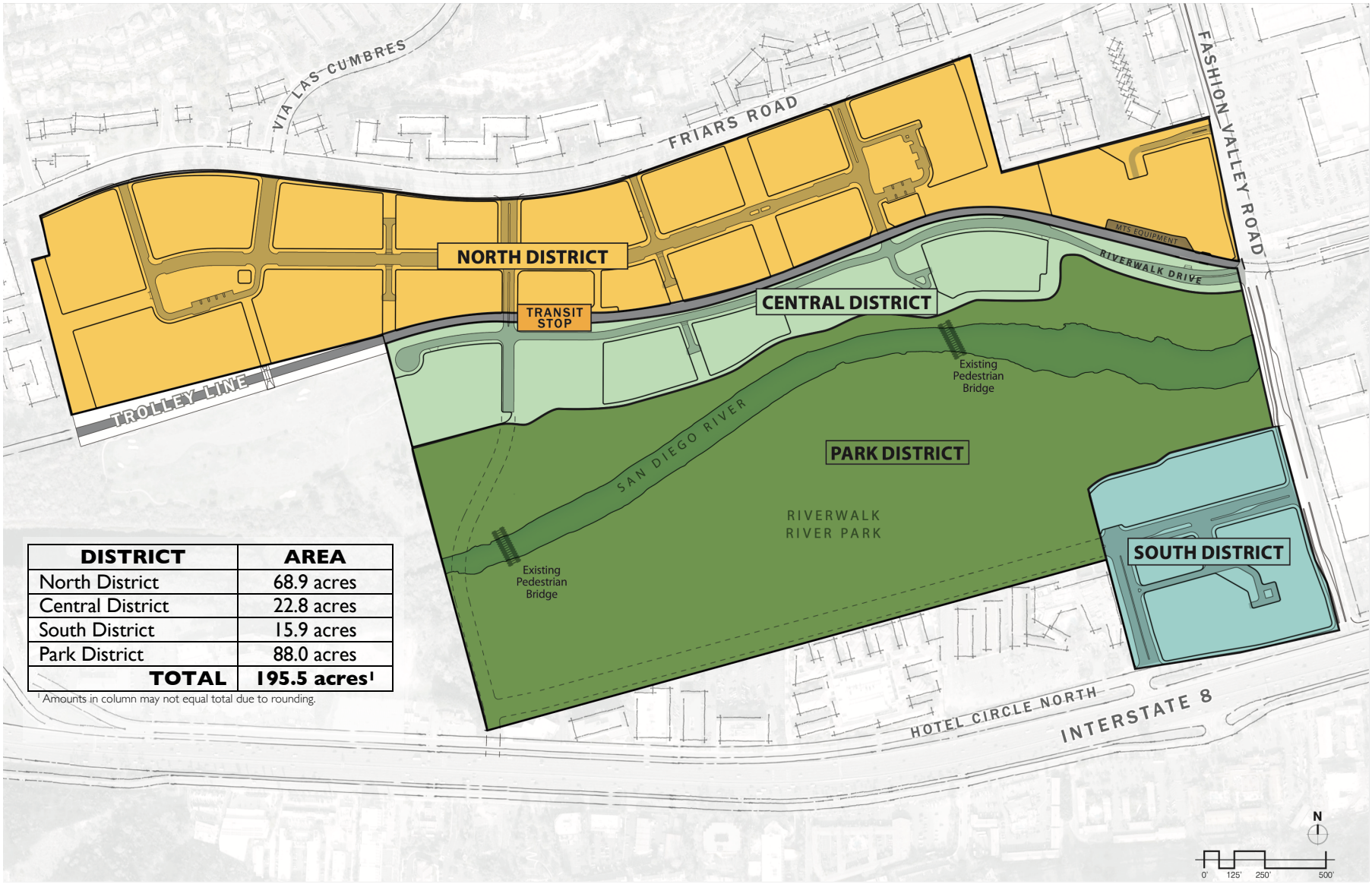
[2] Square footage excludes commercial office tenant serving amenities.

[3] Amounts in column may not equal total due to rounding.

Figure 2-1. Riverwalk Specific Plan Land Use Map



Figure 2-2. Riverwalk Districts



DISTRICT	AREA
North District	68.9 acres
Central District	22.8 acres
South District	15.9 acres
Park District	88.0 acres
TOTAL	**195.5 acres[1]**

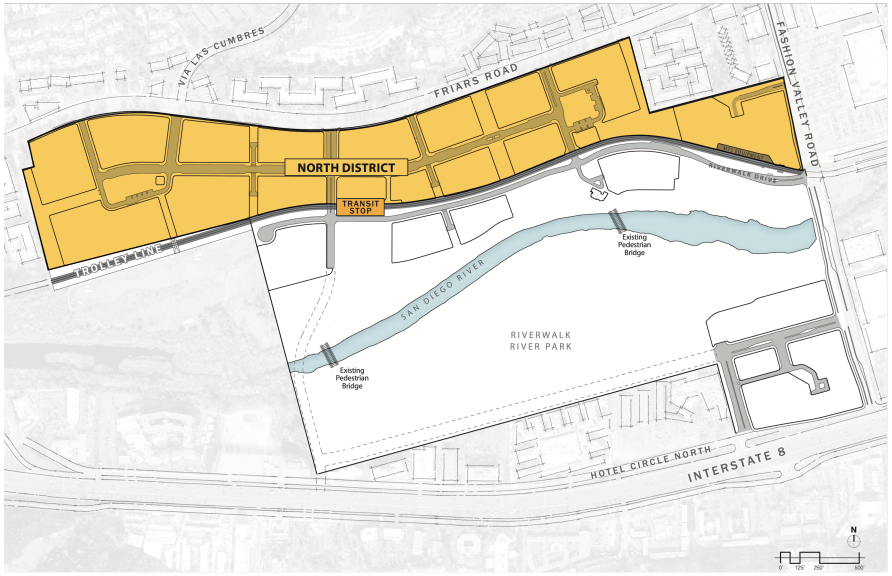
[1] Amounts in column may not equal total due to rounding.

2.2 North District

The North District, encompassing approximately 68.9 acres between Friars Road and the Green Line Trolley tracks, provides the multimodal activity center for Riverwalk and is the location of Riverwalk's residential developments. This District is home to the mixed-use core for Riverwalk. As such, a design focus is to create a truly experiential urban realm where land uses are supportive of a neighborhood-centering atmosphere and design.

Supportive retail services and office amenities establish this District's mixed-use core. The North District also provides a focal node strategically located in the center of residential development that announces the transit/trolley stop and mobility hub. Included at this location will be a central plaza within the mixed-use core that will provide retail, office, and residential within proximity to the trolley, Riverwalk River Park, and associated pedestrian walkway amenities.

The uses in the North District are centered along an east-west internal spine street that acts as a promenade for pedestrians, bicyclists, and vehicles with connections to Friars Road. Anchored on the west and east by parks – public spaces that are expansive yet designed in a manner to allow for intimate neighborhood gatherings – the spine street emphasizes an active transportation experience for the pedestrian and cyclist. The North District's circulation network is further enhanced with two at-grade crossings of the trolley tracks (Street 'O' and the trolley platform), as well as two grade-separated crossings (future Street 'J' and just west of the intersection of Riverwalk Drive and Fashion Valley Road), which will accommodate vehicles, pedestrians, and bicycles. Two existing golf cart tunnels provide additional crossing of the trolley tacks. One golf cart tunnel extends from the southern edge of the east-central portion of the North District that can be used by pedestrians and bicyclists and will provide linkage to the Central District to the south. Another golf cart tunnel is located in the western portion of the North District, which is largely under the control of San Diego MTS and provides future linkage to the MTS property to the south.





Neighborhood-centering atmosphere and design in gathering spaces

2.2.1 North District Design Influences

The North District's design is affected by both external and internal influences. Externally, this District's location north of the Green Line Trolley tracks and south of multi-family residential developments that exist along Friars Road focuses a primary design objective on enhancing the experience for all users along Friars Road – pedestrians, bicyclists, motorists, and neighbors. Internally, design in the North District is influenced by its internal spine street, mobility opportunities, and interspersed parks and open space elements.

FRIARS ROAD

The northern edge of the District (along Friars Road) is the "public face" for Riverwalk and has distinct importance for those individuals passing by on Friars Road and those living in the residential communities on the north side of the roadway. Creating a "good neighbor" experience along Friars Road is a primary design objective for this northern edge. This experience will be enhanced with building massing that varies in setback or step back from Friars Road, architectural articulation along the street frontage regardless of building orientation, and pedestrian-scale details and sidewalk enhancements. Development within the North District should include design features that strengthen the interface between the pedestrian and ground-level features and between these features and the existing properties on the north side of Friars Road. Through varying setbacks and offsetting elevation planes, the façades along Friars Road imitate movement and undulation, alluding to the San Diego River not too far to the south.



THE SPINE STREET PROMENADE'S INFLUENCE

Recognizing the North District as having the greatest opportunities for development intensity in Riverwalk, this District's central east-west spine street acts as a promenade that creates possibilities for active interaction of residents, workers, and visitors. Land uses along the central spine street include a mix of residential, retail (in certain areas, office), and neighborhood amenities. Residential entries will front onto the internal spine, visibly activating the street with pedestrian movement and creating physical connections to the street. Retail components will have storefront entries along the spine street and take advantage of corner locations to create statement openings to the east-west connections. Where restaurant and other sorts of eating and drinking establishments are located along the central spine street, outdoor dining can be accommodated as a range of options, from expansive patios to intimate sidewalk tables.



Promenade activated with retail, residential, end employment uses

MOBILITY OPTIONS AND ACCESSIBILITY

Riverwalk is the mid-point between the Morena/Linda Vista trolley stop and the Fashion Valley Transit Station, which provides multi-modal transit options for the Green Line Trolley and multiple bus routes. The planned transit/trolley stop located within the North District will have a significant influence on the District, as it is the foundation for the transit-oriented mixed-use heart of the District and facilitates enjoyment of Riverwalk by those living outside the neighborhood. The transit/trolley stop will function as the front door to Riverwalk for anyone traveling via the Green Line Trolley. The trolley platform should be open and inviting, with articulated paving and pedestrian-level design elements that provide a sense of arrival and express an invitation to explore. At all times, whether arriving at Riverwalk or waiting at the trolley stop to depart the neighborhood, the pedestrian experience should be one of comfort, invitation, and safety, ensuring a repeat visit soon.



PARKS AND OPEN SPACES

Linear parks and green spaces are positioned throughout the North District, providing easy access to nature and informal gathering spaces. Internal to the North District, residences facing these linear parks and green spaces will be activated to directly engage with the ground plane, contributing to the pedestrian-level experience of both the resident and the passerby. Residents will have direct access from their ground-floor patios to park areas, public spaces, and activities or pathways/walkways that connect to public spaces (see Figure 4-2, *Pedestrian Circulation*). Riverwalk offers connectivity on a number of levels. Connectivity to nature and the utilization of this natural element to connect the various neighborhoods and Districts of Riverwalk provides for a common theme of neighborhood vitality through environmental health. As often as possible, buildings should interface with Riverwalk's park and open space elements, whether directly, through entries and patios, or indirectly through window overlooks and view corridors to the open space and parks. Pedestrian circulation throughout the District focuses on wayfinding to the secondary park elements, which connect to the grand Riverwalk River Park.



Linear parks provide easy access to nature and informal gathering spaces



2.2.2 North District Land Uses and Development Intensity

Developed with residential, commercial, and employment use, as well as parks, and public amenities, the North District will serve a variety of users and promote a vibrant heart of the neighborhood. The influence of Friars Road and the surrounding residential development encourage high-density housing opportunities with supportive retail and office uses. With access to the trolley and a new transit/trolley stop planned within Riverwalk, residents, employees, and visitors within Riverwalk and nearby developments will have the ability to choose other modes of travel as a viable alternative to their personal vehicles.

As discussed in Chapter 1, *Introduction*, and elaborated upon in Chapter 6, *Land Uses, Development Standards, and Design Guidelines*, zoning has been established for Riverwalk that allows for flexibility in land uses that may ultimately occur in the North District. This flexibility benefits Riverwalk and the City, as it allows for development to move forward in response to often rapid shifts in market trends and City and community needs. Flexibility allows for land uses to respond to what is necessary at any moment in time, rather than speculating on future needs or being tied to what may ultimately be outdated land uses at buildout. Land uses and development intensity that can occur within the North District are shown in Table 2-2, *North District Land Use Summary*.

Table 2-2. North District Land Use Summary

Land Use	Allowable Zone(s)	Area (acres)[1]	Targeted District Density/Intensity
Mixed-use	**RM-4-10**	**44.3**	
Residential	**CC-3-9**		3,415 units
Commercial Retail			110,300 square feet
Office and Non-retail Commercial			65,000 square feet
Private Parks		**10.8**	**0-10,000[2]**
Public Streets/Easements		**11.4**	**N/A**
Private Drives		**2.2**	**N/A**
Open Space		**0.2**	**N/A**
Total Development Area		**68.9**	

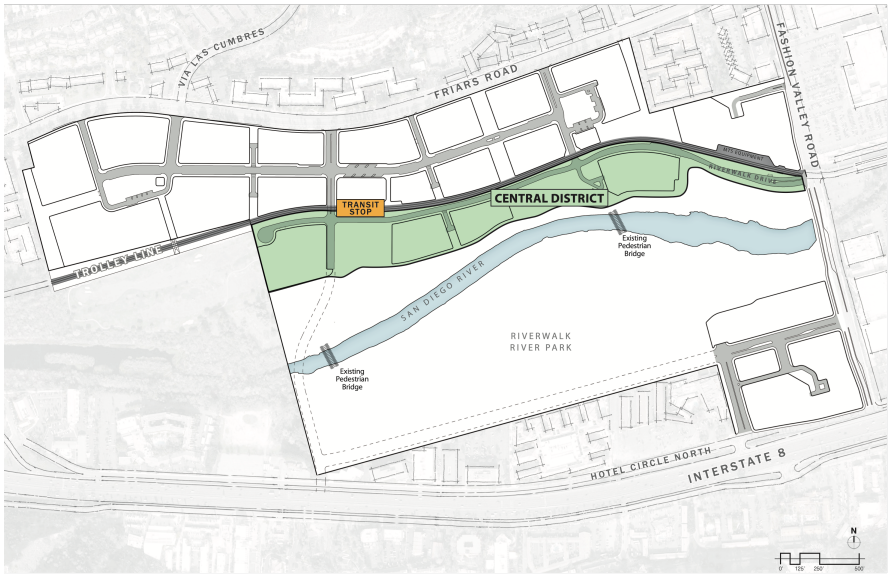
[1] Acreages are approximate and may vary as final maps for specific development areas are implemented.

[2] Intensity range is contemplated for potential recreation and retail uses to be located within the parks such as vendor space.

2.3 CENTRAL DISTRICT

The Central District encompasses approximately 22.8 acres south of the North District, between the trolley tracks and the San Diego River, and includes a mixture of open space and urban land uses. interspersed with public parks in the west and east portions of this District. A mix of residential and commercial uses will occur within the central portion of the Central District. The former golf course clubhouse will be re-purposed as a restaurant and amenity space, perhaps with a banquet hall and other private dining options or even a small brewing facility. Riverwalk Drive will be constructed as a Community Plan circulation element roadway to serve not only developments within the Central District but to also connect with Fashion Valley Road, providing an important linkage to the public park in the west portion of the Central District.

The Central District interfaces with the North District at the four trolley crossings (two at-grade, two grade-separated), as well as at the pedestrian/bicycle tunnel that runs under the existing trolley tracks. Additional connectivity is provided between the Central District and the South District, to the south, via two pedestrian/bicycle bridges.









San Diego River as an amenity space with pedestrian bridges, trails, and the San Diego River Pathway

2.3.1 Central District Design Influences

The Riverwalk River Park and the San Diego River lie immediately south of the Central District and form the Central District's southern edge.

SAN DIEGO RIVER INFLUENCE

As an important natural feature both in the history of Mission Valley and to the Riverwalk Specific Plan, the San Diego River provides an opportunity to engage the public with the river through public parks, pedestrian/bicycle paths and trails, private views from the residential units, and the re-purposed golf course clubhouse. Parks, residential, and commercial spaces should engage with the river and create spaces that allow an increased appreciation of the San Diego River.



San Diego River within Mission Valley

RIVERWALK RIVER PARK INFLUENCE

The Central District forms the northern edge of much of the Riverwalk River Park. Since the prehistoric period, the San Diego River has influenced local inhabitants, beginning with the Kumeyaay and continuing with local residents. As such, the uses and design within Central District have an influence on the Riverwalk River Park and provide activation to the park space. Programming of uses within this southern edge of the Central District where it interfaces with the Riverwalk River Park emphasizes pedestrian activity and human-scaled elements, wayfinding to and through the Riverwalk River Park, landscaping that allows for views to the Riverwalk River Park, and a mix of land uses that allow for regular and inclusive use of the park.



Land uses and development within Park District act as a backdrop to the Riverwalk River Park

GREEN LINE TROLLEY

Central San Diego's trolley network provides quick connections throughout the City of San Diego, as well as the adjacent cities to the east and south. The Green Line Trolley, which runs along the northern boundary of the Central District, separating the District from the North District, connects Old Town San Diego in the west to Santee in the east, with multiple stops in Mission Valley (including SDCCU Stadium) and a transit center at San Diego State University. At points, the trolley tracks are above-grade. At other points, the trolley tracks are at-grade and incorporated into the circulation network present at the street level. In these areas, opportunities for connectivity are possible both with the urban interface and with pedestrian circulation, including at-grade, below-grade, and tunnel crossings of the tracks.



San Diego Trolley

RIVERWALK DRIVE

Riverwalk Drive is also located along the northern edge of the Central District. This street provides vehicular access to Central District's residential, retail, and amenity spaces. As such, Riverwalk Drive's interface with Central District needs to take into account both the pedestrian and vehicular experience. Like the spine road within the North District, the ground plane and pedestrian experience will be enhanced and embraced through architecture and the creation of public spaces – formal and informal. For many people – residents and visitors alike – Riverwalk Drive will serve as a gateway to the trails and paths along the San Diego River. Points of connection between the buildings provide opportunities to enhance the public and resident experience and provides informal viewsheds down to the river.



Pedestrian interface with ground-floor entry and wide sidewalks

2.3.2 Central District Land Uses and Development Intensity

The intensity of development along Riverwalk Drive and proximity to high-performing trolley transit are in contrast with the calming nature of the river within the Central District. To balance these divergent features, residential, employment, and commercial retail uses, including the re-use of the golf course clubhouse area, are in the central portion of this district, with public parks located in the eastern and western portions of the Central District. High-density residential development along the river is accented by the re-use of the existing golf course clubhouse and additional lower-intensity commercial retail space located at the south end of a north-south corridor for pedestrians, bicycles, and vehicles.

As discussed in Chapter 1, *Introduction*, and elaborated upon in Chapter 6, *Land Uses, Development Standards, and Design Guidelines*, zoning has been established for Riverwalk that allows for flexibility in land uses that may ultimately occur in the Central District. This flexibility benefits Riverwalk and the City, as it allows for development to move forward in response to often rapid shifts in market trends and City needs. Flexibility allows for land uses allowable in the selected zone to respond to what is necessary at any moment in time, rather than speculating on future needs or being tied to what may ultimately be outdated land uses at buildout. Land uses and development intensity that can occur within the Central District are shown in Table 2-3, *Central District Land Use Summary*.

Table 2-3. Central District Land Use Summary

Land Use	Allowable Zone(s)	Area (acres)[1]	Targeted District Density/Intensity
Mixed-use	CC-3-9	10.4	
Residential			885 units
Commercial Retail			13,100 square feet
Office and Non-retail Commercial			0 square feet
Private Parks	CC-3-9	0.5	N/A
Public Parks	OP-1-1	5.9	N/A
Public Streets/Easements	CC-3-9	5.1	N/A
Private Drives		0.4	N/A
Open Space		0.4	N/A
Total Development Area		22.8[2]	

[1] Acreages are approximate and may vary as final maps for specific development areas are implemented.

[2] Amounts in column may not equal total due to rounding.

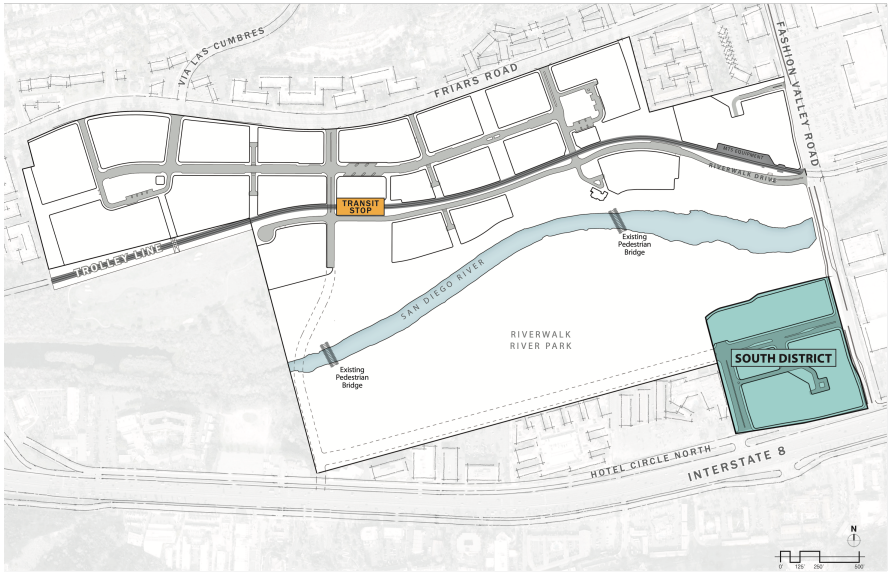
2.4 SOUTH DISTRICT

The southernmost District of Riverwalk is the South District, which comprises the approximately 15.9-acre area south of the Riverwalk River Park and the San Diego River. The South District houses the employment-focused component of Riverwalk.

Mission Valley has its roots as an employment sector, and Riverwalk continues that tradition to the economic benefit of the neighborhood and City with the inclusion of extensive employment uses in the southern portion of the South District. The South District is envisioned to develop with an employment focus, which may occur as individual buildings or as a more integrated campus-like development, depending on the market trends and needs at the time individual projects come forward, positioning Riverwalk at the cutting edge of office use. Supporting residential and commercial uses may also occur here.

As an overall vision of the Riverwalk Specific Plan is to provide for integrated mixed-use development across the project, locating the employment component in this District provides convenient access to transit both on-site and at Fashion Valley Transit Center, the regional transportation network via the I-8 freeway, and a variety of uses provided on-site and in surrounding developments, which include commercial retail, residential, and hotel uses that have a synergistic relationship to Riverwalk and its employment uses. The land uses planned for the South District include a commercial component to serve employees and visitors. Vehicle access to this District is from Fashion Valley Road and Hotel Circle North. Uses planned for the South District front Fashion Valley Road and Hotel Circle North, providing interaction at this portion of the site between Riverwalk and other office buildings and mixed-use developments further west along Hotel Circle North and east along Camino de la Reina.

Goal for Greatness:
Allow for the creation of attractive and adaptive employment opportunities for San Diego's evolving economy and attract economic growth that benefits the City and County of San Diego through increased sales and property taxes via the creation of a dynamic neighborhood.



Internal connectivity for pedestrians and bicyclists from the South District to the Riverwalk River Park and northern Districts of Riverwalk is provided via two, active transportation-only bridges that cross the San Diego River and a network of trails, pathways, and sidewalks. Vehicle connectivity to the rest of Riverwalk is provided via Fashion Valley Road, Friars Road, and Riverwalk Drive. Additionally, this District's location provides enhanced interaction with surrounding land uses, including hospitality and tourism uses, office buildings, commercial opportunities, and the Fashion Valley Transit Center.

2.4.1 South District Design Influences

INTERSTATE 8 / HOTEL CIRCLE NORTH INFLUENCE

The South District is Riverwalk's primary interface with I-8 and Hotel Circle North. Architecture along the southern boundary of the South District should maintain an emphasis on the pedestrian but provide additional articulation that is legible to motorists traveling at higher speeds along the freeway. Architectural features should be articulated at a greater level along the entire building elevation. Breaks in building massing; variation in wall textures, materials, and colors; and vertical landscape massing all highlight the buildings and provide visual interest along I-8 and Hotel Circle North.

INTERFACE WITH EXISTING HOTEL DEVELOPMENT

The South District interfaces with both the Handlery Hotel, which is likely to redevelop in the future, to the southwest and current redevelopment of the Town and County Resort Hotel to the east. Relative to the Handlery Hotel, care should be taken to ensure that buildings located in this portion of the South District are complementary to the existing development, while maintaining a modern and authentic aesthetic. The Town and Country Resort Hotel, located across Fashion Valley Road from the South District, is redeveloping as a mixed-use development. Similar to the Handlery Hotel, the interface along the east should provide for a complementary visual field through this neighborhood gateway, while allowing for Riverwalk's unique identity. Complementary development with the existing hotels to the southwest and east of the South District's land use concentration may be achieved through the use of a consistent or similar color palette, similar materials, or stepped massing that reflects the scale of existing development. As redevelopment occurs and these land uses and urban form change in the future, the interface along this edge will adapt to ensure that development within the South District is compatible with the future condition.

2.4.2 South District Land Uses and Development Intensity

The South District is located on the south side of the San Diego River and includes much of the employment components of the Specific Plan. Additionally, other land uses, especially commercial retail uses that serve as an amenity to the park and employment centers, are allowed within the District.

As discussed in Chapter 1, *Introduction*, and elaborated upon in Chapter 6, *Land Uses, Development Standards, and Design Guidelines*, zoning has been established for Riverwalk that allows for flexibility in land uses that may ultimately occur in the South District. This flexibility benefits Riverwalk and the City, as it allows for development to move forward in response to often rapid shifts in market trends and City needs. Flexibility allows for land uses allowable in the selected zone to respond to what is necessary at any moment in time, rather than speculating on future needs or being tied to what may ultimately be outdated land uses at buildout. Land uses and development intensity that can occur within the South District are shown in Table 2-4, *South District Land Use Summary*.

Table 2-4. South District Land Use Summary

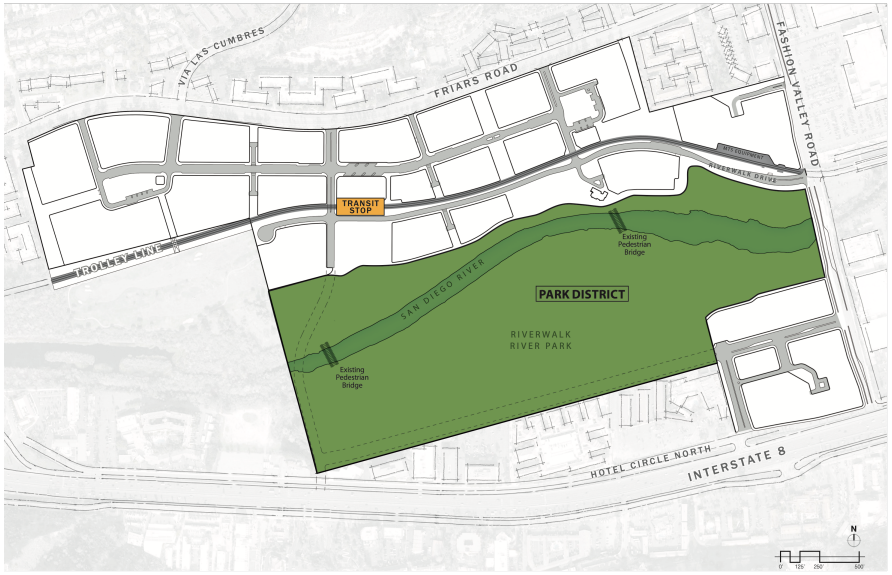
Land Use	Allowable Zone(s)	Area (acres)[1]	Targeted District Density/Intensity
Mixed-use	CC-3-9	11.0	
Residential			0 units
Commercial Retail			28,600 sf
Office and Non-retail Commercial			935,000 sf
Public Streets/Easements		3.9	N/A
Private Drives		1.0	N/A
Total Development Area		15.9	

[1] Acreages are approximate and may vary as final maps for specific development areas are implemented.

2.5 PARK DISTRICT

The San Diego River has been an integral part of the property for generations, as well as the various golf courses that have occupied the property over the past 60 plus years. Unfortunately for the larger community, access to the San Diego River has been limited by ownership and use. The San Diego River is a special natural amenity and core feature of the Riverwalk Specific Plan and will be enhanced by the expansive Park District, which is comprised of the Riverwalk River Park (45.0 acres), river habitat restoration area (34.6 acres), IODs for future streets J and U (7.7 acres), and the easement for Fashion Valley Road (0.6 acre). Collectively, these areas create the 88.0-acre Park District. Provision and implementation of the Riverwalk River Park is a major element of the Riverwalk Specific Plan and a significant benefit to Mission Valley and the adjacent communities.

Park spaces provide place making value to a neighborhood or community. They contribute to a high-quality public realm and to the overall livability of a neighborhood. Current trends have shifted toward a desire for a greater number of more intimately scaled urban parks distributed throughout a development. Riverwalk provides for high-quality park experiences at both a smaller scale of linear and pocket parks throughout the neighborhood, as well as the larger-scale of a Riverwalk River Park to serve beyond the needs of the neighborhood and invite the community at-large.



The Riverwalk River Park provides a significant public benefit to the region and Mission Valley, as Riverwalk's Riverwalk River Park is intended to serve the larger community of San Diego as a passive and active recreational area. Passive areas are located closer to the river, while active use would be located away from the river to limit impacts such as noise, litter, and unauthorized access. The passive areas include a no-use wetland buffer and riparian restoration area with habitat, natural open space (within the MHPA), and nature viewing areas.

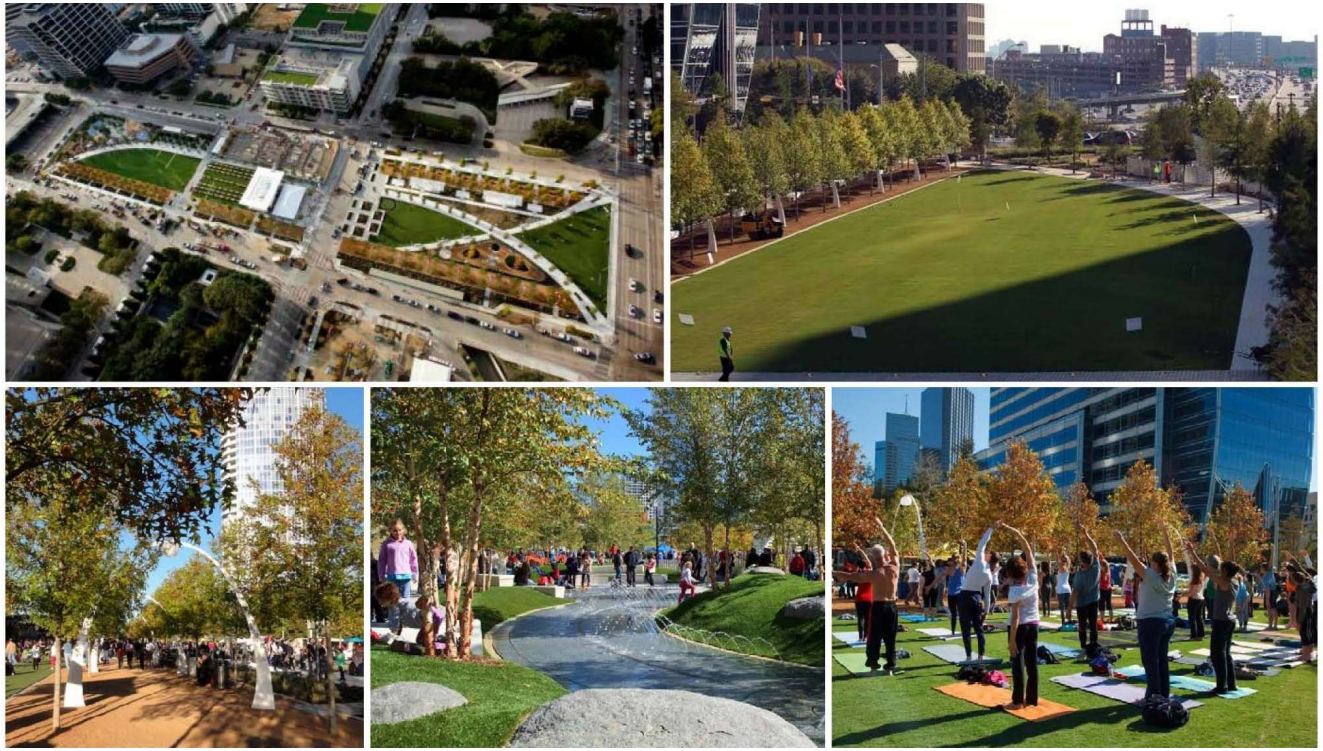
2.5.1 Park District Design Influences

SAN DIEGO RIVER INFLUENCE

Creation of the Riverwalk River Park and related river trails has been informed by the San Diego River Park Master Plan, integrating applicable principles into park design. To promote access to the San Diego River, Riverwalk includes a system of paths on the north and south side of the San Diego River. These paths will be multi-modal, providing for pedestrian and bicycle access through the Riverwalk River Park and along the San Diego River. Landscaping along the San Diego River will reflect the riparian nature of the area through the selection of trees and other elements of the plant palette.

RIVERWALK RIVER PARK INFLUENCE

The Riverwalk River Park, which generally encompasses the entire Park District, is located at the center of the Riverwalk community. Influences draw upon the prehistoric inhabitants, beginning with the Kumeyaay, and continuing with local residents to ensure integration of the park into the neighborhood. Design influences include the combination of activity and respite, a little something for everyone regardless of if they are looking for a quiet spot for conversation, a scenic place to amble, an activity space for fitness, and everything in between. The diversity of programming also provides for fun active elements for children in proximity to gathering benches or picnic areas for parents and caregivers. The Riverwalk River Park doubles as community quasi-event space, with various outdoor "rooms" capable of housing intimate gatherings or large-scale events, such a neighborhood movie in the park night in summer or a holiday fair in winter. Varied and active programming draws people to the park through the year, and offers dynamic changes with the seasons and special events. Lining the park with the varied uses of the Central District to the north create watchful eyes on this park edge at all hours. Elements of park programming may be brought into the park area, such as food trucks in hardscape plazas or adjacent areas, to further enliven the park experience.



Examples of permanent and active programming that may contribute to the use and identity of Riverwalk River Park

2.5.2 Park District Land Uses and Development Intensity

The Riverwalk River Park is located in the middle portion of Riverwalk north and south of the San Diego River. The public park areas outside of the floodway will be zoned OP-1-1, which is consistent with the City's park policies. An overall General Development Plan (GDP) for the Riverwalk Specific Plan parks was processed concurrently with the entitlements associated with the project. The MHPA areas of the property will be zoned OC-1-1.

Land uses and development intensity that can occur within the Riverwalk River Park are shown in Table 2-5, *Park District Land Use Summary*.

Table 2-5. Park District Land Use Summary

Land Use	Allowable Zone(s)	Area (acres)[1]	Targeted District Density/Intensity
Public Parks	OP-1-1	45.0	N/A
Open Space	OC-1-1	34.6	N/A
Public Streets	OP-1-1 OC-1-1	8.4	N/A
Total		88.0[2]	

[1] Acreages are approximate and may vary as final maps for specific development areas are implemented.

[2] Amounts in column may not equal total due to rounding.

3 PARKS, OPEN SPACE, AND THE PEDESTRIAN REALM

Areas in Riverwalk devoted to open space, parks, and the pedestrian realm occur in many forms. The primary open space and park feature is the **Riverwalk River Park**, which runs through the heart of the Specific Plan area and connects the higher-density Districts north of the San Diego River with the employment core south of the river. **Linear parks and plazas** are interspersed throughout the neighborhood and particularly within the North District, delivering a variety of **human-scale park components** that connect to the Riverwalk River Park, providing stimulating **activity** and **social interaction**.

Tying together the various open space, parks, recreation, and pedestrian experiences is a comprehensive network of **trails and pedestrian amenities**. The pedestrian trail system, in conjunction with the street network planned for Riverwalk, provides a means for pedestrians and bicyclists to pass through and access the various Districts and park elements in **a pleasant environment**. The **San Diego River Pathway** traverses the Riverwalk River Park on the north side of the San Diego River, providing **visual connectivity** to the river and allowing for active transportation away from vehicular traffic. This interconnected system also provides opportunities for casual strolls and active jogging, physical linkages to the Districts **independent of the vehicular circulation network**, and rest areas with seating to provide smaller scale intimate areas for **rest** and **reflection**.

Added to the overall parks and recreation experience for residents in Riverwalk, **recreation facilities** will be provided in concert with residential development. The requirements and area devoted to private open space and recreational facilities will be in conformance with the City's Land Development Code (effective February 28, 2018).

The various components of the Riverwalk parks and open space amenities are shown in Figure 3-1, *Parks and Open Space Amenities Plan*. Area devoted to each of the major open space and park elements is identified in Table 3-1, *Park Area Summary*. (Note: The intent and use of this table is different from Table 2-1 and, therefore, the typologies on this table are different from Table 2-1.) Parks located in the North District will be privately owned and publicly accessible via a recreation easement. Parks located in the Park District will be publicly owned. Parks located in the Central District will either be privately owned and publicly accessible via a recreation easement or publicly owned.

Table 3-1. Park Area Summary

Park Type	Ownership	Acreage
Riverwalk River Park	Public	45.0 acres
Neighborhood Parks	Public or Private (Recreation Easement)	17.3 acres
Open Space & River Habitat	Public / Non-Profit	35.2 acres
Total	**--**	**97.5 acres***

*Summation of acreage may not equal Table 2-1 summation due to rounding.

Figure 3-1. Parks and Open Space Amenities Plan



FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY

3.1 PUBLIC SPACES

To assure an open character within Riverwalk, major open space use areas link to one another to form the open space network, conceptually shown in Figure 3-1, *Parks and Open Space Amenities Plan*. The largest element of the open space network is the Riverwalk River Park, which is principally located on the south side of the San Diego River and serves as a natural spine connecting Fashion Valley Road on the east to the western boundary of Riverwalk. Pedestrian and bicycle paths, trails, bridges, and tunnels provide the often uninterrupted physical connections into the developed portions of Riverwalk. (See Figure 4-2, *Pedestrian Circulation*, and Figure 4-3, *Bicycle Circulation*.) These connections serve as extensions of the open space network by incorporating green street elements including tree canopies, enhanced landscaping, and focus on pedestrian and bicycle circulation. Additionally, the North and Central Districts of Riverwalk provide a variety of amenities, such as active play areas large enough for impromptu pick-up sports games, play equipment, river overlooks, activated plazas and paseos, and passive space for all residents and visitors. This open space network is defined in two parts:



Community gathering within public space

- **Riverwalk River Park and Open Space** (80.2 acres): is a Major Park (20-acre minimum) composed of the existing San Diego River channel and proposed Riverwalk River Park area; and
- **Recreational Open Space** (approximately 17.3 acres): includes the network of park areas that may include Pocket Parks (less than one acre), Mini Parks/Plazas (one to three acres), and/or Neighborhood Parks (three to 13 acres), pedestrian and bike paths, and plazas.

Riverwalk includes an integrated network of pedestrian (see Figure 4-2, *Pedestrian Circulation*) and bicycle pathways (see Figure 4-3, *Bicycle Circulation*) that are critical to connectivity to the various Specific Plan features, including the open space network, and connectivity to the greater community surrounding Riverwalk. Trails within the Riverwalk River Park connect to sidewalk elements within Riverwalk and in the surrounding street network. Furthermore, the San Diego River Pathway within Riverwalk will align with the existing San Diego River Pathway on the east side of Fashion Valley Road at Town and Country Resort Hotel, allowing for easy connectivity. These pedestrian and bicycle networks link Riverwalk to the surrounding community and further reinforces the existing active transportation network.

Goal for Greatness:
Fulfill the vision of the San Diego River Park Master Plan by reclaiming a portion of the project surrounding the San Diego River as a common; a synergy of water, wildlife, and people.

3.2 PARKS

Parks within Riverwalk provide the opportunity for people to connect with their neighbors and visitors and provide the ground plane connection between development areas via paths, trails, and sidewalks. Per City Council Policy 600-33, a General Development Plan (GDP) will be prepared for the Riverwalk Specific Plan public parks.

Riverwalk's parks include a wide variety of opportunities for both active and passive uses. The spaces will likely include Pocket Parks, Mini Parks, Neighborhood Parks, and the Riverwalk River Park (Major Park), each providing differing experiences for users (Figure 3-2, *Conceptual Park Plan*, and Figure 3-3, *Typical Park Vignette Key Map*). The Riverwalk River Park is the single largest land use within Riverwalk and serves as the natural spine from which fingers of open space extend into the developed areas of Riverwalk.



Linear parks are activated with pedestrian uses and surrounding urban development



Mini and pocket parks allow for interspersion of recreation space throughout Riverwalk.

Figure 3-2. Conceptual Park Plan

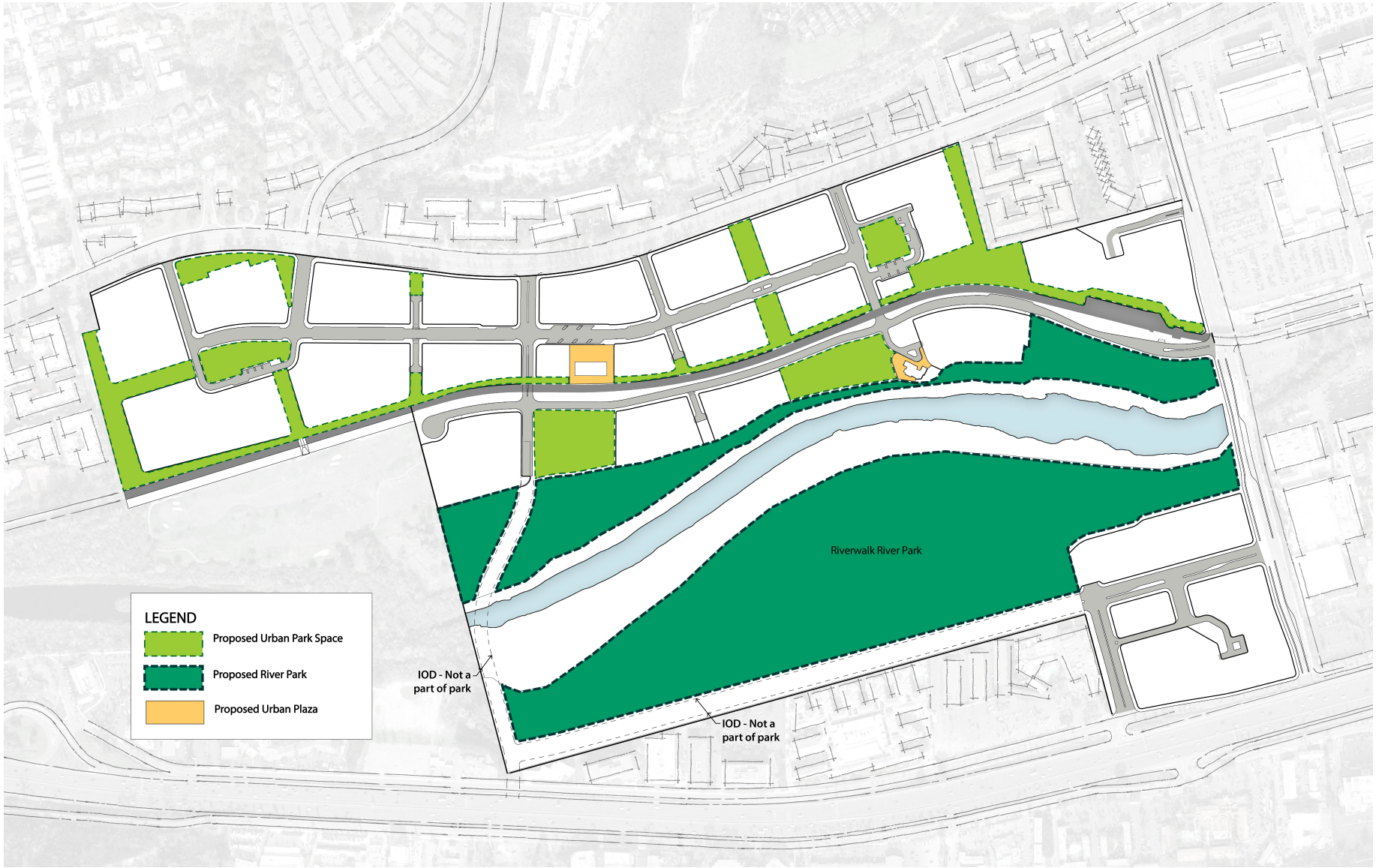
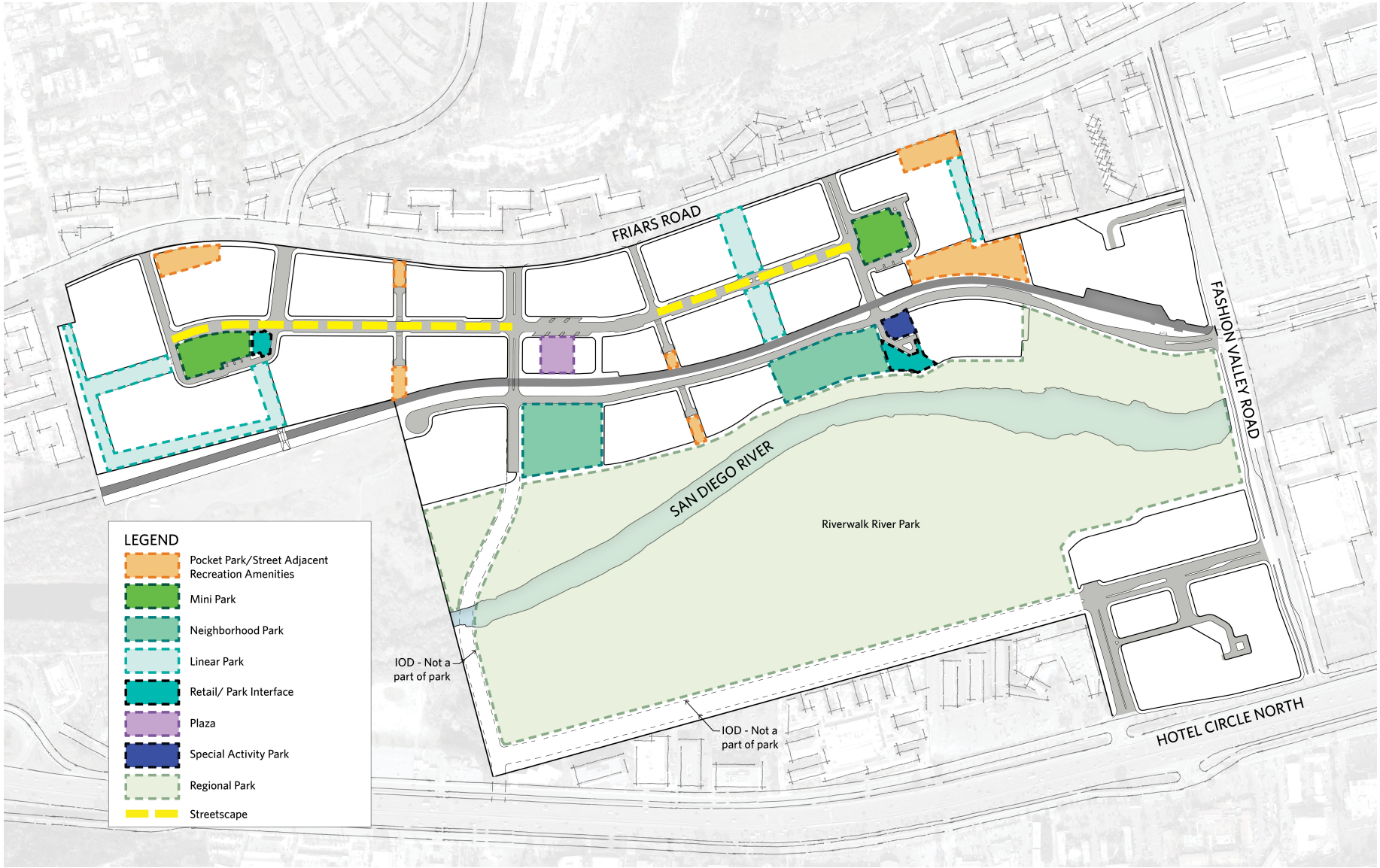


Figure 3-3. Typical Park Vignette Key Map



3.2.1 Riverwalk River Park (Major Park)

The Riverwalk River Park is an essential component in enriching Riverwalk and the surrounding Mission Valley. The multifaceted role of the Riverwalk River Park includes a place to connect with nature and the San Diego River, as well as a place for social and cultural exchange. The Riverwalk River Park may be enlivened by markets; physical activities, such as children playing or people skating, walking or jogging; cultural activities, such as art and community events; or simply socializing with friends. Maintenance responsibilities of the Riverwalk River Park will be provided by the City and/or developer as described in the Development Agreement.

Programming within the Riverwalk River Park will ensure inclusivity with uses not just for the active athlete or families with kids, but other activities to attract people such as seniors or teens, or people who are just looking for a place to sit or walk on a daily basis. Ample sidewalks, trails, and pathways; places for respite in the shade; and even opportunities to buy a sandwich or cup of coffee at adjacent retail uses all invite the full range of users to the Riverwalk River Park. The active programming of traditional and non-traditional park elements within the Riverwalk River Park presents greater reasons for people to go to the park and increases the value added of the Riverwalk River Park. Programming elements may include:

- A ranger station
- Educational signage/kiosks
- Nature viewing
- Community garden area
- Dog park(s)
- Children's play areas
- Water features
- A small amphitheater or stage
- Ball fields
- A community-serving recreation center



Expansive park space with walking trails, lighting, and passive space

Numerous elements of great park planning for the creation of place are incorporated into the Riverwalk River Park. As a great park, the Riverwalk River Park provides a range of things to do – a multitude of activities for different age groups and types of people to use. The Riverwalk River Park easy to get to, and connected to the surrounding neighborhood and community. Through regular and thorough maintenance, the Riverwalk River Park will be safe, clean, and attractive and there will be comfortable places to sit such as benches, picnic tables, and shaded areas. Most important of all is the Riverwalk River Park's sociability – the park as a place to meet other people as an integral part of community life.

3.2.2 Urban Parks

Urban parks provide unique value to neighborhoods and communities. These parks woven into the urban fabric provide enhanced walkability in proximity to green space, improved health of both the urban environment and the inhabitants, and incorporated areas for gathering places and quick breaks from the hustle and bustle of daily life. Within Riverwalk, intermittent linear parks are linked together with smaller pocket parks to create an urban park network that acts as one cohesive linear park. Thus, the Specific Plan contains a discussion of urban parks that includes various sized parks, plazas, and paseos, as well as the connectivity these parks have in relation to each other and the Riverwalk site as a whole. The urban park network of Riverwalk, comprised of linear parks and pocket parks, differs from traditional green spaces and the expansive Riverwalk River Park thanks to the assorted proportions provided by urban parks. These urban parks serve as a link to boost alternative transportation as a means to a carry pedestrians, bicyclists, scooter riders, and others in a pleasant and safe manner.

Neighborhood Parks

Neighborhood parks are generally three to 13 acres and are intended to serve a population of approximately 5,000 within one mile. Accessible by bicycling and walking, this type of park would have minimal parking. Amenities for neighborhood parks may include picnic areas, children's play area, multi-purpose turf areas, walkways, and landscaping.

Linear Parks

Linear parks (Figure 3-4) are of varying size and take people on a journey through Riverwalk and link public spaces. Linear parks and plazas may occur as linkages along roadway elements or within expanded setbacks between buildings. Linear park programing may include picnic and seating areas, hardscape and softscape components, passive or active recreation opportunities, and/or multi-purpose turf areas

Figure 3-4. Linear Park Vignette

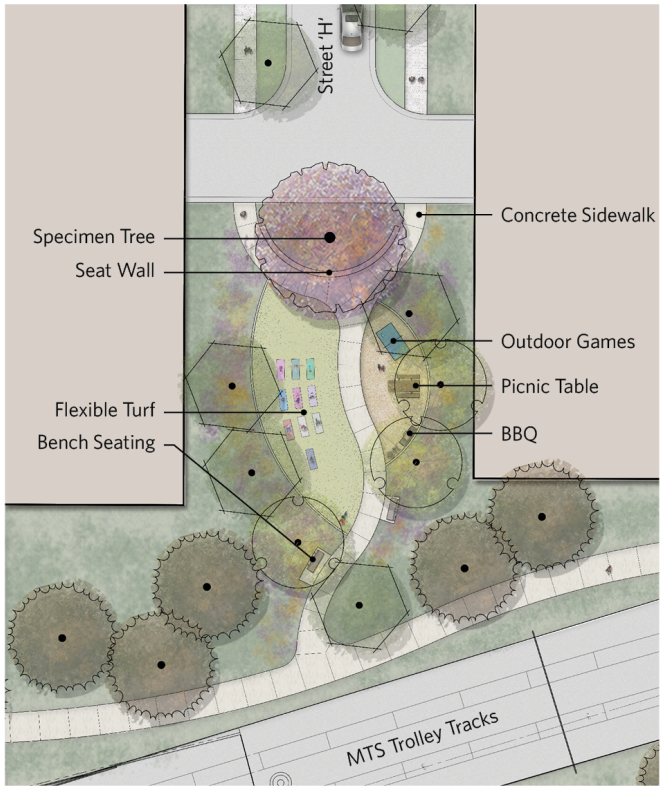


For illustrative concept purposes only.

Pocket Parks

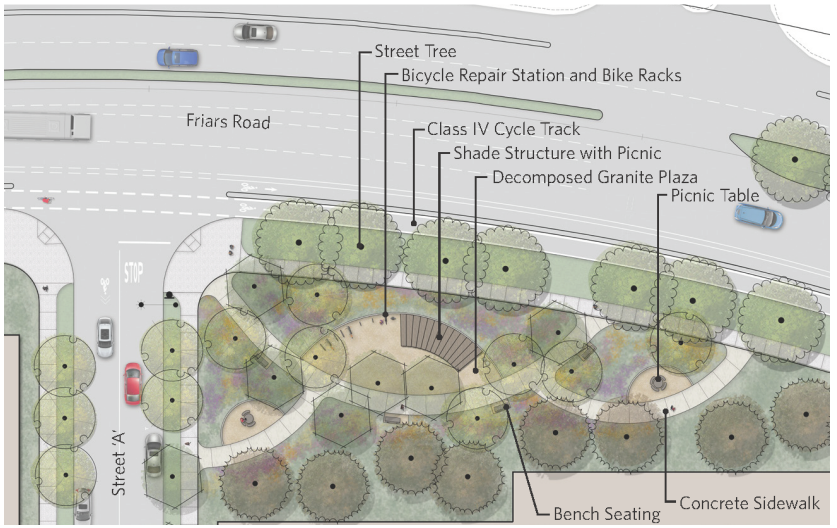
Pocket Parks (Figures 3-5, 3-6, and 3-7) provide for passive and active recreation interspersed throughout Riverwalk. Pocket Parks are less than one acre and may have overlooks, playgrounds, art installations, and places to picnic; these are spaces that encourage both movement and relaxation and an opportunity to engage with neighbors, friends, and strangers. Special opportunities for Pocket Parks include street adjacent recreation amenities along fronting roads (Figure 3-6) and spaces between buildings and the MTS trolley line (Figure 3-5).

Figure 3-5. Pocket Park Vignette



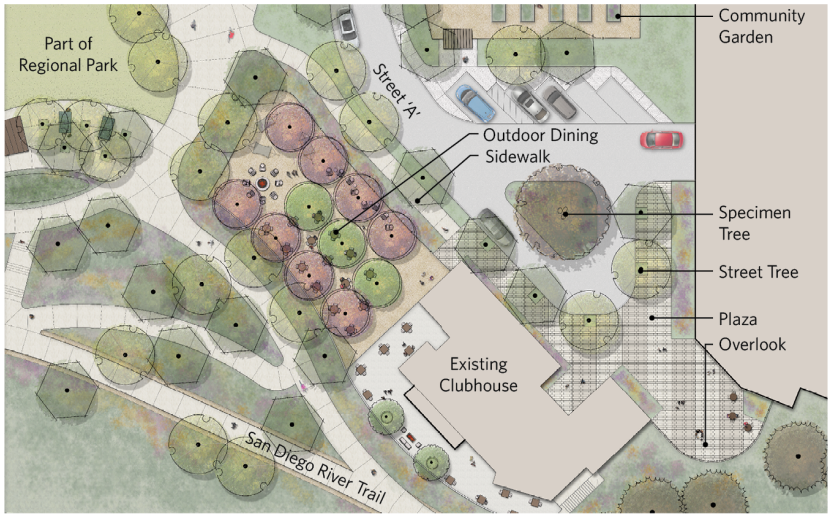
For illustrative concept purposes only.

Figure 3-6. Street Adjacent Recreation Amenity Vignette



For illustrative concept purposes only.

Figure 3-7. Retail/Park Interface Vignette

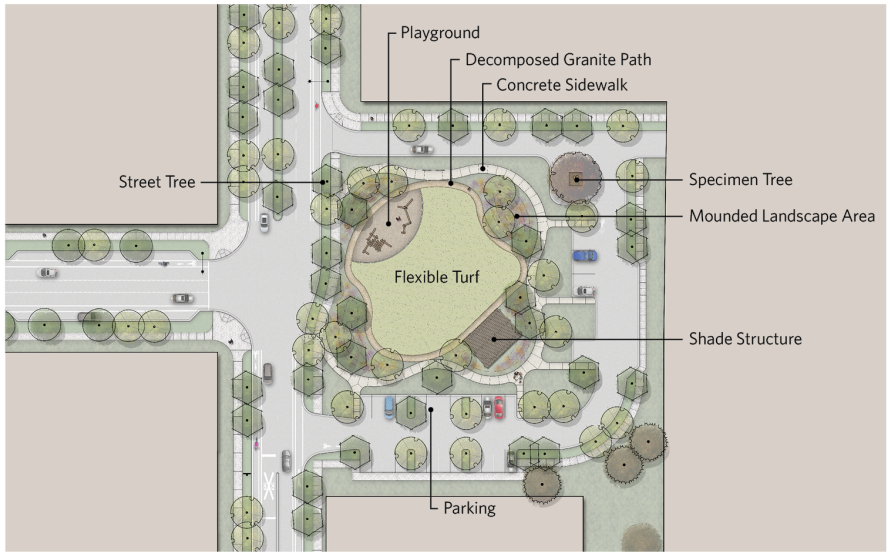


For illustrative concept purposes only.

Mini Parks

Mini parks (Figure 3-8), which are one to three acres in size, provide for passive and active recreation. Like Pocket Parks, mini parks may have overlooks, playgrounds, art installations, and places to picnic encourage both movement, relaxation, and engagement. Mini park features may include picnic areas, multi-purpose turf areas, children's play equipment, and other features that facilitate social engagement. Mini parks may also be special activity parks, such as a community garden or dog park.

Figure 3-8. Mini Park Vignette



For illustrative concept purposes only.

Plazas

Riverwalk's plazas will serve as attractive, inviting places for residents, employees, and visitors. While high quality materials will enhance the ambiance of Riverwalk's plazas, basic attributes such as protection from the elements, ample seating, and visually stimulating design should establish comfortable gathering places. Without the need for heavy landscaping, stone or brick paving patterns, ornamental railings, and seating are all high-quality components that can be used to add to the inviting ambience of Riverwalk's hardscape plazas. With the exception of the plaza located at the transit/trolley stop, plazas shall include a minimum of 20 percent landscaped area and achieve 0.05 point per square foot. Planting areas may be at-grade or in permanently affixed planters. The transit/trolley stop plaza has a minimum of five percent landscaping to allow for community engagement in this space. Within the transit/trolley stop plaza, a minimum of 0.05 points per square foot is to be achieved with trees that are 36-inch box minimum.

Riverwalk's plazas will be varied in form, using building edges and landscaped areas to create unique spaces. Focal points, such as fountains, sculptures, or other design features, may be included to give plazas a unique identity from each other. A variety of activities such as outdoor dining, socializing with neighbors, and quiet relaxation are supported in Riverwalk's plazas. Converging building walls, partial vistas, and walkway angles that slowly reveal the next experience will draw a person from one space to the next, creating a sense of discovery about what waits around the next corner.



Placemaking elements within an urban hardscape plaza

Paseos

As described in the Mission Valley Community Plan, paseos are enhanced pedestrian paths that provide ingress/egress through development projects that are privately owned and publicly accessible. Paseos can create corridors that function as secondary frontages for business storefronts and product displays or for café seating and plazas. Paseos may be anchored by new spaces that serve as space for seating, music, performances, art, and festivals. Actual design and locations of paseos will be determined as individual developments come online.

Special Activity Parks

Special activity parks within Riverwalk vary in size and allow for specialized park uses. Special activity parks may be created for such uses as off-leash dog park(s) and/or community garden space.

3.2.3 Private Open Space

Private open space (also referred to in the LDC as common open space) is any privately constructed and maintained outdoor space articulated for human use and/or relaxation. Private open space is an exclusive-use area for a specific development(s) to serve its residents, employees, and/or visitors. This includes, but is not limited to, plazas, paseos, courtyards, seating areas, recreational areas, viewing areas, children's play areas, picnic areas, pools, and other amenity areas.





Children's play areas and urban picnicking in plazas enliven private open space

3.3 MULTI-HABITAT PLANNING AREA WITHIN RIVERWALK

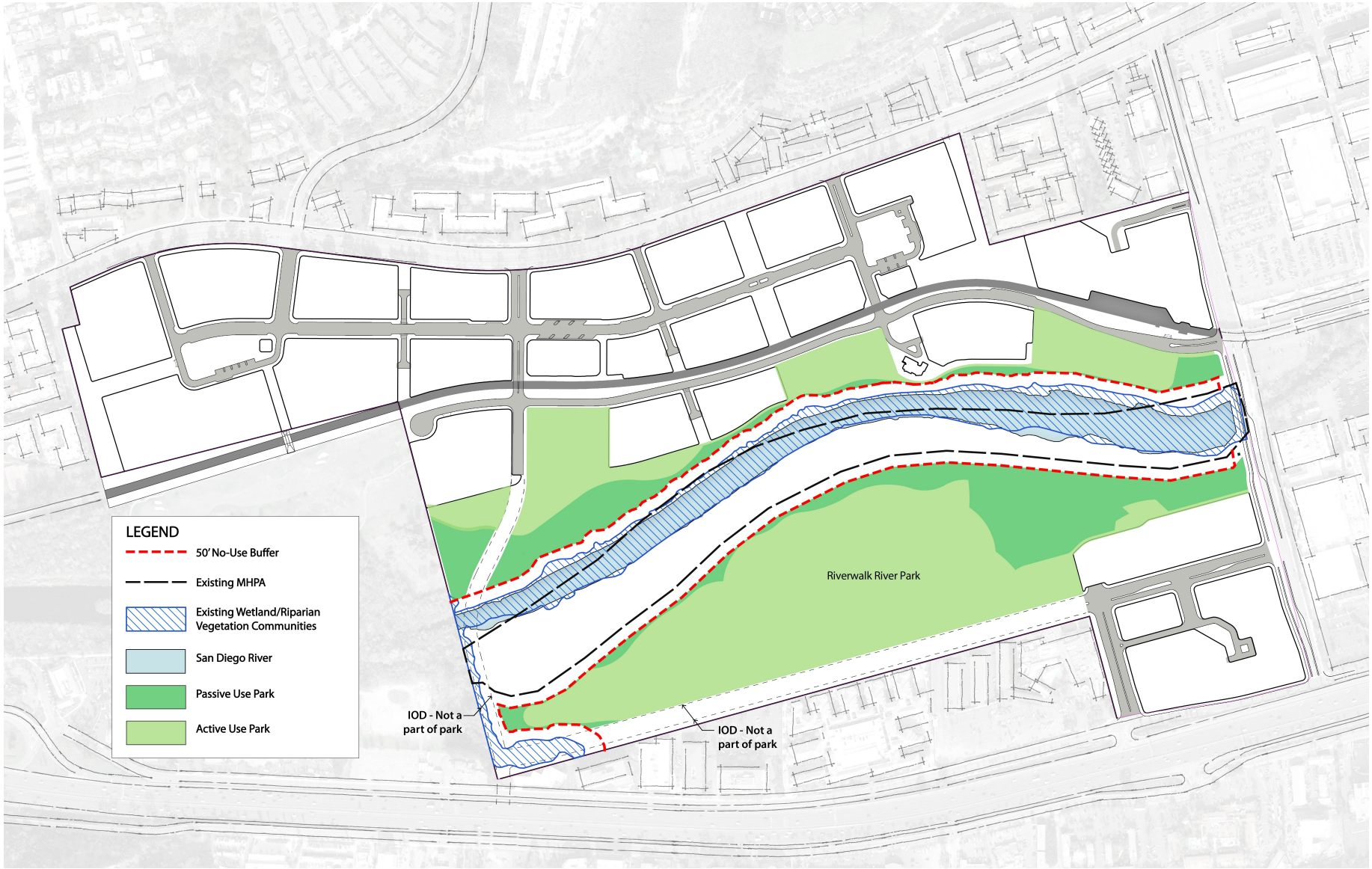
The Multi-Habitat Planning Area (MHPA) was developed by the City in cooperation with the U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, property owners, developers, and environmental groups using the Preserve Design Criteria contained in the Multiple Species Conservation Program (MSCP) Plan, and the City Council-adopted criteria for the creation of the MHPA.

MHPA lands are large blocks of native habitat that have the ability to support a diversity of plant and animal life and, therefore, have been included within the City's Subarea Plan for conservation. The MHPA also delineates core biological resource areas and corridors targeted for conservation as these lands have been determined to provide the necessary habitat quality, quantity, and connectivity to sustain the unique biodiversity of the San Diego region. While MHPA lands are considered by the City to be a sensitive biological resource and intended to be mostly void of development activities, development is allowed in the MHPA subject to the requirements of the MSCP Plan.

MHPA land occurs within the Riverwalk project site (Figure 3-9, *MHPA Within Riverwalk)*. The MHPA incudes the following specific guideline (B-15): "Native vegetation shall be restored as a condition of future development proposals along this portion of the San Diego River." Riverwalk includes grading within the MHPA to restore the form and function of the San Diego River, as well as revegetate the area with native plant materials through establishment of a Mitigation Bank.

Existing golf cart bridges, which are to be repurposed for pedestrian and bicycle use and cross the San Diego River, are located within the MHPA. These existing bridges will be utilized and maintained by the Riverwalk project. With the exception of necessary direct connections to these existing bridges, no new trails will be created within the MHPA, as a 50-foot "no use" buffer will be implemented on either side of the MHPA. Per the Subarea Plan, passive recreation in the form of these existing bridges and connections is compatible with the biological objectives of the MSCP and is, therefore, allowed in the MHPA.

Figure 3-9. MHPA Within Riverwalk



3.4 SAN DIEGO RIVER PARK MASTER PLAN AREA WITHIN RIVERWALK

3.4.1 River Corridor Area

In accordance with the San Diego River Park Master Plan, a minimum 35-foot wide area, referred to as the Path Corridor, will be created along the north side of the San Diego River floodway, outside the floodway, except in locations where this is not feasible due to site constraints. A wetland buffer will vary in width and includes a vegetative barrier to limit human physical access; a minimum 14-foot-wide San Diego River Pathway; additional trails connecting to the San Diego River Pathway; landscaped areas; and/or passive recreational areas, such as picnic areas, scenic and interpretive overlooks, fitness stations, seating, and educational exhibit areas.

Relative to the San Diego River, the existing river channel and MHPA will be preserved and restored with native vegetation as part of the River Corridor Area. The Riverwalk Restoration Plan provides details on plant species and methods of revegetation. The managed Riverwalk River Park occurs between the development areas of Riverwalk and the restored river habitat. The Riverwalk River Park includes native plantings and sites passive uses adjacent to the San Diego River and MHPA. MHPA land use adjacency guidelines are incorporated into project design to protect the river habitat area, including fencing and signage.

3.4.2 River Influence Area

In accordance with the San Diego River Park Master Plan, the River Influence Area is defined as the 200-foot-wide area extending outward from the River Corridor Area on each side of the river. The purpose of the River Influence Area is to create a quality backdrop to the River Corridor Area through design that treats the San Diego River as an amenity, orients development toward the San Diego River, encourages active uses adjacent to the River Corridor Area, and provides public access to the San Diego River Pathway.

Development within the River Influence Area should be oriented to engage the San Diego River, taking advantage of the river environment as a park amenity while simultaneously providing passive crime prevention within the River Influence Area. In addition, development should define the edge and boundary of the River Corridor Area to reinforce and/or establish the corridor identity and image. Structures should be located and shaped in a manner that opens up views to the San Diego River from surrounding Districts, and a structure's location and shape on the site should create a spatial transition to the San Diego River. The active uses of a structure should be focused toward the San Diego River and inactive uses should be directed away from the San Diego River.

Figure 6-6, *San Diego River Park Master Plan Area Within Riverwalk*, illustrates the River Corridor Area and River Influence Area of the San Diego River, as they relate to the Riverwalk Specific Plan area. Development regulations of the River Corridor Area are included in Section 6.5.15, *River Corridor Area*. Development regulations for the River Influence Area are included in Section 6.5.16, *River Influence Area*.



San Diego River Park River Pathway within Mission

3.5 SITE PLANNING AND VIEW CORRIDORS

In site planning for Riverwalk, considerable emphasis is placed on establishing tree-framed view corridors both within the Specific Plan area and also into the site from adjacent roadways (Figure 3-10, *Riverwalk View Corridors*). These are views as seen by pedestrians, from automobiles and transit, and other individuals passing by the property at the street level. The non-motorized view corridors are the most critical due to the pedestrian orientation of the site. Most of the views from I-8 are obscured by existing development. Chapter 6, *Land Uses, Development Standards, and Design Guidelines,* of this Specific Plan provides criteria for addressing views from I-8 toward the river through the development parcels of the South District. Riverwalk will additionally afford views from the north into the Riverwalk River Park and other elements of Riverwalk's open space system, with a specific emphasis on view corridors from Friars Road through the development parcels of the North District and Central District toward the San Diego River.

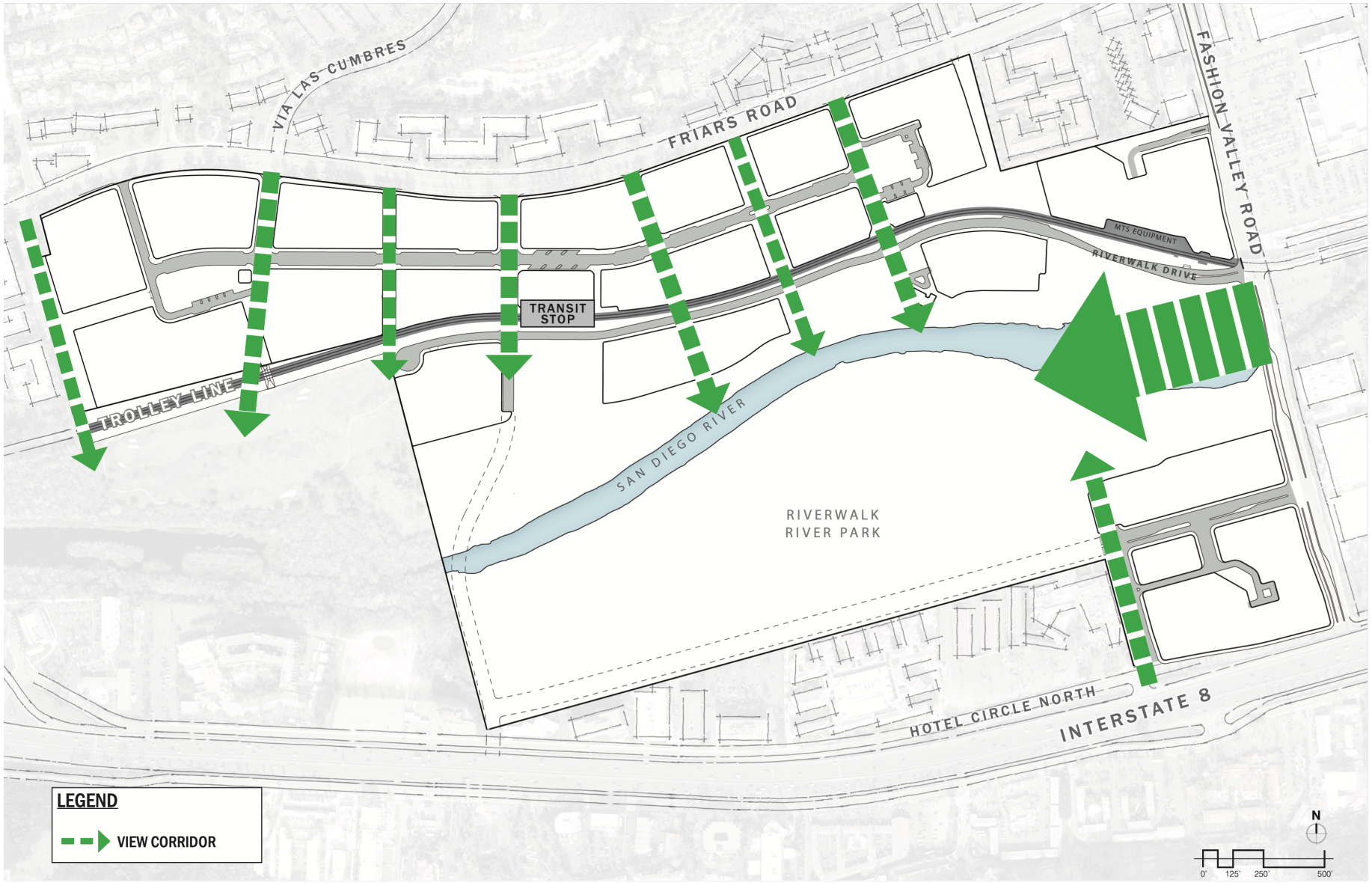
3.5.1 Site Planning

Large plazas and courts within Riverwalk are expected to have visual "terminations" such as landscape forms, fixed furnishings, and special buildings. The potential addition of water features such as pools, fountains, and artificial streams can also be utilized to provide visual focal points. These water features are subject to the City's water restriction and should be designed to serve aesthetically while accommodating periodic drought conditions. In addition, water features that accommodate storm water conveyance can be used to integrate the San Diego River with the proposed development by carrying the river corridor feeling into the development.



Large plaza with sculptures and water feature as visual terminations

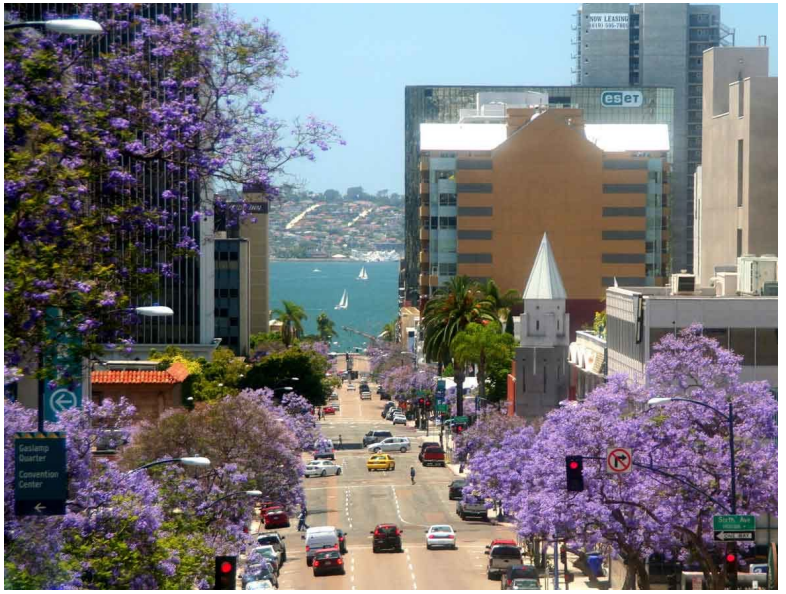
Figure 3-10. View Corridors



3.5.2 Views and View Corridors

The placement and orientation of buildings should reflect the visual corridor objectives by organizing in a pattern which emphasizes these focal points. Providing interior view opportunities defines the urban character of Riverwalk through a variety of spaces linked by walkways and plazas, and articulated by overhead structures that frame views and create a changing spatial experience for pedestrians. Tree-framed view corridors are encouraged.





View corridors may be framed by natural elements, such as park spaces and trees, or urban elements, such as buildings and streetscapes

3.6 LANDSCAPE DESIGN

Landscaping assists with establishing the design character of Riverwalk and promotes continuity and compatibility throughout the neighborhood. At the pedestrian level, landscaping provides a sense of arrival into a new environment. Landscape design for Riverwalk provides for a well-maintained and organized appearance in areas not covered by buildings or parking, enhancement and preservation of existing site character, minimization of adverse visual and environmental affects, and promotion of water conservation. Additionally, the provision of tree-lined streets, parks, and other public areas allows the Riverwalk landscape plan to contribute to the City's Climate Action Plan and urban forestry goals, reducing urban heat island effect and aiding in carbon sequestration.

The *Conceptual Landscape Plan* (Figure 3-11) illustrates the recommendations for the most visible areas of Riverwalk. Street trees, shrubs, and ground covers for public rights-of-way and theme entrances are to be selected from the Streetscape Plant Matrix (see Appendix B). Plants should be suited to the actual site conditions, with a preference for drought-tolerant and native/native-friendly plant materials. Further, plants should be selected to satisfy performance requirements and should be easily maintained. Invasive plant materials shall not be utilized. All other trees, shrubs, and ground covers are to be selected from the *Recommended Plant Materials* list (Section 3.6.9, *Recommended Plant Materials*), including plants for private development areas. All landscape design must meet the requirements of the Landscape Regulations of Chapter 14, Article 2, Division 4 in the Land Development Code.

Figure 3-11. Conceptual Landscape Plan

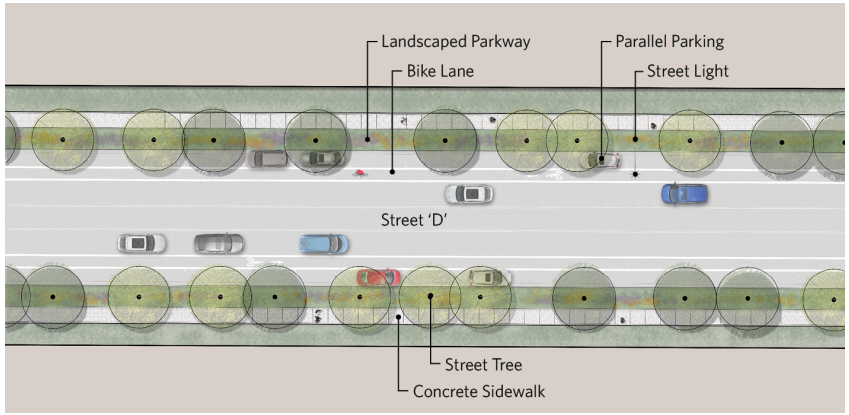


3.6.1 Streetscape

General design criteria pertaining to streetscape character within Riverwalk will be found in the Chapter 6, *Land Uses, Development Standards, and Design Guidelines*. The information within this section is specific to landscape design of the streetscape. Private drives and public rights-of-way shall be landscaped in accordance with the City's Landscape Regulations, the Riverwalk Specific Plan, and the Vesting Tentative Map and development permits.

Streetscapes are the blending of various elements such as the architecture of buildings, landscaping, street furniture, street and sidewalk materials, lighting, and other structures (Figure 3-12, *Streetscape Vignette*). The streetscapes should be appealing to pedestrians and motorist and engage with the built environment. All street trees will be derived from the *Recommended Plant Materials* (Section 3.6.9) and must be used in accordance with Figure 3-11, *Conceptual Landscape Plan*. Street tree theme locations are shown on Figure 3-13, *Greenbelt and Street Trees.* Any trees shall be planted outside of Water and Sewer Easements. Street trees shall be standard trunk.

Figure 3-12. Streetscape Vignette



For illustrative concept purposes only.

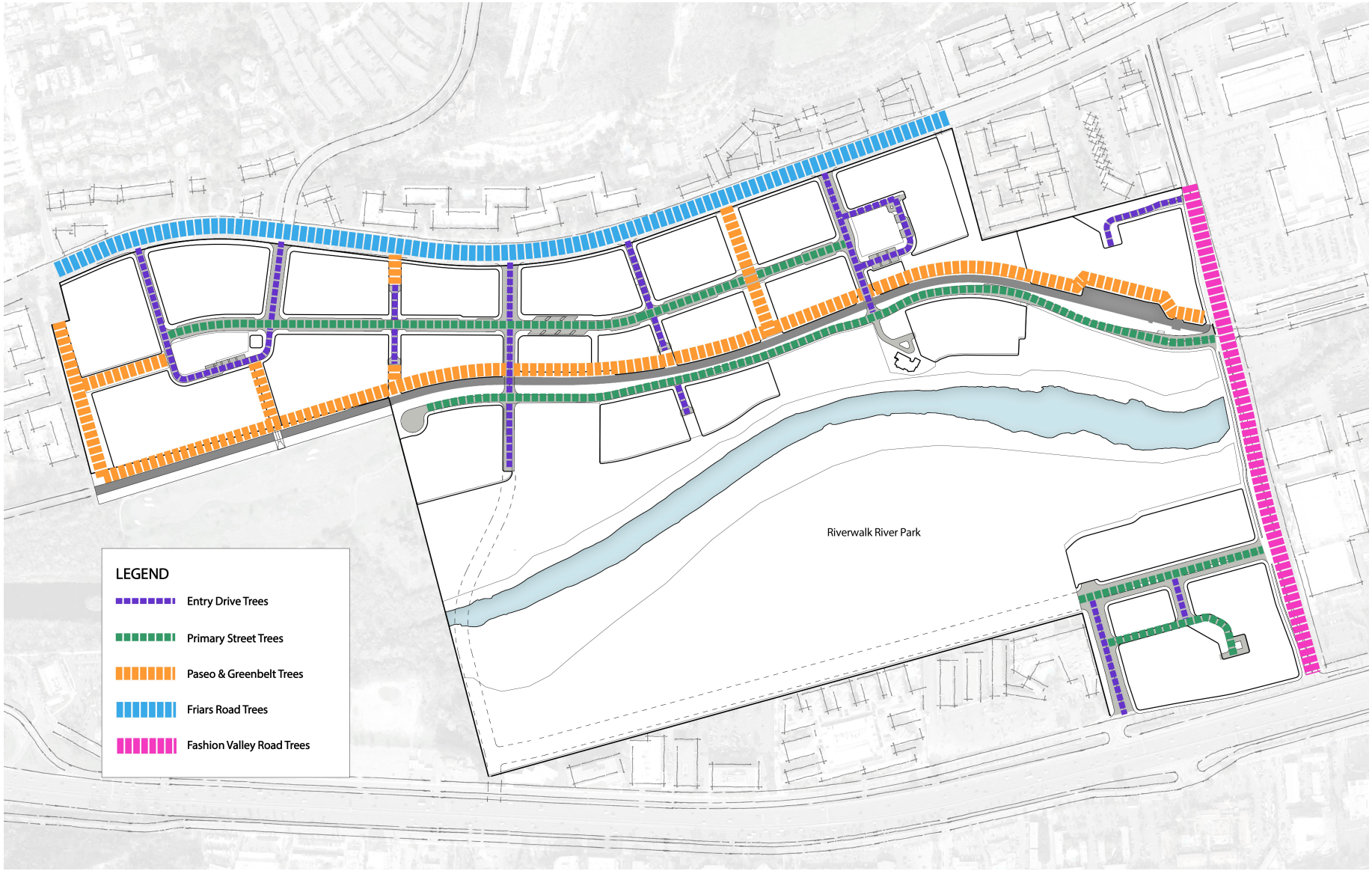
The plant use and selection matrix have been prepared for inclusion into the Riverwalk streetscape scene. The variety of tree materials has purposefully been kept short to maintain continuity throughout the project. In order to promote a healthy tree canopy and avoid potential disease issues that may affect a single species, at least two tree species will be chosen for each street that can be alternated. To provide visual continuity, selected trees may be of a similar shape.

Existing on-site tree specimens will be analyzed on an individual basis for preservation in their present or in a new location to the greatest extent feasible. All efforts will be made to preserve mature trees where possible. Existing trees will be analyzed and assessed in accordance with Council Policy 900-19 and the Conserve-A-Tree Program.

3.6.2 Street Yard Landscaping

The area between the property line and the street wall line shall be landscaped in accordance with the street yard requirements of the Landscape Regulations of Chapter 14, Article 2, Division 4 in the Land Development Code.

Figure 3-13. Greenbelt and Street Trees



Note: Trees shall be planted outside of the sewer and water easement.

3.6.3 Remaining Yard Landscaping

Remaining yard means the portion of the yards on a premises that is not within the street yard. Remaining yard landscaping for residential purposes may be achieved through any of the following options:

(A) Residential development with four dwelling units or less shall be subject to a minimum of 60 points per residential structure. Planting shall be distributed within a 10-foot offset from the structural envelope or within the remaining yard setbacks of the premises.

(B) A minimum of 30 percent of the area within a 10-foot offset from the structural envelope of each residential structure shall be provided in landscape area and shall be planted at a rate of 0.05 points per square foot of total area within the offset.

(C) A minimum of 20 percent of the provided common open space area shall be provided in landscape area and shall be planted at a rate of 0.05 points per square foot of the total open space area. Common open space area may include plazas, courtyards, or paseos developed at grade or on structural podiums.

Commercial development shall be in accordance with Chapter 14, Article 2, Division 4 of the LDC.

3.6.4 Vehicular Use Area

Each parking area is to be separated by landscape buffers and provide all required landscaping area, points, and trees in accordance with the Vehicular Use Area requirements of the Landscape Regulations of Chapter 14, Article 2, Division 4 in the Land Development Code. Where shade structures are incorporated into surface parking lots, the ends shall be screened with a combination of trees and shrubs.

Private drives and interior drive aisles shall be calculated as Vehicular Use Area per LDC 142.0407(b). Per LDC Section 142.0407(b), where vehicular use areas equal to or greater than 6,000 square feet are of a linear configuration made up primarily of drive aisles, the required planting area and plant points may be provided within five feet of the edge of the vehicular use area.

3.6.5 Open Areas

A major objective of the landscape development should be to frame view corridors while providing the necessary erosion control and visual requirements. In order to allow visibility at pedestrian levels, view corridors shall be framed with tree species that, at maturity, are tall with broad canopies, rather than short, dense trees. To screen unsightly or undesirable views near a slope area, large, dense shrubs shall be massed near the top of the slope, not the toe.

3.6.6 Bioswales

Riverwalk shall comply with the State Regional Water Quality Control Board's San Diego regional requirements and City of San Diego storm water design standards through the use of bioswales to treat run-off. The swales will become part of the open space system and will be designed into the landscape with the intent of being usable outside of storm events. Further, the swales can provide a symbolic connection between the developed areas and the San Diego River.



Bioswale within a park

3.6.7 Erosion Control

Landscaping for erosion control shall be in accordance with the City's landscape regulations, as detailed in Land Development Code Section142.0411.

3.6.8 Culturally Significant Species and Interpretive Signage

As mentioned previously, before the arrival of the Spanish, the San Diego River valley was dominated by local tribes who relied upon local plant materials in their daily lives. Since the arrival of the Spanish, the local vegetation of the Riverwalk site has been largely replaced by agriculture, then the golf course. The Riverwalk Specific Plan includes native and historical landscape materials and signage articulating their historical uses and important.

Riverwalk incorporates special features to reflect the project site's prominent location within the prehistory of San Diego. A plant palette that incorporates species traditionally utilized by the Kumeyaay people, which includes mugwort (*Artemisia douglasiana*), mulefat (*Baccharis salicifolia*), western ragweed (*Ambrosia psilostachya*), California deergrass (*Muhlenbergia rigens*), red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), black willow, (*Salix exigua),* elderberry (*Sambucus nigra*), and Freemont's cottonwood (*Populus fremontili*), will be a part of the landscape plan for the Riverwalk River Park. Additionally, interpretive signage will include identification signs along the San Diego River Pathway with plants traditionally utilized by the Kumeyaay people identified by a symbol. A storyboard sign will also be provided that describes the native plants identified along the San Diego River Pathway and their relationship to the Kumeyaay people's ability to thrive in the region.

3.6.9 Recommended Plant Materials

The planting concepts as described and illustrated within the Riverwalk Specific Plan depict a number of planting concepts for parkways, medians, parks, and open space. The desired plant materials sorted by location and plant type, are provided below. Substitutions of plant materials are allowed; however, the function and purpose of the overall landscape plan shall be maintained. Plant substitutions shall be approved by the City's landscape review staff through the ministerial process, and does not require an amendment to this Specific Plan. Barrier planting species may be altered or expanded from the list included within this section. Please see also the *Riverwalk Project Habitat Restoration Plan* for specific species to be utilized in restoration planting along San Diego River, as the approved species may be modified prior to issuance of construction permits. Note: Planting inside the MHPA and 50 foot no use buffer is identified in the Riverwalk Habitat Restoration Plan. Plant lists for public parks will be approved as part of the General Development Plan for those parks.

TREES

Primary Street Trees/Entry Drive Trees – Evergreen

Acacia baileyana / Bailey Acacia
Callistemon citrinus / Lemon Bottlebrush
Geijera parviflora / Australian Willow
Lophostemon confertus / Brisbane Box
Melaleuca quinquenervia / Cajeput Tree
Metrosideros excelsa / New Zealand Christmas Tree
Pittosporum undulatum / Victorian Box Multi-Trunk
Stenocarpus sinuatus / Firewheel Tree
Tristania laurina / Water Gum



Bailey Acacia



New Zealand Christmas Tree



Water Gum

Primary Street Trees/Entry Drive Trees – Deciduous

Fraxinus latifolia / Oregon Ash
Jacaranda mimosifolia / Jacaranda Multi-Trunk
Koelreuteria bipinnata / Chinese Flame Tree
Pistacia chinensis / Chinese Pistache
Platanus racemosa / California Sycamore
Platanus x acerifolia / London Plane Tree
Tabebuia ipe / Pink Trumpet Tree
Tipuana tipu / Tipu Tree
Ulmus crassifolia / Cedar Elm



Cedar Elm



Chinese Pistache

Friars Road/Fashion Valley Road Street Trees

Araucaria heterophylla / Norfolk Island Pine
Fraxinus latifolia / Oregon Ash
Koelreuteria bipinnata / Chinese Flame Tree
Koelreuteria paniculata / Golden Rain Tree
Pinus canariensis / Canary Island Pine
Pinus torreyana / Torrey Pine
Pistacia chinensis / Chinese Pistache
Platanus racemosa / California Sycamore
Platanus x acerifolia `Bloodgood` / London Plane Tree
Quercus agrifolia / Coast Live Oak Multi-Trunk
Tipuana tipu / Tipu Tree



Tipu Tree

Golden Rain Tree



Paseo and Greenbelt Trees

Agonis flexuosa / Peppermint Tree
Arbutus x 'Marina' / Arbutus Standard
Jacaranda mimosifolia / Jacaranda Multi-Trunk
Lagerstroemia indica / Crape Myrtle
Pinus canariensis / Canary Island Pine
Pinus torreyana / Torrey Pine
Pistacia chinensis / Chinese Pistache
Platanus racemosa / California Sycamore
Platanus x acerifolia 'Bloodgood' / London Plane Tree
Quercus agrifolia / Coast Live Oak



Coast Live Oak

Jacaranda Multi-Trunk



Plaza Accent Trees

Cassia leptophylla / Gold Medallion Tree
Cercis occidentalis / Western Redbud
Jacaranda mimosifolia / Jacaranda
Lagerstroemia indica / Crape Myrtle
x Chitalpa tashkentensis / Chitalpa

Gold Medallion Tree





Western Redbud

Crape Myrtle



Specimen Accent Trees

Cinnamomum camphora / Camphor Tree
Cinnamomum camphora / Camphor Tree Multi-trunk
Pinus torreyana / Torrey Pine
Platanus racemosa / California Sycamore Multi-Trunk
Platanus x acerifolia 'Bloodgood' / London Plane Tree Multi-Trunk
Quercus agrifolia / Coast Live Oak Multi-Trunk
Quercus suber / Cork Oak
Tipuana tipu / Tipu Tree



Camphor Tree

Torrey Pine



Shade Trees

Cinnamomum camphora / Camphor Tree
Koelreuteria bipinnata / Chinese Flame Tree
Koelreuteria paniculata / Golden Rain Tree
Metrosideros excelsa / New Zealand Christmas Tree
Pinus canariensis / Canary Island Pine
Pinus pinea / Italian Stone Pine
Pinus torreyana / Torrey Pine
Quercus agrifolia / Coast Live Oak
Quercus suber / Cork Oak
Tipuana tipu / Tipu Tree



Italian Stone Pine

Cork Oak



SHRUBS AND GROUNDCOVERS

Community Landscape Shrubs and Groundcover/Private Building Street Yard, Remaining Yard, and Vehicular Use Areas/ Plaza Landscape

Abutilon palmeri / Indian Mallow
Agave spp. / Agave species
Aloe SPP. / Aloe
Arctostaphylos edmundsii 'Carmel Sur' / Carmel Sur Manzanita
Baccharis pilularis 'Pigeon Point' / Coyote Brush
Bouteloua gracilis / Blue Grama
Callistemon viminalis 'Little John' / Dwarf Weeping Bottlebrush
Carex spp. / Sedge
Carissa grandiflora 'Green Carpet' / Natal Plum
Cistus x purpureus / Orchid Rockrose
Coleonema pulchrum / Pink Breath Of Heaven
Coleonema pulchrum 'Compacta' / Compact Breath Of Heaven
Dietes vegeta / African Iris
Dodonaea viscosa 'Purpurea' / Purple Leafed Hopseed Bush
Furcraea foetida 'Mediopicta' / Mauritius Hemp
Galvezia speciosa / Island Bush Snapdragon
Grevillea x 'Long John' / Long John Grevillea
Juncus spp. / Rush species
Lantana spp. / Lantana Species
Lavandula spp. / Lavender
Leonotis leonurus / Lion's Tail
Leymus condensatus 'Canyon Prince' / Native Blue Rye
Macfadyena unguis-cati / Yellow Trumpet Vine
Miscanthus spp. / Silvergrass
Muhlenbergia spp. / Muhly Grass
Phormium spp.
Pittosporum spp. / Pittosporum Species
Rosmarinus spp. / Rosemary Species
Salvia spp. / Sage
Sesleria autumnalis / Autumn Moor Grass
Tagetes lemmonii / Copper Canyon Daisy
Teucrium chamaedrys / Germander
Westringia dampieri / Coast Rosemary



Indian Mallow

Agave





Lion's Tail

Private Interior Courtyard Shrubs and Groundcover/Park Amenity Area
(design per future building permit)

Acanthus mollis / Bear's Breech
Asparagus meyeri / Foxtail Fern
Carex spp. / Sedge
Dianella spp. / Dianella
Dietes vegeta / African Iris
Hebe x 'Coed' / Hebe
Heuchera maxima / Island Alum Root
Liriope spp. / Lily Turf Species
Mahonia repens / Creeping Mahonia
Philodendron xanadu / Xanadu Philodendron
Phormium spp. / Phormium
Pittosporum spp. / Pittosporum
Podocarpus spp. / Podocarpus
Rhamnus californica 'Mound San Bruno' / California Coffeeberry
Woodwardia fimbriata / Giant Chain Fern



Bear's Breech



Foxtail Fern



Phormium



Dianella



Hebe

BARRIER PLANTING

Ambrosia psilostachya / Western ragweed*
Anemopsis californica / Yerba mansa
Artemisia douglasiana / Mugwort*
Artemisia dracunculus / Tarragon
Artemisia palmeri / San Diego sagewort
Baccharis salicifolia / Mulefat*
Eleocharis macrostachya / Pale spikerush
Juncus acutus / Spiny rush
Leymus triticoides / Creeping wild rye
Muhlenbergia rigens / California deergrass*
Pluchea odorata / Saltmarsh fleabane
Salix laevigata / Red willow*
Salix lasiolepis / Arroyo willow*
Sambucus nigra / Elderberry*
Stipa pulchra / Purple needlegrass
Populus fremontii / Freemont's cottonwood*
Salix exigua / Black willow*

*plant species traditionally used by Native American tribes



California deergrass



Yerba mansa

Mulefat





Spiny rush



Saltmarsh fleabane



Elderberry



Arroyo willow

4 TRANSPORTATION AND CIRCULATION

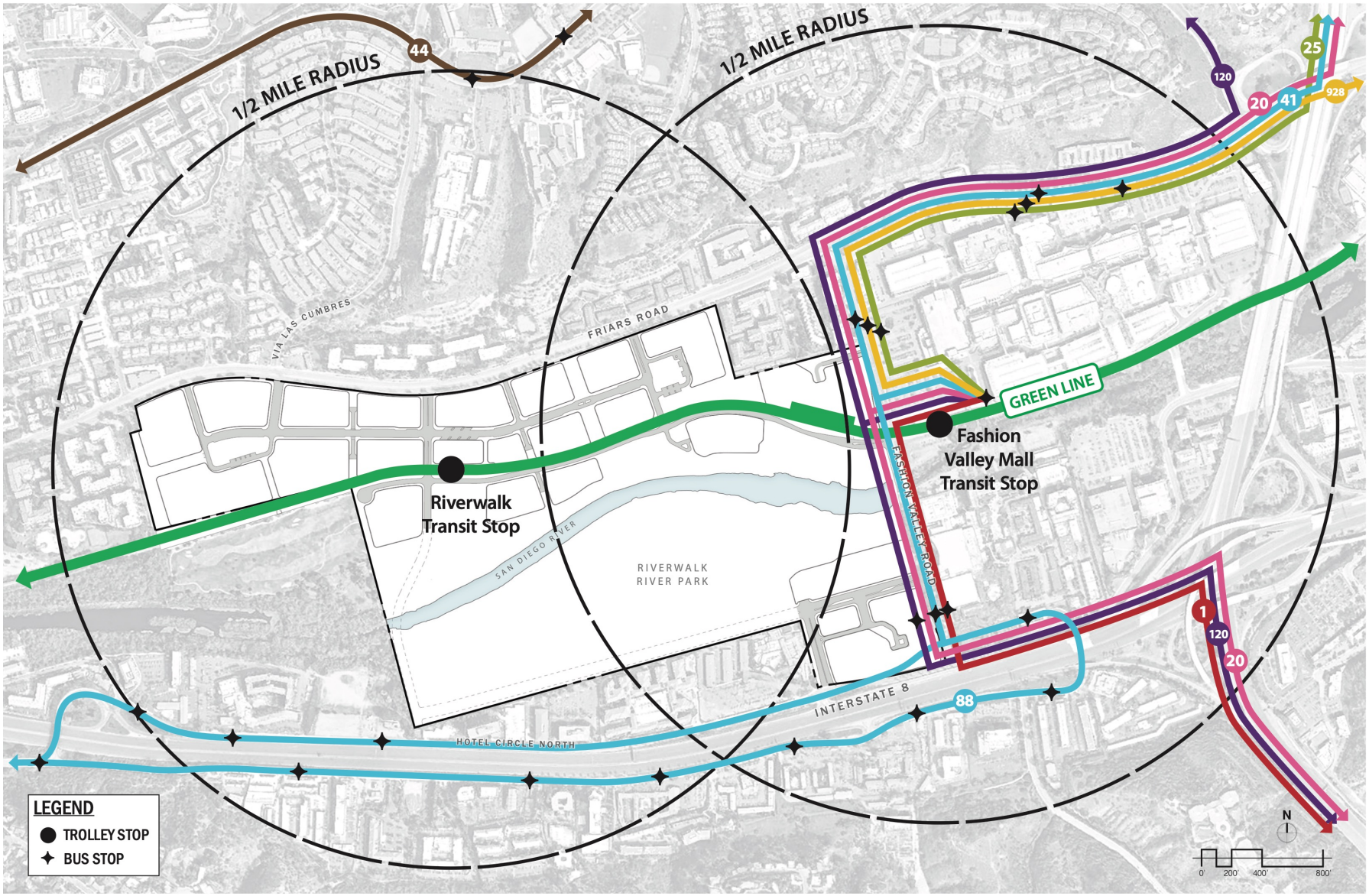
Riverwalk is afforded vehicular accessibility from a **well-established system** of roadways and a variety of transportation options. Regional accessibility is provided by interstate freeways and State highways, while local travel is formulated on north-south and east-west connector streets. Interstate 8 (I-8), a major east-west freeway, is located immediately south of Riverwalk, connecting the Pacific Ocean to the local mountains, the deserts, and Arizona. Interstate 5 (I-5), located approximately 1.5 miles west of Riverwalk, and State Route 163 (SR 163), located approximately one-half mile east of Riverwalk, provide regional access, north-south, from the border with Mexico to points north of San Diego County. Finally, Interstate 805 (I-805), located approximately 3.5 miles east of Riverwalk, connects motorists between the U.S./Mexico border to the mid-coastal communities and cities of San Diego County.

Local circulation is provided via Friars Road to the north and Hotel Circle North to the south, both of which provide east-west travel paralleling the north and south sides of the project, respectively. Friars Road connects Riverwalk and the Mission Valley community to Linda Vista to the north, Morena and Mission Bay to the west, and Grantville to the east. Fashion Valley Road forms Riverwalk's eastern border and connects Friars Road to Hotel Circle North.

In addition, Riverwalk is accessible to the **MTS Green Line Trolley** and **regional bus service**, with a **multi-modal transit center** located immediately east of the Specific Plan area at Fashion Valley Mall (Figure 4-1, *Transit Radius Map*). By way of the Green Line Trolley and local bus routes, Riverwalk is connected to the Old Town Transit Center, west of Riverwalk, and to the City of Santee in the east, as well as the greater San Diego and southern California region via bus, trolley, and commuter rail.

The existing and planned circulation system for Mission Valley will be supported by Riverwalk's **highly activated** features, such as the transit/trolley stop, mixed-use node located around the re-purposed golf course clubhouse, and the employment core of the South District, located within an easy ten-minute walk of complementary residential, commercial, and parks and open space uses. Together, the existing circulation system and the planned roadway, bikeway, and pedestrian network of Riverwalk will achieve a **truly integrated multi-modal transportation system** within central Mission Valley.

Figure 4-1. Transit Radius Map



4.1 Pedestrian Circulation

The entire project is designed to accommodate the pedestrian with linked pedestrian walkways, paths, and sidewalks (Figure 4-2, *Pedestrian Circulation*) to permit access from one part of the project to any other part, as well as the broader community. Riverwalk's streets incorporate elements that prioritize pedestrian travel, create a pleasant pedestrian environment, and encourage non-vehicular movement. A multi-modal San Diego River Pathway will be located on the north side of the San Diego River that will connect with pedestrian elements (sidewalks and/or paths) within the Districts to the north and south, as well as to off-site sidewalks, providing connectivity to surrounding developments. As such, Riverwalk sidewalks will connect to the community-wide pedestrian network.

The pedestrian network includes utilizing the existing golf cart bridges to cross the San Diego River. These will function not only as a pedestrian link from the transit/trolley stop and re-purposed golf clubhouse to the southern portions of Riverwalk, but also to activate the Riverwalk River Park. Pedestrian access from the south side of the San Diego River is planned to be available at all times. The two existing tunnels will be utilized for pedestrian access from the north to the south side of the trolley tracks; however, MTS controls the westerly tunnel and the Riverwalk Specific Plan cannot dictate activities on their land.

The existing bridges across the San Diego River will function not only as a pedestrian link from the transportation center and urban core to the southern portions of Riverwalk, but also to activate the Riverwalk River Park. These bridges provide an additional experience that is not only unique to Riverwalk, but also truly novel to the pedestrians and bicyclists that utilize the bridges, as this experience cannot be had from a motor vehicle. The sense of intrigue and discovery that accompanies the pedestrian bridges encourages residents, employees, and visitors of Riverwalk to leave their cars and enjoy Riverwalk's recreational elements on foot.

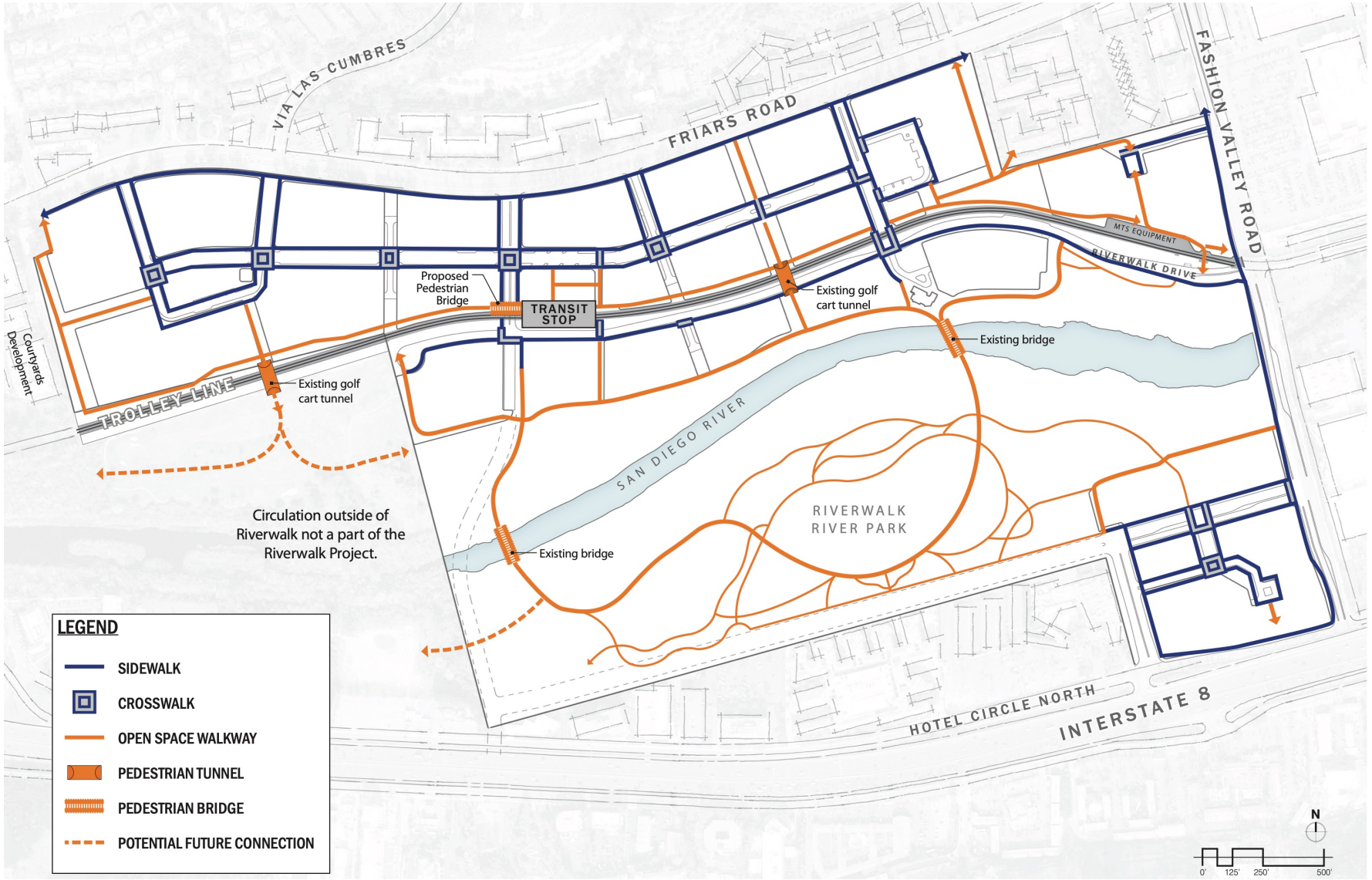


Existing bridge across the San Diego River

Pedestrian Bridges

Two existing golf cart bridges that span the river will be converted to pedestrian bridges for pedestrian and bicycle use. The travel way of the pedestrian bridges is approximately 11 feet in width. Paths shall connect the pedestrian bridges to the pedestrian trails, the various elements of the park system, and pedestrian/bicycle linkages to the development areas on both sides of the San Diego River.

Figure 4-2. Pedestrian Circulation



FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY

An additional pedestrian bridge is included over the Street J undercrossing. The pedestrian path that runs along the north side of the MTS trolley tracks will allow uninterrupted pedestrian circulation by providing a pedestrian bridge over the vehicular undercrossing at Street J as part of the transit/trolley stop. This bridge will be physically separated from the bridge structure that supports the trolley tracks, per consultations with the California Public Utilities Commission staff.

Pedestrian Tunnels

Two existing golf cart tunnels under the trolley tracks will be re-purposed for use by pedestrians and bicyclists. The travel way of the tunnels is approximately eight feet wide. The tunnels provide an alternative to at-grade crossings of the trolley tracks and increase the opportunities for pedestrian and bicycles. [Note that western tunnel is located on MTS land and the Riverwalk Specific Plan cannot dictate the use of the tunnel; however, use of the tunnel as means of connecting to the river is strongly encouraged.]

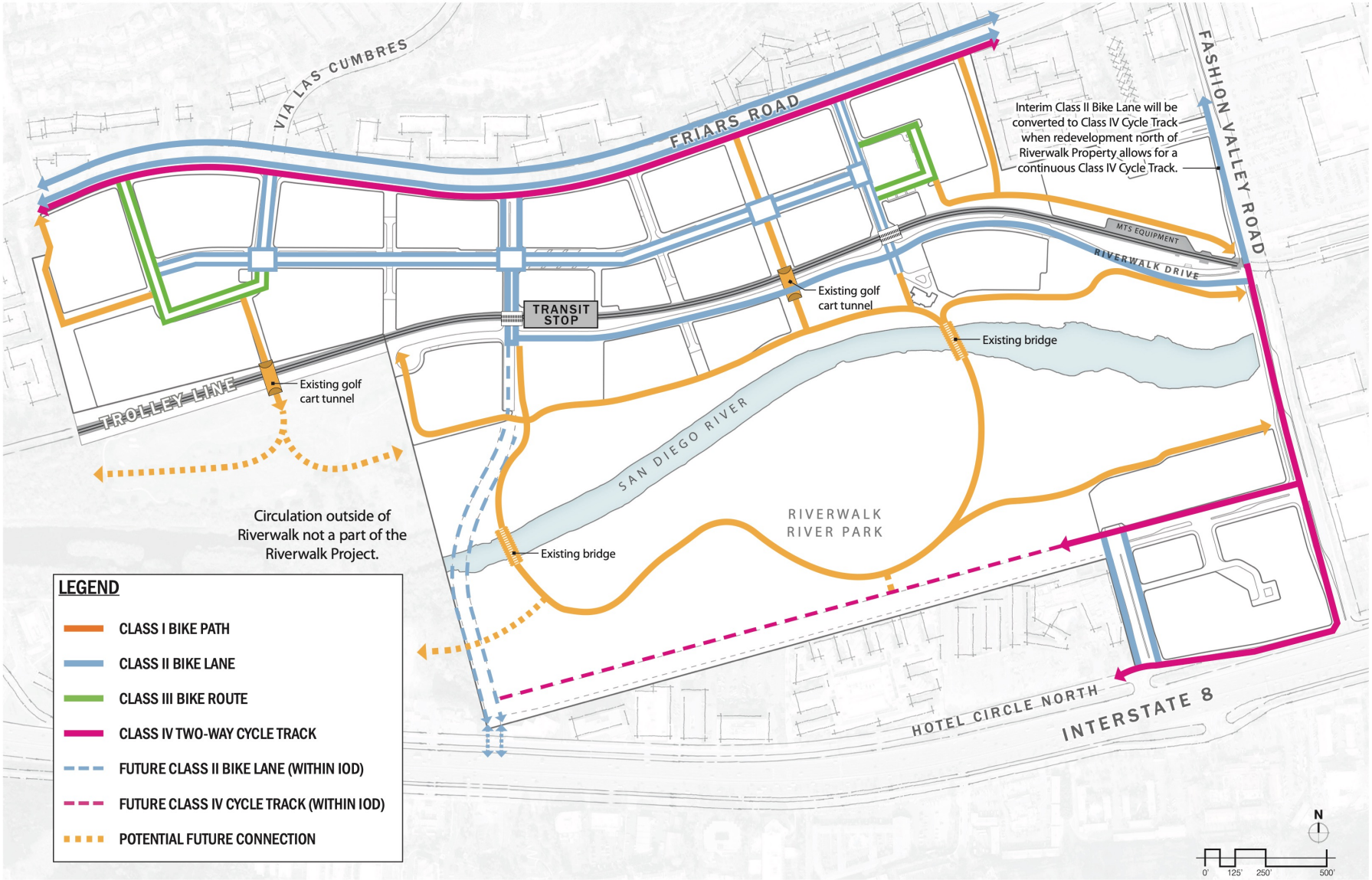
4.2 Bicycle Circulation

Riverwalk is designed to efficiently accommodate bicycle traffic (Figure 4-3, *Bicycle Circulation*), with interconnected on-street and off-street facilities, such as bike lanes and multi-modal pathways. Riverwalk's streets contain elements that prioritize bicycle travel and encourage non-vehicular movement. The continuous 14-foot-wide multi-modal San Diego River Pathway that will be located on the north side of the San Diego River will accommodate bicyclists and will connect with bicycle facilities within Riverwalk, as well as the surrounding bicycle network.

The bicycle network will also utilize the existing golf cart bridges to cross the San Diego River. These will allow for uninterrupted bicycle travel throughout the Riverwalk site. The bicycle network consists of the following facilities:

- Bicycle paths (Class I Bike Path) are facilities separate from roadways used for two-way bicycle travel, which will be provided on the east and west side of the site and throughout the Riverwalk River Park.
- Bicycle paths are proposed to connect both sides of the San Diego River to connect the Riverwalk River Park open space areas via existing bridges.
- Bicycle lanes are provided on all public streets throughout Riverwalk, with the exception of Streets A and K.
- Two-way cycle track will be provided on Friars Road, Fashion Valley Road, and Hotel Circle North along the project frontage.
- The Friars Road cycle-track will enter Riverwalk at multiple locations, including all signalized intersections.
- All other Private Driveways within Riverwalk would be signed "bikeways" (Class III Bike Route) shared with motor vehicles with no specially marked lane.

Figure 4-3. Bicycle Circulation



FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY

4.3 LIGHT RAIL TRANSIT

The San Diego Trolley Light-Rail System opened in 1981. It currently connects the South Bay area (ending at the Mexican border) to downtown San Diego and the central San Diego cities of La Mesa, El Cajon, and Santee. Extensions of the system have been completed to connect downtown San Diego to Old Town and through Mission Valley and San Diego State University to La Mesa. The Green Line Trolley was built across the property in 1997, in a generally east-west alignment, approximately half-way between Friars Road and the San Diego River, with the extension to Santee constructed in 2005. There are existing trolley stops at Morena/Linda Vista to the west and Fashion Valley Mall Transit Center to the east, which are separated by approximately 1.8 miles.

As shown in Figure 4-4, *Existing Trolley Network,* in the project area, the Green Line Trolley crosses through Riverwalk in a generally straight line, south of The Courtyards condominiums to the west of the project area, north of Riverwalk Drive, and exiting the property above the Riverwalk Drive/Fashion Valley Road intersection. The Riverwalk Specific Plan includes a new transit/trolley stop, which was identified based upon MTS criteria relative to the separation between existing stations, potential population served, flatness, and visibility. Sufficient right-of-way to provide for the transit/trolley stop will be reserved with recordation of the abutting/surrounding final map(s).

The transit/trolley stop within Riverwalk (Figure 4-5, *Transit/Trolley Stop*) includes a mobility hub that will incorporate parking, pedestrians, bicycles, autos, bus, and commercial activity areas. Pedestrian/bicycle access between the land uses on the south side of the river and the mobility hub on the north side of the river will be provided via a series of trails/paths. The paths/trails will significantly enhance connectivity and will reduce vehicle miles traveled by providing extensive active transportation routes linking Riverwalk's land uses and allowing residents, employees, and visitors a means to traverse the site without an automobile.

Crossings of the trolley tracks are critical for Riverwalk's active transportation and vehicular circulation systems. As shown in Figure 4-6, *Trolley Crossings,* pedestrian and bicycle crossings are facilitated by the two tunnel crossings. At the west and east ends of the trolley platform, at-grade pedestrian crossings will occur, as well as a pedestrian and bicycle underpass at Streets J1/J2. A vehicular grade-separated crossing would also occur at Streets J1/J2, as well as an at-grade crossing at Streets O/R.

Figure 4-4. Existing Trolley Network

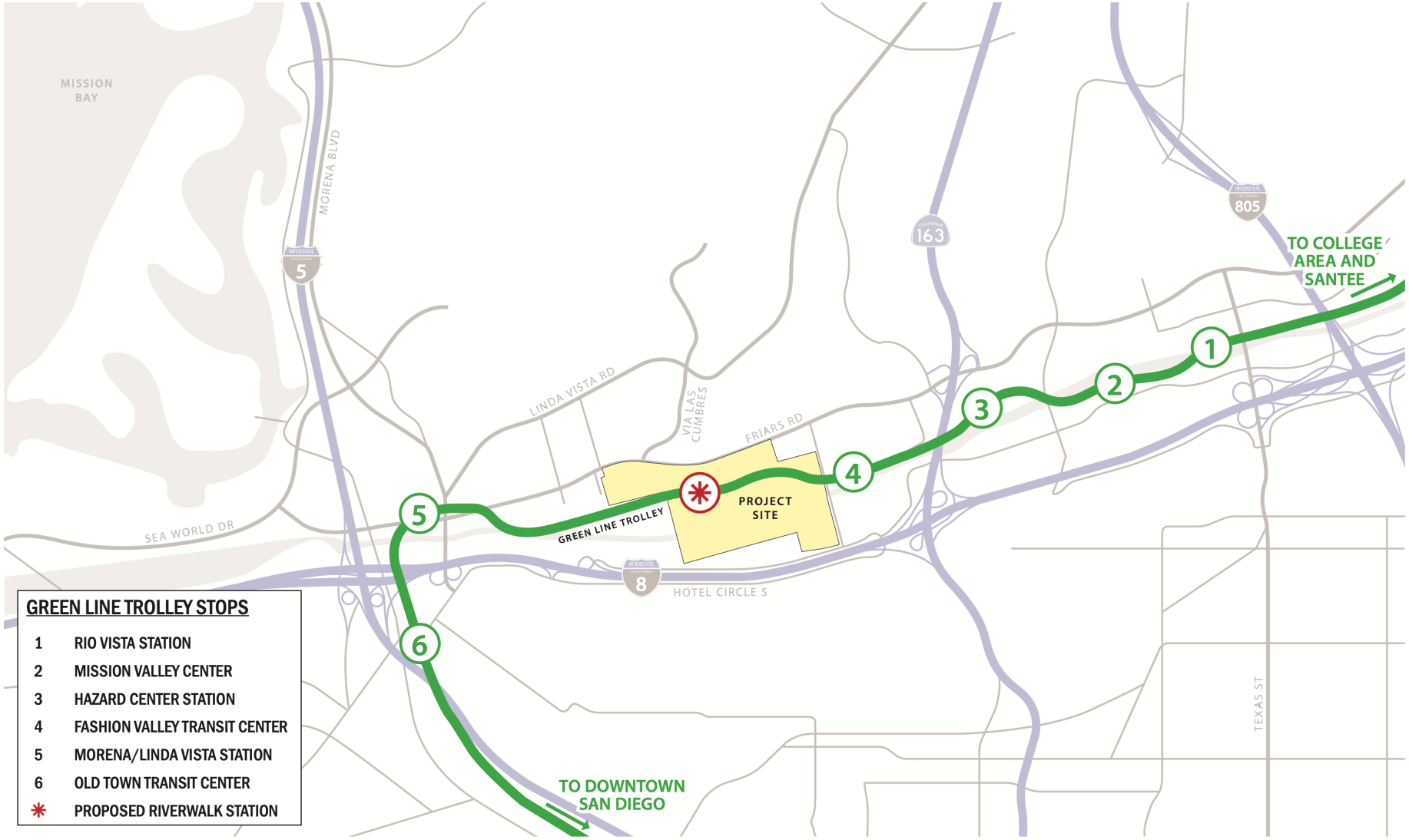
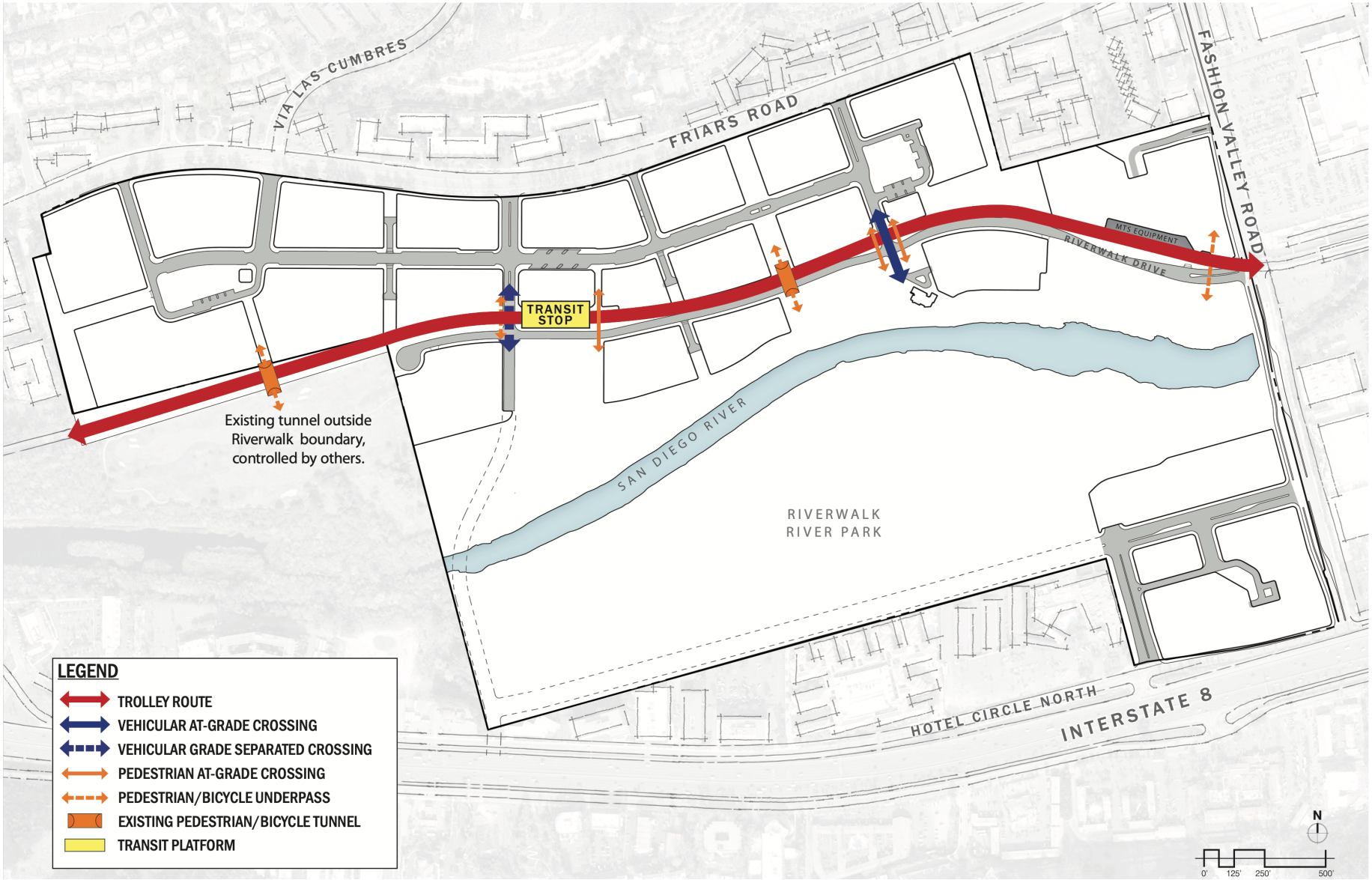


Figure 4-5. Transit/Trolley Stop



FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY

Figure 4-6. Trolley Crossings



4.4 EXISTING STREET SYSTEM

As shown in Figure 4-7, *Existing Vehicular Circulation System*, Riverwalk is served by existing streets which connect to the Specific Plan area. Primary east-west local access is provided via Friars Road, which forms Riverwalk's northern boundary. Hotel Circle North, which forms Riverwalk's southern boundary, also provides east-west access, as well as connectivity to I-8. Fashion Valley Road, which forms Riverwalk's eastern boundary, provides connection between Friars Road and Hotel Circle North. A brief description of these existing roadways and other roadways in the project area, their classifications, and functions is provided below.

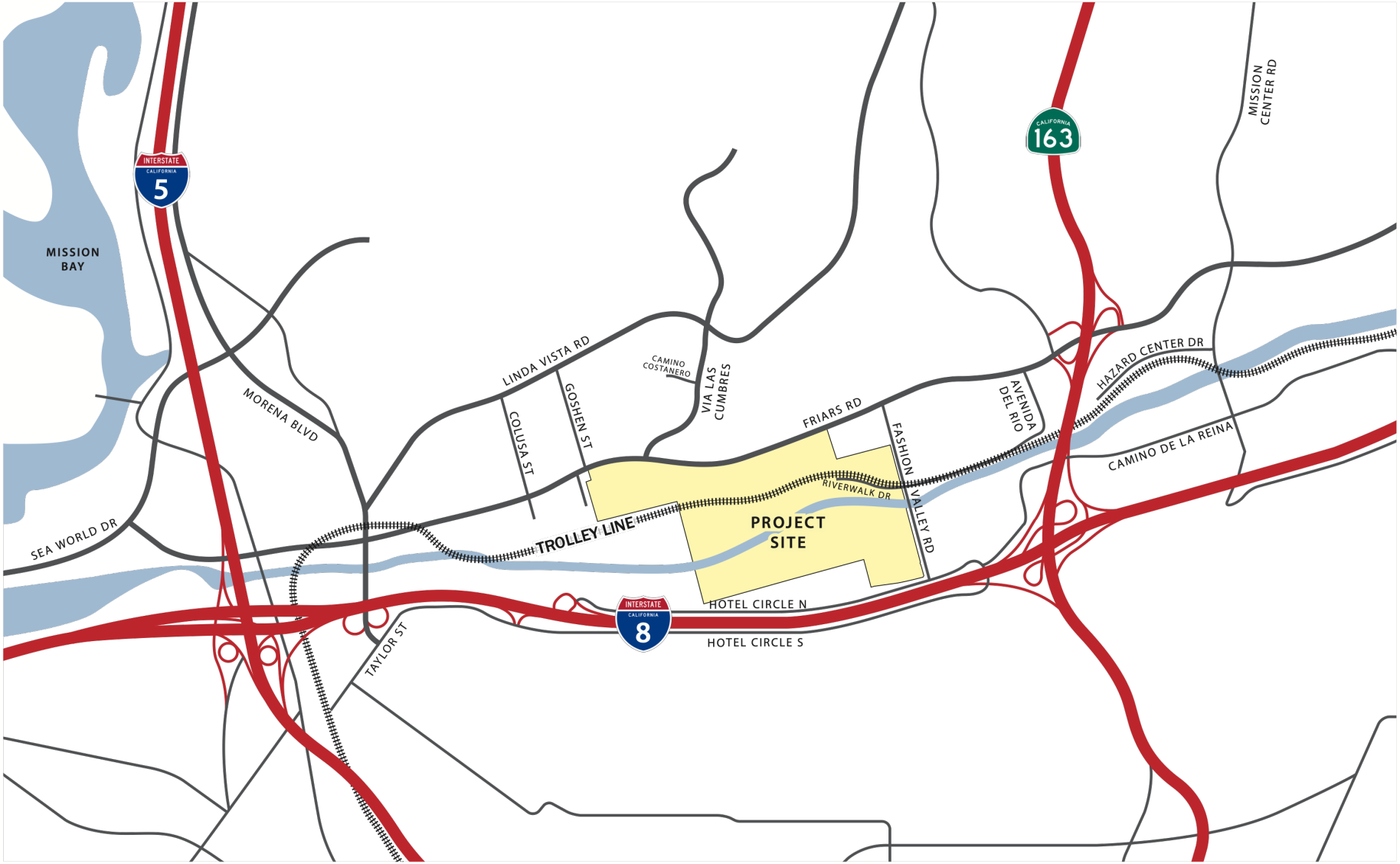
- **Friars Road** forms the boundary between the Linda Vista and Mission Valley communities and is a classified roadway in both Community Plans. Per the Mission Valley Community Plan, Friars Road has an ultimate classification of Four-Lane Major Arterial between east of Napa Street and Fashion Valley Road, a Five-Lane Major between Fashion Valley Road and Fashion Valley Driveway, a Six-Lane Major Arterial between Fashion Valley Driveway and SR 163 SB Ramps/Ulric Street, an Eight-Lane Primary Arterial between the SR 163 SB ramps/Ulric Street and Mission Center Road, and a Six-Lane Expressway between Mission Center Road and Qualcomm Way.

  Friars Road is currently built as follows:
  - Napa Street to Colusa Street - Four-lane divided roadway with a raised median.
  - East of Colusa Street to Fashion Valley Road - Four-lane roadway with an intermittent two-way left-turn lane (TWLTL) and striped median.
  - East of Fashion Valley Road to Avenida de las Tiendas - Three travel lanes in the eastbound direction and two travel lanes westbound, with a raised median.
  - Avenida de las Tiendas to SR 163 - Six-lane facility, with a raised median.
  - SR 163 to Mission Center Road - Seven-lane facility, with a raised median.

  Bike lanes and sidewalks are provided along the roadway. The bike lanes on the north side are provided adjacent to the curbside parking between just east of Napa Street and just west of Fashion Valley Road. Bicycle facilities on the south side include a two-way cycle track from Sea World Drive to Riverwalk's northeast boundary and a bike lane from Napa Street to east of the SR 163 overcrossing. The posted speed limit is generally 45 miles per hour (mph).

- **Fashion Valley Road** forms the eastern boundary of the Riverwalk site. Fashion Valley Road has an ultimate classification of four-lane Major Arterial in the Mission Valley Community Plan. At the time this Specific Plan was adopted, Fashion Valley Road is a four-lane undivided roadway (Collector) between Friars Road and Hotel Circle North. While this roadway lacks any center left-turn lane or median, left-turn pockets are provided at intersections and one mid-block location, providing additional capacity. Traffic is 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. Curbside parking is not permitted. No bike lanes are provided, but bus stops are provided.

Figure 4-7. Existing Vehicular Circulation System



- **Hotel Circle North** forms the southern boundary of the Riverwalk project site. Hotel Circle North has an ultimate classification of a 2-lane one-way couplet in the counterclockwise direction with Class IV Cycle Track in the Mission Valley Community Plan. Hotel Circle North is currently constructed as 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. Bike lanes are provided for a short distance on Hotel Circle North just west the I-8 freeway underpass. The Hotel Circle name transition occurs underneath the I-8 freeway.

- **Hotel Circle South** has an ultimate classification of 2-lane one-way couplet in the counterclockwise direction with Class IV Cycle Track in the Mission Valley Community Plan. At the time this Specific Plan was adopted, Hotel Circle South is constructed as a two-lane undivided roadway with a two-way left-turn lane (Collector). Traffic is controlled by signals or stop signs. The posted speed limit is 35 mph. Curbside parking is not permitted. Bike lanes are provided on Hotel Circle South.

- **Riverwalk Drive** has an ultimate classification of two-lane Collector between Fashion Valley Road and Avenida del Rio in the Mission Valley Community Plan. At the time this Specific Plan was adopted, Riverwalk Drive is constructed as a two-lane undivided roadway (Collector) that terminates into the Fashion Valley Mall (east of Avenida del Rio). Curbside parking is not permitted.

- **Via las Cumbres** has an ultimate classification on the Linda Vista Community Plan Circulation Element as a Four-Lane Collector from Friars Road to Linda Vista Road and as a Two-Lane Collector north of Linda Vista Road. Along this stretch, at the time this Specific Plan was adopted, it is built as a three-lane undivided roadway with two lanes of travel in the northbound direction and one lane traveling southbound. A sidewalk is provided only on the west side of the roadway from Friars Road up to Camino Costanero, at which point the sidewalks are then provided on both sides of the roadway. Curbside parking is provided intermittently, a bike lane is provided on the east side of the roadway commencing about 75 feet north of Friars Road continuing to Linda Vista Road, and a sharrow is provided on the west side of the roadway from Friars Road to Camino Costanero that transitions to a bike lane from Camino Costanero to Linda Vista Road. North of Linda Vista Road, a sharrow is provided on the east side of the roadway and a bike lane is provided on the west side of the roadway. The posted speed limit is 35 mph. The Mission Valley Community Plan has an ultimate classification of a two-lane collector with two-way left turn lane within the Riverwalk project site between Friars Road and the MTS trolley tracks. Currently, this planned segment of roadway does not exist and the project does not propose to construct it.

- **Hazard Center Drive** is a four-lane roadway. The median varies between a striped median and a raised median, with no posted speed limit, between its western terminus and Frazee Road. East of Frazee Road, Hazard Center Drive is a four-lane roadway with a raised median and no posted speed limit. A two-lane extension of Hazard Center Drive is under construction connecting its current western termination with Fashion Valley Mall underneath SR 163. Hazard Center Drive between Avenida del Rio and the western terminus has an ultimate classification of two-lane Collector with two-way left-turn

lane in the Mission Valley Community Plan. Sidewalks are present on both sides of the roadway, but no bicycle facilities are provided. Parking is permitted on both sides of the roadway.

- **Colusa Street** has an ultimate classification of Two-Lane Collector between Friars Road and Linda Vista Road. At the time this Specific Plan was adopted, it is built as a two-lane roadway between Friars Road and Linda Vista Road. Curbside parking is permitted along both curbs. The posted speed limit is 25 mph.

- **Avenida del Rio** is classified as a four-lane Collector in the Mission Valley Community Plan. At the time this Specific Plan was adopted, Avenida del Rio is constructed as a four-lane undivided roadway (Collector) between Riverwalk Drive and Camino de La Reina. Avenida del Rio provides access to the Fashion Valley Mall Transit Center. There is no posted speed limit. Curbside parking is not permitted. Bike lanes and bus stops are not provided.

4.5 EXISTING FREEWAY SYSTEM

- **I-8** is a major east-west Interstate Freeway providing interregional connectivity between San Diego County and Imperial County to the east. It has a posted speed limit of 65 mph. Within the project area, I-8 generally consists of eight travel lanes in the east-west direction with additional auxiliary lanes. Interchanges within the immediate vicinity of project study area provided at Taylor Street, Hotel Circle North, and Hotel Circle South.

- **I-5** is a major north-south Interstate Freeway providing interregional connectivity between San Diego County and Orange/Los Angeles Counties to the north. It has a posted speed limit of 65 miles per hour. Within the project area, I-5 generally consists of eight travel lanes in the north-south direction with additional auxiliary lanes. The closest access to the I-5 is the I-8/I-5 interchange, which is southwest of the project study area.

- **SR 163** is a north-south State Route providing interregional connectivity between downtown San Diego and Interstate 15 to the north. It has a posted speed limit of 65 miles per hour. Within the project area, SR 163 generally consists of eight travel lanes in the north-south direction with additional auxiliary lanes. An interchange within the immediate vicinity of project study area is provided at Friars Road. The closest access to SR 163 from Riverwalk occurs at the Friars Road/SR 163 interchange, northeast of the property, or via I-8 eastbound.

4.6 SPECIFIC PLAN STREET SYSTEM

Vehicular circulation within Riverwalk is achieved through connections to the primary network established by existing city streets and improvements to adjacent roadways. The internal street system is based upon a modified grid-pattern that is influenced by the landform, shape of the Specific Plan area, provision of connectivity, and the Mission Valley Community Plan and is constructed as part of the Riverwalk Vesting Tentative Map to connect each District. Additional internal private drives will provide access to development within each District. Figure 4-8, *Riverwalk Vehicular Circulation Plan*, depicts the circulation plan for Riverwalk and designates the classification of roads designed to serve development with the Specific Plan area. Figure 4-9, *Street Section Key Map*, provides the location of the various street types that will make up Riverwalk's street network and associated pedestrian and bicycle amenities, while Figure 4-10, *Street Section Synopsis*, provides the breakdown of each street's characteristics, including roadway width, bicycle lanes, and pedestrian facilities.

The street system for Riverwalk has been designed to achieve a high degree of compatibility between vehicles, pedestrians, and bicyclists. Provided below is a description of the various streets within Riverwalk. The landscape treatment of these roadways is described and illustrated in Chapter 3, *Parks, Open Space, and the Pedestrian Realm.* Streets sections may be modified as required during final mapping and/or preparation of the Improvement Plan. Such modifications will not require an amendment to this Specific Plan.

All public streets will have minimum five-foot sidewalks with a five-foot landscaped separation from curb line. The roadways also have either bike lanes or sharrows to encourage non-motorized movement into and out of the community, which may lead to a reduction in vehicle miles traveled (by making active transportation a safe and attractive mode of transportation). (See discussion in Section 4.2, *Bicycle Circulation*.)

Figure 4-8. Riverwalk Vehicular Circulation Plan

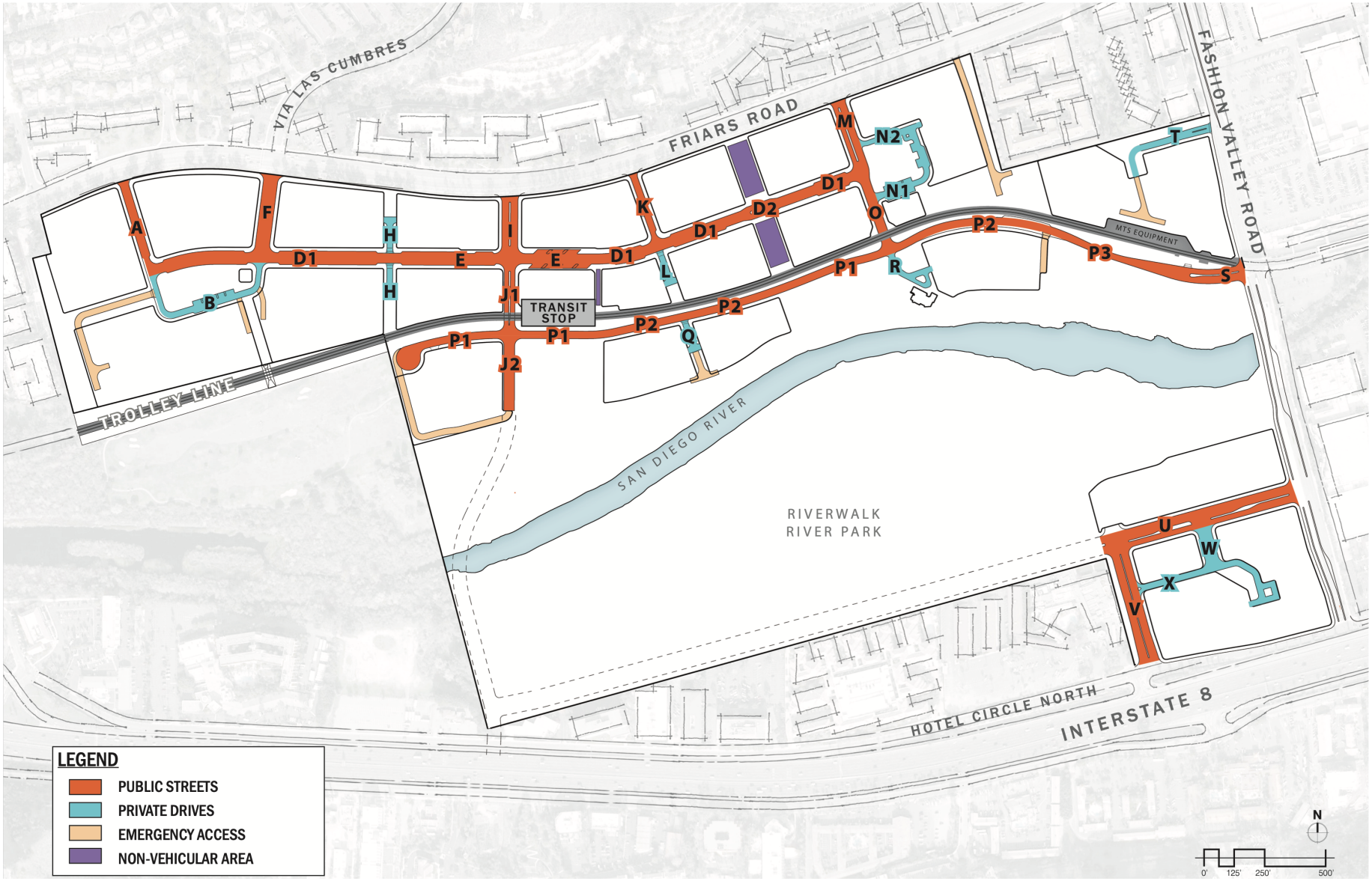


Figure 4-9. Street Section Key Map

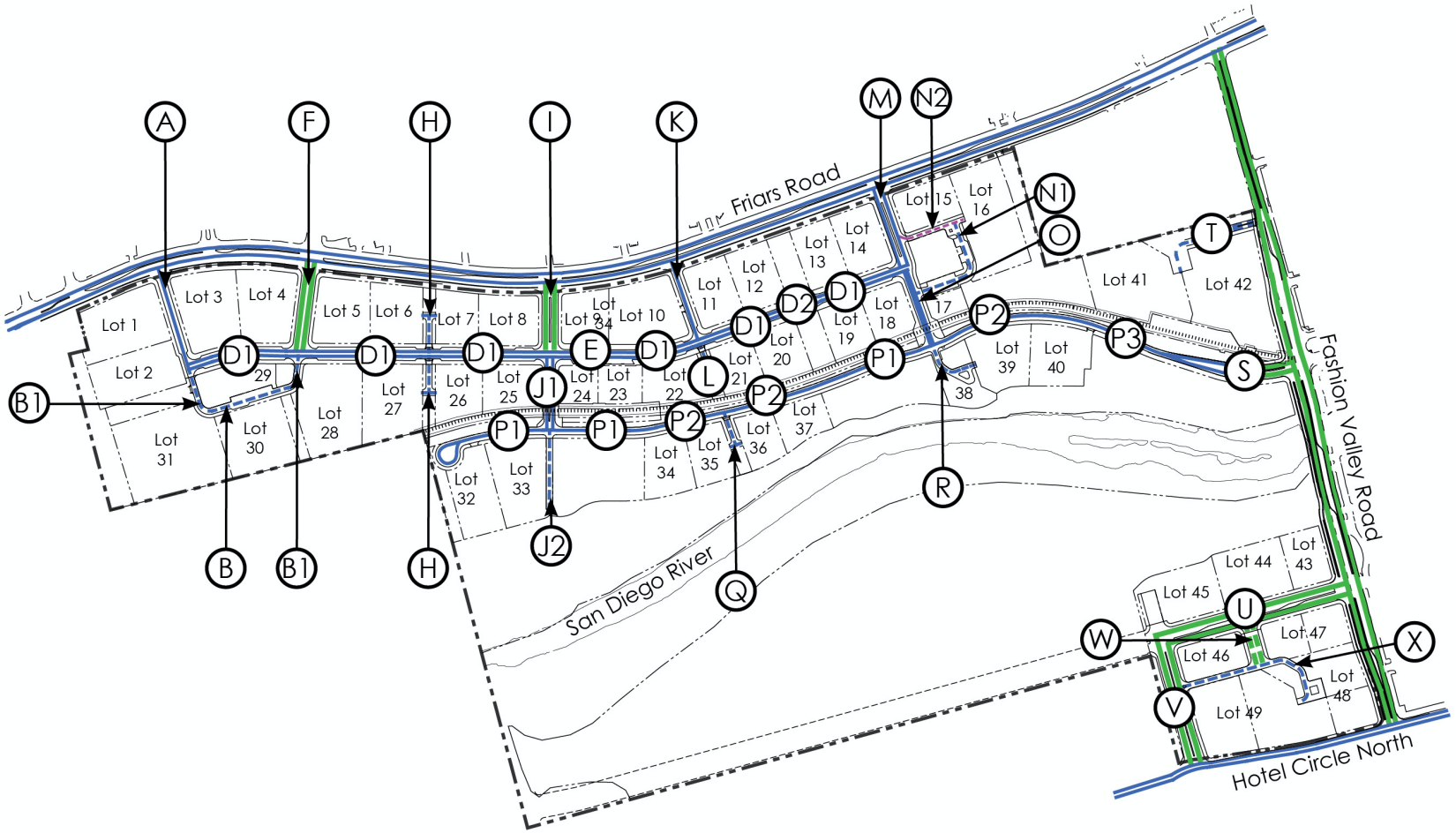


Figure 4-10. Street Section Synopsis

Road Section	Symbol	Public/ Private	Bike Lane/ Quantity	# Drive Lanes / Lane Width	ROW	Parking	Two-Way Left Turn	Raised Median	Classification	Design Speed	Other
A		Public	No	2/11'	64'	(2) Parallel - 7' wide	No	No	Two-lane Collector	30 MPH	7' Loading Zone
B		Private	No	2/13'	57.5'	Head-In - 18' wide	No	No	Two-way Drive	25 MPH	7' Loading Zone
B1		Private	No	2/11'	35.5'	No	No	No	Two-way Drive	25 MPH	
D1		Public	Yes/2 @ 6'	2/10'	84'	(2) Parallel - 7' wide	Yes/10'	No	Two-lane Collector w/ 2-way Left Turn Lane	35 MPH	
D2		Public	Yes/2 @ 6'	2/15'	84'	No	No	Yes/14'	Two-lane Collector w/ Speed Table	25 MPH	
E		Public	Yes/2 @ 5'	2/11'	90'	(2) Angled - 18' wide	Yes/10'	No	Modified Two-lane Collector w/ 2-way Left Turn Lane	35 MPH	
F		Public	Yes/2 @ 6'	2/10' & 2/11'	87'	No	No	No	Modified Four-lane Urban Collector	35 MPH	(2) 2' Buffers for Bike Lanes
H		Private	No	2/12'	52'	No	No	No	Private Driveway	25 MPH	
I		Public	Yes/2 @ 6'	4/11'	94'	No	No	Yes/6'	Modified Four-lane Collector	30 MPH	(2) 2' Buffers for Bike Lanes
J1		Public	Yes/2 @ 6'	2/11'	50.5'	No	No	Yes/6'	Modified Two-lane Major	25 MPH	(2) 2' Buffers for Bike Lanes & Bridge Abutment
J2		Private	Yes/2 @ 6'	2/11'	56'	No	No	No	Private Driveway	25 MPH	Between Riverwalk Dr. and the San Diego River Trail, Street J2 will be constructed to its ultimate condition.
K		Public	No	1/11' & 1/10'	56'	(1) Parallel - 7' wide	No	No	Modified Two-lane Collector	30 MPH	
L		Private	No	2/12'	52'	No	No	No	Private Driveway	25 MPH	
M		Public	Yes/2 @ 6'	3/11'	84'	No	No	Yes/7'	Modified Two-lane Collector	30 MPH	(2) 2' Buffers for Bike Lanes
N1		Private	No	2/12'	66.5'	(2) Head-In - 18' Wide	No	No	Private Driveway	25 MPH	
N2		Private	No	1/20'	33.5'	No	No	No	One-way Drive (Westbound)	25 MPH	
O		Public	Yes/2 @ 6'	2/12'	68'	No	No	No	Modified Two-lane Collector	30 MPH	(2) 2' Buffer for Bike Lane
P1		Public	Yes/1 @ 5'	2/12'	45.5'	No	No	No	Modified Two-lane Collector	30 MPH	35' MTS Trolley & 7' No Parking/Fire Lane/2' Bike Lane Buffer
P2		Public	Yes/1 @ 5'	2/12'	45.5'	No	No	No	Modified Two-lane Collector	30 MPH	35' MTS Trolley & 7' No Parking/Fire Lane/2' Bike Lane Buffer
P3		Public	Yes/1 @ 14'	1/12.5'-21.5' & 1/19'-30'	45.5'-62.5'	No	No	No	Modified Two-lane Collector	30 MPH	35' MTS Trolley & 14' Bike/Ped Path
Q		Private	No	2/12'	52'	No	No	No	Private Driveway	25 MPH	
R		Private	Yes/1 @ 10'	2/12'	48'	No	No	No	Modified Low-volume Residential Local	25 MPH	10' Bike/Ped Path with 2' Shoulder
S		Public	Yes/1 @ 14'	4/11' & 1/10'	94'	No	No	Yes/5'	Modified Four-lane Major	30 MPH	14' Bike/Ped Path
T		Private	No	2/13'	Varies	No	No	No	Private Driveway	25 MPH	
U		Public	Yes/1 @ 12'	2/10' & 3/11'	103'	No	No	Yes/16'	Modified Four-lane Urban Collector	35 MPH	(1) 12' 2-way Cycle Track w/ 4' Buffer
V		Public	Yes/2 @ 6'	4/12'	89.5'	No	No	Yes/4'	Modified Four-lane Urban Collector w/ Median	35 MPH	
W		Private	No	4/11'	84'	No	No	No	Private Driveway	25 MPH	
X		Private	No	2/13'	27'	No	No	No	Private Driveway	25 MPH	
FVR		Public	Yes/1 @ 12'	4/11'	110'	No	Yes/24'	Yes/24'	Modified Four-lane Major	45 MPH	12' 2-way Cycle Track w/ 4' Buffer
HCN		Public	Yes/1 @ 12'	1/11' & 1/12'	56.5'	No	No	No	Two-Lane Collector	40 MPH	12' 2-way Cycle Track w/ 4' Buffer
FR		Public	Yes/1 @ 8', 2 @ 5'	4/11'	123'	No	Yes/14'	Yes/14'	Four-Lane Urban Major	45 MPH	(1) 8' 2-way Cycle Track & (3) 2' Buffers

4.6.1 Spine Road

Riverwalk's spine road that runs down the center of the North District will physically tie together the land uses and development areas that make up the heart of Riverwalk. Constructed within a right-of-way ranging from 84 feet (Street D1, Figure 4-11; and Street D2, Figure 4-12) to 90 feet (Street E, Figure 4-13), this roadway will connect the uses within the North District to the mixed-use transit/trolley stop located at the center of the District.

The majority of the spine road, Street D1, is a Two-Lane Collector Street with two-way left-turn lane. Street D1 has an 84-foot right-of-way and will develop as a public street with one 10-foot lane of travel in either direction and seven feet of parallel on-street parking provided on either side of the road. An eight-foot landscaped parkway is provided, buffering the six-foot non-contiguous sidewalk from the roadway in either direction. A ten-foot two-way left turn lane is located in the center of Street D1. Six-foot bicycle lanes are provided on either side of the street between the travel lane and the on-street parking.

Within the eastern portion of Riverwalk, the spine road's section Street D2 is a Two-Lane Collector Street with speed table within an 84-foot right-of-way. Street D2 will develop as a public street with one 15-foot lane of travel in either direction with six-foot bicycle lanes provided on either side of the road. An eight-foot landscaped parkway is provided, buffering the six-foot non-contiguous sidewalk from the roadway. A 14-foot landscaped median is located down the center of Street D2.

The central portion of the spine road is public Street E, a modified Two-Lane Collector Street with two-way left-turn lane with a right-of-way width of 90 feet. Street E includes one 11-foot lane of travel in either direction and back-in angle parking (18 feet) provided on either side of the roadway. A 10-foot two-way left turn lane is located in the center of Street E. Contiguous sidewalks would be six feet in width and five-foot-wide bike lanes are provided in both directions between the travel lanes and the diagonal parking.

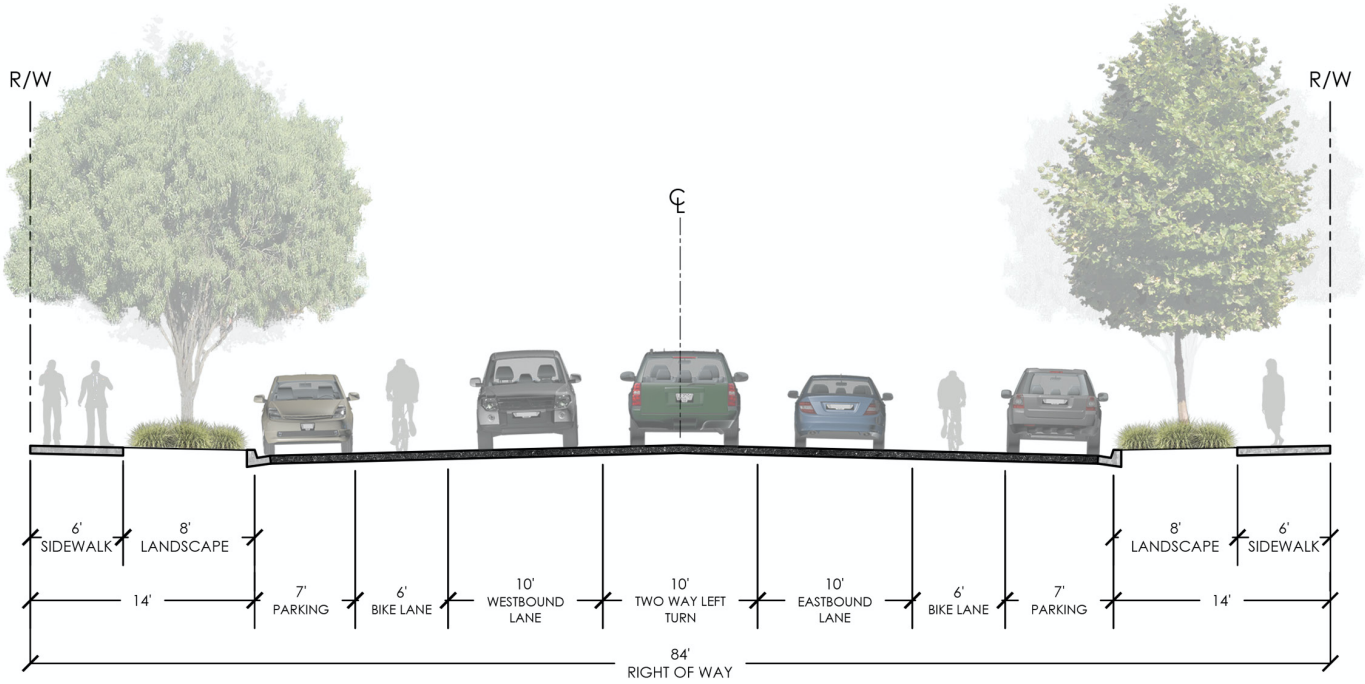
The spine road is bookended by two park elements, around which are Private Driveway B and Private Driveway B1 in the west (Figure 4-14 and Figure 4-15, respectively) and Private Driveway N1 and Private Driveway N2 in the east (Figure 4-16 and Figure 4-17, respectively). Private Driveway B1, along the eastern and western edges of the park at the western end of the spine road, is a private drive with one 11-foot travel lane in either direction within a right-of-way of 35 feet six inches. The non-park side of the drive has a seven-foot landscaped parkway and six-foot-wide non-contiguous sidewalk.

Private Driveway B, which forms the southern boundary of the park at the western end of the spine road, is a private drive with one 13-foot travel lane in either direction within a right-of-way of 57 feet six inches. Head-in 18-foot parking is provided on the north side of the drive, as well as a five-foot contiguous sidewalk; the south side of the drive has a seven-foot loading zone and a six-foot contiguous sidewalk.

Private Driveway N1, which forms the eastern and southern boundaries of the park at the eastern end of the spine road, is a private two-lane drive with one 12-foot travel lane in either direction within a right-of-way of 66 feet six inches. Head-in parking with a depth of 18 feet is provided on either side of the drive, as well as a contiguous sidewalk of six feet on the non-park side of the drive.

Private Driveway N2, which forms the northern boundary of the park at the eastern end of the spine road, is a private one-way within a right-of-way of 33 feet six inches. The drive lane of 20 feet is separated from a six-foot non-contiguous sidewalk by a seven-foot landscaped parkway.

Figure 4-11. Street D1 (Spine Road)



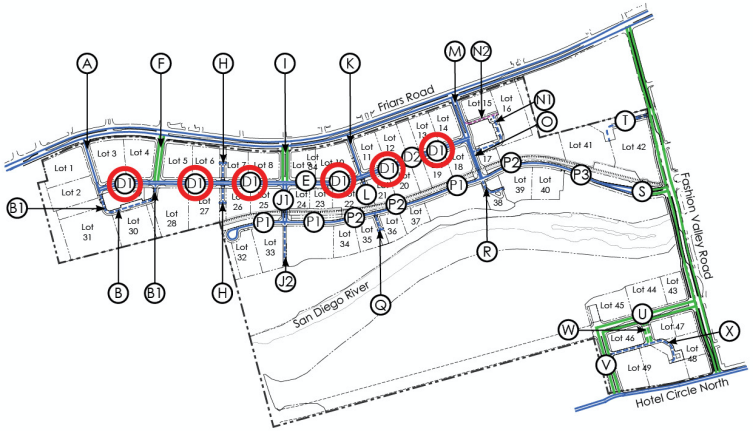
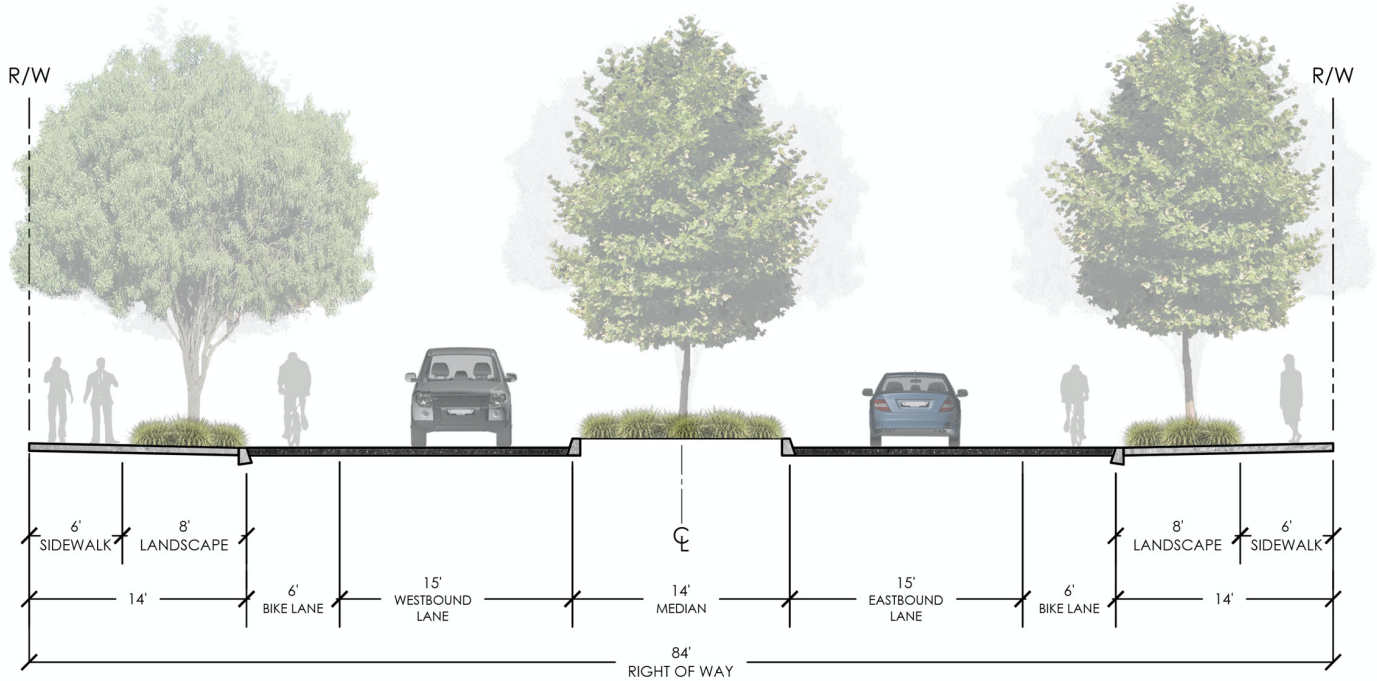


Figure 4-12. Street D2 (Spine Road)



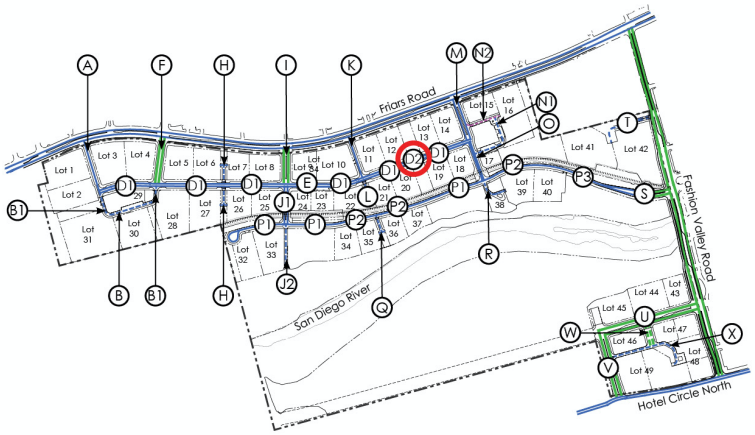
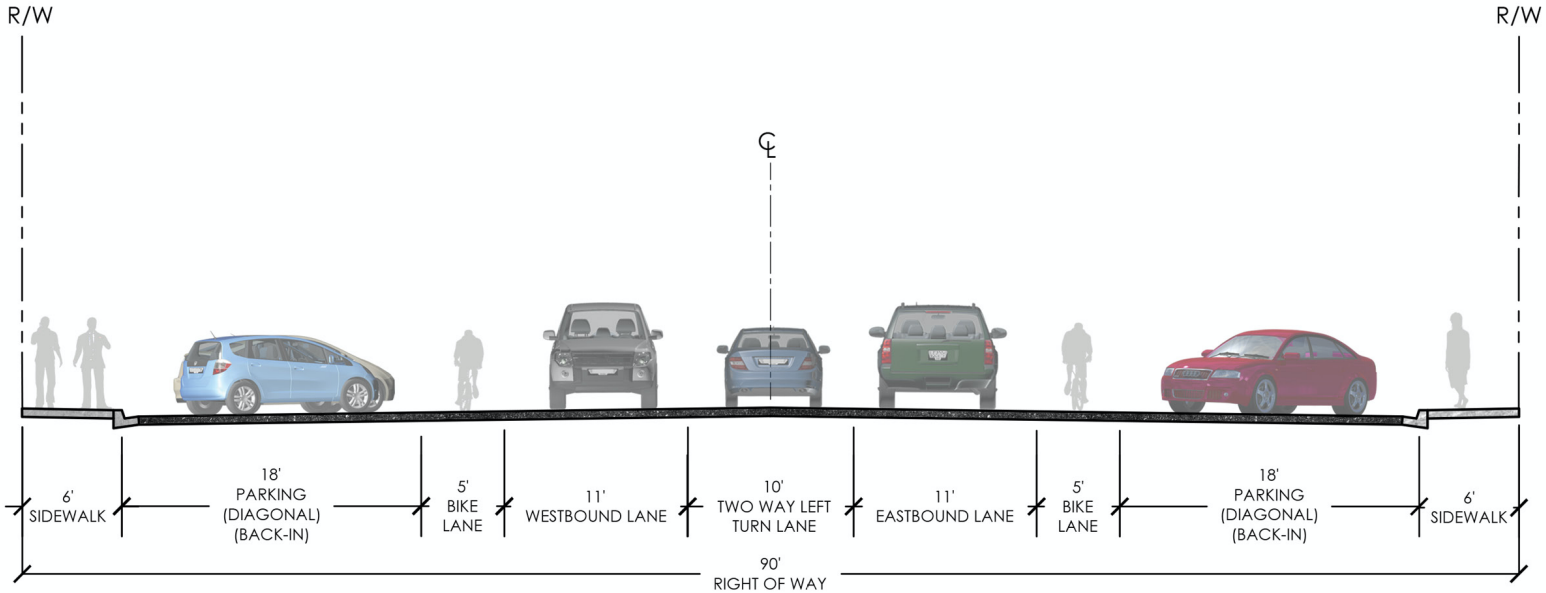


Figure 4-13. Street E (Spine Road)



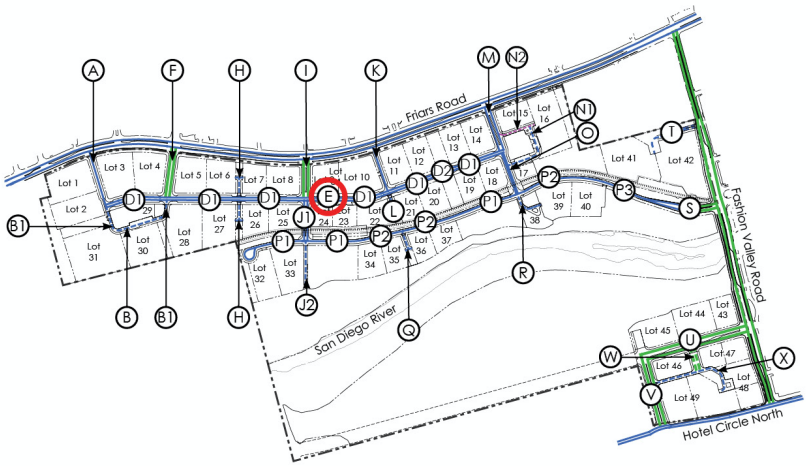
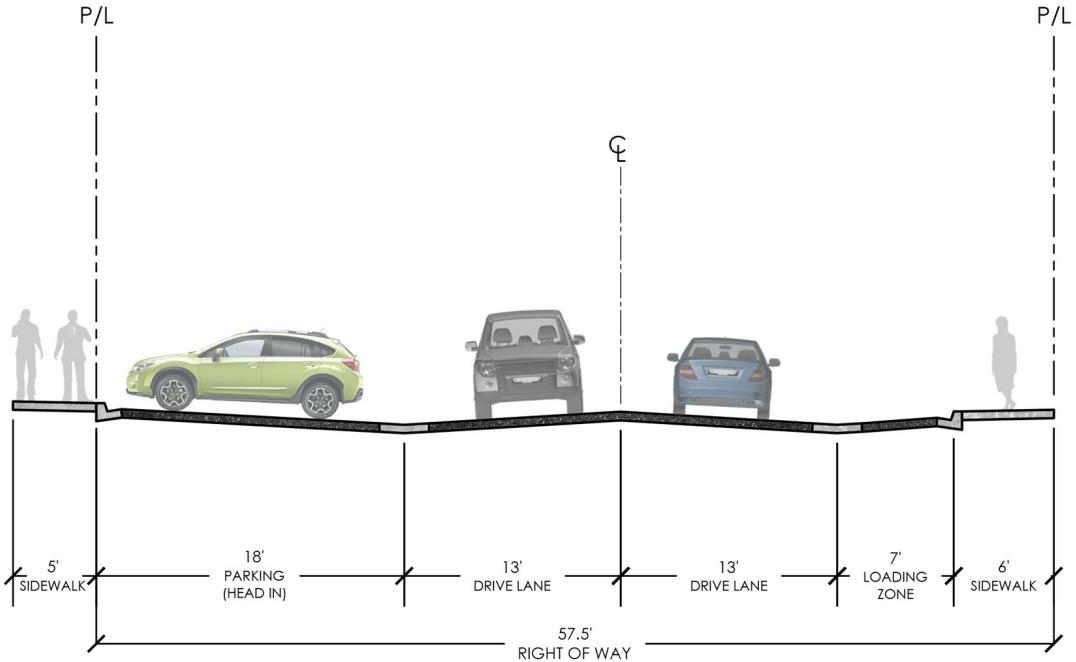


Figure 4-14. Private Driveway B



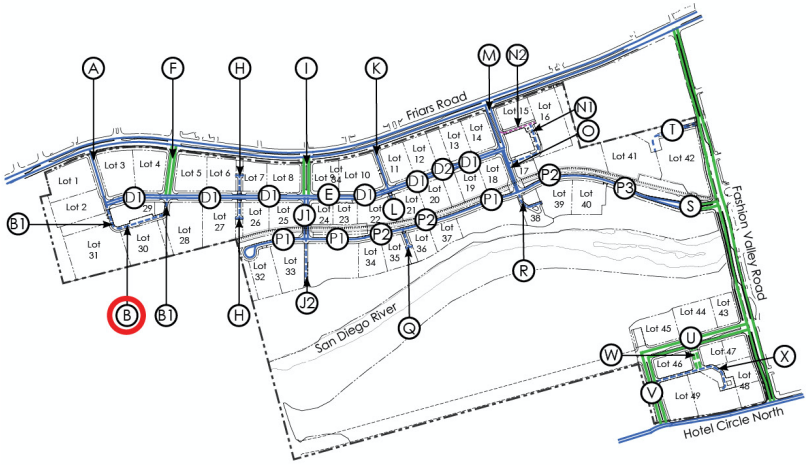
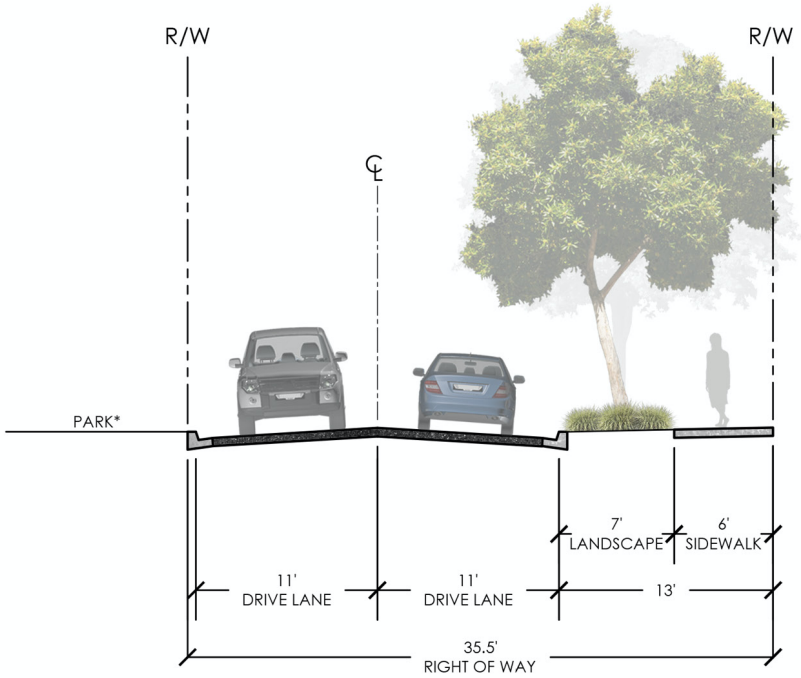
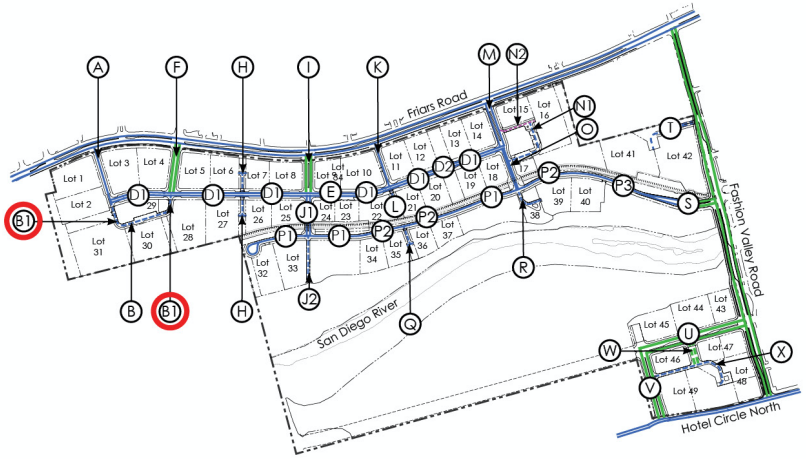


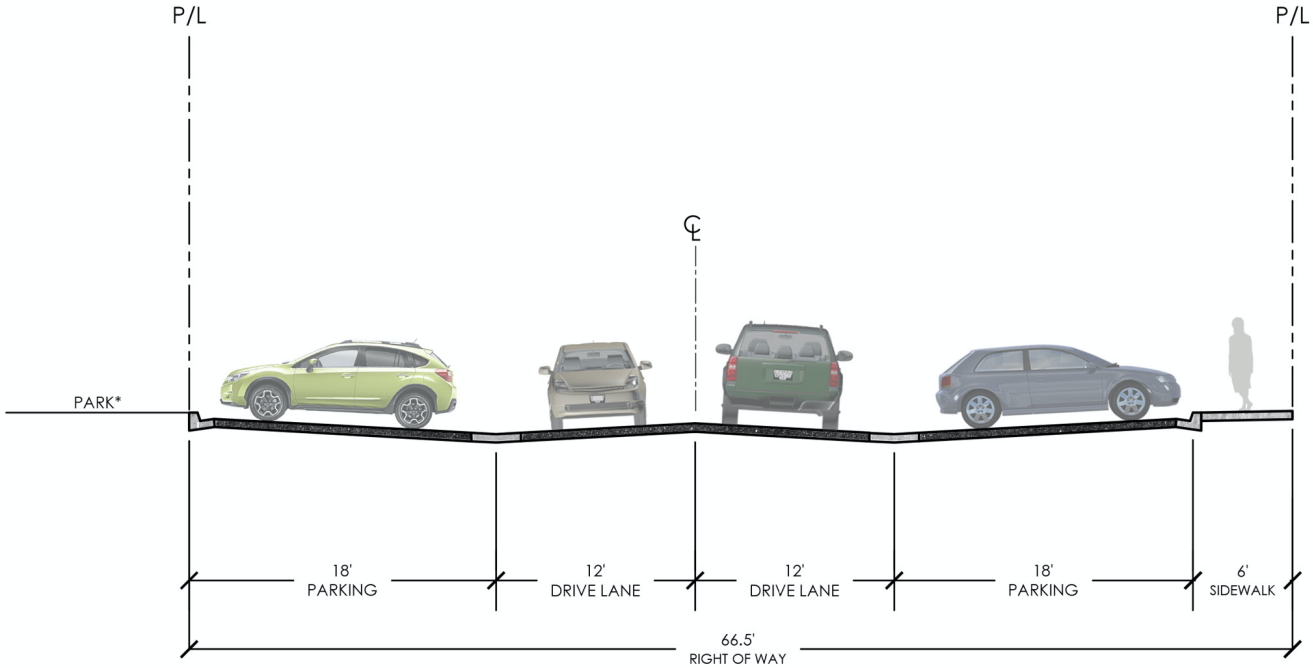
Figure 4-15. Private Driveway B1

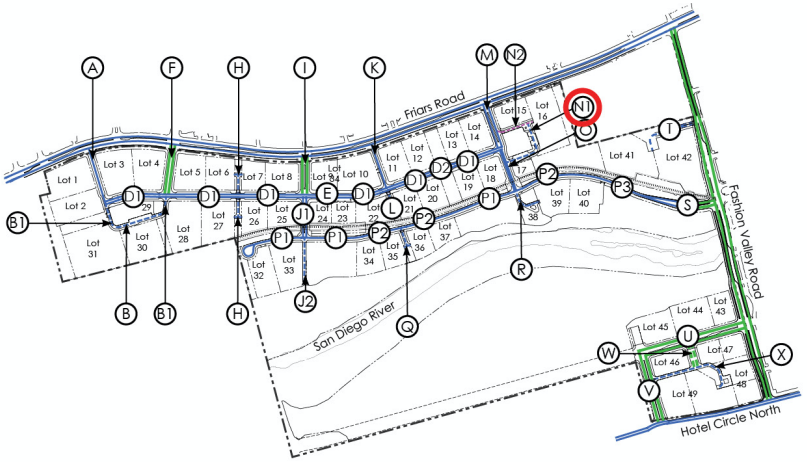




*NOTE:
If sidewalk is not adjacent to the drive, sidewalk will be provided within the park.

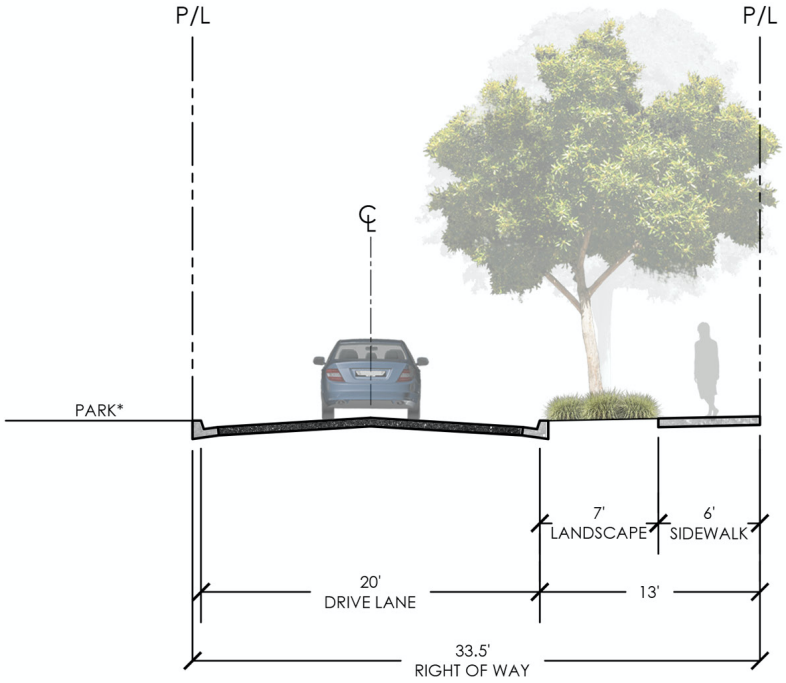
Figure 4-16. Private Driveway N1

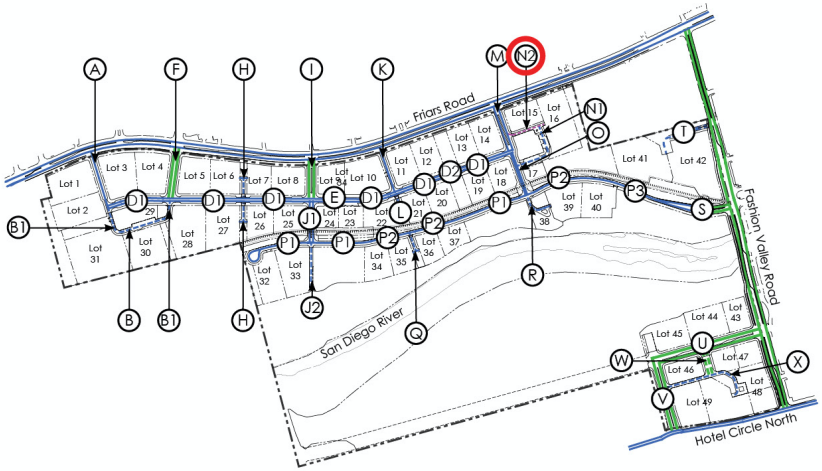




*NOTE:
If sidewalk is not adjacent to the drive, sidewalk will be provided within the park.

Figure 4-17. Private Driveway N2





*NOTE:
If sidewalk is not adjacent to the drive, sidewalk will be provided within the park.

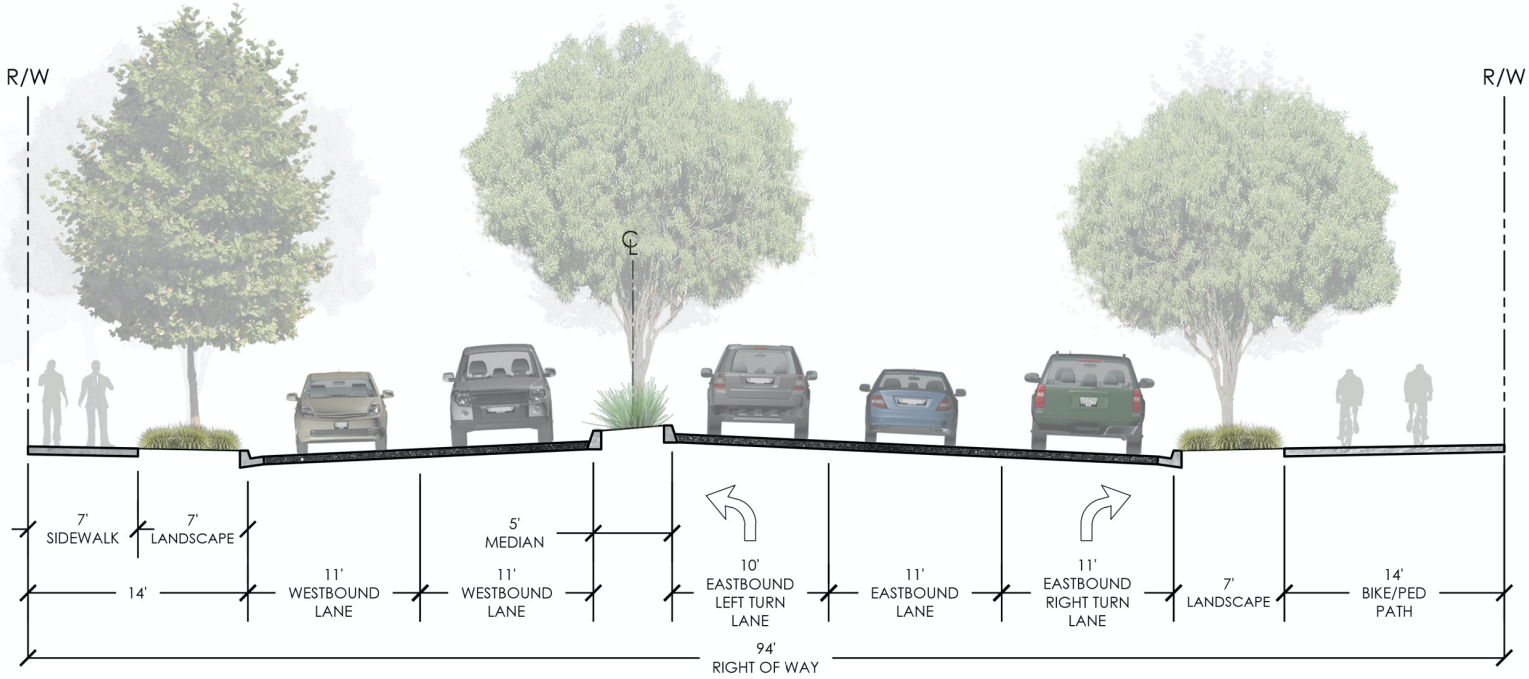
4.6.2 Riverwalk Drive

Forming the border between the North District and the Central District, Riverwalk Drive is the second primary east-west roadway of Riverwalk and provides access to development areas within the Central District. Entry onto Riverwalk Drive from Fashion Valley Road is via a modified Four-Lane Major (public Street S, Figure 4-18) with two westbound and two eastbound lanes of 11 feet each and a 10-foot eastbound left turn lane within 94 feet of right-of-way. A five-foot planted median separates the westbound and eastbound travel lanes. A seven-foot sidewalk is located on north side of the road and a 14-foot bicycle and pedestrian path is located on the south side of the road, with seven-foot parkways buffering both elements from the travel lanes.

As Riverwalk Drive enters the neighborhood, public Street P3 (Figure 4-19), a modified Two-Lane Collector with a variable right-of-way width of 45 feet six inches to 62 feet six inches, includes one westbound travel lane with a variable width of 12 feet six inches to 21 feet six inches and one eastbound travel (transition) lane with a variable width of 19 to 30 feet. On the south side of Street P3, a 14-foot bicycle and pedestrian path is separated from the vehicular travel lanes by a seven-foot landscaped parkway. On the north side of Street P3, a landscaped parkway and buffer area ranging from approximately 10 feet to 57 feet separates the travel lanes from the 35-foot MTS trolley area.

The remainder of Riverwalk Drive is a public modified Two-Lane Collector with a 45-foot six-inch right-of-way comprised of two street types (Street P2, Figure 4-20; and Street P1, Figure 4-21). These streets include one 12-foot travel lane in either direction, a two-foot buffer, five-foot no parking/bike lane/fire lane, seven-foot landscaped parkway, and seven-foot sidewalk on the south side of the roadway. On the north side of the streets, a landscaped parkway and buffer area ranging from seven feet to 40 feet for Street P2 and 13 to 40 feet for Street P1 separates the travel lanes from the 35-foot MTS trolley area.

Figure 4-18. Street S



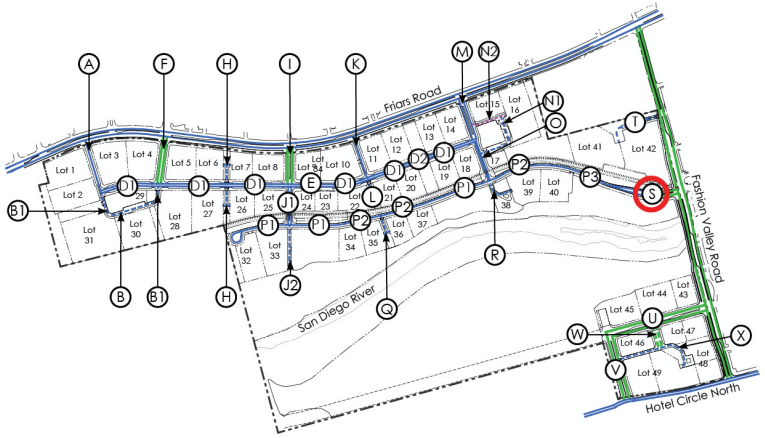
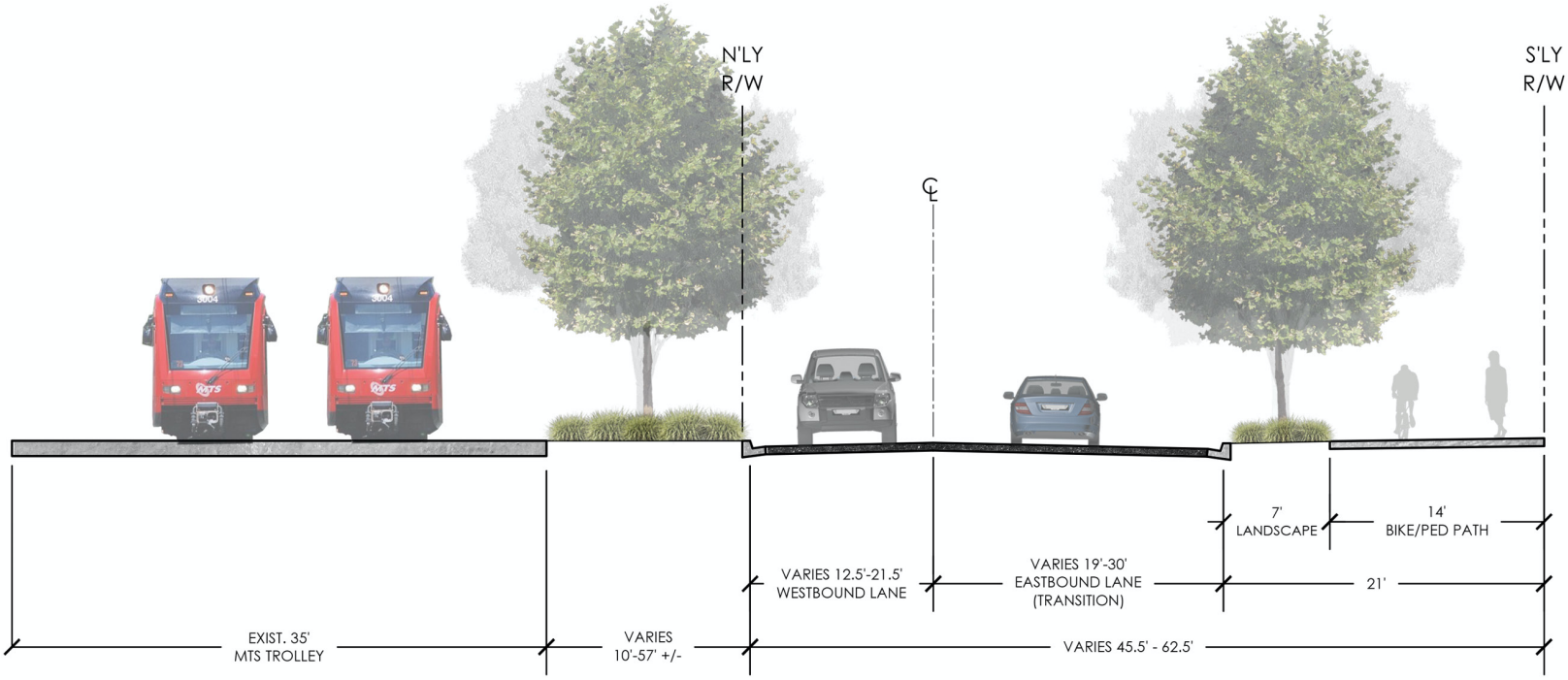


Figure 4-19. Street P3



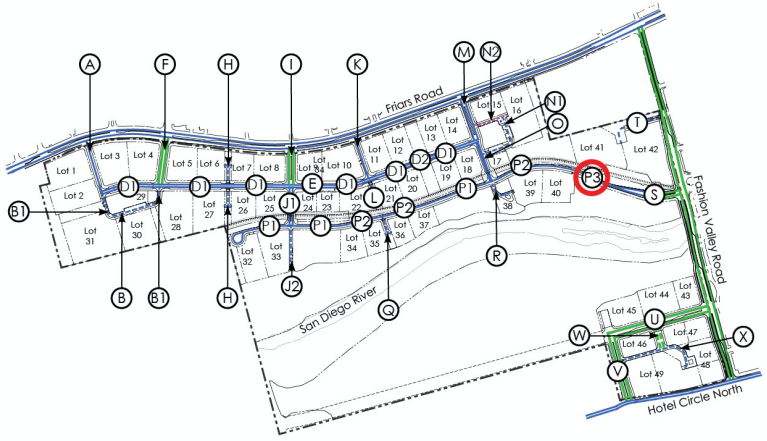
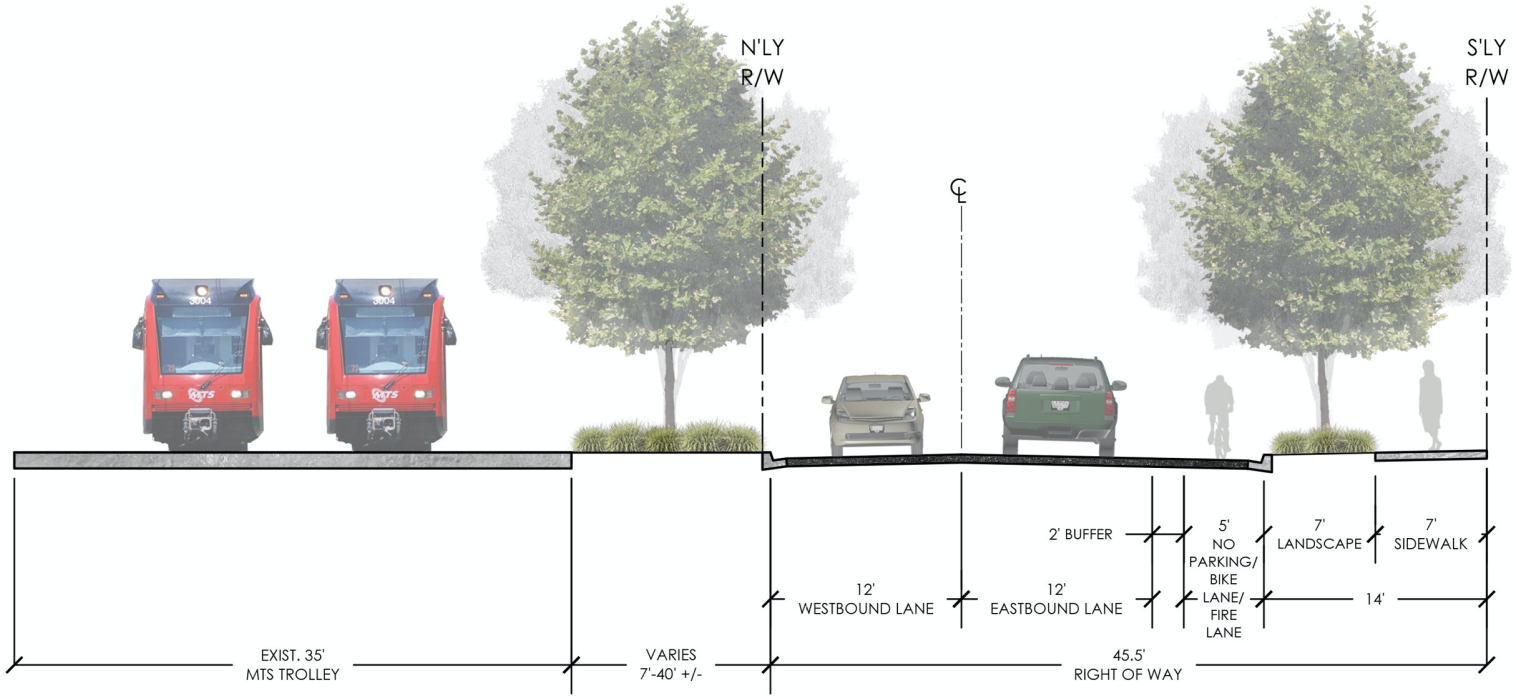


Figure 4-20. Street P2



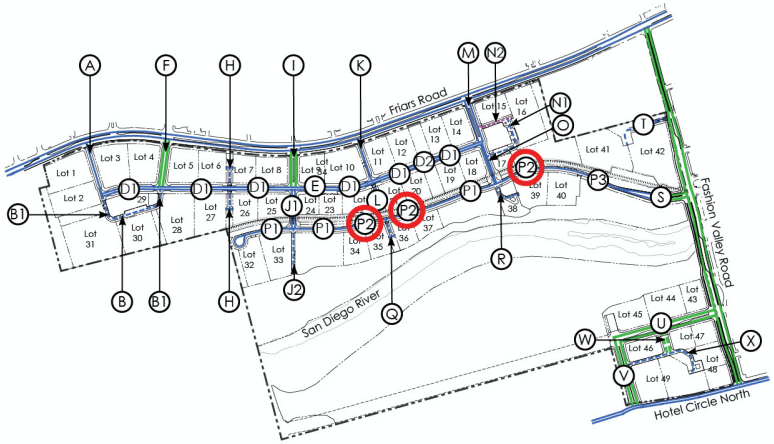
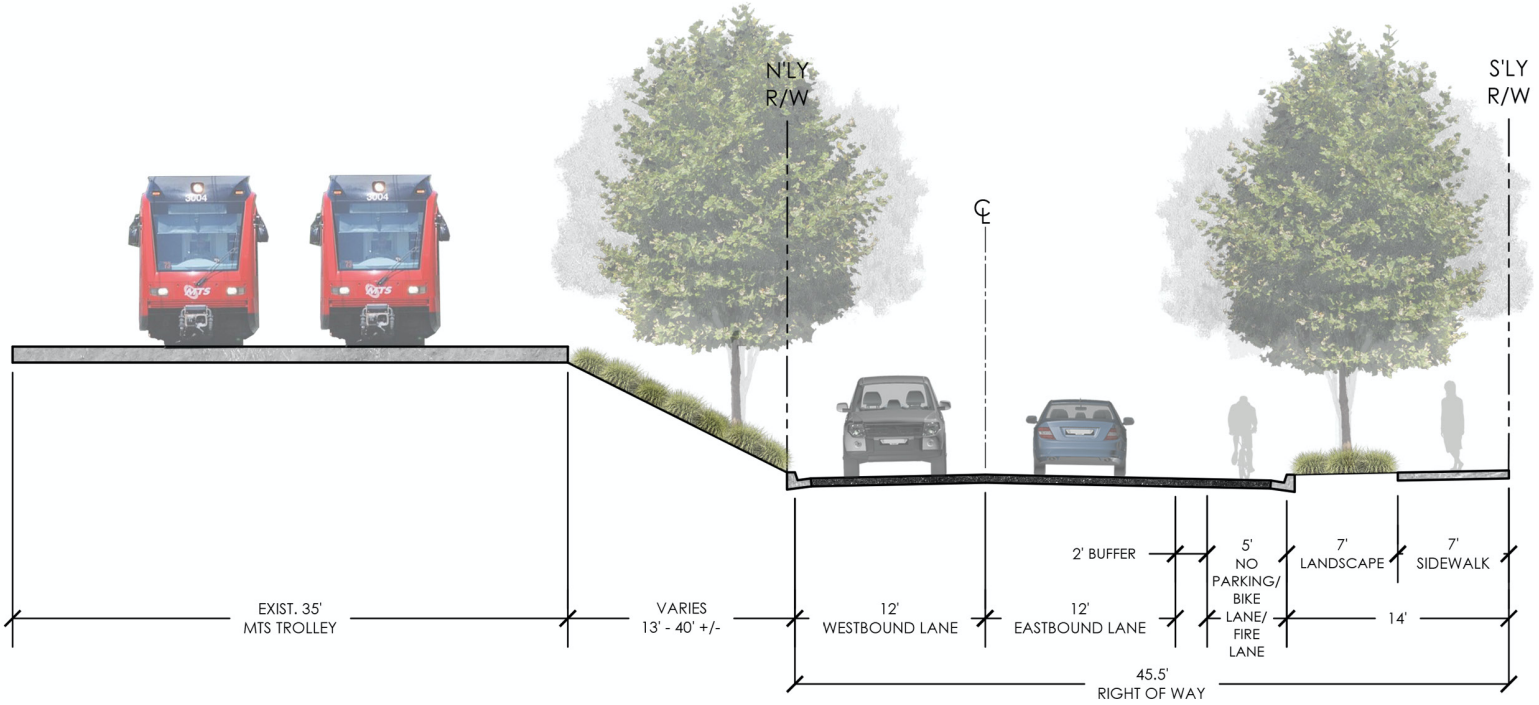
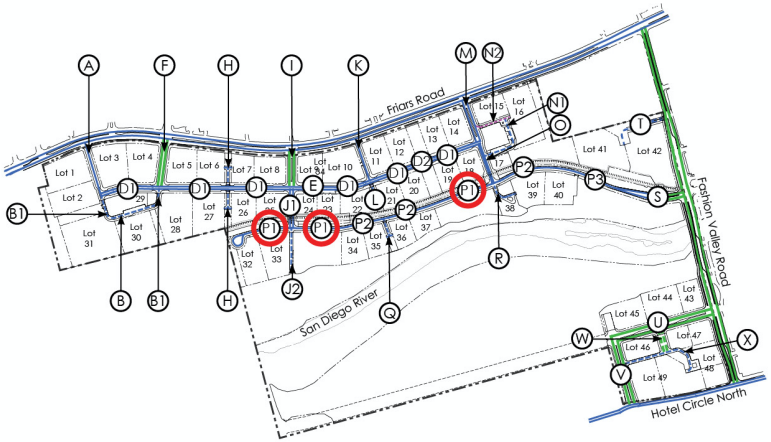


Figure 4-21. Street P1





4.6.3 North District and Central District Streets

The roadway system for the North District is connected to Friars Road to the north and Fashion Valley Road to the east. These streets will provide vehicular and pedestrian access to the North District, as well as through to the Central District. Access points to Riverwalk River Park would be provided from two of the north-south streets that cross through the North District into the Central District. A total of 10 additional street types make up the circulation network within the North District and Central District.

North-south public Street A (Figure 4-22), a Two-Lane Collector, provides access from Friars Road to Street B1 and Street D1. This street accommodates one travel lane of 11 feet in either direction within 64 feet of right-of-way. Seven feet of parking lane/loading zone space is provided on west side of the street and seven feet of parking is provided on the east side of the street. Both sides of the street have a seven-foot landscaped parkway buffering a seven-foot sidewalk from the travel lanes.

North-south public Street F (Figure 4-23), a modified Four-Lane Urban Collector, provides access from Friars Road to Street D1 within an 87-foot right-of-way. This street accommodates one 10-foot and one 11-foot travel lane in either direction, including an 11-foot northbound lane with left-turn lane. Six-foot bike lanes on either side of the road are provided, with a two-foot buffer. On either side of the street, a seven-foot landscaped parkway buffers a seven-foot sidewalk from the travel lanes.

North-south Private Driveway H (Figure 4-24) provides north-south access from Friars Road. The configuration of Private Driveway H is shared with Private Driveways L and Q These streets have one 12-foot travel lane in either direction within a 52-foot right-of-way. On either side of the street, a seven-foot landscaped parkway buffers a seven-foot sidewalk from the travel lanes.

North-south public Street I (Figure 4-25), a modified Four-Lane Collector, provides access from Friars Road to Street D1 and Street E within a 94-foot right-of-way. This street accommodates an 11-foot right turn lane in either direction. An 11-foot southbound lane and 11-foot northbound (left turn) lane would be provided, separated from the right turn lanes by a six-foot bike lane (to the interior of the right turn lane) and a two-foot buffer (between the bike lane and the travel lane). On either side of the street, a seven-foot landscaped parkway buffers a seven-foot sidewalk from the travel lanes. A six-foot planted center median is provided along this street.

North-south public Street K (Figure 4-26), a Modified Two-Lane Collector, provides access from Friars Road to Street D1 within a 56-foot right-of-way. This street accommodates one 11-foot southbound travel lane and one 10-foot northbound lane. A seven-foot parking lane is provided on the east side of the road. On either side of the street, a seven-foot landscaped parkway buffers a seven-foot sidewalk from the travel lanes.

North-south public Street M (Figure 4-27), a modified Two-Lane Collector, provides access from Friars Road to Street N2 and Street D1 within an 84-foot right-of-way. This street accommodates one 11-foot southbound travel lane, one 11-foot northbound travel with a left-turn lane, and one 11-foot northbound travel lane with right turn lane. Six-foot bike lanes with a two-foot buffer occur on either side of the street, as well as a seven-foot landscaped parkway that buffers a seven-foot sidewalk from the travel lanes. Additionally, Street M has a six-foot center planted median.

Figure 4-22. Street A

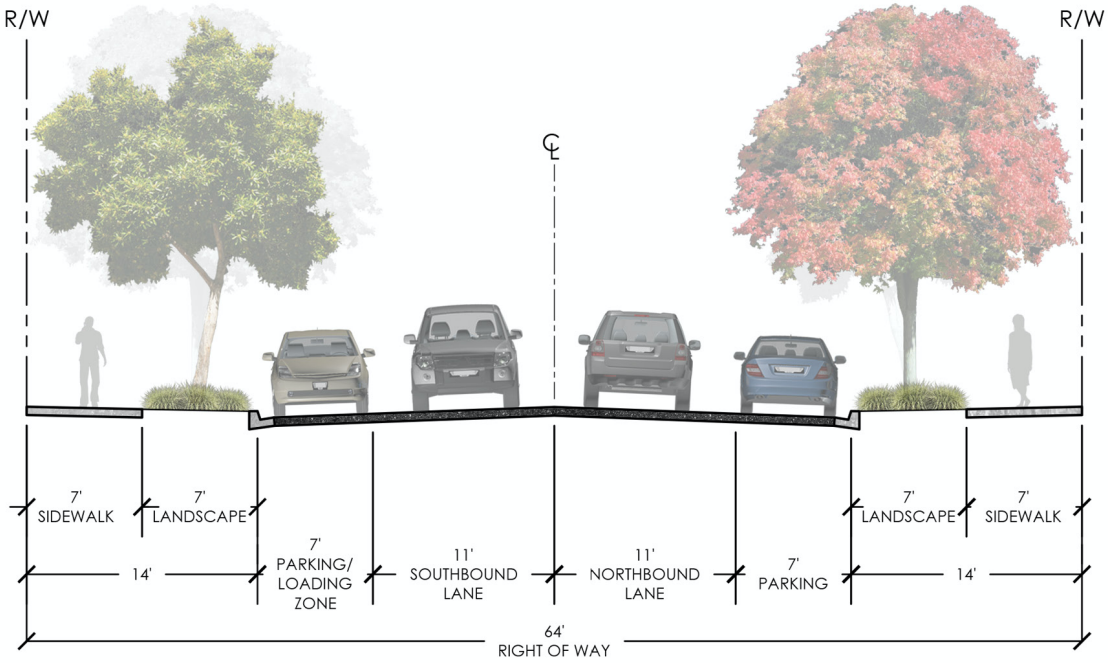
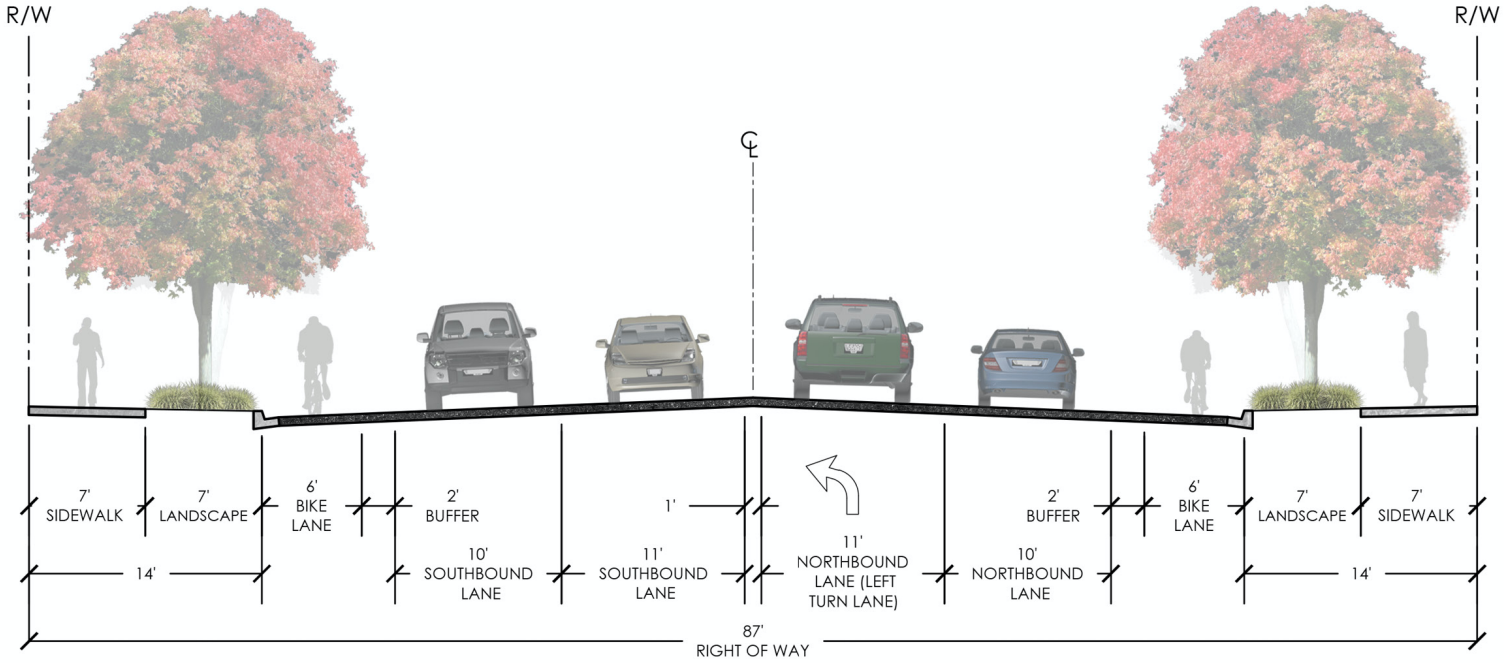




Figure 4-23. Street F



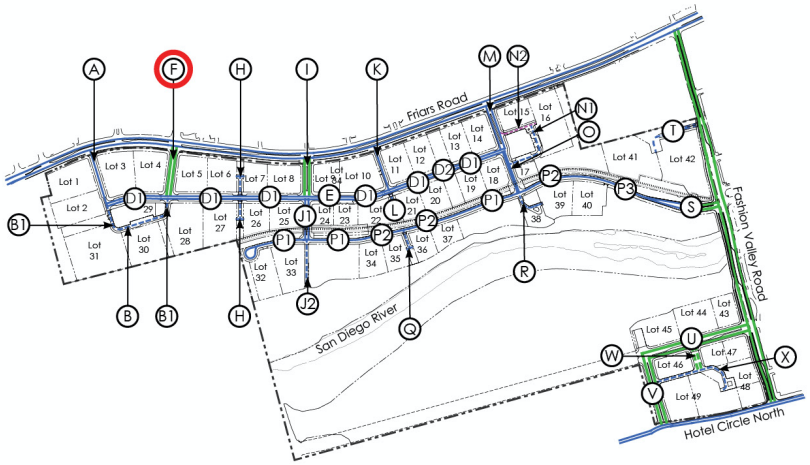
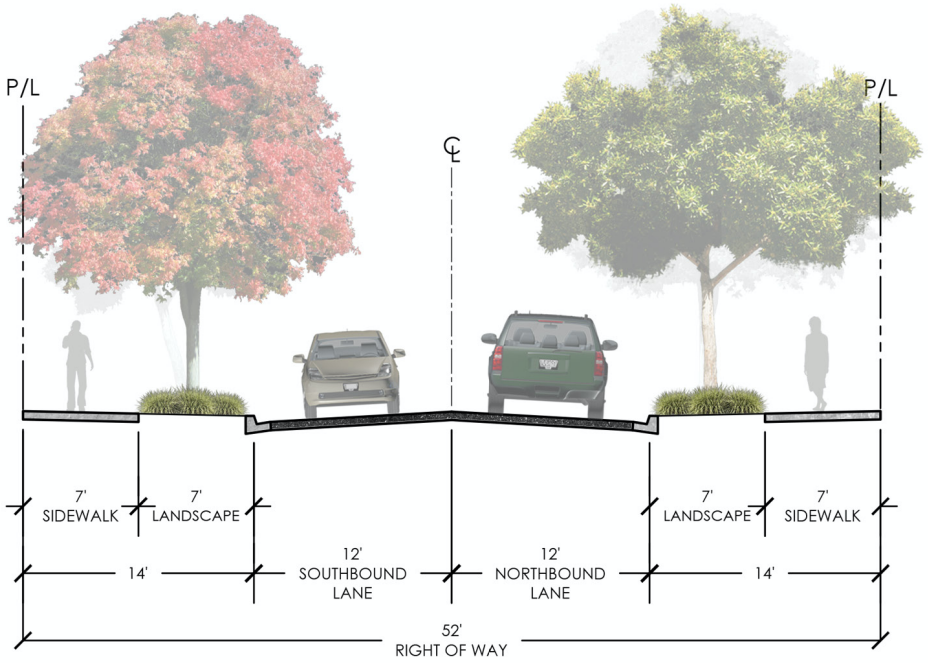


Figure 4-24. Private Driveways H, L, and Q



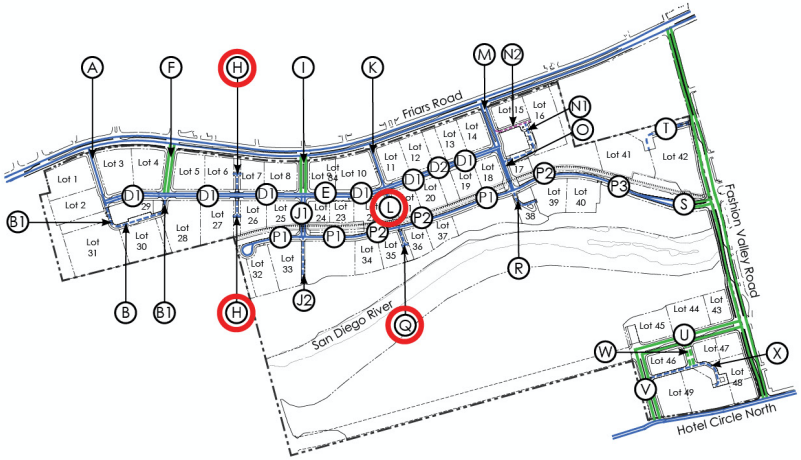
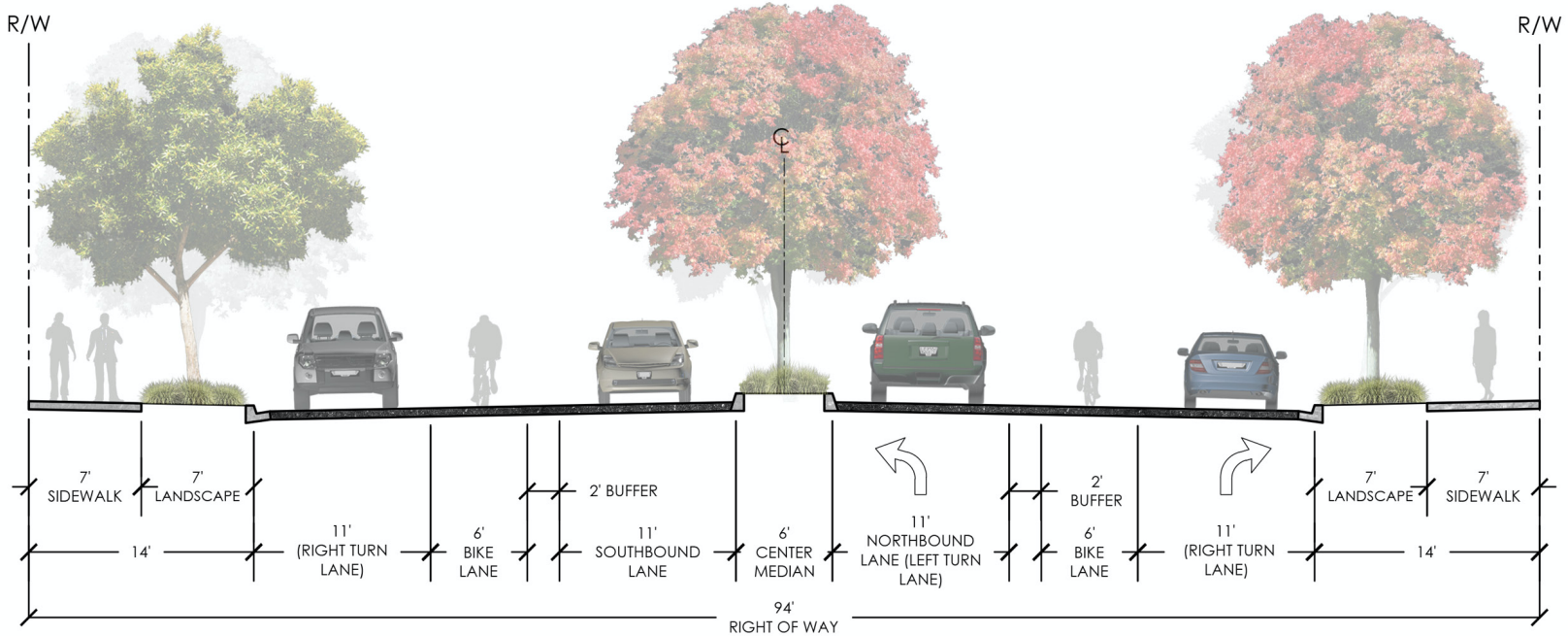


Figure 4-25. Street I



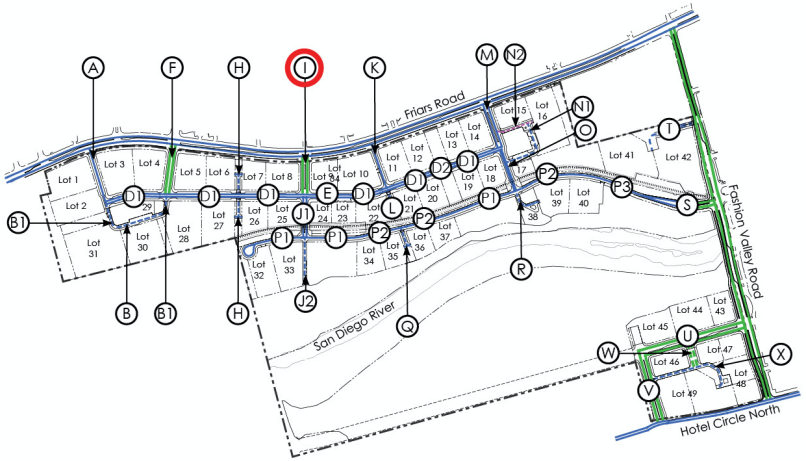
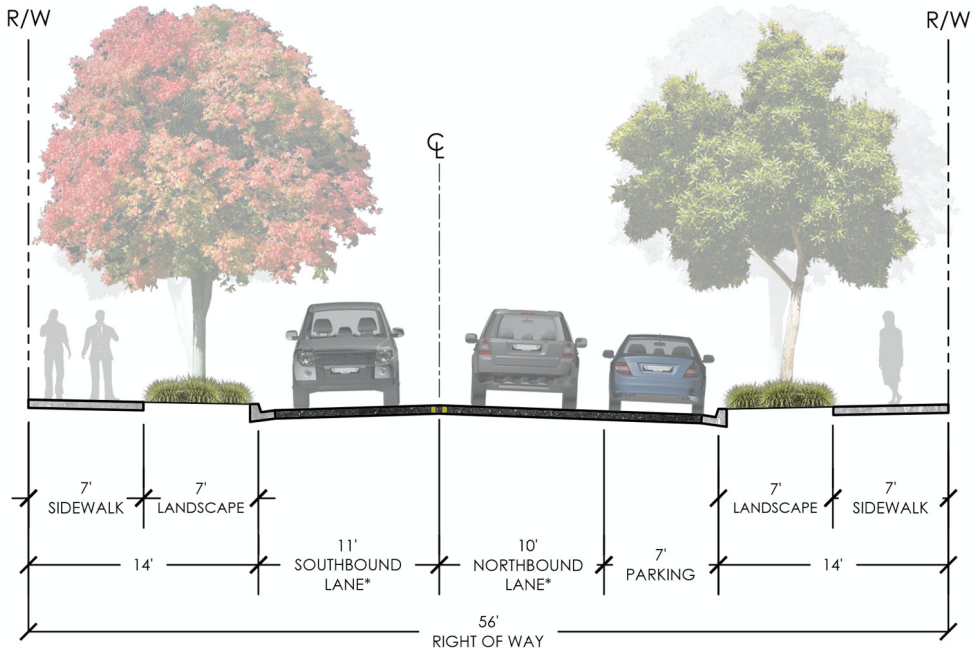
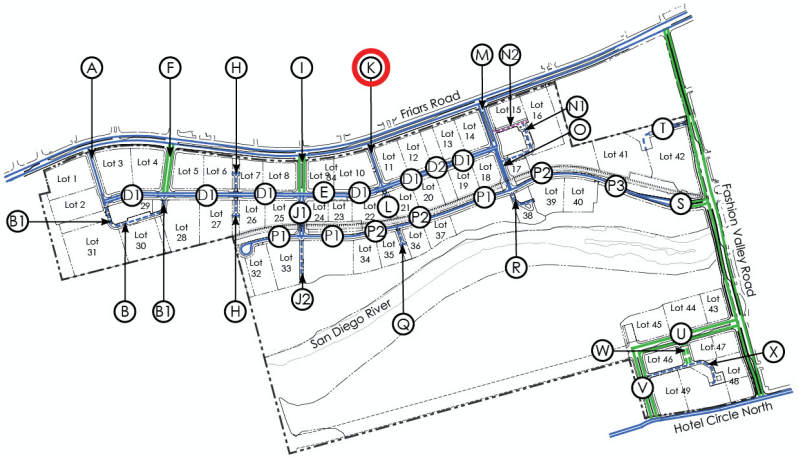


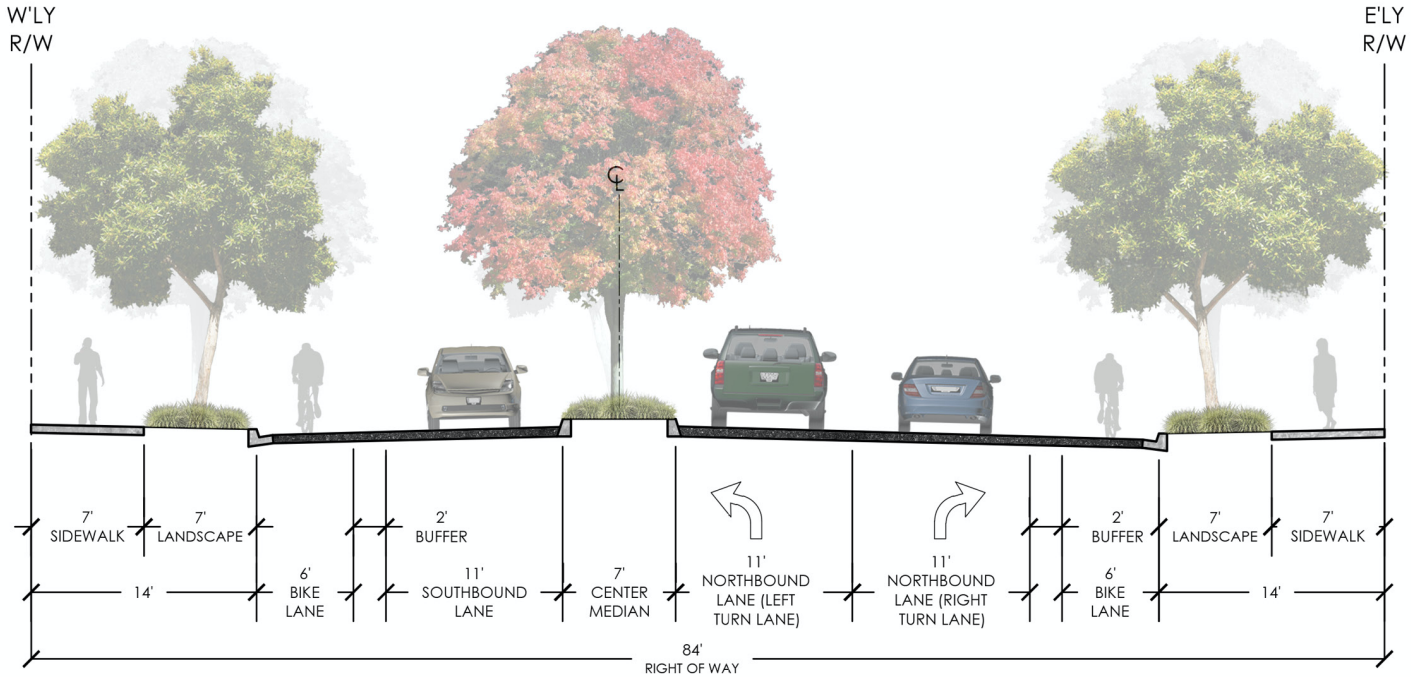
Figure 4-26. Street K

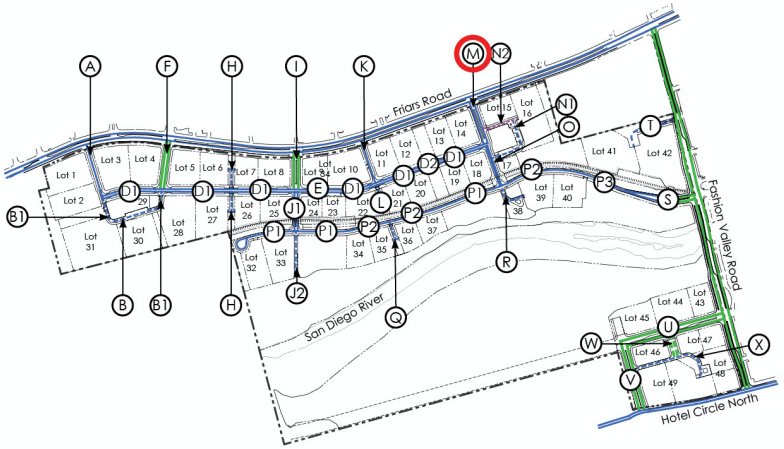




*NOTE:
At the intersection of Friars Road/Street K, the inbound lane would be 15 feet and the outbound lane would be 13 feet for a transition length of 50 feet.

Figure 4-27. Street M





North-south public Street J1 (Figure 4-28), a modified Two-Lane Major, provides a continuation of Street I on the south side of Street D1 and Street E. Street J1 has one 11-foot travel lane in either direction within a 50-foot six-inch right-of-way with six-foot planted center median. Six-foot bike lanes with two-foot buffers are provided on either side of the street adjacent to the travel lanes, and a six-foot sidewalk also located on the west side of the street.

North-south Private Driveway J2 (Figure 4-29) provides a continuation of Street J1 south of the trolley tracks. Street J2 has a right-of-way width of 56 feet and includes one 11-foot travel land in either direction and six-foot striped center median. Private Driveway J2 has a six-foot sidewalk with six-foot bike lane and two-foot buffer provided on either side of the road.

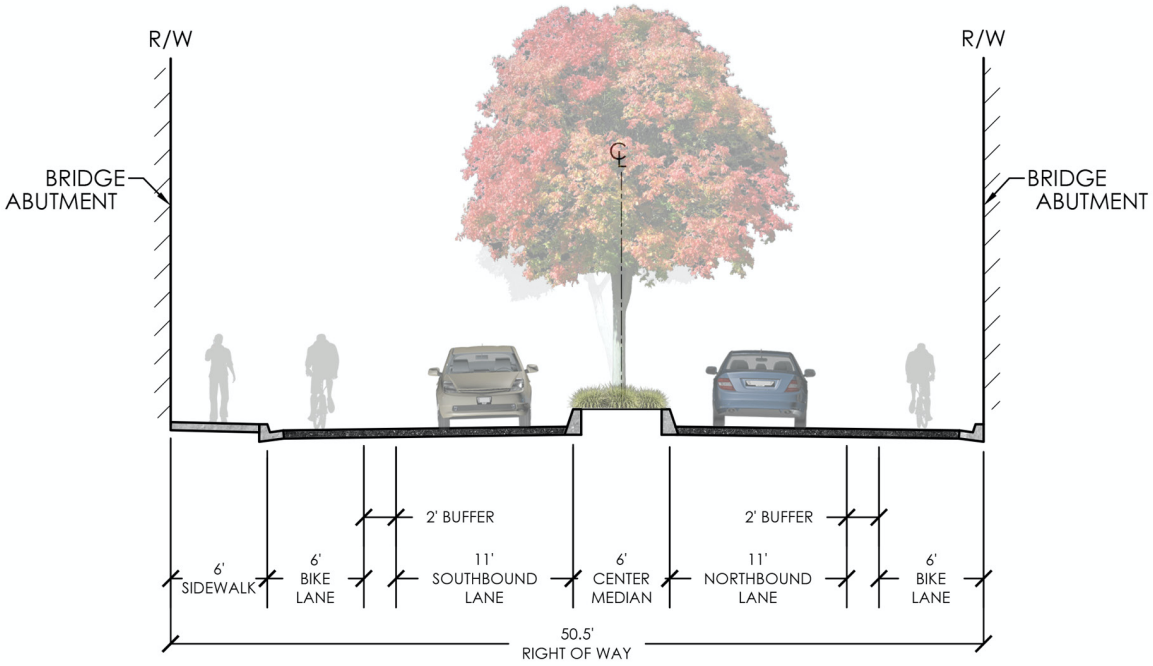
An extension of Street J from Friars Road to Hotel Circle South is included in the Mission Valley Community Plan. The Riverwalk project includes an IOD for this street to allow for its future construction. The IOD provides for an extension of Street J from Riverwalk Drive in the north to Hotel Circle North in the south when funding becomes available.

North-south public Street O (Figure 4-30), a modified Two-Lane Collector, provides a continuation of Street M on the south side of Street N1 to Street P2 and Street P1. Street O has one 12-foot travel lane in either direction within a 68-foot right-of-way. On either side of the street, a seven-foot landscaped parkway buffers a seven-foot sidewalk from the travel lanes. A six-foot bike lane separated from travel lanes by a two-buffer occurs on the both sides of the road.

North-south public Street R (Figure 4-31), a modified Low-Volume Residential Local, provides a continuation of Street O on the south of the trolley tracks with a right-of-way width of 48 feet. Street R has one 12-foot travel lane in either direction and a six-foot contiguous sidewalk on the east of the road. A 10-foot bicycle and pedestrian path is located on the west side of the road, with a two-foot shoulder on the west side of the path and a six-foot landscaped parkway on the east side of the path.

Private Driveway Street T (Figure 4-32) provides direct access from Fashion Valley Road in the northwest corner of the project site within a variable right-of-way. Street T has one 13-foot travel lane in either direction. On the south side of the street, a seven-foot landscaped parkway buffers a seven-foot sidewalk from the travel lanes.

Figure 4-28. Street J1



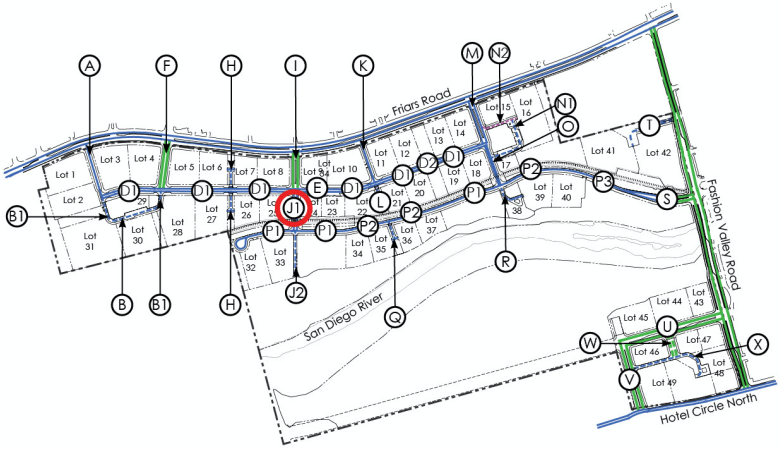
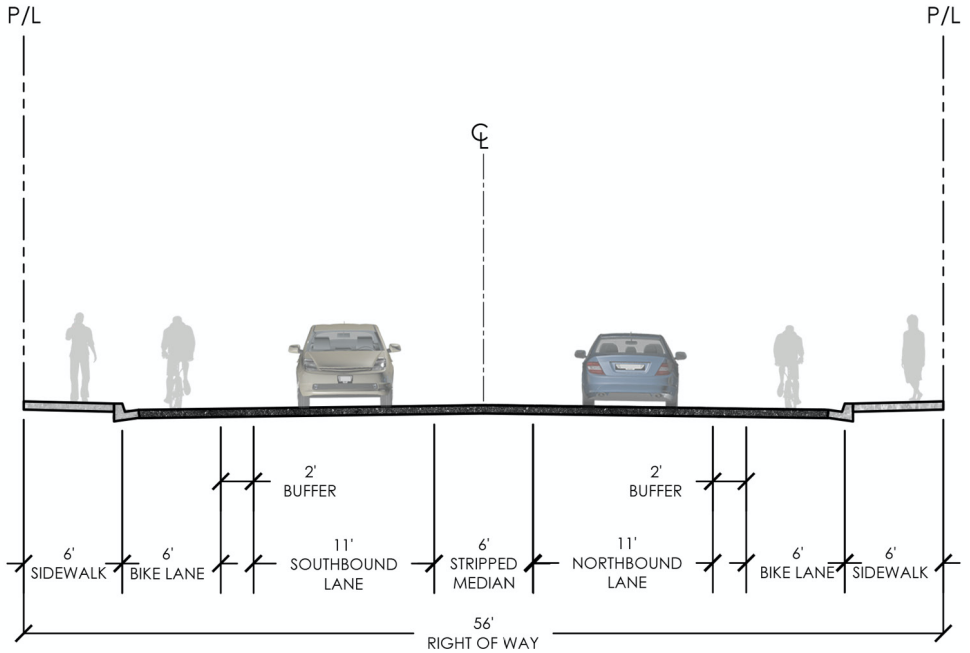


Figure 4-29. Private Driveway J2



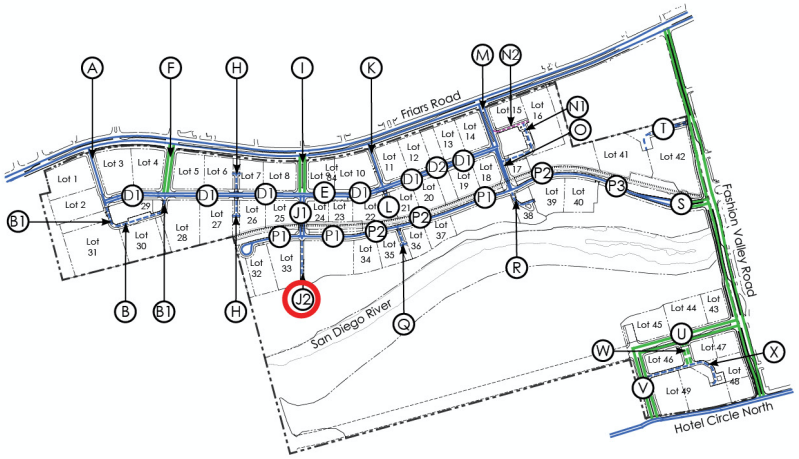
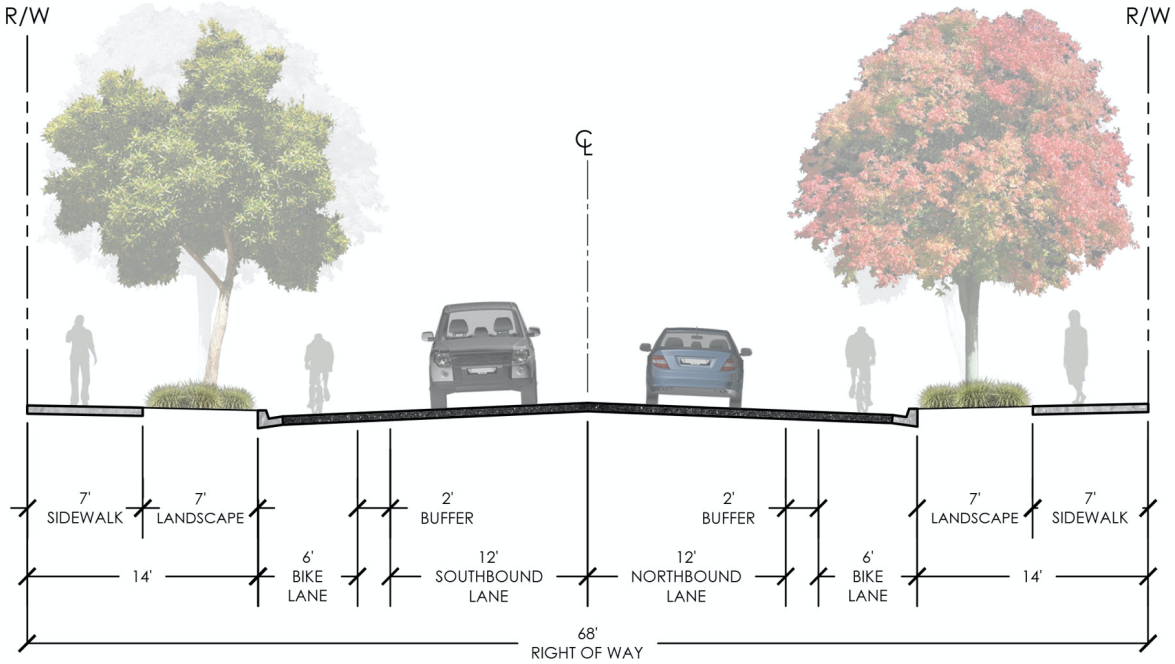


Figure 4-30. Street O



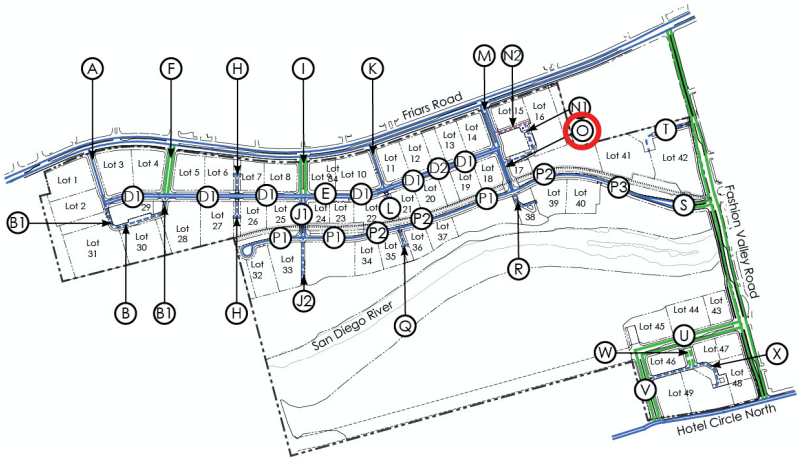
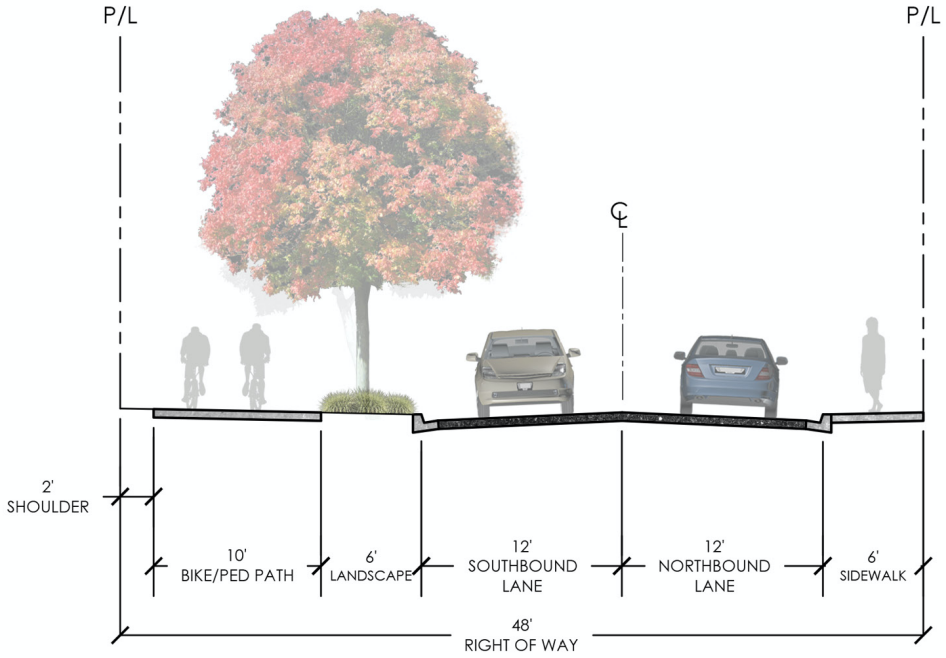


Figure 4-31. Street R



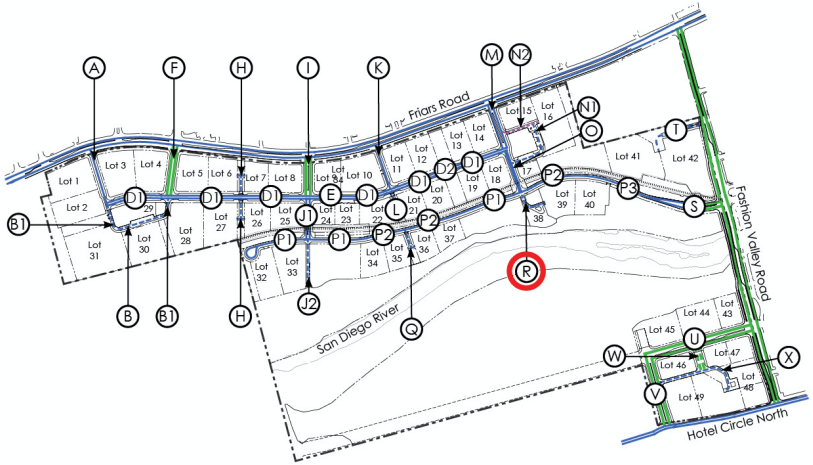
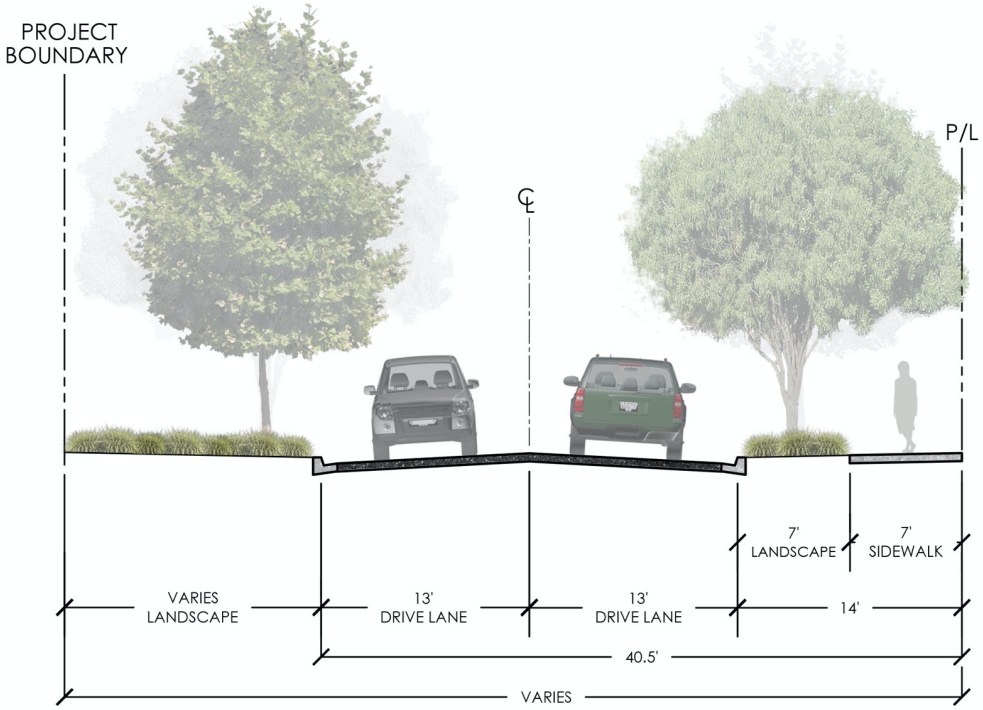
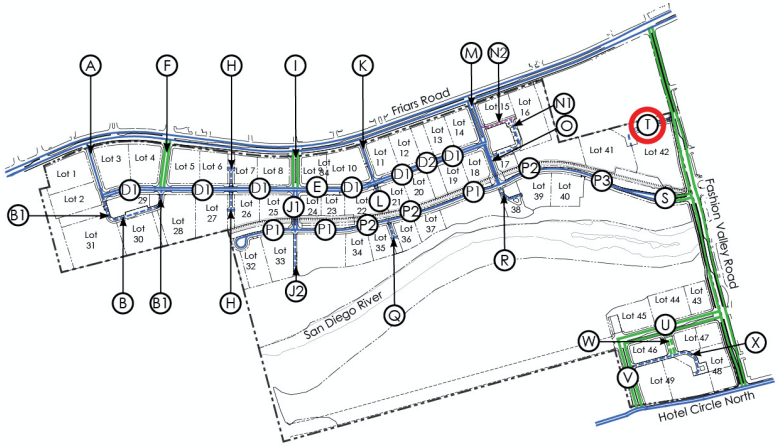


Figure 4-32. Private Driveway T





4.6.4 South District Streets

The roadway system for the South District is connected to Fashion Valley Road north of the intersection with Hotel Circle North and will align with the access drive into the Town and Country Resort Hotel (signalized). This roadway system will also connect to Hotel Circle North, between the I-8 ramp and Fashion Valley Road. These streets will provide vehicular and pedestrian access to the employment component of the Riverwalk Specific Plan, as well as an additional point of access to the Riverwalk River Park. Four street types make up the circulation network within the South District.

East-west public Street U (Figure 4-33), a modified Four-Lane Urban Collector, provides signalized access from Fashion Valley Road and aligns with the access drive from Town and County Resort Hotel. This street includes one 11-foot and one 10-foot travel lane westbound, and two 11-foot travel lanes eastbound with a left turn lane within 103 feet of right-of-way. The street contains a 16-foot planted center median (alternatively constructed as a six-foot planted median and 10-foot left turn where necessary) and a 12-foot two-way cycle track on the north side of the road with a four-foot buffer from travel lanes. A seven-foot landscaped parkway is provided on either side of the street, buffering a seven-foot non-contiguous sidewalk from the travel lanes.

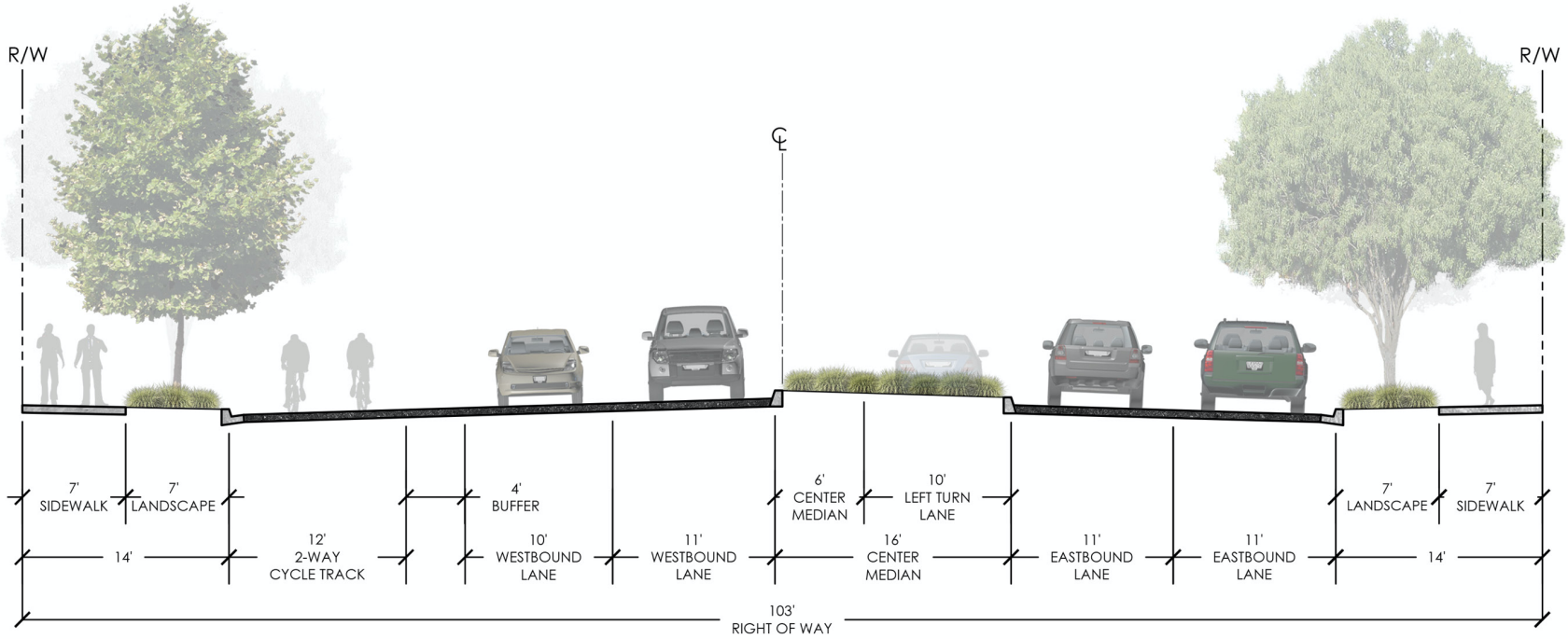
The Mission Valley Community Plan includes an extension of Street U from Fashion Valley Road to the extension of Street J. The Riverwalk project includes an IOD for this future roadway connection. This extension would be ultimately constructed as a Four-Lane Collector with two-way left turn lane.

North-south public Street V (Figure 4-34), a modified Four-Lane Urban Collector with median provides an 89-foot six-inch right-of-way with two 12-foot travel lanes in either direction, separated by a four-foot center median. A seven-foot landscaped parkway is provided on the east side of the street, buffering the seven-foot non-contiguous sidewalk from the roadway. Six-foot bike lanes with two-foot buffers are provided on either side of the street, and a seven-foot six-inch landscaped parkway is provided on the west side of the street.

Private Driveway X (Figure 4-35) provides for internal east-west circulation within the South District. Private Driveway X includes one 13-foot travel lane in either direction.

Private Driveway W (Figure 4-36) provides north-south connectivity interior to South District within 84 feet of right-of-way. The width of this private drive is necessary to serve the South District's employment uses, as this is the central circulation roadway for the entire South District. This drive contains two 11-foot travel lanes in either direction with an 11-foot center lane. A seven-foot landscaped parkway is provided on either side of the street, buffering the seven-foot non-contiguous sidewalk from the roadway.

Figure 4-33. Street U



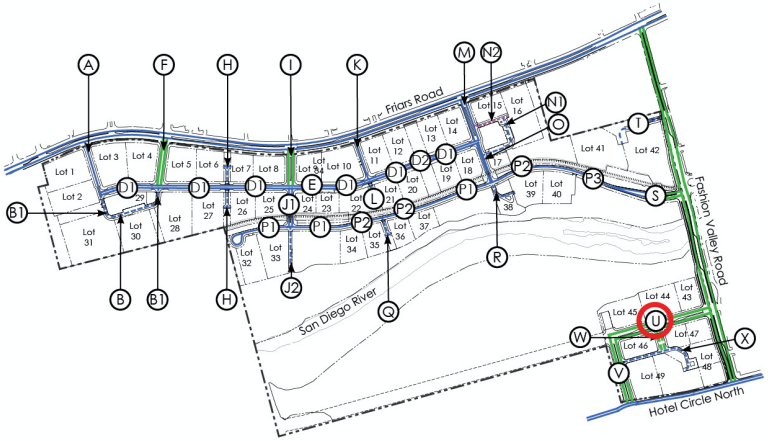


Figure 4-34. Street V

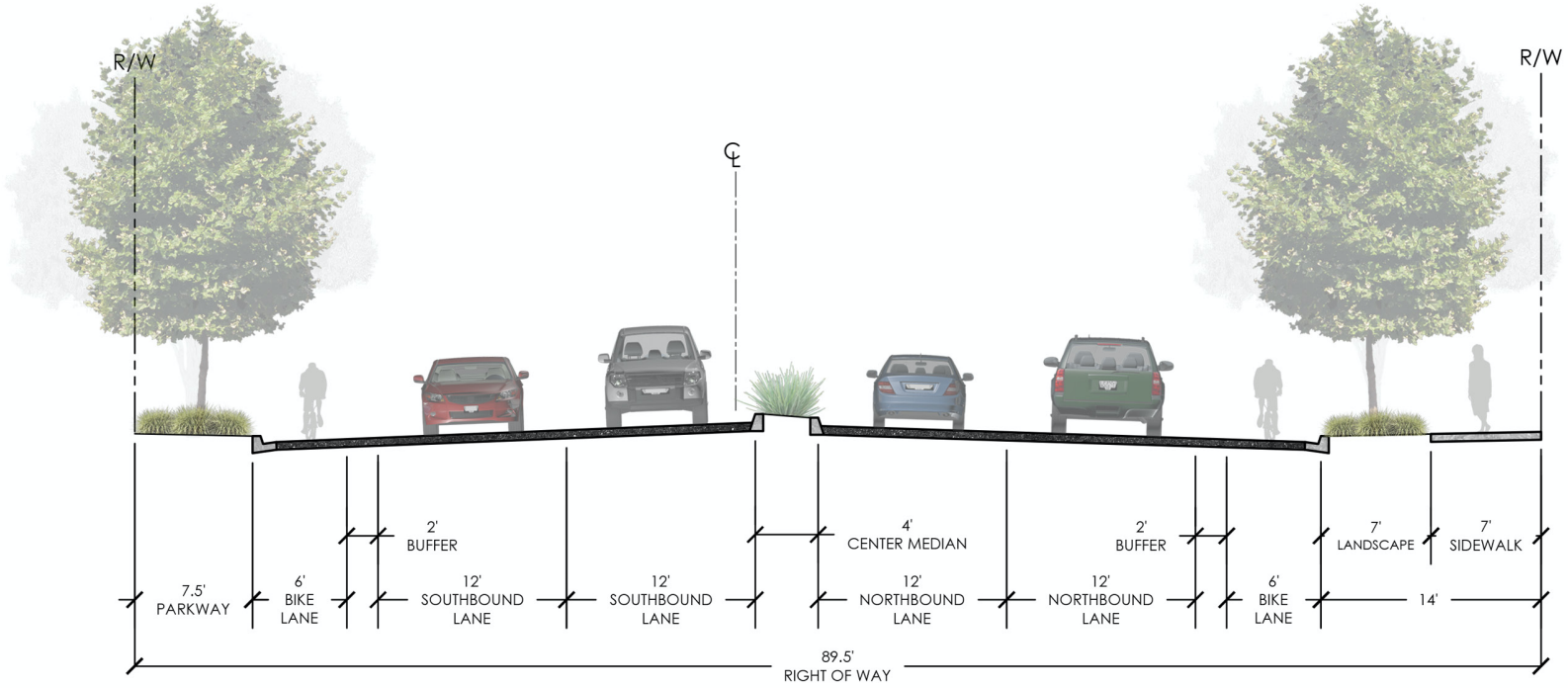
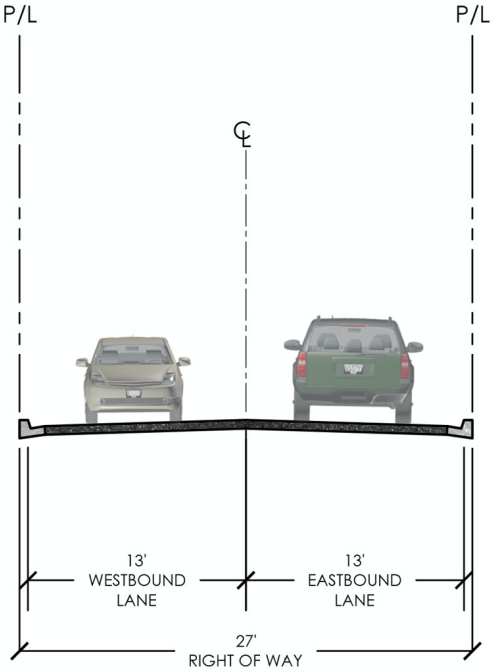




Figure 4-35. Private Driveway X



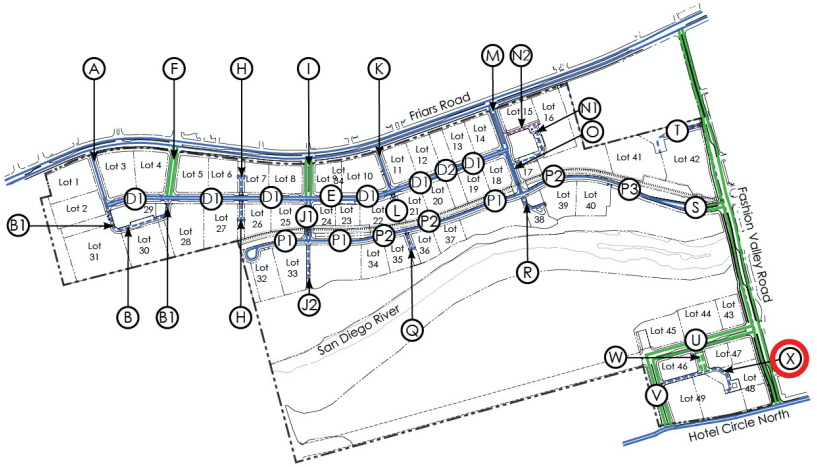
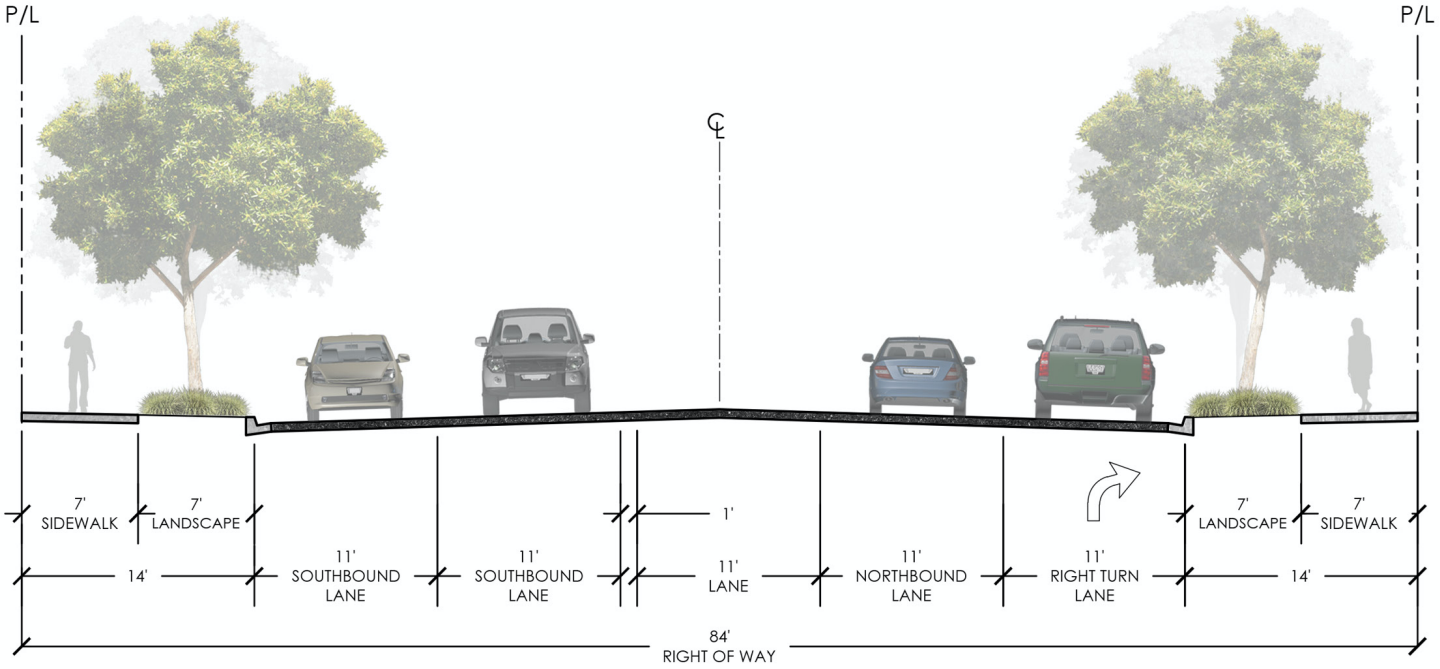
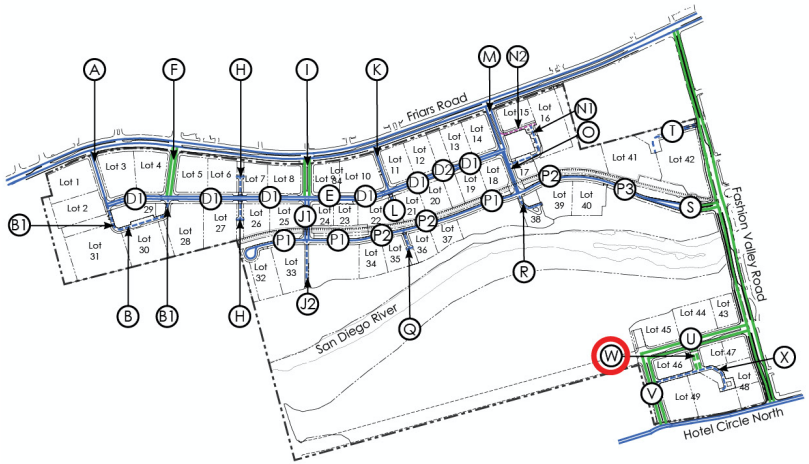


Figure 4-36. Private Driveway W





4.6.5 Existing Surrounding Streets

Riverwalk is located within an existing street network. Streets surrounding Riverwalk include Friars Road to the north, Fashion Valley Road to the east, and Hotel Circle North to the south. Development of Riverwalk results in improvements to these surrounding streets.

East-west Friars Road (Figure 4-37) includes a 110-foot right-of-way with two 11-foot travel lanes in either direction and a 14-foot center turn lane. On the north side of the road, the four-foot sidewalk varies from parking adjacent to separated from the eight-foot parking lane by a six-foot landscaped parkway. A five-foot bike lane with two-foot buffer is located between the parking lane and the travel lane. On the south side of the road, a five-foot bike lane with two-foot buffers and an eight-foot two-way cycle track are located between the travel lane and a four-foot contiguous sidewalk. The existing cycle track transitions to a Class II bike lane approximately 920 feet west of Fashion Valley Road.

With implementation of the Riverwalk project, Friars Road will be modified (Figure 4-38) in the eastbound direction to include two 11-foot drive lanes, a five-foot-wide bike lane with two-foot buffers on either side, an eight-foot-wide two-way cycle track, a 17-foot-wide landscaped parkway, and a six-foot-wide sidewalk. A 14-foot-wide planted median with turn lane will separate the travel lanes and ultimate right-of-way would be 123 feet.

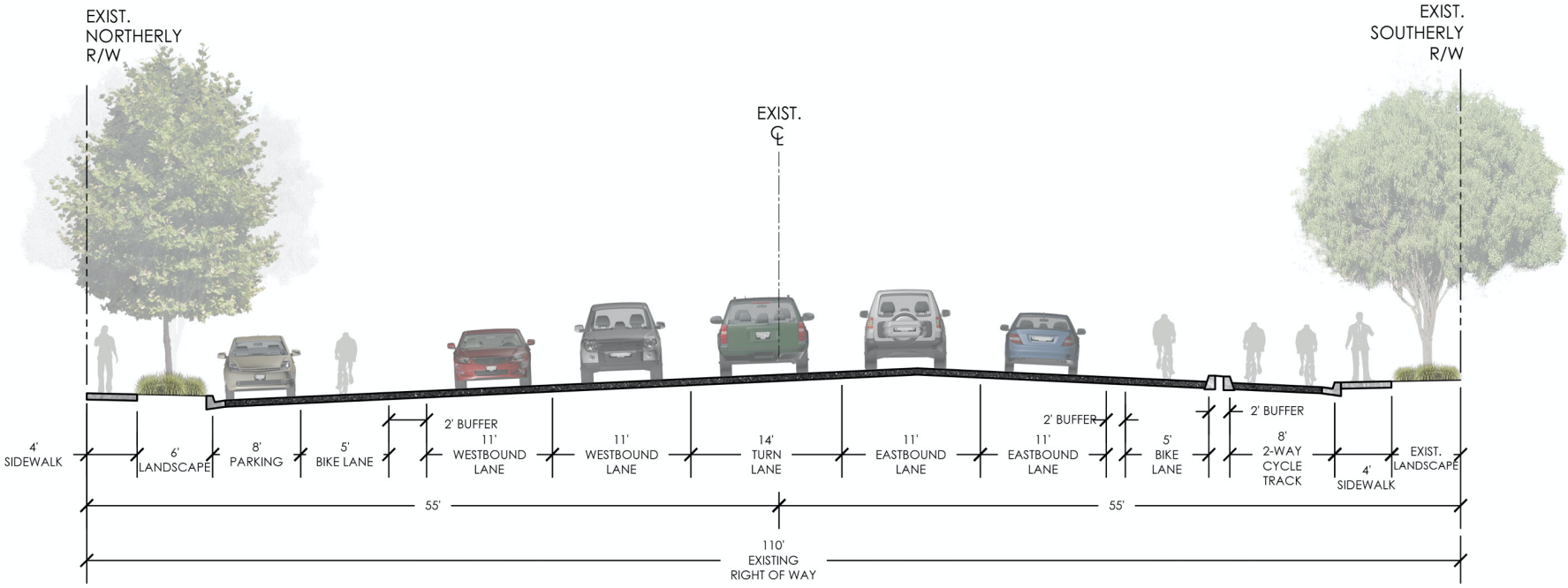
North-south Fashion Valley Road (Figure 4-39) has one 13-foot travel lane and one 12-foot travel lane in either direction within a 62-foot right-of-way. On the east side of the road, there is a five-foot six-inch contiguous sidewalk and a five-foot landscaped area.

With implementation of the Riverwalk project, along the project frontage from Private Drive T to Hotel Circle North, Fashion Valley Road will be widened to 4-lane Major standards. Fashion Valley Road will be modified (Figure 4-40) to include two 11-foot travel lanes in either direction, separated by a 24-foot planted median with turn lanes. A two-way, 12-foot cycle track will ultimately be constructed on the west side of the roadway, with a four-foot buffer between the cycle track and the roadway. To the west of the cycle track, a nine-foot landscaped parkway buffers a six-foot non-contiguous sidewalk. On the east side of the roadway, the existing six-foot contiguous sidewalk will remain. Riverwalk will raise Fashion Valley Road to accommodate larger storm events and provide a soft-bottom condition for the San Diego River. Right-of-way width will be increased to 110 feet.

East-west Hotel Circle North (Figure 4-41) is currently configured along the project frontage with an 11-foot eastbound lane, a 12-foot eastbound lane, and an approximately 13-foot six-inch westbound lane. An approximately six-foot six-inch contiguous sidewalk is provided on the north side of the road. Total right-of-way is 46 feet six inches, with an approximately three-foot six-inch buffer along the southerly right-of-way. The north side of the road would be widened by approximately 10 feet to accommodate a cycle track, parkway and sidewalk.

Hotel Circle North will be reconfigured with implementation of the Mission Valley Community Plan as a one-way street with two westbound travel lanes (one 11-foot lane and one 12-foot lane), a 12-foot two-way cycle track with four-foot buffer, a seven-foot landscaped parkway, and a seven-foot non-contiguous sidewalk (Figure 4-42). Right-of-way width will be increased to 56 feet six inches. This configuration would occur with ultimate implementation of the Mission Valley Community Plan and would not be associated with implementation of the Riverwalk project.

Figure 4-37. Friars Road (Existing)



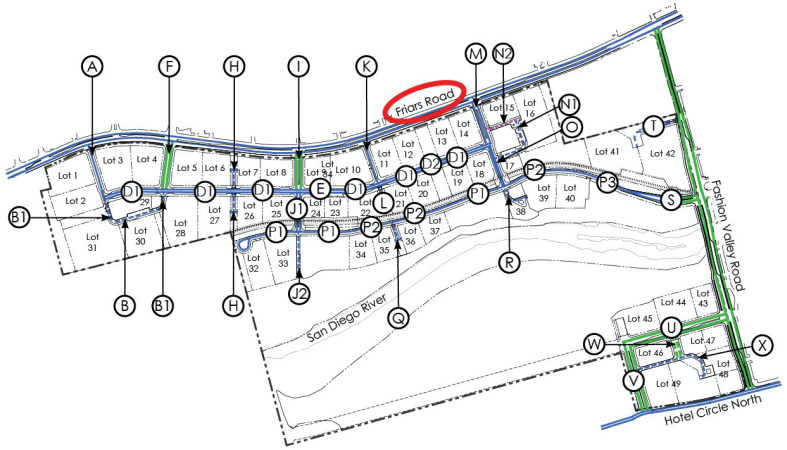


Figure 4-38. Friars Road (Future with Riverwalk)

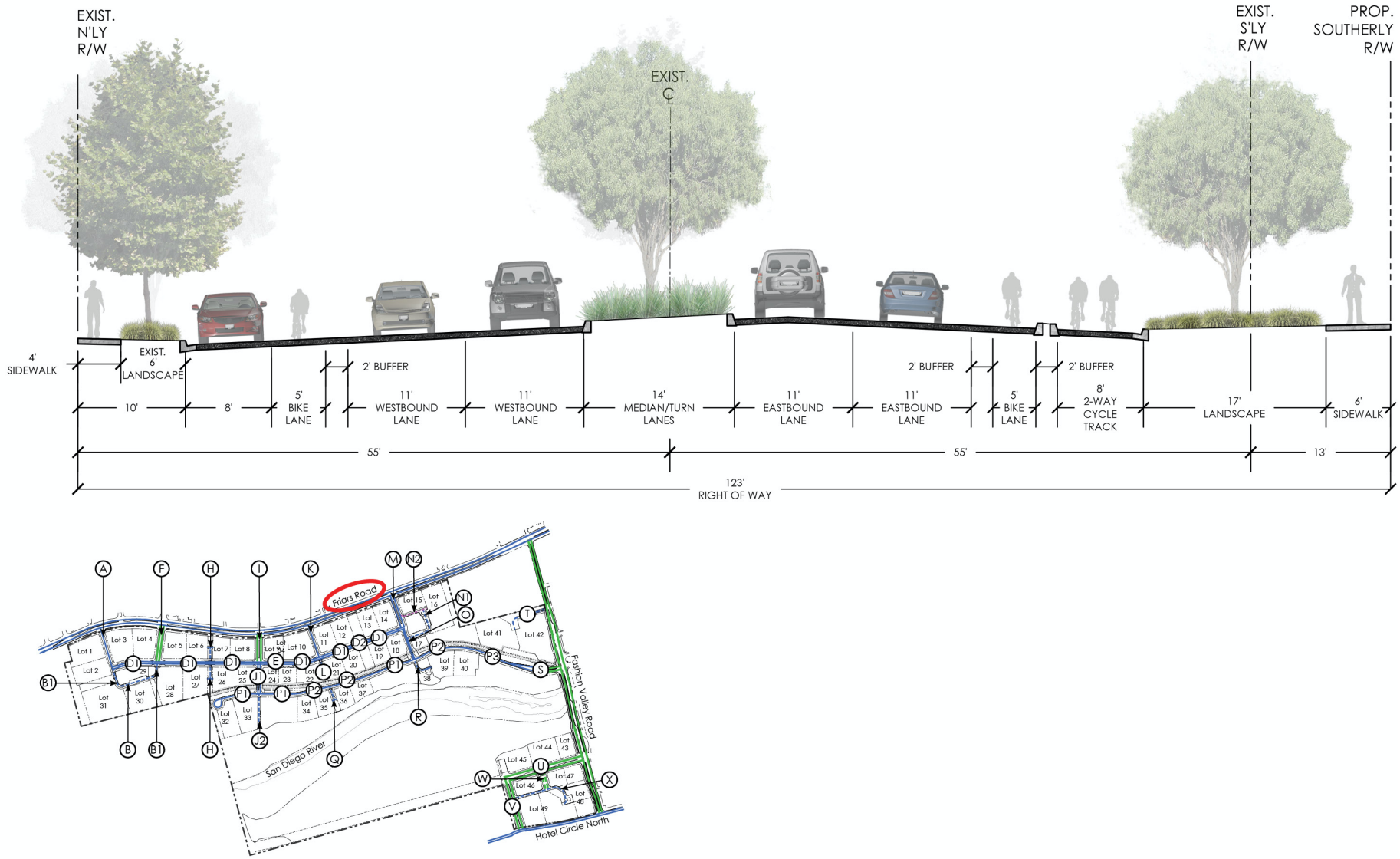


Figure 4-39. Fashion Valley Road (Existing)

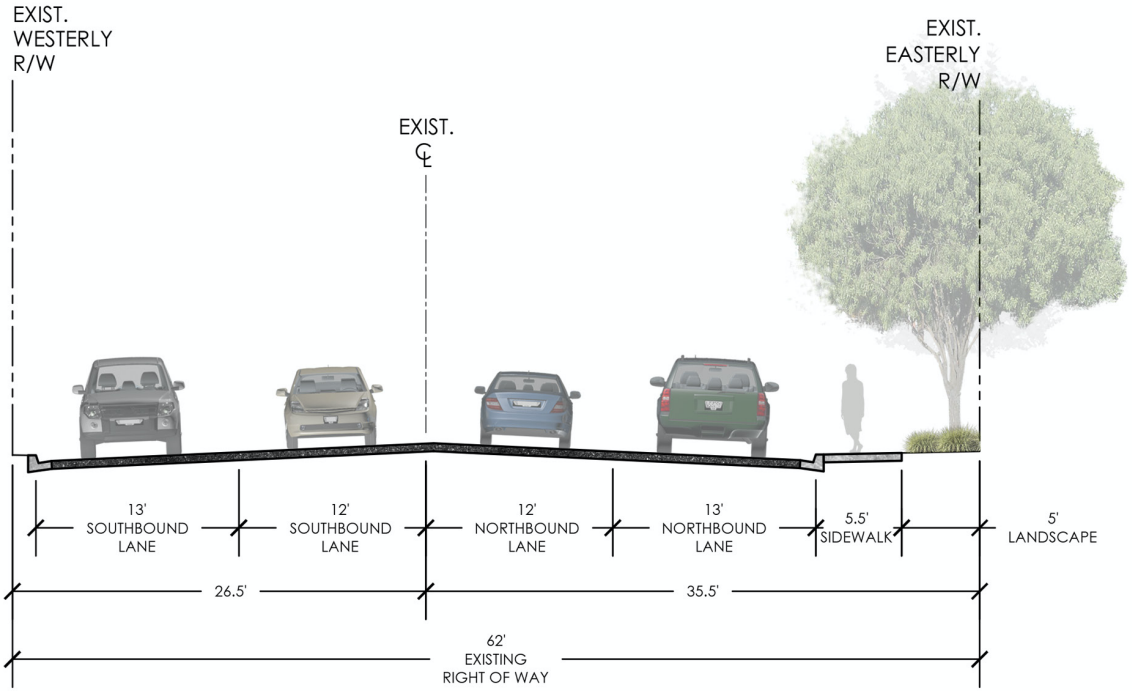
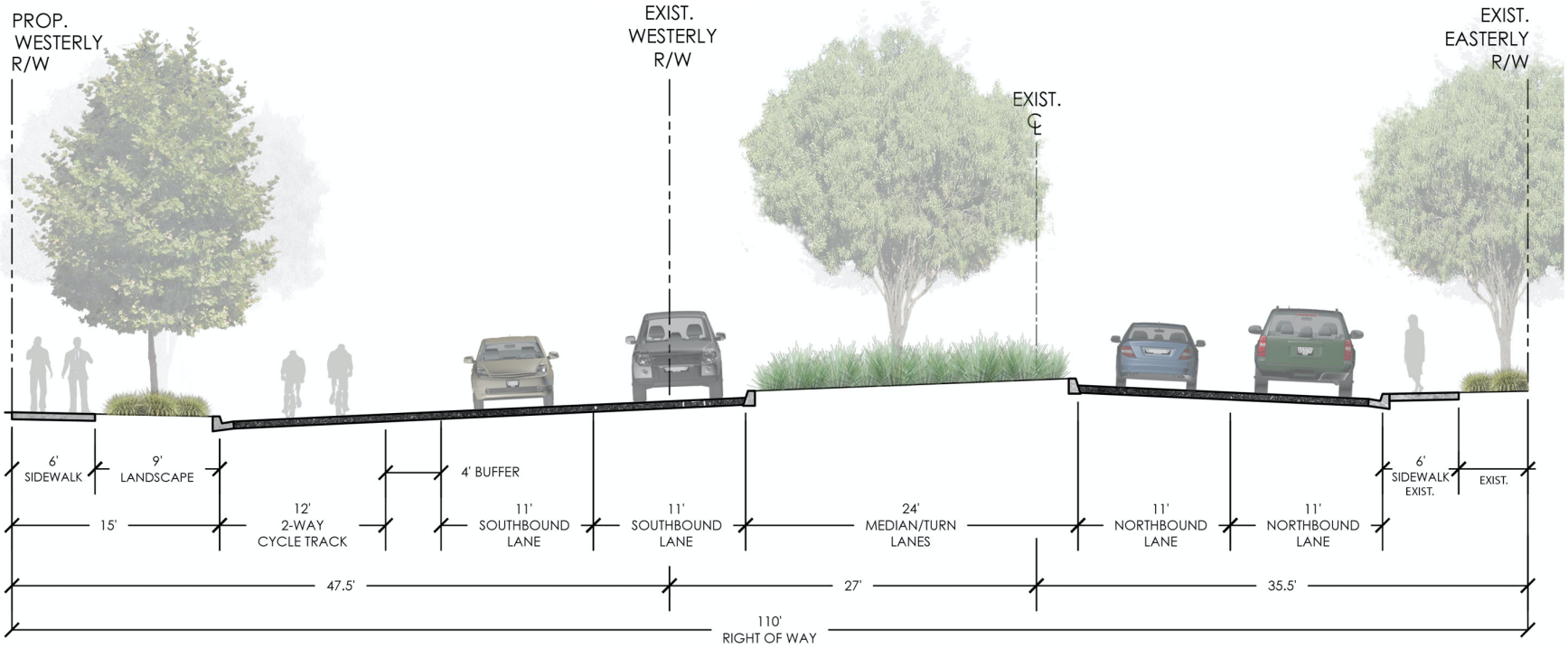




Figure 4-40. Fashion Valley Road (Future with Riverwalk)



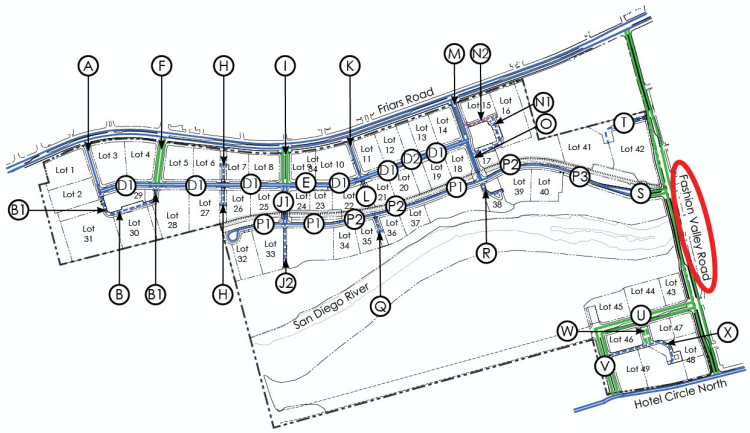


Figure 4-41. Hotel Circle North (Existing)

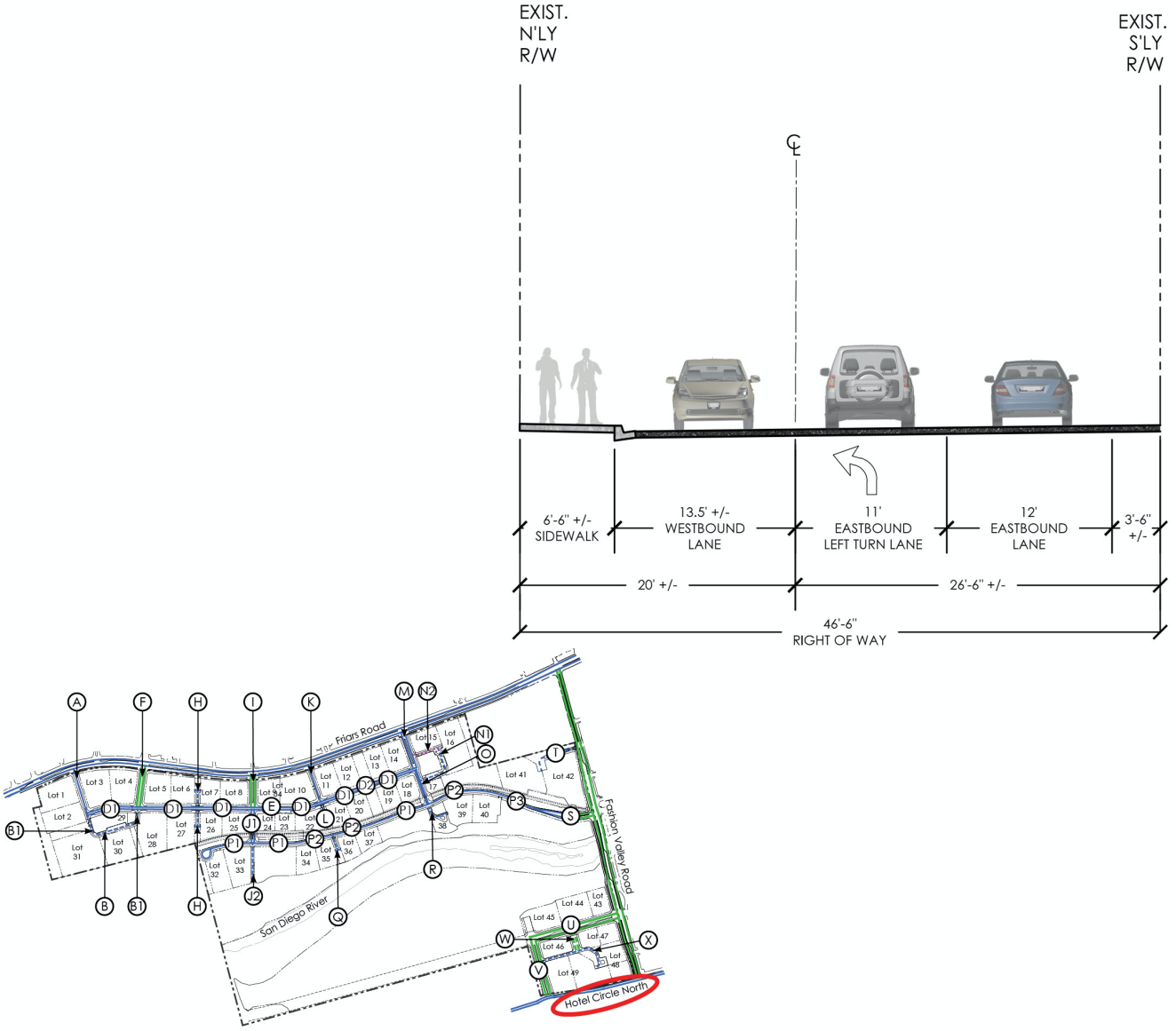
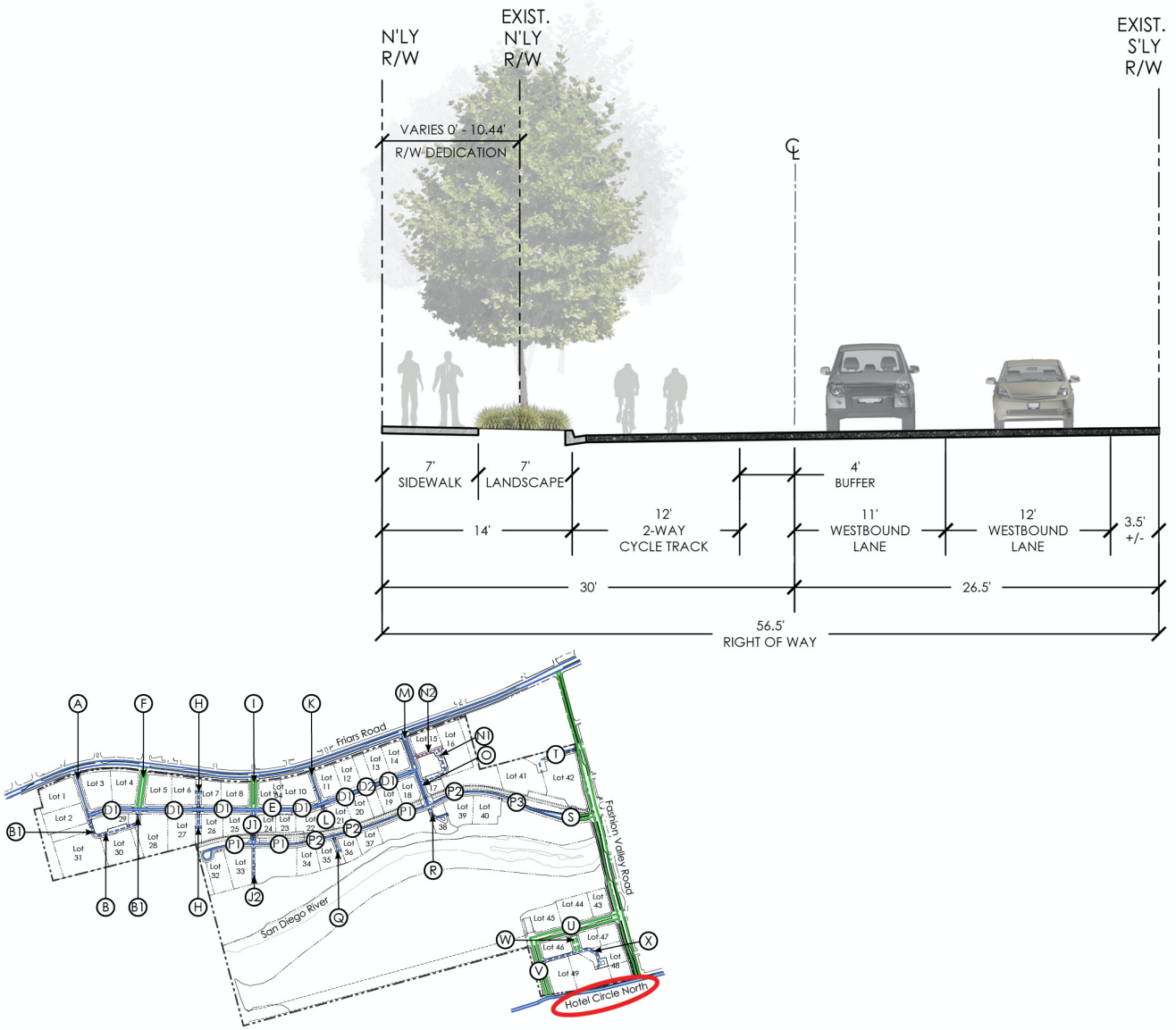


Figure 4-42. Hotel Circle North (Mission Valley Community Plan Planned Configuration)



4.7 VEHICULAR ACCESS AND PARKING

As described above in the street section discussion, access to Riverwalk will occur as signalized or right in/right out intersections. These are shown in Figure 4-43, *Riverwalk Access*.

Few private driveways will be permitted in the project in order to preserve traffic capacity yet provide convenient and safe access. Because the project includes a new transit/trolley stop located in the approximate mid-point of the Riverwalk neighborhood, non-vehicular movement and access to, from, and throughout the community is encouraged and should lead to a reduced parking demand.

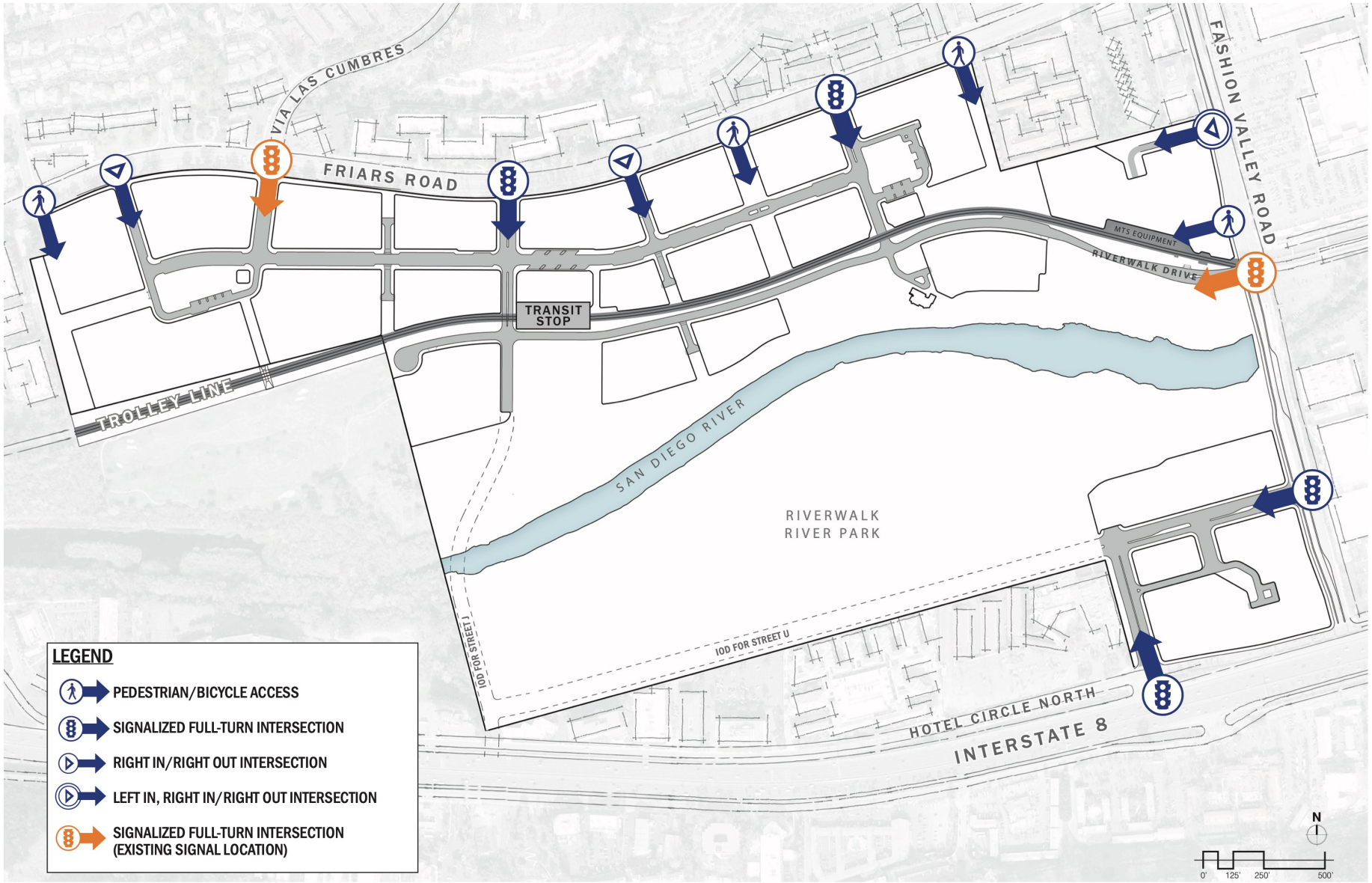
Parking will be provided for private developments, visitor use, and public park areas. Since Riverwalk is a mixed-use community, some areas may provide the opportunity for the sharing of parking. Studies indicate that some combinations of land uses require less parking space than the same land uses would individually require at freestanding or isolated locations. Similarly, overall external traffic generation for mixed-use projects is reduced from the normal traffic generation expected from individual land uses. Past Urban Land Institute (ULI) studies concluded that:

- Hourly accumulation of parking is significantly different for various types of land uses.
- There are important seasonal variations which represent another form of time differential.
- Parking demand was not found to be sensitive to regional factors or city size.
- Site-specific factors such as transit accessibility are more directly related to parking demand.
- Reductions in parking space requirements resulting from shared parking have occurred and indicate the following factors:
  - Actual peak occupancy is consistently lower than simply adding single-use peak parking demands.
  - Captive market effects often significantly reduce requirements for shared parking.

4.8 TRIP GENERATION ESTIMATE

Full build out of the Riverwalk Specific Plan is anticipated to generate approximately 41,186 driveway ADT. Details of the ADT calculations for the Riverwalk Specific Plan can be found in the *Transportation Impact Analysis* (March 2020) included as part of the Riverwalk Specific Plan EIR and is based upon the City of San Diego Trip Generation Manual, increasing pedestrian/bicycle connectivity, and the reduction of vehicle miles travels.

Figure 4-43. Riverwalk Access



5 PUBLIC SERVICES, UTILITIES, AND SAFETY

5.1 PUBLIC SERVICES

Public services are those institutional responses to basic human needs, such as health, safety, welfare, and education. This section describes the provisions necessary for public services, including schools, libraries, fire and police, solid waste, and public parks and recreation.

Public service needs are based on an area's population. The buildout population for Riverwalk is estimated at 7,998, based on the target residential development of 4,300 dwelling units and a population generation rate of 1.86 people per residence provided by City of San Diego Park planning staff.

5.1.1 Libraries

The City of San Diego Libraries Department recommends a new branch library when there are at least 20,000 residents in the community. In response to this criterion, a new library, located at 2123 Fenton Parkway, was constructed to serve the Mission Valley community in July 2002. Additional libraries that also serve the Specific Plan area are located in adjacent communities: the Linda Vista Branch at 6950 Linda Vista Road and the Mission Hills-Hillcrest/Harley & Bessie Knox Branch at 215 West Washington Street.

The Mission Valley Library, which opened in 2002, provides a computer lab, media (videos, CDs, DVDs), on-line databases, internet access, conference and meeting rooms, family programs, and a library collection of over 70,000 books. The library additionally includes a meeting room with public art displays, a children's library, computer lab, outdoor patio with a flowing river sculpture, and a terrace.

The Linda Vista Library is located in a 10,000-square-foot building, which opened in 1987. As Linda Vista is home to many first-generation immigrants, the library has an extensive collection of titles in Spanish, Vietnamese, Chinese, and Japanese, along with smaller holdings in other languages. This library contains 19 computers for public use and one meeting room.

The Mission Hills-Hillcrest/Harley & Bessie Knox Library opened in 2019. The 14,000-square-foot library features modern amenities, including designated areas for teens and young children, a community meeting space, study rooms, computer labs, drought-tolerant landscaping, an underground parking garage, and a design expected to achieve LEED Gold certification. This library houses a special collection of LGTBQ books.

5.1.2 Schools

Schools located within the San Diego Unified School District (SDUSD) provide elementary and secondary public education to students generated by residential development in Riverwalk. Although currently there are no public schools located within Mission Valley, the community is served by eight elementary schools, five middle schools, and four high schools located in communities bordering Mission Valley. Carson Elementary School, located at 6905 Kramer Street in the Linda Vista community, provides education for students Kindergarten through Grade 5; Montgomery Middle School, located at 2470 Ulric Street in the Linda Vista community, serves Grade 6 through Grade 8; and Kearny High School, located at 1954 Komet Way in the Linda Vista community serves Grade 9 through Grade 12. Additionally, a new public

elementary school is planned at Civita, located two miles east of Riverwalk within the Mission Valley community. This new school will serve kindergarten through fifth grade and will be Mission Valley's first public school.

Senate Bill (SB) 50 was enacted in 1998 authorizing the collection of developer fees for school facilities construction and establishing a maximum cap on such fees (and indexes for inflation). As a result of SB 50, Government Code section 65995 and California Education Code section 17620 allows school districts to levy fees on residential or commercial/industrial construction projects within a school district's boundaries. Developers of projects within Riverwalk will be responsible for the payment of fees associated with public school service based on size of residential units and commercial uses as established by SDUSD. Present City policy requires that verification of payment of school fees be made prior to the issuance of building permits. Additionally, a portion of the property taxes generated by the project will be allocated to the SDUSD.

Several universities and community colleges are located near to Riverwalk and provide its residents with opportunities for higher education. National University and Brandman University are located within the Mission Valley community. The University of San Diego and San Diego Mesa Community College are in the neighboring community of Linda Vista, and San Diego State University is east of Mission Valley in the College Area community. San Diego City College is located in downtown San Diego, and Grossmont College is located in the City of El Cajon. Access from Riverwalk to all of the surrounding colleges and universities is provided via the Green Line Trolley and connecting buses.

5.1.3 Fire and Rescue

Fire and rescue protection is provided by the City of San Diego Fire-Rescue Department. The Riverwalk Specific Plan area is served by two fire stations: Station 5 at 3902 Ninth Avenue and Station 45 at 9366 Friars Road. Station 5 houses an engine and a battalion. Station 45 houses an engine, a battalion, a truck, and two HazMat units.

The provision of fire and emergency access to all structures within the Riverwalk neighborhood is a critical function of the City of San Diego. Therefore, prior to the issuance of the Building Permit for each individual lot, the Building Plans shall demonstrate compliance with the City's Fire and Safety codes in effect at the time of Building Permit application. This will likely include drivable surfaces, hose reach requirements, ladder access, and standpipe and building identification, as well as other requirements.

While human access to the San Diego River within the Riverwalk River Park will be restricted, two emergency access points for the San Diego Fire-Rescue Swift Water team will be located adjacent to the existing pedestrian bridges. These will be utilized only for emergency vehicle access during water rescues in the San Diego River.

5.1.4 Police

Police protection within the City of San Diego is provided by the City of San Diego Police Department. The Specific Plan area would be served by officers from the Western Division located at 5215 Gaines Street.

Goal for Greatness:
Support a safe community through integration of passive crime prevention design and activation throughout the Districts.

In addition to police protection, Riverwalk incorporates elements of Crime Prevention through Environmental Design (CPTED) in order to reduce the incidence of crime in the neighborhood. CPTED is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts. Specifically altering the physical design of the communities in which people reside and congregate in order to deter criminal activity is the main goal of CPTED. CPTED principles of design affect elements of the built environment ranging from the small-scale (such as the strategic use of shrubbery and other vegetation) to the overarching, including building form of an entire urban neighborhood and the amount of opportunity for "eyes on the street".

5.1.5 Public Parks and Recreation

The population-based standards for City parks are identified in the Recreation Element of the General Plan, Table RE-2. Parks can range in size:

- Less than one-acre Pocket Parks/Plazas (serve the population within a ¼-mile);
- Mini Parks of one to three acres (serve the population within a ½-mile);
- Neighborhood Parks of three to 13 acres (serve a population of 5,000 – approximately within one mile);
- Community Parks of 13 to 20 acres (serve a population of 25,000); and
- Major Parks of 20 or more acres (serve one or more community planning areas).

Based upon information provided by Park planning staff, Mission Valley will have an estimated population of 1.86 persons per household. With a maximum residential buildout of up to 4,300 units, Riverwalk will generate a population of approximately 7,998. Using City standards, this local population represents a requirement of approximately 22.4 acres of population-based parkland area. In accordance with provision of required population-based park space, Riverwalk will provide approximately 51 acres of publicly-owned park land.

Riverwalk will satisfy more than its 22.4-acre population-based park requirement through the provision of parks on-site as described below and further described in Chapter 3, *Parks, Open Space, and the Pedestrian Realm.* Urban parks will be phased with development in the North District. These parks will be privately-owned, privately-maintained, and publicly-accessible parks. Public access with private maintenance to these parks will be assured through the provision of recreation easements, or similar access agreements.

The Riverwalk River Park, which is planned to serve as a location for a Recreation Center, will be a publicly-owned City of San Diego park, subject to the Development Agreement.

As presented in Chapter 3, *Parks, Open Space, and the Pedestrian Realm*, of this Specific Plan, Riverwalk provides a total of approximately 97 acres of parks and open space within the overall development. This involves approximately:

- **Improvements to the San Diego River** (approximately 35 acres): including surrounding habitat restoration and protection area and a no-use buffer;

- **Dedication of land and completion of interim park improvements for the Riverwalk River Park** (approximately 51 acres): the Riverwalk River Park surrounding the San Diego River.
- **North District Urban Parks** (approximately 10 acres): a collection of pocket parks, mini parks, and neighborhood parks interwoven into Riverwalk's North District.
- **Central District Urban Parks** (approximately 6.5 acres): a collection of pocket parks, mini parks, and neighborhood parks interwoven into Riverwalk's Central District.
- **Open Space** (approximately 0.6 acres): Located within the North and Central Districts (0.2 acre and 0.4 acre, respectively), providing landscape buffer along portions of the existing trolley tracks.

5.2 PUBLIC UTILITIES

Riverwalk is located within the urbanized community of Mission Valley. As such, public utilities including water, sewer, gas, and electricity are readily available to serve Riverwalk. Development within Riverwalk will provide the necessary connections, extensions, and upgrades to the existing utilities. As part of the Riverwalk Vesting Tentative Map, a drainage plan and storm water control plan have been developed to control runoff and carry storm water, in accordance with City regulations.

5.2.1 Water Service and Facilities

The City of San Diego Water Utilities Department provides water to the site as part of the Metropolitan System. Water demand projections have been calculated in accordance with the City of San Diego Water Department's Facility Design Guidelines. The projected average day demand for the fully developed Riverwalk Specific Plan is 1.16 million gallons per day (mgd).

Figure 5-1, *Water Facilities*, illustrates the planned water distribution systems for the project. Water facilities have been designed in a manner to ultimately serve buildout of the project, with considerations to offsite water demand as well. Water service is available in Friars Road and Fashion Valley Road from an existing 16-inch diameter line, which will be looped and interconnected to existing smaller diameter distribution lines in Hotel Circle North through Riverwalk's street network.

5.2.2 Sewer Service and Facilities

Sewer service will be provided by the City. Figure 5-2, *Riverwalk Sewer Facilities*, depicts the planned sewer facilities and connections that will be necessary to serve development in Riverwalk. Based upon City of San Diego design criteria, the average daily flow anticipated at buildout of Riverwalk Specific Plan is 0.845 million gallons per day (MGD).

As shown in Figure 5-2, *Sewer Facilities*, sewer service will be provided by the 78-inch diameter North Mission Valley trunk sewer. Sewer collector mains will be installed throughout the project as required and will connect to the existing trunk sewer.

Figure 5-1. Water Facilities

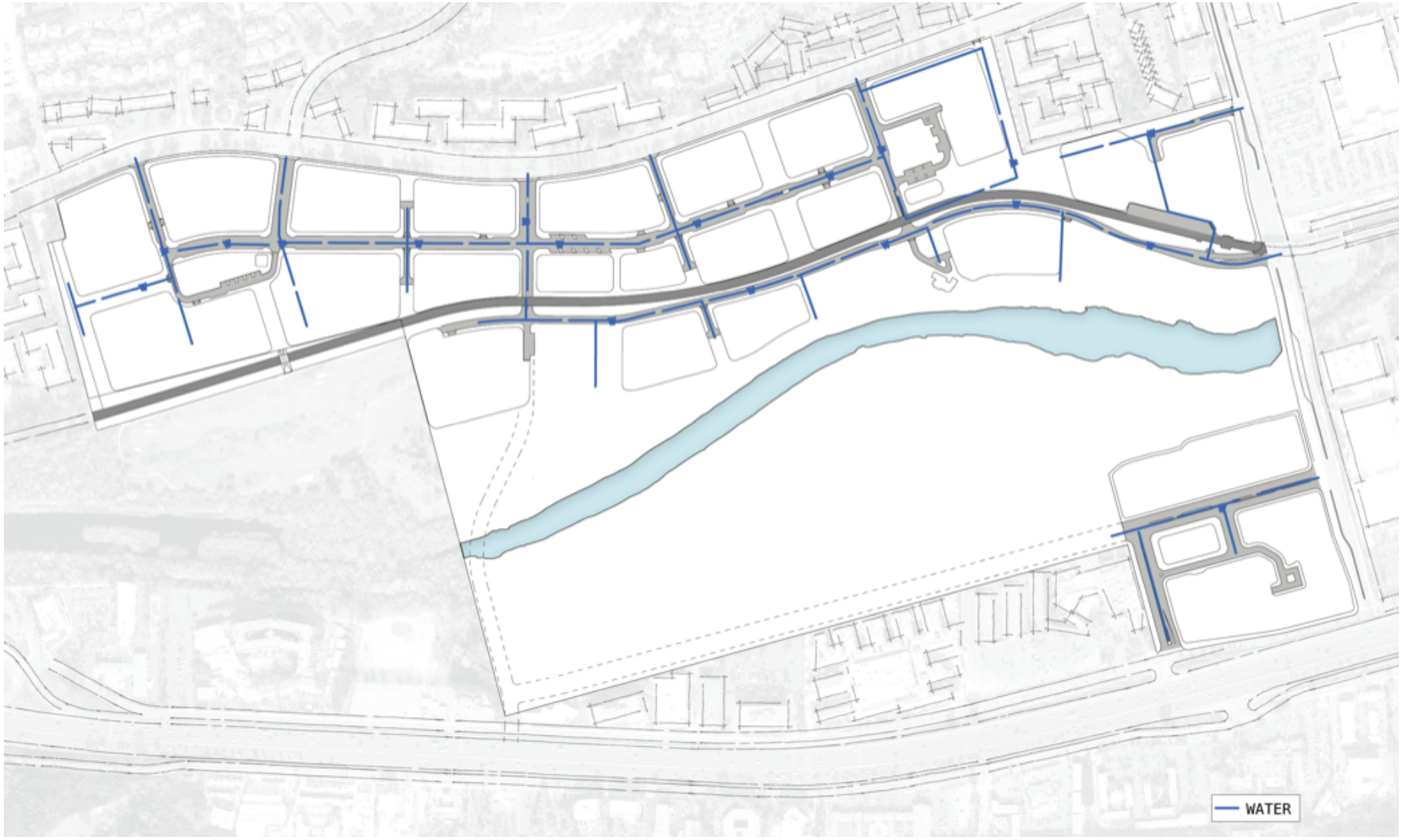
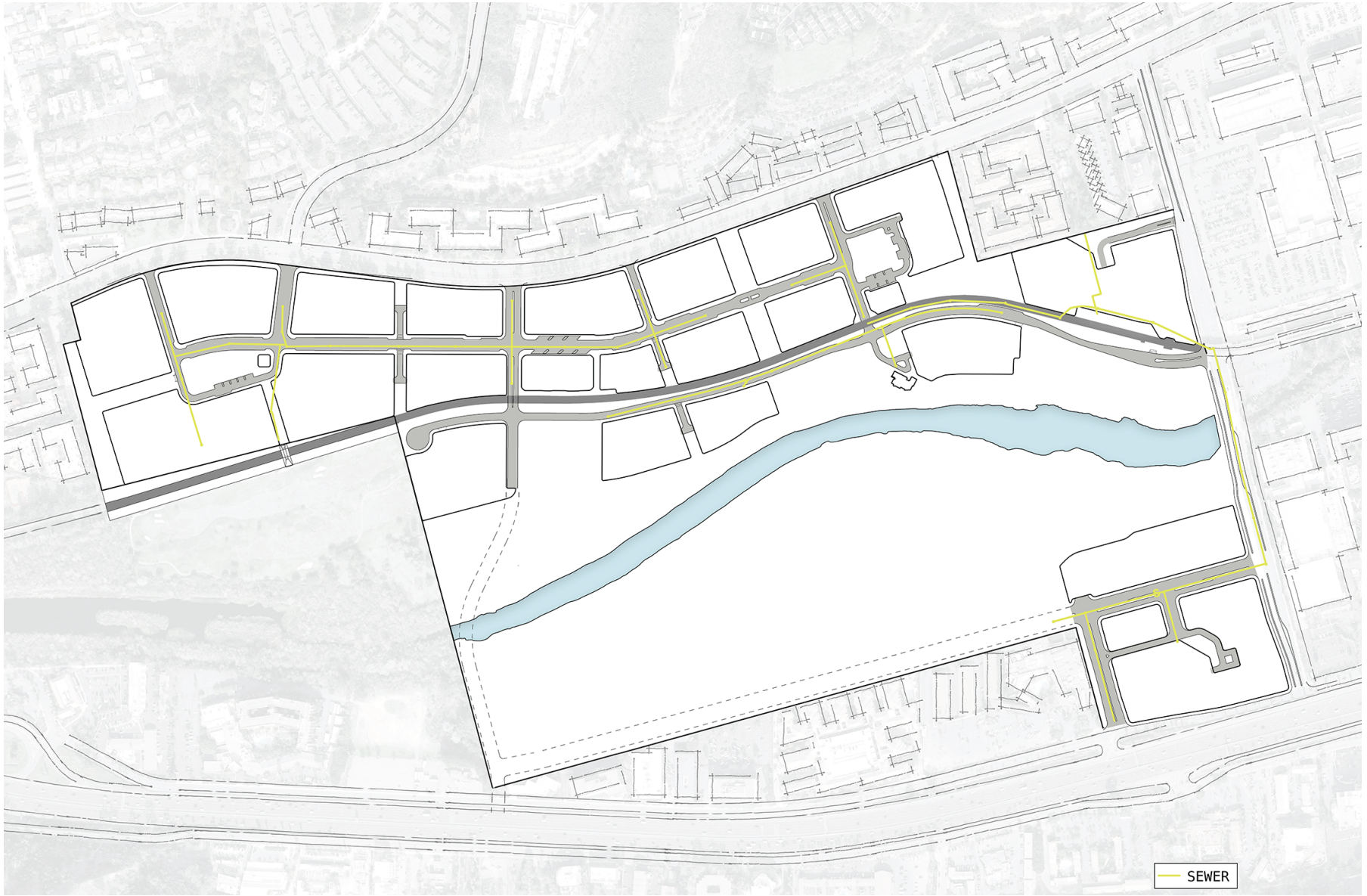


Figure 5-2. Sewer Facilities



5.2.3 Drainage Facilities

Existing public drainage facilities will be extended through the project within public storm drain easements in storm drain facilities designed according to City Engineers' requirements. Storm drains will be installed within the project in a combination of public and private drainage systems in accordance with requirements of the State Regional Water Control Board and the City's design standards.

Jurisdictional Permits

Projects that would impact wetland/riparian features that would be considered jurisdictional by state and or federal agencies would require permits. The type of permit will depend upon the proposed impact and the regulations/requirements of each regulatory agency. The typical regulatory agencies that are involved in issuing permits for impacts to jurisdictional resources are the U.S. Army Corps of Engineers (Corps), California Department of Fish and Wildlife (CDFW), and the Regional Water Quality Control Board (RWQCB). The Corps regulates federal jurisdictional resources under the Federal Clean Water Act. For the state, the CDFW regulates impacts under the California Fish and Game Code and the RWQCB under the Porter Cologne Act. Below is further discussion of each of these regulatory paths.

Federal Clean Water Act. Under Section 404 of the Clean Water Act, the Corps is charged with regulating the discharge of dredge and fill materials into jurisdictional Waters of the U.S. The terms "Waters of the U.S." and "jurisdictional waters" have a broad meaning that includes special aquatic sites, such as wetlands. Corps wetland boundaries are determined using three criteria (vegetation, hydrology, and soils) established for wetland delineations, as described within the Wetlands Delineation Manual and Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region.

Waters of the U.S., as defined by regulation and refined by case law include:

(1) The territorial seas;

(2) Coastal and inland waters, lakes, rivers, and streams that are navigable Waters of the U.S., including their adjacent wetlands;

(3) Tributaries to navigable Waters of the U.S., including adjacent wetlands; and

(4) Interstate waters and their tributaries, including adjacent isolated wetlands and lakes, intermittent and ephemeral streams, prairie potholes, and other waters that are not a part of a tributary system to interstate waters or navigable Waters of the U.S., the degradation or destruction of which could affect interstate commerce.

Section 401 of the Clean Water Act requires that any applicant for a federal license or permit to conduct any activity that may result in a discharge to Waters of the U.S. must obtain a Water Quality Certification, or a waiver thereof, from the state in which the discharge originates. In California, the RWQCB issues Water Quality Certifications.

California Fish and Game Code. California Fish and Game Code provides specific protection and listing for several types of biological resources. Section 1600 of California Fish and Game Code requires a Streambed Alteration Agreement for any activity that would alter the flow, change or use any material from the bed, channel, or bank of any perennial, intermittent, or ephemeral river, stream, and/or lake.

Typical activities that require a Streambed Alteration Agreement include excavation or fill placed within a channel, vegetation clearing, structures for diversion of water, installation of culverts and bridge supports, cofferdams for construction dewatering, and bank reinforcement. Notification is required prior to any such activities, and CDFW will issue a Streambed Alteration Agreement with any necessary mitigation to ensure protection of the State's fish and wildlife resources.

Porter-Cologne Water Quality Control Act of 1970. The Porter-Cologne Water Quality Control Act of 1970 grants the State Water Resource Control Board and its regional offices power to protect water quality and is the primary vehicle for implementation of the State's responsibilities under Section 401 of the Clean Water Act. The Porter-Cologne Act grants the State Water Resource Control Board authority and responsibility to adopt plans and policies, regulate discharges to surface and groundwater, regulate waste disposal sites, and require cleanup of discharges of hazardous materials and other pollutants. Typically, the State Water Resource Control Board and RWQCB act in concert with the Corps under Section 401 of the Clean Water Act in relation to permitting fill of Waters of the U.S.

Off-site Improvements

The following improvements to public facilities will be implemented as part of Riverwalk.

Friars Road. Limitations of public improvements to Friars Road will be from about 900 feet west of the westerly project boundary easterly to Fashion Valley Road intersection. Work items for this improvement include:

- Dedication of additional 13-foot right-of-way.
- Construction of a raised median throughout the limit's length.
- Removal and replacement of existing curb and gutter along the project frontage.
- Removal of existing sidewalk and replacement with six-foot-wide concrete sidewalk along the project frontage.
- Addition of a five-foot bike lane with two-foot painted buffer.
- Re-striping of travel lanes.

Fashion Valley Road. Limitations of public improvements to Fashion Valley Road will be from the Friars Road intersection southerly to the Hotel Circle Intersection. Work items for this improvement include:

- Dedication of additional 47.5 feet of right-of-way.
- Construction of a raised median from the Riverwalk Drive intersection southerly to the Hotel Circle North intersection.
- Construction of a two-way cycle track with raised buffer from the Riverwalk Drive intersection southerly to the Hotel Circle North intersection.
- Construction of curb and gutter.
- Construction of a six-foot-wide concrete sidewalk along the project frontage.
- Re-striping of travel lanes.

Hotel Circle North. Limitations of public improvements to Hotel Circle North will be from the I-8 off-ramp/on-ramp intersection easterly to the

Fashion Valley Road/Hotel Circle North intersection. Work items for this improvement include:

- Dedication of additional zero feet to 14.44 feet of right-of-way.
- Construction of a two-way cycle track with painted buffer along the project frontage.
- Construction of a six-foot-wide concrete sidewalk along the project frontage.
- Re-striping of travel lanes.

5.2.4 Solid Waste

Solid waste services in the project area is provided by the combined service of the City of San Diego Environmental Services Department (ESD) and private collectors. The City provides refuse collection for single-family and multi-family residences located on public streets that meet City safe storage and access requirements; collection services for all other developments must be contracted-out by franchised private hauling companies. Solid waste generated within the City of San Diego is taken to either the City of San Diego's West Miramar Landfill, which is located north of Highway 52 at 5180 Convoy Street in San Diego; the Sycamore Sanitary Landfill, located at 8514 Mast Boulevard in San Diego; or the Otay Landfill, located at 1700 Maxwell Road in Chula Vista.

5.2.5 Electricity and Natural Gas

Electric service will be provided from existing systems adjacent to the site, primarily those in Friars Road. Initial feeds will originate at SDG&E's Old Town substation (located at Gaines Street and Napa Street), with future feeds coming from some combination of the Old Town substation and the Fashion Valley substation, or a new substation not yet sited. The principal natural gas source for the site will be SDG&E's existing 20-inch transmission main in Friars Road. This main will adequately serve the site.

5.3 PUBLIC SAFETY

In addition to city-wide public safety concerns that are attended to by the San Diego Police Department and San Diego Fire-Rescue, each community has its own set of community-specific public safety concerns. Within Mission Valley, these include compatibility with the airports within whose influence areas a site is located, as well as emergency evacuation in the event of such natural disasters as flooding or wildfire.

5.3.1 Airport Land Use Compatibility

The Riverwalk site is located within the Airport Influence Area (AIA) Review Area 2 for San Diego International Airport and Montgomery-Gibbs Executive Airport. Within Review Area 2, only the following land use actions require ALUC review:

- Any object which has received a final notice of determination from the FAA that the project will constitute a hazard or obstruction to air navigation, to the extent applicable.
- Any proposed object in an area of terrain penetration to airspace surfaces which has a height greater than 35 feet above ground level.
- Any project having the potential to create electrical or visual hazards to aircraft in flight, including: electrical interference with radio

communications or navigational signals; lighting which could be mistaken for airport lighting; glare or bright lights (including laser lights) in the eyes of pilots or aircraft using the Airport; certain colors of neon lights- especially red and white- that can interfere with night vision goggles; and impaired visibility near the Airport. The local agency should coordinate with the airport operator in making this determination.

» Any project having the potential to cause an increase in the attraction of birds or other wildlife that can be hazardous to aircraft operations in the vicinity of the Airport. The local agency should coordinate with the airport operator in making this decision.

Developments within Riverwalk shall comply with the Airport Land Use Compatibility Overlay Zone of the City of San Diego Municipal Code, which implements the policies and criteria in the San Diego International Airport ALUCP, because the project site is located within AIA Review Area 2 for San Diego International Airport and properties within the Riverwalk Specific Plan may be subject to some annoyances or inconveniences associated with proximity to an airport and airport operations (such as noise, vibration, overflights, or odors). The San Diego County Regional Airport Authority may be contacted for information regarding hours of airport operation, airport master plans, and other relevant information regarding airport operations.

The project site is located within the Airspace Protection Boundary for San Diego International Airport. Development with structures exceeding the Federal Aviation Administration (FAA) CFR Part 77 noticing criteria shall provide notification to the FAA prior to construction as required by the Airport Land Use Compatibility Overlay Zone. The FAA shall have the sole and exclusive regulatory authority over the operation of aircraft. Additionally, the project site is located within the Overflight Area Boundary, which requires overflight notification for new residential development within the overflight area boundary.

As noted, the Riverwalk site is also located within AIA Review Area 2 for Montgomery-Gibbs Executive Airport. Riverwalk is outside of any airport safety boundaries, including the Overflight Area Boundary. Limits on the heights of structures, particularly in areas of high terrain, are the only restrictions on land uses within Review Area 2.

5.3.2 Emergency Evacuation

The Mission Valley community is subject to periodic flooding during major storm events. Flooding can affect mobility through Mission Valley, closing important road connections and affecting emergency services.

In September 2014, the San Diego County Board of Supervisors approved the San Diego County Emergency Operations Plan (EOP). The plan is used by all key partner agencies within the county, including the City of San Diego, to respond to major emergencies and disasters. The EOP describes a comprehensive emergency management system which provides for a planned response to disaster situations associated with natural disasters, technological incidents, terrorism and nuclear-related incidents. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population. The plan also identifies the sources of outside support which might be provided (through mutual aid and specific statutory authorities) by other jurisdictions, state and federal agencies and the private sector.

Goal for Greatness:
Ensure the safety of residents, employees, and visitors by properly treating the San Diego River's hydrology and potential flood events.

The EOP has a number of Annexes applicable to specific elements of emergency response, such as Fire and Rescue, Law Enforcement, Logistics, etc. The Evacuation Annex provides evacuation planning for the County of San Diego Operational Area (OA). The overarching goal of evacuation planning is to maximize the preservation of life while reducing the number of people that must evacuate and the distance they must travel to seek safe refuge. The OA Evacuation Annex describes how emergency managers will cooperate and the decisions they will have to make and implement to respond to a disaster that requires an evacuation of residents and their pets. The OA Evacuation Annex also aims to lessen the impact a large- scale evacuation can have on the host communities.

The OA Evacuation Annex is intended to be used as a template for the development of other jurisdictional evacuation plans and will support or supplement the evacuation plans prepared and maintained by each local jurisdiction. The annex outlines strategies, procedures, recommendations, and organizational structures that can be used to implement a coordinated evacuation effort in the OA. In addition, this annex provides general estimates on the number of residents in the OA who may need to be evacuated due to specific hazards in their area. The annex provides estimates for the number of residents that may require sheltering or transportation assistance, and the estimated number of pets that may need to be evacuated. The annex also provides hazard specific considerations, general evacuation transportation routes and capacities, countywide shelter capacities, evacuation resources available locally and through mutual aid, and access and functional needs considerations. This annex would guide evacuation procedures, should they ever become necessary for Mission Valley and/or Riverwalk.

The Riverwalk Specific Plan facilitates emergency response through the following measures:

- Reconstruction of Fashion Valley Road to allow for an improved 10- to 15-year storm event crossing, increasing accessibility across the Valley at times of heavy rains.

- Improving hydrology and hydraulics of the San Diego River through appropriate site grading in accordance with FEMA and in a manner that protects development during flooding.

5.3.3 Flood Control Measures

The San Diego River flows in a westerly direction through the site. FEMA has mapped an associated 100-year floodplain and floodway, which are generally bounded by the MTS trolley line to the north and I-8 to the south. Riverwalk proposes to encroach within a portion of the floodplain and floodway. The encroachment is associated with a portion of the multi-use development pads along the north and south edges of the river, as well as the park site within the central portion of the river. The development pads of Riverwalk will be elevated above the floodplain, while the park site will convey flood flows.

Local and Federal regulations allow encroachments if the pre-project 100-year water surface elevations are not raised. Riverwalk will meet this criteria by generally lowering the elevations of the Riverwalk River Park, which will create additional conveyance within the central floodplain area. The lowering will offset the encroachments for the development pads. Riverwalk will also improve the Fashion Valley Road culverts in order to provide greater flood capacity under Fashion Valley Road.

Fashion Valley Road is currently subject to inundation during moderate storm events. The project will install vehicular barrier gates across Fashion Valley Road north and south of the river channel. The gates are a safety measure that will prevent vehicles from crossing Fashion Valley Road during the flood stage. The gates will be triggered by sensors that measure water level. The gates will automatically open when the river begins overtopping Fashion Valley Road (to prevent vehicular traffic from crossing when the roadway is flooded) and automatically close when the flood level recedes below Fashion Valley Road (allowing vehicles to cross once the road is no longer flooded).

5.3.4 Brush Management

A Brush Management program is required where structures could be located on premises within 100 feet of native or naturalized vegetation. The City's Very High Fire Hazard Severity Zone (VHFHSZ) Map identifies an area of potential vegetated fuel load along the San Diego River, which traverses the project site. Therefore, a Brush Management Plan has been developed for Lots 36 through 40 where development may be within 100 feet of the native or naturalized vegetation (Figure 5-3, *Brush Management*).

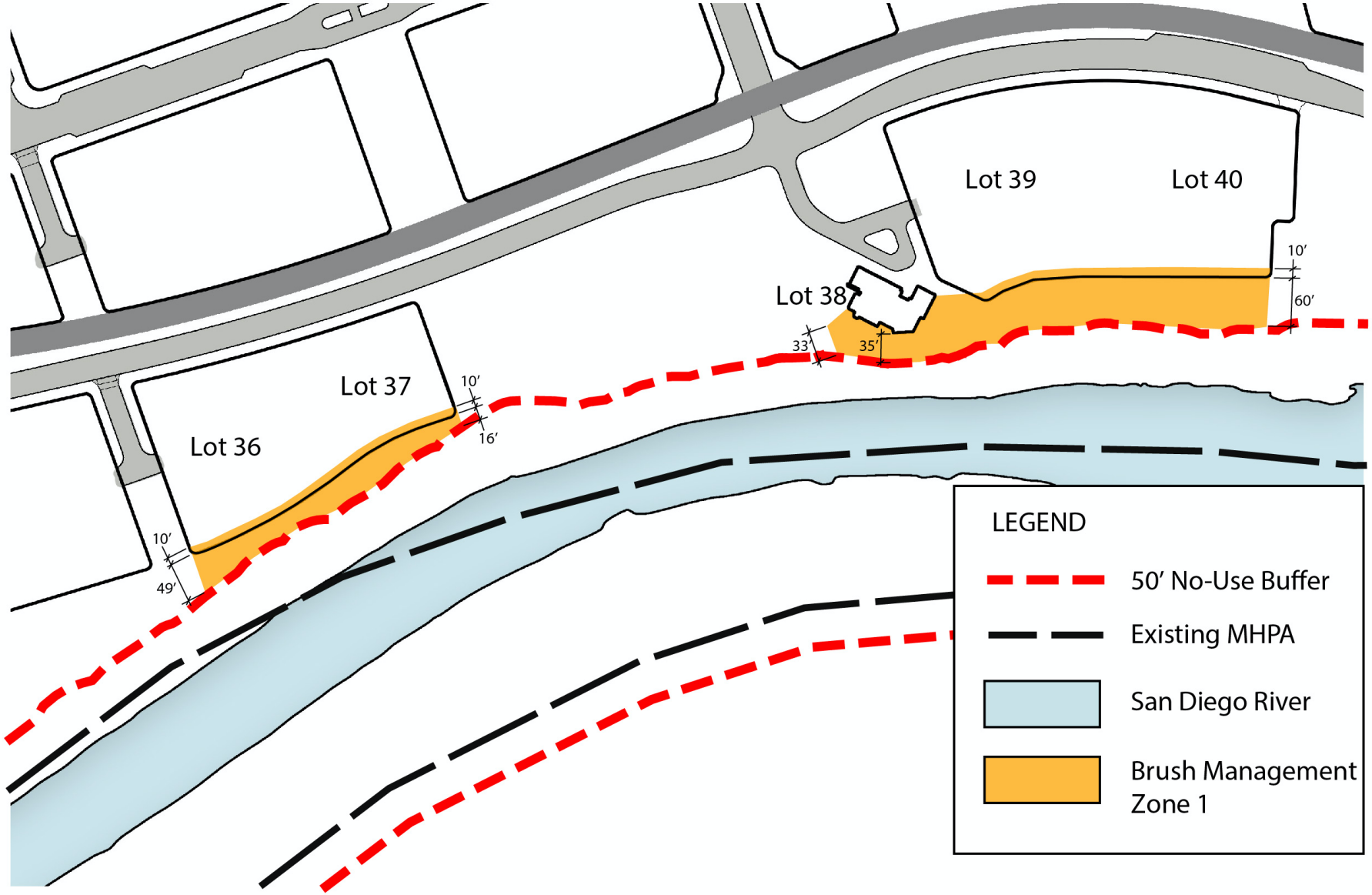
Development on Lots 36 through 40 would be separated from the fuel through a Zone One measuring between 25 feet and 70 feet. The Zone One will consist of developed fire breaks in the form of building setbacks, the Riverwalk River Park, the San Diego River Pathway, and various trails. The Zone One will measure between 25 feet and 70 feet and all structures fronting the San Diego River within Lots 36 through 40 will be subject to alternative compliance measures as allowed under §142.0412(i).

According to §142.0412(i), an applicant may request approval of alternative compliance for brush management in accordance with Process One if all of the following conditions exist:

(1) The proposed alternative compliance provides sufficient defensible space between all structures on the premises and contiguous areas of native or naturalized vegetation as demonstrated to the satisfaction of the Fire Chief based on documentation that addresses the topography of the site, existing and potential fuel load, and other characteristics related to fire protection and the context of the proposed development.

(2) The proposed alternative compliance minimizes impacts to undisturbed native or naturalized vegetation where possible while still meeting the purpose and intent of Section 142.0412 to reduce fire hazards around structures and provide an effective fire break.

Figure 5-3. Brush Management



6 LAND USES, DEVELOPMENT STANDARDS, AND DESIGN GUIDELINES

This chapter provides development standards and design guidelines to ensure a **high quality**, **thoughtfully designed**, and **aesthetically cohesive** neighborhood is developed at Riverwalk. Development Standards are regulations that shall be adhered to in order to achieve this vision. Future development proposals that are consistent with the land uses, development standards (Table E-1), and applicable zones require approval through the City's ministerial process as described in Chapter 7, *Implementation*. It is intended that this chapter, specifically, is consulted as part of the ministerial permit process for any development within Riverwalk. Specifically, implementation of the zone-specific development regulations contained in the City's Land Development Code, as modified in Tables E-2 through E-4, the Riverwalk Specific Plan Regulations (Table E-1), and the project-specific Tailored Development Standards (Table E-5), included in Appendix E, will establish the framework for ministerial review. In this way, the goals and objectives of the Riverwalk Specific Plan will be realized. Design Guidelines as outlined throughout this chapter are intended to provide context for those using this document in the future to understand the vision of the development and the neighborhood character intended for Riverwalk.

6.1 LAND USES

The Riverwalk Specific Plan envisions a mixed-use community to develop with an authentic mix of residential, employment, commercial, and recreational amenities. With a focus on flexibility and responsiveness – to community desires, market demands, and City needs – the balance of land uses provided by Riverwalk allows for a highly adaptive neighborhood that is not statically bound to the time in which the Specific Plan is adopted. This flexibility allows for Riverwalk to continue throughout its life as a cutting edge, timely, and embraced neighborhood. Regulations within this section allow for certain uses to develop by right (SCR Process One) in accordance with this Specific Plan that would otherwise require secondary discretionary action.

6.1.1 Permitted Land Uses

All uses permitted in the OP-1-1 and OC-1-1 zones are allowed on lots with this zoning.

The following land uses implement the vision of Riverwalk by right (ministerial permit) under the CC-3-9 and RM-4-10 zones. These land uses apply to all lots zoned RM-4-10 and CC-3-9. (Note: Lots TT and VV are intended to be utilized as public parks.) Uses that are indicated with an *L* have limitations imposed by the San Diego Municipal Code section noted in parentheses that apply to these land uses within Riverwalk; these limited uses would comply with the regulations of the noted Municipal Code section. All other uses permitted within the CC-3-9 and RM-4-10 zones, including those permitted with limitations, are allowed within Riverwalk. Any land uses that require County or State permits, such as beer and liquor licenses and health permits, still require processing of those licenses and permits in accordance with local or State law.

- All permitted uses allowed within the CC-3-9 and RM-4-10 zones
- Active recreation

- Artisan food and beverage producer – *L* (§141.1001)
- Assembly and entertainment uses – *L* (§141.0602)
- Boarding kennels/pet day care facilities – *L* (§141.0604)
- Business and professional offices
- Business support
- Child care centers – *L* (§141.0606)
- Consumer goods, furniture, appliances, equipment
- Eating and drinking establishments
- Financial institutions
- Food, beverage, and groceries
- Instructional studios
- Medical, dental, and health practitioner offices
- Mobile food trucks – *L* (§141.0612)
- Multiple dwelling units
- Passive Recreation
- Permanent parking facilities as a primary use
- Personal services
- Pets and pet supplies
- Regional and corporate headquarters
- Research and Development
- Retail tasting stores – *L* (§141.0508)
- Sidewalk cafés – *L* (§141.0621)
- Sundries, pharmaceutical, and convenience sales
- Veterinary clinics and animal hospitals – *L* (§141.0625)
- Visitor accommodations
- Wearing apparel and accessories
- Weekly farmers' markets – *L* (§141.0503)

6.1.2 Regulated Land Uses

In addition to permitted and limited land uses, Riverwalk allows for certain land uses that incorporate regulations from the San Diego Municipal Code to allow for development by right (SCR Process One) in accordance with those regulations, as included in this Specific Plan.

Continuing Care Retirement Communities

Continuing care retirement communities are licensed by the State as both a residential care facility for the elderly and a skilled nursing facility, regulated under the California Health and Safety Code, and overseen by the California Department of Social Services. They provide residents with multiple living environments based on the changing level of care required by the resident.

The communities typically provide independent dwelling units, assisted living dwelling units, and convalescent and memory care rooms.

Continuing care retirement communities may be permitted within Riverwalk, subject to the following regulations.

- ***Reg-1.*** Convalescent and memory care rooms shall, at a minimum, comply with California Code of Regulations Title 22, Division 6, Chapter 8 (Residential Care Facilities for the Elderly).

- ***Reg-2.*** Parking areas shall be lighted for the safety of tenants. Lighting shall be of a design that deters vandalism. The location, type, and size of the proposed lighting fixtures shall be specified on the development permit application.

- ***Reg-3.*** The number of vehicle trips shall be determined as follows:
  - Four daily trips per independent living dwelling unit; and
  - Three daily trips per room for convalescent and memory care rooms.

- ***Reg-4.*** Continuing care retirement communities shall be subject to the landscape regulations for commercial development in San Diego Municipal Code Table 142-04A.

- ***Reg-5.*** Permitted Density
  - The density shall comply with the base zone.
  - Only independent and assisted living dwelling units shall be used to calculate density.
  - The density shall be calculated using the area of the entire development.

Golf courses, driving ranges, and pitch and putt courses

Golf courses, driving ranges, and pitch and putt courses may be permitted within Riverwalk. The golf course and associated uses that are allowed under existing CUP No. 94-0563 (as amended) are permitted to remain within Riverwalk until such a time that redevelopment in whole or in part of the facilities occurs.

Moving and Storage Facilities

As residential trends and demand align more toward denser, multi-family living, the demand for out-of-residence storage will increase. Off-site self-storage is increasingly necessary as constraints of providing storage within residential developments contributes to the rising cost of housing and takes away from land area that may be otherwise allocated to increased residential density, mixed-use intensity, or resident or community amenity space.

Self-storage means an establishment containing individual compartmentalized spaces or warehousing space for rent or lease to the general public for personal storage, including businesses and individuals. It is counter to the sustainable principle of lowering VMT to require self-storage facilities be located away from potential users (residents and business owners) out in industrially-zoned areas. Self-storage facilities are allowed in Riverwalk, subject to the following regulations:

- ***Reg-6.*** Adequate security shall be provided by managers during hours of operation and/or full-time resident caretakers.

- ***Reg-7.*** All storage shall be within completely enclosed structures.

- ***Reg-8.*** Goods or products which are hazardous, toxic, or obnoxious shall be prohibited.

- ***Reg-9.*** Electrical service to storage units shall be for lighting and climate control only. No electrical outlets are permitted inside individual storage units. Lighting fixtures and switches shall be of a secure design that will not allow tapping the fixtures for other purposes.

- ***Reg-10.*** The development shall provide adequate fire and vehicular access and parking to accommodate anticipated vehicle types and quantities including, but not limited to, moving vans, trucks, fire equipment and automobiles.

- ***Reg-11.*** Within the Specific Plan area, self-storage facilities shall be limited to 100,000 square feet in total.

- ***Reg-12.*** Self-storage facilities shall be surfaced in high-quality materials. Unfaced concrete block, painted masonry, tilt-up and pre-cast concrete panels, and prefabricated metal sheets are prohibited. Prefabricated buildings are not allowed.

- ***Reg-13.*** Self-storage shall be incorporated with other compatible uses, such as integrated into a parking garage or wrapped with retail or employment uses.

- ***Reg-14.*** Accessory uses such as the rental of trucks, trailers or moving equipment (hand carts, jacks and lifts, etc.), the installation of trailer hitches, or the sale of boxes or packing materials are permitted only if they are housed entirely within the self-storage building. Incidental or accessory manufacturing, fabrication, or processing of goods, service or repair of vehicles, engines, appliances or other electrical equipment, any other industrial activity, and/or retail sales or services related to storage unit garage or estate sales or auctions are prohibited.

- ***Reg-15.*** No self-storage facility can be located within ¼ mile of another self-storage facility.

Residential Care Facilities

Residential care facilities provide in-house treatment or programs for residents on a 24-hour basis. Residential care facilities include residential and community care facilities as defined by the State or County. Although this land use category includes various residential care facility types, this regulated use applies only to residential care facilities for the elderly.

Residential care facilities for the elderly may be permitted within Riverwalk, subject to the following regulations.

- ***Reg-16.*** Only one residential care facility may be permitted per lot or premises.

- ***Reg-17.*** Residential care facilities are not permitted within one-quarter-mile of another residential care facility, measured from property line to property line in accordance with LDC Section 113.0225.

- ***Reg-18.*** The facility shall provide at least 70 square feet of sleeping space for each resident, not including closet or storage space, multipurpose rooms, bathrooms, dining rooms, and halls.

- ***Reg-19.*** Sleeping areas shall not be used as a public or general passageway to another room, bath, or toilet.

- ***Reg-20.*** The facility shall provide at least five square feet of living area per bed, not including sleeping space, dining, and kitchen areas.

- ***Reg-21.*** The facility shall provide at least eight square feet of storage area (closet or drawers) per bed.

- ***Reg-22.*** The facility shall provide one full bathroom including sink, toilet, and shower or bathtub for every seven beds.

- ***Reg-23.*** The center shall provide at least one off-street parking space for each employee and one off-street parking space for every seven beds. Additional parking may be required by the decision maker.

Student housing

Student housing is designed or used as a residence for students enrolled at an institution of higher learning. Student housing may be permitted within Riverwalk, subject to the following regulations. Student housing must follow the regulations outlined in LDC Section 141.0305. Fraternity and sorority houses are not authorized within Riverwalk.

- ***Reg-24.*** A resident manager is required to live on the premises.

- ***Reg-25.*** The frequency and duration of organized outdoor activities and social events may be limited as needed to minimize adverse impacts on neighboring development.

6.2 DESIGN OBJECTIVES

Urban design deals with the broad spectrum of urban life, from the sociology of the streets to the vitality of public spaces, from the creation of built environs to the management of these environments. Built environments also define and articulate open space, as they provide the edges of parks, trails, nature, and other open space elements. For this reason, buildings that delineate quality urban open space, such as envisioned within Riverwalk, must be of a form, mass, texture, color, and orientation that support the desired urban character. Within the Riverwalk Specific Plan, a series of elemental design themes are established. As future development proposals are submitted, these themes will be refined and reflected in architectural design, streetscape design, street planting, and signage for each application.

The Riverwalk Specific Plan is a mixed-use development plan – one based on complementary land uses that embrace the San Diego River as a neighborhood asset. The land uses envisioned in the Riverwalk Specific Plan will create a neighborhood that is sustainable, vibrant, and unique, while remaining compatible with the adjacent land uses in the Mission Valley and Linda Vista communities.

The guidelines provided in this chapter create the framework for the construction of individual developments within the Districts of Riverwalk, which fully implement the following design objectives, as they relate to the overall goals of Riverwalk's vision:

Placemaking

- Facilitate the creation of an integrated neighborhood based on an open space network and amenities that are influenced by the San Diego River.
- Serve as a manual for all the design and construction professionals to maintain the desired characteristics established in the Riverwalk Specific Plan.
- Assure that each development area and the neighborhood as a whole are developed in a manner consistent with the intent and vision of this Specific Plan.
- Honor the past of the San Diego River valley by providing interpretive signage and identification of culturally-significant plant species for the Kumeyaay.

Mobility

- Establish a viable and attractive circulation network that connects the development Districts with each other and the surrounding community and emphasizes non-vehicular movement.
- Create a fully-focused active transportation network with dedicated bicycle and pedestrian facilities; supportive elements, such as bike rental and repair stations; and street elements that support active use, such as a grid pattern and complete streets elements of dedicated facilities, ample landscaping, and integration of users.
- Fully integrate bicycle and pedestrian travel networks into the overall circulation system so that active transportation is a desired primary mode of transportation.
- Integrate a new Green Line Trolley stop for MTS that encourages residents, employees, and visitors to leave their cars at home and utilize other modes of transportation for all aspects of daily travel.

Housing

- Provide a significant supply of housing located near transit in a way that is high-quality and respectful to the design process.
- Provide housing for people of all income levels.

Recreational Amenities

- Provide multi-faceted recreational opportunities to serve Riverwalk residents and employees, as well as visitors and community members.
- Celebrate and respect the San Diego River and surrounding habitat.

Employment

- Create a high-quality neighborhood that will maintain and enhance its economic value and provide the City with tax revenue.
- Provide employment opportunities within walking distance of transit and housing, reducing vehicle miles traveled by supporting employees to use public transit and active transportation.

Sustainability

- Encourage sustainability in design and site planning to embrace efficient development that reduces energy and water consumption and vehicle miles traveled by supporting residents, visitors, and employees to use public transit and active transportation.

Safety

- Ensure safety of residents, employees, and visitors from both crime and natural hazards.

Conservation

- Instill an ethos of ecological awareness that celebrates the San Diego River as a vibrant and vital community resource.

Long-term Flexibility

- Allow flexibility for innovative and creative development and design solutions that respond to market trends during the construction phase of the project.
- Provide City staff with a template from which future development projects within the Riverwalk Specific Plan can be assessed.

6.3 GENERAL DESIGN THEMES

General design themes of Riverwalk focus on health and ecology at the core of all design and planning guidelines. Celebrating the San Diego River through a number of avenues, including the creation of the river corridor, ample parks and open space elements, an abundance of trails and trail connections, and restoration of the health of the river are central to Riverwalk. Similarly, the health and vitality of residents is supported through core values focused on the support of active transportation and an atmosphere of gathering and enjoyment by residents, employees, and visitors of Riverwalk.

6.3.1 River Corridor

The San Diego River acts as the central focus of the entire Riverwalk neighborhood. Views through Riverwalk toward the river provide visual connections not only for Riverwalk but also the surrounding areas. The ability to view the habitat and wetland vegetation of the San Diego River is important, especially considering that the water within the river is not visible from most of the immediately surrounding area. The enhanced wildlife and waterfowl river habitat is an important design consideration, further showcasing the river and providing for both interest in and education about the river ecology.

An important environmental concern that directly affects the design of Riverwalk is development adjacent to the floodway. The river corridor of the San Diego River deserves special design consideration to protect wildlife value and to minimize effects of development on the river corridor. For specific Development Standards and Design Guidelines, see discussion of the River Corridor Area. Additional discussion relative to the floodway and the San Diego River is provided in Chapter 3, *Parks, Open Space, and the Pedestrian Realm*.

6.3.2 View Corridors

The San Diego River corridor, as it runs through the Riverwalk site, presents one of the most expansive views of and along the San Diego River of anywhere in San Diego. As such, preservation of the river corridor as a major and central visual element of Riverwalk is a principle design theme. Other north-south view corridors toward the river serve to provide a visual openness to Riverwalk's Districts, allow for views into the Riverwalk River Park from roadways such as Hotel Circle North and Friars Road, and unify the river-focused urban character of Riverwalk. The provision of the Riverwalk River Park preserves and emphasizes the importance of the view corridors along the spine of the river, and Riverwalk's network of linear and connector parks further reinforces this theme in parallel areas.

6.3.3 Open Space Network

Open space areas are interspersed throughout Riverwalk and are linked to one another physically and visually. Open space areas are defined and accentuated with pedestrian paths and bridges, native and drought-tolerant plant materials, and appropriately-placed building elements that unify the project and make the expansive Riverwalk neighborhood cohesive. Where connections between open space elements are more organic or potentially segmented by public plazas and other components of the urban environment, these connections should be reinforced with wayfinding signage and landscaping that guides the user to the next natural feature.

6.3.4 Pedestrian and Bicycle Connectivity

Riverwalk includes two pedestrian/bicycle bridges (former golf cart bridges that are approximately 11 feet wide), which span the San Diego River and

physically link the Districts of Riverwalk across the river. In respect to the river's ecology and keeping with a sustainable focus, these bridges are repurposed within the circulation network of Riverwalk as pedestrian and bicycle linkages across the river, void of motor vehicle activities, and are the only current physical crossings of the river within Riverwalk. The bridges provide easy connection between the Central District (north of the river) and the passive Riverwalk River Park (predominantly south of the river) and the expected employment node that comprises the South District. These bridges encourage residents, employees, and visitors to walk and/or bike within Riverwalk, for recreation, accessibility or commuting, and thereby improve connectivity and reduce vehicle miles traveled (by promoting and supporting alternative transportation modes such as transit and active transportation).

In addition to the existing bridges, there are two existing golf cart tunnels located on the existing golf course that are also repurposed for active connectivity. These tunnels, which are lighted and approximately eight feet wide, provide linkages under the trolley tracks. The western tunnel is within the control of MTS and may provide future connection from the North District to the Riverwalk River Park through the MTS land that sits south and west of Riverwalk. The eastern tunnel is located wholly within the development area of Riverwalk and, as such, is integrated into Riverwalk's pedestrian and bicycle circulation network. This tunnel links the residential, retail, and mixed-use core of the North District on the north to the Central District and the Riverwalk River Park on the south and provides a continuous pedestrian connection, under the trolley tracks, between Friars Road and the San Diego River. Like the pedestrian/bicycle bridges, the pedestrian/bicycle tunnels encourage residents, employees, and visitors to walk and/or bike within Riverwalk, which improves connectivity, reduces vehicle miles traveled (by promoting and supporting alternative transportation modes such as transit and active transportation), and results overall in a healthier and more engaged neighborhood. Pedestrian/bicycle tunnels will be internally lit and will include other enhancements, as necessary, such as mirrors, to increase safety for users.

In addition to Riverwalk's internal connectivity, pedestrian and bicycle connectivity to the surrounding neighborhoods is a fundamental feature of the design. Direct pedestrian connectivity will be provided to residential development to the northeast (Mission Greens), as well as off-site to the west, east and southeast. Additional signals will be provided to cross Friars Road, connecting to residential, employment, and commercial developments on the north side of the road, and Fashion Valley Road, connecting to transit, commercial, and mixed-use developments to the east. With these external connective elements, Riverwalk is woven into the fabric of Mission Valley and becomes and open and encouraging neighborhood in the heart of the community



Existing pedestrian bridge to be retained within Riverwalk

6.3.5 Open Space

The defining characteristic of Riverwalk is the significant parkland and open space that serves its residents, employees, visitors, and the surrounding Mission Valley and Linda Vista communities (and beyond). This Specific Plan focuses on the San Diego River, which anchors a network of parks and open space and serves as the physical and metaphorical heart of Riverwalk, as a unifying theme. Similarly, the Riverwalk River Park provided by Riverwalk creates a gathering node for citizens beyond the Mission Valley area.

The North District is oriented around public parks that bookend the spine road promenade and run along the center of the North District as linear park elements linking to the transit/trolley stop plaza (around which the mixed-use neighborhood core is located) and the pedestrian/bicycle pathways connecting Friars Road to Riverwalk and the San Diego River. These spaces serve as public gathering areas for future residents, visitors, and employees of Riverwalk, as well as the communities surrounding Riverwalk. Additionally, these spaces provide new amenities and resources for Mission Valley and Linda Vista. The Central District and South District are characterized by their interaction with the San Diego River and the Riverwalk River Park.

All the open space areas within Riverwalk are connected through a series of trails and paths for pedestrian and bicycle movement. Additionally, the San Diego River Pathway that will run along the north side of the San Diego River will be aligned with the San Diego River Pathway located east of Riverwalk, allowing for a continuous pedestrian and bicycle experience along the San Diego River within Mission Valley.

6.3.6 Building to Street Relationship

One of the critical objectives of the Riverwalk Specific Plan is to create a friendly and appealing pedestrian environment, which is, in part, the result of site planning and architecture that emphasizes the relationship between Riverwalk's streets and the buildings that front onto these streets. To that end, the buildings should be oriented to the internal streets to reinforce the urban character of Riverwalk.

Buildings should engage the public realm through various activating conditions and uses. Within these areas, buildings shall have, as appropriate to the building design and topography constraints:

- Enhanced public lobbies and/or entrances addressing the street;
- Ground floor individual unit entries;
- Patios;
- Ground floor resident amenities; and/or
- Outdoor seating or display for retail use.

6.3.7 Mixed-Use Core/Retail/Transit/Trolley Stop

The retail/trolley area that makes up the mixed-use center of the North District is intended to be one of Riverwalk's primary entryways and, as such, represents a front door of the neighborhood and window to the public's arrival at Riverwalk via mass transit or passing through on the way to a destination beyond. Riverwalk's Green Line transit/trolley stop and mobility

hub serves Riverwalk's residents, as well as the adjacent retail spaces and the Riverwalk River Park and will provide connections to the surrounding communities. The transit/trolley stop and mobility hub are integrated with the retail area and provide activated uses fronting on to the north side of the platform. The south side of the platform opens out to the San Diego River and the Riverwalk River Park, offering expansive and stunning views of the Riverwalk River Park, Mission Hills, and the entire south mesa in the distance. The proximity of the retail and park space to the transit/trolley stop offers an experience truly unlike any other in San Diego.

The character of this area is envisioned to be a mix of office and retail uses on the ground level, fronting the streets and public spaces such as plazas. While residential use is not precluded from the ground level in this area, in order to promote enlivenment throughout the day, residential uses should include active elements such as ground floor private open space and/or direct access to the public realm as described in Section 6.3.7, *Building to Street Relationship*. Above the first floor, a mix of office and residential, depending upon market conditions, is encouraged to contribute to the 24-hour life of the mixed-use core, which supports place-making and adds passive security. The combination of uses and emphasis on ground level activation will create a vibrant and inviting neighborhood. Should residential be included on the ground floor, emphasis should be added to energize the pedestrian-level through patios and plazas, ground floor entries to individual units, and patio spaces interspersed into the public interface.

The community-serving retail, boutique office, and public space, such as plazas, are central to providing a neighborhood heart in this location and offers an exciting new destination for visitors and residents. This mixed-use core is also accessible via the north-south entry procession from Friars Road, which takes visitors through a well-landscaped retail street defined by storefronts, wide, tree-lined sidewalks, and public seating and gathering spaces. This street continues to the public plaza that serves as the neighborhood's central gathering area. Beyond the plaza is the transit/trolley stop and mobility hub, with its surrounding mix of retail, office, and residential uses.

6.3.8 Connectivity

The Riverwalk vision relies on the concept of enhanced connectivity. Understanding where people want to go, how they get there, and the experience along the way all shape how people connect with one another and the environment.

One of the main facilitators of connectivity is the mobility hub that is located at primary nodes of confluence throughout Riverwalk: the transit/trolley stop. The mobility hub is a place of connectivity where different modes of travel – walking, bicycling, transit, and shared mobility – seamlessly converge. It provides an integrated suite of mobility services, amenities, and technologies to bridge the distance between high-frequency transit and an individual's origin of destination. Sample mobility hub services, amenities, and technologies include: bikeshare, carshare, neighborhood electric vehicles, bicycle parking, dynamic parking management strategies (such as, but not limited to, digital signs), real-time traveler information, real-time ridesharing, microtransit services, bicycle and pedestrian improvements, wayfinding, and urban design enhancements.

In addition to the transit/trolley stop and mobility hub that connect the site on a regional level, each District in Riverwalk is focused on providing residents transportation choices. This encourages mass transit and active transportation, as well as ridesharing with designated drop off/pick up locations, over the personal automobile. A central pedestrian promenade connects the west end of Riverwalk with the east and links numerous public spaces in between. The Riverwalk River Park features riverfront trails that allow for broader regional connections to adjacent areas in Mission Valley.

Fronting streets within Riverwalk feature landscaped parkways, street trees, and sidewalks to enhance the pedestrian experience. Whether walking, biking, taking the trolley or bus, or driving, Riverwalk offers the best in urban living by offering unparalleled access to local and regional destinations in a comfortable and inviting environment.

In addition to connectivity within Riverwalk's Districts and the surrounding community, Riverwalk would provide regional connectivity to its residents, employees, and visitors, as illustrated in Figure 6-1, *Regional Connectivity*. Riverwalk is located along the Green Line Trolley. This trolley line directly connects to multiple commercial centers, SDCCU Stadium, San Diego State University, and El Cajon and Santee to the east; to the west, the Green Line Trolley connects to Old Town San Diego [with its transit center that provides connections to bus service, the Blue Line Trolley (expected in 2021), the Coaster, and Amtrak] and downtown San Diego. At a number of locations, the Green Line Trolley offers transfer to other trolley lines, which provide access to destinations such as the U.S./Mexico border and UTC (Blue Line Trolley), East County destinations (Orange Line Trolley), and future connectivity up the I-15 corridor (Purple Line Trolley) (expected by 2050).

As shown in Figure 6-1, *Regional Connectivity*, Riverwalk is located within a major destination and employment center area of Mission Valley. Trolley and bus transit allows access from Riverwalk to additional major destinations and employment areas, including Liberty Station/San Diego International Airport and downtown San Diego to the south, UTC to the north, and San Diego State University to the east.

Figure 6-1. Regional Connectivity



6.3.9 Architectural Style and Development Aesthetics

A variety of architectural styles and building materials are envisioned for Riverwalk. Different architectural styles are encouraged and are intended to co-exist in the overall Specific Plan to provide for independent and distinct neighborhood character and identifying elements. The use of a variety of building materials provides additional opportunity to create distinctive elements within each District and to lend an air of authenticity and timelessness to neighborhood development.

The building aesthetics within each of the Districts should complement each other, without resulting in homogeneity. This may include having similarly sized massing elements, materials, or overall building character. The buildings should feature enhanced and high-quality materials to encourage pedestrian activity and visual interest. The ground plane and the first floor of each building should be enhanced through architectural details, street furniture, and other amenities.

Because architectural style is constantly changing, the type of architecture within a particular planning District will be determined at the time a given parcel is brought forward for development. The type of architecture ultimately selected for each parcel will depend on market trends and design styles at the time of development. However, all buildings will adhere to cohesive design elements, such as quality building materials and similar landscape palette, to create cohesion and aesthetic harmony throughout. This Specific Plan encourages distinct architectural styles that address project- and District-specific identities as an integral component of placemaking.





Building features enhanced and high-quality materials to encourage pedestrian activity

6.4 ARCHITECTURAL FOUNDATION

The design criteria and objectives included in this Specific Plan are intended to define and guide development to create a visually and functionally integrated urban environment. While detailed architecture will be defined at the time of Building Permit submittal for each individual development project, a signature characteristic of Riverwalk will be building forms that are contemporary, authentic, genuine, and constructed of quality materials.

Consistent architectural themes will be emphasized throughout the elements of design, color, materials, and finish, as well as signage and landscaping. The consistency of themes serves to unify Riverwalk's diverse land uses and product types, giving the neighborhood a distinctive and easily recognizable identity. Buildings within Districts and between Districts should regularly vary in mass, bulk, scale, design style, and materials. A specific goal of this Specific Plan is to introduce architectural variability, which avoids monotonous and overly uniform urban form and creates a sense of place that looks and feels timeless, real, and permanent. With consistency in themes identified, coupled with the variability in building-to-building design, a harmonious and visually interesting neighborhood will result. Architecture should be additionally complementary to the future vision of Mission Valley, as land use policies evolve and redevelopment projects emerge.

The San Diego River is a key architectural consideration at the heart of Riverwalk. Buildings enhance view corridors and provide ground-level landscape areas that reflect the nearby river. Building heights along the San Diego River corridor should be massed in respect to the river and Riverwalk's view corridors. Building heights should be allowed to increase as they move away from the river channel. The intent is to echo the valley form by having heights increase from the center of the project to the periphery, just as the valley's natural landform includes a depression at the river, with gradually building slopes to the north and south mesas. Undulations in building height are encouraged to reflect an organic development pattern. At the perimeter of Riverwalk, away from the San Diego River, along Hotel Circle North, Friars Road, and Fashion Valley Road, special consideration should be given at edge treatments identified in Section 6.6, *District Specific Guidelines*.

6.4.1 Site Planning

Site planning should take into account orientation of buildings and the creation of view corridors.

- ***Policy-1.*** Taller buildings should be located north of outdoor plaza areas, wherever feasible, to maximize sun in the plazas.
- ***Policy-2.*** Buildings should be oriented to make the most efficient use of a site, provide landscaped areas that encourage pedestrian activity and gathering, and preserve view corridors toward the San Diego River.
- ***Policy-3.*** Design and development of buildings should complement the landscape through features such as terraces and roofscapes.
- ***Policy-4.*** Siting of buildings should consider internal views, views to the San Diego River where possible, as well as views looking outward from the Specific Plan area.
- ***Policy-5.*** Views to and from the Specific Plan area and the San Diego River should be a noteworthy site plan consideration.
- ***Policy-6.*** Ground-level tree-framed view corridors should be provided from major public streets. Certain spaces between buildings will be

developed into landscaped, pedestrian-friendly links to the major open space areas.

6.4.2 Materials and Treatments

High-quality materials and thoughtful application of architectural treatments are key components to ensuring neighborhood cohesion across varying architectural styles and timelines within which development will occur in Riverwalk. Policies that guide materials and treatments include:

- ***Policy-7.*** Construction materials should convey the character of an urban project and reflect the Mission Valley setting.
- ***Policy-8.*** Design features should be incorporated into all structures to increase visual interest at street level. A series of openings and/or façade details that approximate the scale of any entryway into the building and open to the exterior on at least one side create a feeling of invitation to pedestrians.
- ***Policy-9.*** Buildings at the perimeter of the neighborhood may reflect the architectural elements of the adjacent buildings.
- ***Policy-10.*** Plant materials and/or berms should be used wherever structures interface with the ground plane to create interest and to integrate the site with architectural forms within the site.
- ***Policy-11.*** Special attention should be paid to roof area treatment and materials in all buildings.
- ***Policy-12.*** Paths, walkways, and buildings should include a variety of materials and colors to create visual interest and encourage a higher level of use.

6.4.3 Form and Scale

The form and scale of development conveys a story about the use within and acts as a transitional element where adjacent to existing development. Building massing can creatively mask the intensity of development to allow for maximum site efficiency within a less obtrusive form.

- ***Policy-13.*** Structures should create transitions in form and scale between large buildings and adjacent smaller buildings.
- ***Policy-14.*** Massing of buildings should present a cluster of forms with landscaped open areas as an integral part of the site plan, to create courtyards and plaza areas between buildings and to avoid the appearance of a uniform building mass along roadways and pedestrian pathways. Varying building heights, setbacks, and planes can create a visually satisfying structure and help define view corridors. Intermittently step back upper levels to reduce perceived scale of buildings. Step backs should be varied and interspersed, as appropriate, to avoid a homogeneously stepped massing.
- ***Policy-15.*** Transitions between the street and buildings at the pedestrian level should create visual interest and promote human activity.
- ***Policy-16.*** Buildings and landscaped slopes should transition down to the river to provide major view corridors and open up areas to maintain comfortable scale relationships and avoid walling off amenity areas.

6.4.4 Architectural Use

Architecture can be utilized to integrate uses and allow for building articulation. Incorporation of architectural elements into typically ignored elements of the built environment, such as parking areas and lighting, adds unique character to Riverwalk.

- ***Policy-17.*** When parking garages are provided, they should be integrated into each new development and should occur under or adjacent to each structure or related group of structures, providing for the most efficient use of space and direct access for the user. Ground-level parking spaces should be utilized for retail activity whenever feasible, but should be minimized to avoid expansive open parking areas.

- ***Policy-18.*** Residential buildings should make use of balconies, decks, roof terraces, or other features that provide texture and depth of building façades and allow views of open spaces. Flat roofs may be designed for human use as terraces, gathering decks, and gardens.

6.4.5 Building Style and Massing Guidelines

The emphasis of Riverwalk is the creation of a neighborhood that is pedestrian focused. Therefore, architecture, landscape, and street design should emphasize creating spaces and interfaces that encourage pedestrian and bicycle activity – and inactivity, in the instance where gathering and social interactions are intended.

- ***Policy-19.*** Structures should provide opportunities for people to come together and create a pleasing ground plane that blurs the traditional line between pedestrian space and the building.

- ***Policy-20.*** Buildings should be designed to visually minimize the impact of large continuous massing elements, both within Riverwalk and from the surrounding community. To achieve this, each building shall incorporate variations in heights and setbacks to reduce the architectural scale and massing element. Care should be taken to ensure not all buildings are a wrap design.

- ***Policy-21.*** Building placement should consider indoor and outdoor privacy, solar access, public and private open space, and overall aesthetics.

- ***Policy-22.*** Visual corridors through Riverwalk should be respected and encouraged by building setbacks, step backs, and articulation.

- ***Policy-23.*** Uninterrupted walls of structures should be avoided.

- ***Policy-24.*** Buildings should be sited to encourage pedestrian/bicycle activity; therefore, the placement of buildings should allow for organic evolution of various neighborhoods within Districts and pique interest.

- ***Policy-25.*** Lighting should be used to illuminate architectural treatments, focal areas, paths, entry points, and security purposes. As lighting is an integral feature in the sense of place, care should be taken to integrate the lighting into the overall design of the site and the neighborhood. Lighting integration also ensures that accidental spillover into natural areas not intended to be lit is avoided.

6.4.6 Activated Interfaces

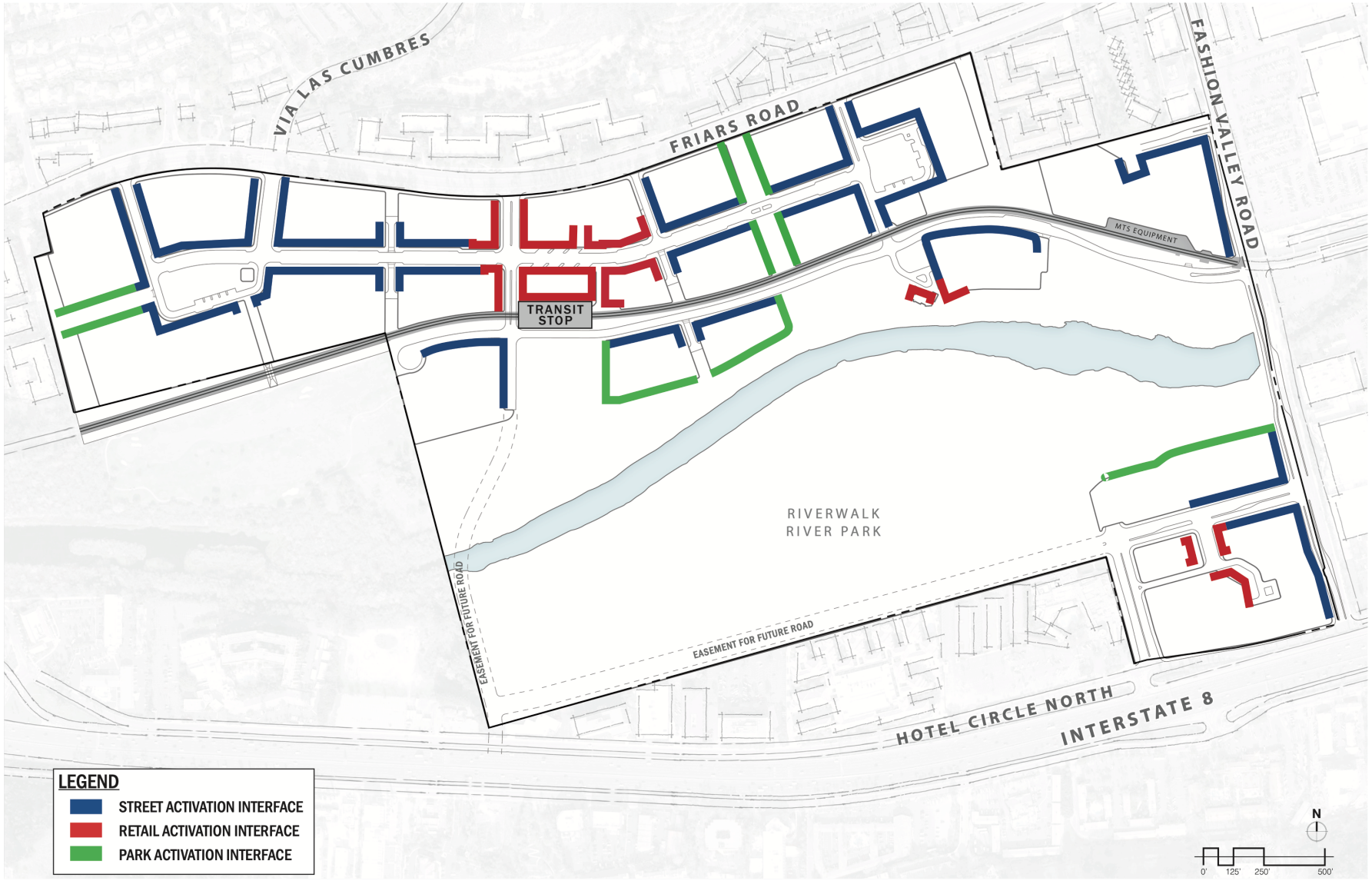
A core design principle of the Riverwalk Specific Plan is to provide activation at the ground level. This activation can occur along internal streets, at retail nodes, and along park frontage. Activation areas are shown in Figure 6-2, *Ground Level Activation Areas*, and are further discussed below. Included within this section are recommended activation areas and examples of types of activation. Emphasized activation areas shown in Figure 6-2 may be modified through implementation of this Specific Plan over time.

Street Activation Interface

Street activation is so paramount because it occurs frequently throughout Riverwalk and is the most prevalent feature that residents, employees, and visitors will experience. Street activation shall occur regardless of the specific land use fronting the street. Examples of the street activation interface features are illustrated in Figure 6-3, *Street Activation Interface Illustrative,* and include special treatments for building lobbies, patios, and resident amenities/retail, as described below:

- ***Policy-26.*** Where possible, first floor patios should provide direct access to the sidewalk, and outdoor seating for adjacent uses shall be provided near entrances and amenities.
- ***Reg-26.*** Building lobbies shall orient the primary entrance and exit toward the activated street interface.
- ***Reg-27.*** Articulated features, such as canopies and/or architectural building signage, shall enhance the lobbies and entrances.
- ***Reg-28.*** Residential units on the ground floor shall provide patios that connect to the sidewalk or direct entrances, where feasible.
- ***Reg-29.*** Residential amenities on the ground floor such as a fitness or business center shall utilize storefront glass windows, large roll-up windows, or other transparent elements to give the appearance of retail and invite views of the interior space.
- ***Reg-30.*** Enhanced paving shall be utilized in high-traffic pedestrian areas, as well as street furniture, such as benches, trash cans, and/or bicycle racks.
- ***Reg-31.*** Where a parcel is identified with having a street activation interface on more than one frontage, the developer may elect to activate only the primary frontage with street activation elements, such as building lobbies.

Figure 6-2. Ground Level Activation Areas



FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY

Park Activation Interface

Riverwalk is characterized by a series of linear parks that provide connectivity to land uses and development areas of Riverwalk. The primary linear park interface (Figure 6-4, *Linear Park Activation Interface Illustrative*) occurs along the north-south linear park that connect Friars Road to the Riverwalk River Park, as well as along the Riverwalk River Park. Along the linear park, activation will be accomplished by:

- ***Reg-32.*** Ground floor patios shall feature connection to the sidewalk, where possible.
- ***Reg-33.*** Pathways shall lead from the sidewalk through the park to arrive at building lobbies and patios.
- ***Reg-34.*** Primary or secondary building entrances, regardless of use, shall face the linear park.
- ***Reg-35.*** Entrances shall include such features as canopies and/or architecturally integrated building names and addresses to provide visual interest along the park.

Retail Activation Interface

Retail activation occurs within areas of higher concentrations of retail use. Special treatment should be undertaken to activate these interfaces and draw pedestrians/bicyclists and motorists into Riverwalk from Friars Road (Figure 6-5, *Retail Activation Interface Illustrative*). Signage is a key component of the activation along the retail interface. Sidewalk signage activates the storefront at the pedestrian level and allows for individual expression of retail tenants. Along the retail uses, activation will be accomplished by:

- ***Policy-27.*** Wider sidewalks onto private property are encouraged to accommodate sidewalk cafés.



Various elements define the pedestrian realm





Expanded masonry, metal siding, and enhanced building entryways and door treatments

- ***Policy-28.*** Non-residential building entrances should be conceived as a series of small-scale commercial unit modules. It is encouraged that each module have its own transparent storefront display and an individual entrance to the public realm in order to increase inside-out permeability and flexibility of use. Nonetheless, large retailers, such as a grocery store, may consolidate the entrance point to one location, provided that some level of façade modulation and/or vertical articulation is maintained.

- ***Reg-36.*** Overhead building signage shall be allowed for further identification of the retail tenants.

- ***Reg-37.*** Pedestrian access to retail parking garages and stairs shall be provided along this interface in an architecturally cohesive manner, where applicable.

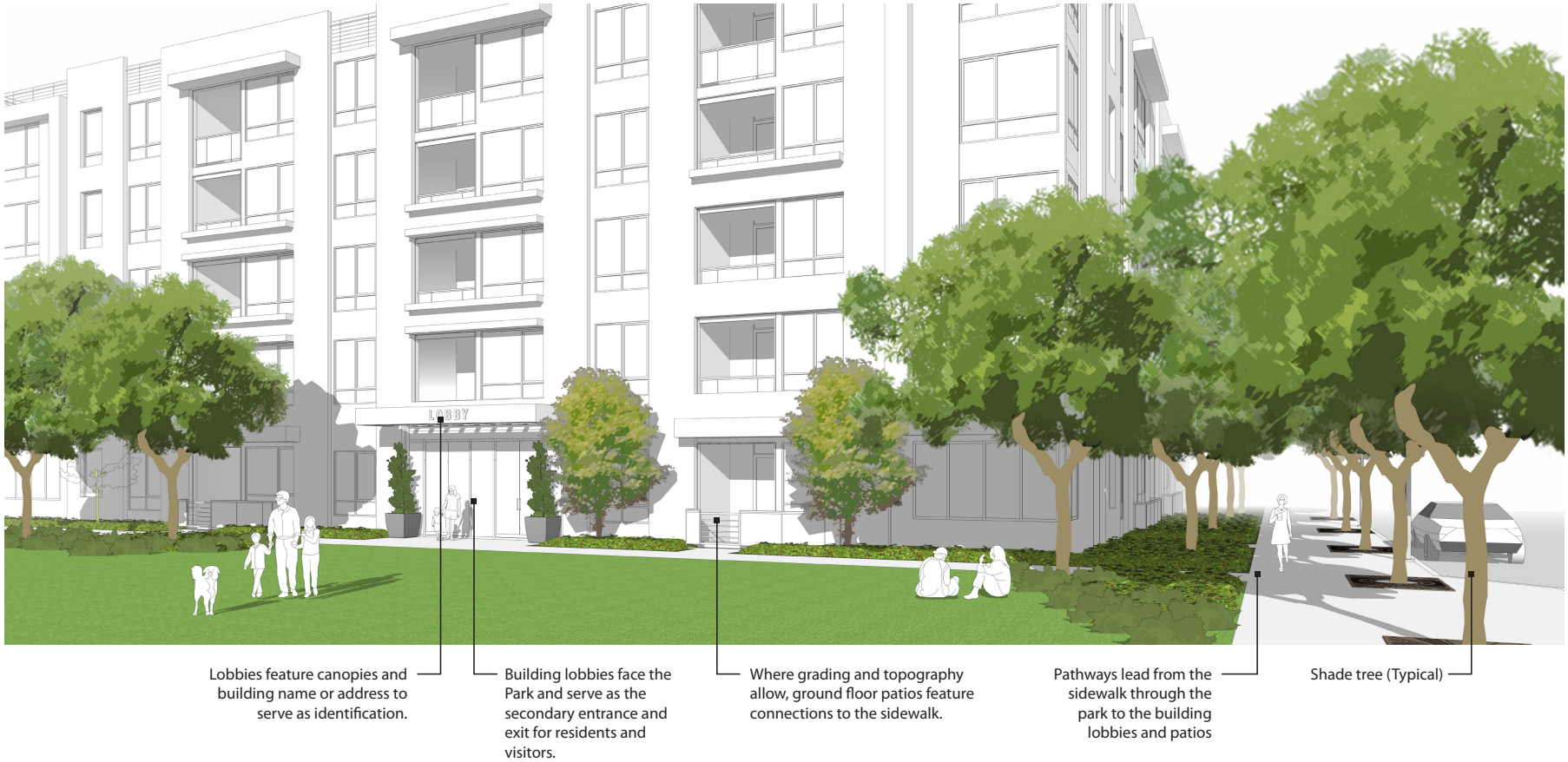
- ***Reg-38.*** Along the interface, enhanced pedestrian experience shall be accomplished through enhanced paving, storefront canopies, or outdoor seating in areas near building entrances, cafés, and restaurants.

Figure 6-3. Street Activation Interface Illustrative



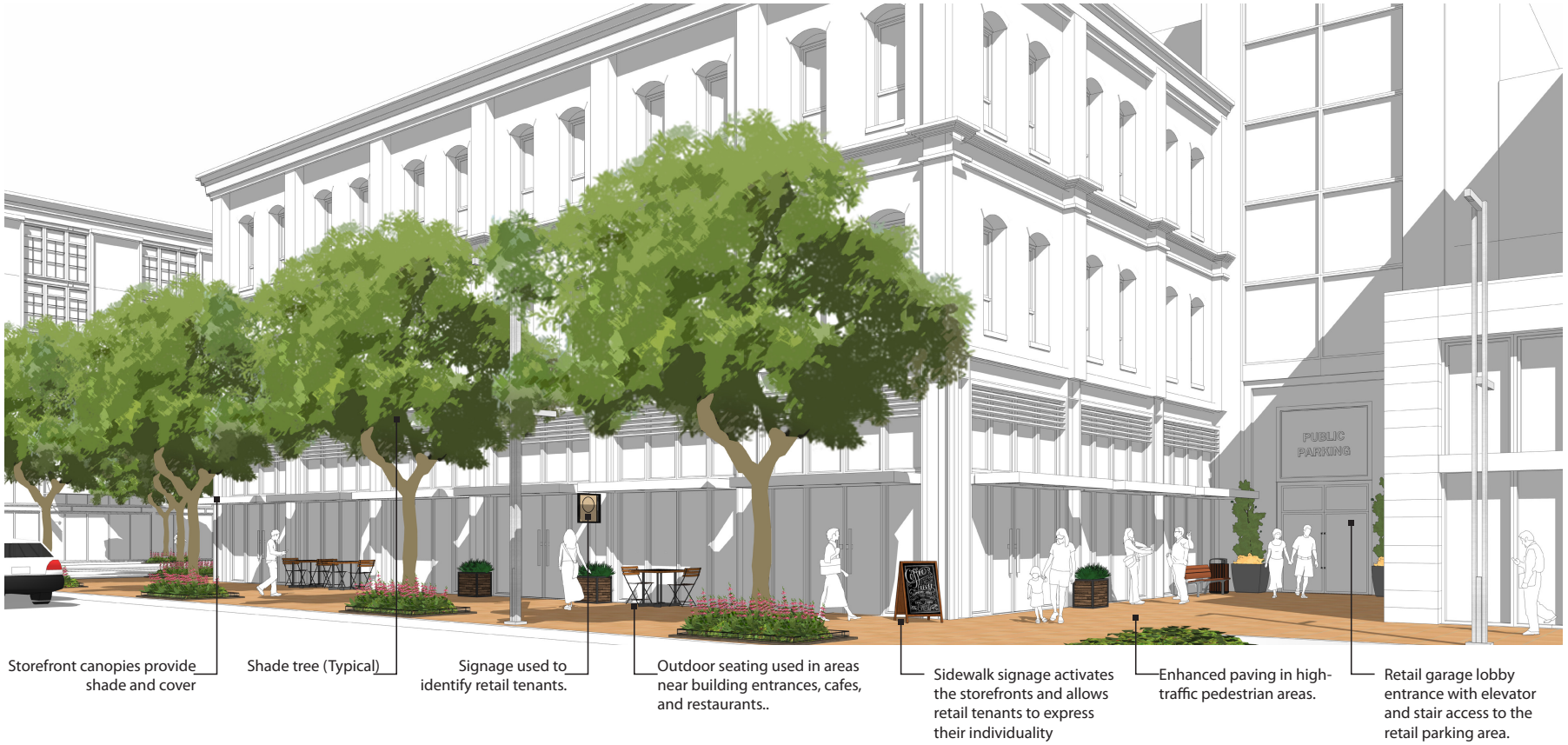
FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY

Figure 6-4. Linear Park Activation Interface Illustrative



FOR ILLUSTRATIVE CONCEPT PURPOSES ONL

Figure 6-5. Retail Activation Interface Illustrative



FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY

6.5 DEVELOPMENT STANDARDS, POLICIES, AND PROPERTY DEVELOPMENT REGULATIONS

The base zones identified for each District within Riverwalk are presented in Chapter 2, *Land Use*. Riverwalk Specific Plan sets the development regulations for the various Districts in the zoning and development regulations tables provided in Section 6.6, *District Specific Guidelines.* Some of the site development parameters not covered in these tables, such as parking, fencing, and open space requirements, are addressed in sections of the LDC. The Riverwalk Specific Plan includes several project-specific zoning and tailored development standards to allow for development to occur as envisioned. Table E-5, *Riverwalk Tailored Development Standards,* included in Appendix E, contains the project-specific Tailored Development Standards of the Riverwalk Specific Plan.

6.5.1 Floor/Area Ratio

» ***Reg-39.*** The floor area ratio shall be established by the zone for each development area, except as modified by Table E-5, *Riverwalk Tailored Development Standards*.

6.5.2 Setbacks

Building setbacks shall meet the requirements of the zone for each development area, except where modified in Table E-5, *Riverwalk Tailored Development Standards*, and in the District-specific zoning and development regulations tables (Tables E-2 through E-4). Setbacks may be changed via SCR Process One in areas where physical site constraints restrict opportunities for creative site design or where desired experience requires differentiation in setbacks. Street setbacks along all public streets shall be measured from the edge of the right-of-way. Lettered lots (established solely for maintenance by the Homeowners/Property Owners Association) are included as part of the setback calculation to the property line of the numbered lots.

6.5.3 Parking

Automobile, motorcycle, and bicycle parking shall comply with the Land Development Code based on the zoning and land uses applied to each development area. However, the sharing of parking to reflect the collocation of uses and proximity to transit is expected to be utilized when calculating parking to encourage the use of transit and active transportation and to address uses that complement each other relative to required parking.



Public parking integrated into mixed-use building design

Automobile Parking

» ***Reg-40.*** Automobile parking shall comply with Land Development Code based on the zoning and land uses applied to each development area.

» ***Reg-41.*** Tandem parking shall be permitted in accordance with LDC Section 132.0900.

During the course of Riverwalk's build out, parking regulations within the LDC may change, resulting in reduced parking regulations, which would not require a change to this Specific Plan. Instead, these changes would be reviewed as a Substantial Conformance Review (SCR).

» ***Policy-29.*** Where off-street parking is located adjacent to the river, landscaping reflective of the river corridor should be utilized to provide screening of parked vehicles from the river pathway.

» ***Reg-42.*** Where parking is provided on the rooftop of parking structures and is exposed to open sky, the vehicular use area shall be subject to the landscape requirements under LDC Section 142.0407(c) to include one tree within 30 feet of each parking space. In lieu of the required trees on rooftop parking, shade structures may be incorporated and shall cover a minimum of 50 percent of each parking stall with a minimum opacity of 50 percent, or shall be outfitted with photovoltaic systems.

» ***Reg. 43.*** The sharing of parking to reflect the collocation of uses shall be allowed when calculating the parking to address uses that complement each other relative to required parking.



Parking structures integrate vertically and horizontally, as well as enhanced surface parking, provide several vehicle parking options

Bicycle Parking and Micro-Mobility Facilities

» ***Reg-44.*** Short- and long-term bicycle parking and facilities shall be provided as required in LDC Section 142.0530(e). Bicycle parking will be accommodated with a combination of racks, bicycle lockers, and/or other bicycle parking innovations not currently envisioned in the LDC. Signs shall be posted indicating the availability of bicycle parking facilities.

Designated bicycle parking is encouraged for bike-share or other micro-mobility programs (e.g., Lime, Bird, or future micro-mobility innovations), with related signage and bike racks located within the public realm. Designation of parking areas for micro-mobility programs will avoid shared bikes being abandoned on sidewalks and within the public right-of-way, where they may block pedestrian access or damage trees and/or parkway landscaping.



Bicycle parking facilities integrated into site design

Motorcycle Parking

» ***Reg-45.*** Motorcycle parking shall be provided in accordance with LDC Section 142.0530(g).

Parking Design

» ***Policy-30.*** Structured parking is encouraged to make efficient use of the land area and to avoid expansive areas of open parking lots.

» ***Policy-31.*** Parking structures should be architecturally integrated with development to reduce the visual prominence devoted to parking.

» ***Policy-32.*** Provision for future vehicular innovations, such as autonomous vehicles, should be accommodated as those technologies become more prevalent in the future. Should structured parking become unnecessarily abundant, parking structures may be re-purposed to alternative uses within the land use constraints of this Specific Plan.

» ***Policy-33.*** Development of Riverwalk provides off-street parking facilities that are attractively designed and integrated into development. The parking pattern will be created through the joint use and physical interconnection of parking areas and garages, when feasible.

» ***Policy-34.*** Shared parking based on land use demands at different times of day should be used where applicable.

Parking Requirements and Ratios

» ***Policy-35.*** On-street parking will be located to slow traffic and emphasize pedestrian/non-motor vehicle safety.

» ***Policy-36.*** When possible, expansive parking areas and large structured parking should not be located adjacent to the river. Where

parking is located adjacent to the river, landscaping reflective of the river corridor should be utilized to provide screening of parked vehicles from the river pathway.

» ***Policy-37.*** Surface parking facilities should be designed in consideration of future land use development. Initial parking facilities could be interim use. (See Section 6.5.7, *Temporary/Interim Uses*, for additional discussion of parking facilities as an interim use.)

» ***Policy-38.*** Surface lots should be capable of eventually accommodating parking structures or other structures. Landscape and buffering requirements for interim-use lots will be the same as for permanent lots.

» ***Policy-39.*** Large parking areas should be located off internal project streets rather than the abutting major streets. This simplifies ingress and egress and provides drive up and drop off access.



Natural and architectural forms of parking structure screening

6.5.4 Mechanical and Utility Equipment Screening

Rooftop equipment screening applies to all development within Riverwalk that includes mechanical or utility equipment, except that solar energy systems are exempt where developed in accordance with LDC Section 141.0418. The screening structure may include grillwork, louvers, and latticework.

» ***Policy-40.*** Landscape screening may be used to screen utilities.

» ***Reg-46.*** Rooftop-mounted mechanical and utility equipment, appurtenances, and other equipment shall be appropriately screened from pedestrian view in accordance with Section 142.09 of the LDC.

» ***Reg-47.*** The following equipment and appurtenances shall be screened in a manner that is architecturally integrated with the primary building on the premises:

- Mechanical equipment
- Tanks
- Ducts
- Elevator enclosures
- Cooling towers
- Mechanical ventilators
- HVAC units
- Other similar appurtenances

» ***Reg-48.*** Exterior facilities associated with a structure such as plumbing, heating, cooling, electrical, chemical processing, compressor, motor, and incinerator facilities shall be appropriately screened on all sides from pedestrian view.

» ***Reg-49.*** All utilities, such as gas meters, electrical meters and panels, fire control panels, telephone, cable television panels, and similar devices shall be screened from public view unless other Municipal Code regulations require that visibility be maintained.

6.5.5 Outdoor Storage, Refuse/Recyclable, and Loading Areas

Outdoor Storage Areas

Outdoor storage is regulated by LDC Chapter 14, Article 2, Division 11, *Outdoor Storage, Display, and Activity Regulations*, which provides for adequate and convenient areas for outdoor storage and display of materials, merchandise, and equipment and for outdoor activities in residential, commercial, and industrial zones. The intent of these regulations is to minimize visual impacts to adjacent properties and public rights-of-way. Outdoor storage areas for residential development shall comply with the following, in accordance with LDC Section 142.1110. Outdoor storage areas for commercial development shall comply with LDC Section 142.1120.

» ***Reg-50.*** Outdoor storage of material and equipment is permitted only when the type and quantity of stored items are incidental to the residential use on the premises.

» ***Reg-51.*** Outdoor storage is subject to all applicable fire, health, safety, and building regulations.

» ***Reg-52.*** Outdoor storage is not permitted in required yard areas except that home maintenance or lawn maintenance equipment and non-motorized recreational and leisure equipment are permitted in required side and rear yards.

» ***Reg-53.*** Outdoor storage shall not impede the growth or maintenance of required landscaping.

» ***Reg-54.*** All stored items shall be completely screened by solid fences, walls, buildings, lattices, or landscape features, or by a combination of screening elements. Stored items shall not exceed the height of the screening element.

» ***Reg-55.*** Not more than one fully screened outdoor area may be used to store motor vehicles, whether operable or inoperable. The storage area shall not exceed 400 square feet in area or 12 feet in height. The storage area shall not encroach into any landscaped area or into any required yard unless it is in compliance with LDC Section 142.0510(e).

» ***Reg-56.*** The following items may be placed outdoors without screening when intended for near-term use: home maintenance or lawn maintenance equipment and supplies and game, sport, and leisure equipment.

» ***Reg-57.*** Outdoor storage of merchandise, material, and equipment is permitted in commercial and industrial zones only when incidental to an allowed use located on the same premises, provided the following criteria are met:

- The storage area is screened by solid fences, walls, or buildings, or a combination thereof, not less than six feet in height. No merchandise, material, or equipment shall exceed the height of the screening fence, wall, or building. If screening of the merchandise, material, or equipment requires a screening height greater than six feet, the storage area and the screening fences, walls, or buildings shall be located on the rear half of the lot, away from any public right-of-way; and
- Storage is permitted in required side and rear yards. Storage is not permitted in required front or street side yards.

» ***Reg-58.*** No merchandise, material, or equipment shall be stored on the roof of any building unless it is completely screened from pedestrian view. This limitation does not apply to operable vehicles parked on the top level of a parking structure.

Refuse and Recyclable Storage Areas

Refuse and recyclable storage areas are regulated by LDC Chapter 14, Article 3, Division 8, *Refuse and Recyclable Materials Storage Regulations*, which provides permanent, adequate, and convenient space for the storage and collection of refuse and recyclable material. The intent of these regulations is to encourage recycling of solid waste to reduce the amount of waste material entering landfills and to meet the recycling goals established by the City Council and mandated by the state of California. Refuse and recyclable materials storage for residential development shall comply with the following, in accordance with LDC Section 142.0820, except as modified by Table E-5, *Riverwalk Tailored Development Standards,* of this Specific Plan:

- ***Reg-59.*** Material storage areas may be located in a designated interior area that is not in a dwelling unit.

- ***Reg-60.*** Exterior material storage areas shall not be located in any front yard, street side yard, street yard area, parking area, landscaped area, or any other area required by the Municipal Code to be constructed or maintained unencumbered according to fire or other applicable building or public safety laws. Material storage areas may be located outside a structure in required rear yards or in required side yards.

- ***Reg-61.*** Refuse and recyclable storage for residential development shall comply with LDC Section 142.0820, except as modified by Table E-5, *Riverwalk Tailored Development Standards* of this Specific Plan.

- ***Reg-62.*** Material storage areas shall be accessible to occupants and haulers. Premises served by an alley shall provide material storage areas that are directly accessible from the alley.

- ***Reg-63.*** One sign identifying the material storage area is required for each area and shall be posted on the exterior of the material storage area near the point of access. The maximum sign copy area permitted for each sign shall be one square foot.

- ***Reg-64.*** Material storage areas located outside any structure shall be screened with a minimum six-foot-high screening enclosure that is designed to be architecturally consistent with the primary structure. Refuse, recyclable material, and material storage containers shall not exceed the height of the solid screening enclosure.

- ***Reg-65.*** Refuse and recyclable materials storage for non-residential development shall provide at least one exterior refuse and recyclable material storage area for each building.

The total storage area requirement is based on the gross floor area of the non-residential buildings on the premises, as shown in LDC Table 142-08C, except as modified by Table E-5, *Riverwalk Tailored Development Standards,* of this Specific Plan.

The refuse and recyclable materials storage definition provided in Table E-5, *Riverwalk Tailored Development Standards,* allows for diminished storage space and alternative compliance with the storage area requirements of LDC Table 142-08B for residential development and 142-08C for non-residential development. Alternative compliance that allows for greater efficiency of storage space may include compactors, more frequent hauling service, future innovations in refuse and recyclable storage, or a combination of these items. Where individual developments meet the threshold requiring the preparation of a Waste Management Plan, such a plan shall be prepared.

Loading Areas

Loading areas are regulated by LDC Chapter 14, Article 2, Division 10, *Loading Area Regulations,* which provides the number, size, location, and screening requirements for loading areas in multiple unit residential, commercial, and industrial uses. Loading areas are required for all multi-unit residential and commercial developments. The intent of these regulations is to minimize disruption of traffic flow by freight-carrying vehicles blocking the public right-of-way and to minimize impacts to vehicular and pedestrian/bicycle circulation and required off-street parking spaces. Loading area requirements are provided in LDC Table 142-10B. The number of required loading area spaces is based on the use of the building and the building size. Where two or more uses are located on the same premises, the number of loading area spaces required is the sum of the spaces required for each use (based on square footage of each use) computed separately. Additionally, as contained in Table E-5, *Riverwalk Tailored Development Standards,* one on-street loading space per building in lieu of or in addition to off-street loading.

» ***Policy-41.*** When a building contains a loading dock, the building should be designed to minimize residential exposure to the nuisances associated with the loading dock to the maximum extent possible.

» ***Reg-66.*** Parking of passenger vehicles is not permitted in off-street loading areas.

» ***Reg-67.*** Loading areas shall be designed and located so that loading vehicles are not parked in required front or street side yards, driveways, or required parking spaces during loading activities.

» ***Reg-68.*** Where loading docks and overhead doors are proposed, the loading docks and overhead doors shall be screened from the public right-of-way with fences or walls designed to reduce visual impacts.

6.5.6 Private Open Space

Private open space will be as required in the selected zone for the development area in accordance with the City's Land Development Code, as augmented by the private open space definition included in Table E-5, *Riverwalk Tailored Development Standards.*

Patios

» ***Reg-69.*** When a private outdoor space is accommodated through an at-grade patio, a minimum dimension of four feet shall be provided between the building wall and the patio barrier.

The space should be defined to provide boundary and definition to the user. For development in Riverwalk, private open space areas located within the front setback shall be counted toward meeting private open space requirements. At-grade patios are encouraged to have direct access to the street or abutting ground-level to support the pedestrian orientation of Riverwalk and create an integrated ground plane.



At-grade patios with direct access to the street

Balconies

- ***Policy-42.*** Private balconies may be:
  - Fully inset from the main building wall;
  - Semi-recessed with a cantilevered (unsupported) projection of from the main building wall or corner; or
  - Attached as a building projection within a recess.

- ***Reg-70.*** When private outdoor space is accommodated as an above-grade balcony, such balconies shall have a minimum dimension of four feet in depth.

- ***Reg-71.*** When attached as a building projection without a recess, the balcony element needs to have a substantial presence and be treated as an integral element in the whole composition. Juliet balconies, or false balconies, are allowed but shall not be considered private outdoor space.

- ***Reg-72.*** Building materials for balconies and/or patios are to be consistent with overall building materials of a development. These building materials may include the following, but other materials that are consistent with the quality and design of individual developments and the overall Riverwalk project are allowed:
  - Stucco
  - Stone
  - Glass
  - Metal
  - Wood or composite material
  - Concrete

Private Open Space

- ***Reg-73.*** Private open space area located within the front setback shall be counted toward meeting private open space requirements.

- ***Reg-74.*** Usable open spaces such as mini-plazas and dog walk areas shall be created between buildings to avoid a visual tunnel effect and should be linked to major open space areas and the existing pedestrian tunnels, where adjacent.

- ***Reg-75.*** Private recreational and urban plaza areas shall be visually (through unobstructed views) and/or physically (through pathways) linked to open spaces as part of the area-wide open space system.

- ***Reg-76.*** Recreational uses shall be provided within private residential developments and may include, but are not limited to, swimming pools, tennis, basketball, volleyball, handball, shuffleboard, badminton courts, children's play areas, or picnic facilities.

6.5.7 Temporary/Interim Uses

As described in Chapter 1, *Introduction*, the existing land use is a golf course that has been active on-site for at least six decades. It is anticipated the golf course will continue to operate as Riverwalk is developed. Depending upon the implementation of the elements of the Riverwalk Specific Plan, specific land uses will replace portions of the golf course facilities as they develop. Between the time portions of the golf course facilities cease and redevelopment occurs, building pads will be graded and prepared for development.

Graded, undeveloped lots provide the opportunity for both temporary uses (less than 60 days), such as seasonal retail sales, special events, and event staging areas, as well as interim uses, such as vehicle parking and storage.

- ***Reg-77.*** Separately regulated uses identified in the Land Development Code CC-3-9 zone, the RM-4-10 zone, and Assembly and Entertainment Uses shall be allowed on an interim basis subject to compliance with all City-wide development regulations and permit requirements.

- ***Reg-78.*** Permit applications for temporary/interim uses shall be provided to the Mission Valley Planning Group as an informational item.



Examples of interim use



6.5.8 Monumentation and Community Signage

Riverwalk's neighborhood identity and distinctive sense of place can be enhanced by a hierarchy of well-placed entry markers. Signage and monumentation should be used to help direct and inform residents, employees, and visitors of Riverwalk. Entry areas, by definition, need to be in locations where the edge of different uses or facilities occur on the project site or where important decision points may be presented to the pedestrian, cyclist, transit user, or driver that may be passing by. The entry areas also serve to set the stage of the overall character of the site, further reinforcing the design elements of an integrated mixed-use neighborhood.

Riverwalk's entry monumentation should feature a palette that is consistent with the materials used throughout Riverwalk's public spaces. Monumentation may feature natural materials, which may be enhanced by metal fencing, railings, or light fixtures. When low walls are used, these should be very visible and be integrated into the topography of the site. In general, walls should either be stepped back to create a series of terraces or should provide a consistent horizontal top height that end by leading into adjacent berms and knolls.

Entry areas that include signage and other special design treatments fall into three general categories: community gateway, primary, and secondary. Entry monumentation may incorporate natural elements to reflect Riverwalk's proximity to the San Diego River. Site walls, if used in entry monumentation, should either terrace or integrate into slopes, knolls, and berms, as appropriate.

Community Gateway Sign(s)

» ***Reg-79.*** At a maximum, two prominent, statement gateway signs may be provided within Riverwalk: one north of the San Diego River and one south of the San Diego River.

These gateway signs may span an internal roadway, similar to the Hillcrest sign in the Hillcrest neighborhood of the Uptown community, or be located within a central median, such as the Civita sign in the Civita neighborhood of Mission Valley. Materials and landscaping utilized in concert with these signs should be of the highest quality, as these gateway signs set the tone for the entire Riverwalk community.



Examples of community gateway signs

Primary Entries

» ***Reg-80.*** Developer may, but is not required to provide, Primary Entry Signs. If provided, Primary Entry Signs will be limited to project entry areas along Friars Road, Fashion Valley Road, and Hotel Circle North. These monuments may also function as retaining walls with design elements such as landscaped terracing or water features.

Primary entry monuments will vary in height and width depending on location and topography. Plant materials should include those species which have striking features such as seasonal color, flowers, unique branching and leaf patterns, and/or cascading elements.

Secondary Entries

» ***Reg-81.*** Developer may, but is not required to provide, Secondary Entry Signs to identify major residential buildings, businesses, and park space. The use of monuments with use identities, logos, and names would be allowed at this level.

These areas should include increased levels of landscape treatments and breaks in the streetscape pattern found in the immediate area. Thoughtfully-designed walls will be encouraged to be integrated with the signage, as necessary. A similar level of entry monumentation could occur for all of the other outdoor spaces such as parks, open space, and public gathering places. The signage should be subtle but placed in a highly visible portion of the project site.

6.5.9 Fencing and Walls

Walls and fences can be the dominant feature of any neighborhood; therefore, it is essential for these elements to be aesthetically pleasing and provide thematic continuity in design.

» ***Policy-43.*** Care must be exercised in the design and implementation to avoid long, monotonous, or awkward sections of fencing. Using a combination of materials, consistent with the adjacent architecture, and transparencies are encouraged.

» ***Reg-82.*** Fencing shall not obstruct pedestrian access to major site amenities.

The design and placement of walls and fencing should both reflect the architectural style of nearby buildings and enhance the overall neighborhood identity and character, as well as provide a visual unifying element consistent throughout Riverwalk. To this end, walls and fences shall feature a palette that is consistent with the type and quality of materials used throughout Riverwalk's Districts. Walls should be made of a textured surface material. Fencing may be constructed of a variety of materials, including, but not limited to, wood, metal, wrought iron, steel, stone, masonry, concrete, or Plexiglas. Decorative capping is encouraged, but not required.

Long, monotonous, or awkward runs of a single fence should be avoided. A compatible variety of fencing types, such as open and solid wall fence styles, may be combined to attract interest and provide variety. Longer expanses of walls should provide visual relief with design techniques such as a periodically recessed wall plane, vertical pilasters, or jogs in a fence line. In addition, landscaping, such as trees, shrubs, or vines, should be used to soften the

appearance of the wall or fence, where appropriate, especially along long expanses of walls and/or fencing.

Design and selection of a wall's materials, height, and placement should reflect its location along either a pedestrian-orientated pathway or an automobile-dominated thoroughfare. Along Riverwalk's pedestrian-oriented residential streets, heights of fences and walls should differentiate between the public and private realms without creating a total visual barrier between the sidewalk and building. Low fences and walls or substantial planter boxes can provide an attractive distinction between public walkways and private residential spaces, while also enhancing the character of Riverwalk's active pedestrian street-scene.

Where pedestrian pathways are adjacent to Riverwalk's ground floor commercial spaces, the use of planters, bollards, and very low walls may be appropriate where distinction between public pathways and private areas is desired.

» ***Reg-83.*** All walls and fencing at Riverwalk shall comply with LDC Chapter 14, Article 2, Division 3, *Fence Regulations*, and LDC Chapter 14, Article 3, Division 4, *Planned Development Permit Regulations*.

» ***Reg-84.*** Gates and/or fencing that restrict access along public rights-of-way are prohibited. (Access to public parks may be limited during evening hours for security purposes.)

Residential Conditions

Walls and fences used in residential yards should not exceed six feet in height as measured from the point of highest elevation.

» ***Reg-85.*** Residential front yard fence heights shall not exceed three feet, unless otherwise required by code.

Gates and Openings

Gates in walls and fences should be constructed of a material compatible with the fence or wall (LDC Chapter 14, Article 3, Division 2). In addition, gates and/or fencing that restrict access along public rights-of-way are prohibited. (Access to public parks may be limited during evening hours for security purposes.)

Noise Walls

Some residential development areas may be exposed to significant noise levels on arterial streets. Measures to reduce this exposure may need to be incorporated into development projects in affected areas. In areas determined to have a greater noise level than that compatible with the proposed land use(s) based on City standards, noise attenuation measures should be incorporated into the development to reduce noise exposure to acceptable levels, in accordance with the City's noise standards.

Where required to reduce noise levels, sound attenuation walls and fences should be constructed of a textured solid surface material that is compatible with the architecture of the project. A wide variety of materials, including stone, wood, and concrete block, as well as other materials with an attractive, traditional appearance, may be utilized. Acrylic glass or acrylic sheeting may be used where views are to be maintained, provided the acrylic glass or sheeting is of ample thickness to attenuate noise levels.

6.5.10 Outdoor Lighting

The design issue of lighting includes street lighting and lighting for open space and park areas, as well as building and landscape accent light and sign illumination. The following should be considered in the provision of lighting:

- ***Policy-44.*** Street lights should provide a safe and desirable level of illumination for motorists, pedestrians, and bicyclists.
- ***Policy-45.*** Lighting should not intrude into residential areas. Where feasible, all lighting should be comprised of full cut-off fixtures to minimize light pollution and glare.
- ***Policy-46.*** Lighting fixtures should relate to the human scale, especially security lighting and lighting in pedestrian areas.
- ***Policy-47.*** Lighting and lighting fixtures should complement the design and character of the environment in which they are placed.
- ***Policy-48.*** Enhanced lighting should be utilized in areas designed as primary connections between residential and commercial area, as well as to public transit facilities. Shielding, appropriately scaled lighting fixtures, and light wattage are all measures to ensure against escape of light into unintended areas, such as residential units or natural areas.
- ***Policy-49.*** Safety lighting adjacent to the San Diego River corridor must be directed lighting, as opposed to general lighting, to prevent spill-over and illumination of habitat areas in compliance with the City's MHPA adjacency guidelines.

Site lighting is an important design issue that affects public streets, bicycle travel ways, open space, parks, and private areas. The lighting of these areas can encourage use after sunset and before sunrise, which increases the opportunities for social interaction, active transportation, and the creation of neighborhood, as well as promotes safety through longer hours of neighborhood use. One of the main objectives of the Riverwalk Specific Plan is to encourage active transportation movements such as walking and bicycles. The American National Standard Practice for Roadway Lighting (RP-8-00) may serve as a guide to supplement the minimum City standards for street lighting.

Lighting along trails, paths, walkways, and sidewalks should combine pedestrian-scale lighting with the adjacent building lighting, so as not to overwhelm the pedestrian/bicyclist.

- ***Reg-86.*** Lighting adjacent to the San Diego River shall comply with the City's MHPA guidelines for lighting.
- ***Reg-87.*** Pedestrian/bicycle tunnels will be internally lit and include mirrors.

Security lighting fixtures should not project above the face of the buildings and are to be shielded and match the surface to which they are attached.

- ***Reg-88.*** Security lighting fixtures shall not substitute for the parking lot and/or walkway/path lighting fixtures.

Illuminated entries should direct lighting low to the ground and be limited to only the immediate vicinity of the entry. Lighted entries should complement the building and should not be distracting or create visual clutter or glare.

6.5.11 Landscape Features

Landscaping occurs throughout Riverwalk to accent street scenes, provide character to park and open space elements, and enhance parking areas. In addition to the policies provided below, Table 6-1, *Landscape Development Requirements Summary,* provides all pertinent landscape development requirements for Riverwalk.

Parks Landscape Design

Landscape design within parks will vary and be specially selected for each park's location and unique place within the fabric of Riverwalk's park system.

- ***Policy-50.*** Depending upon the conceptual use of each park, the landscape plan will include a variety of trees, shrubs, ground covers, and furniture. The plant materials, native where practical, will be selected to complement the planned activities, views, and habitat. Proximity to the San Diego River will strongly influence the selection of plant materials.

- ***Policy-51.*** Paths, trails, and sidewalks will connect the various parks and landscaped areas and the developed areas; however, the materials used for each will depend upon the slope, adjacency to the river, accessibility standards, and maintenance requirements.

- ***Policy-52.*** Activities along the connecting paths, trails, and sidewalks may include, but are not limited to, seating, fitness courses, play equipment, pet walk areas, and interpretive and informational signage.

Streetscape Design

Streetscape landscaping includes view corridor planting, parkway landscaping, and other planting along Riverwalk's streets.

- ***Policy-53.*** Use of tree grates should be minimized, and utilized only where they act as to expand the pedestrian realm by creating a continuous pedestrian surface. Where possible, planted parkways and planted tree wells are preferable to tree grates.

- ***Policy-54.*** Trees and other plants should be the dominant elements of the major entry statements.

- ***Reg-89.*** Street trees shall be standard trunk, canopy-form species that are known to be strong, insect- and disease-resistant, and deep-rooted. To avoid a monoculture of trees and to promote a street hierarchy, street trees should have a variety rooted in a prescribed street tree theme organization.

- ***Reg-90.*** Plantings designed for major entries shall relate directly to adjacent plantings, as well as provide a strong focal element. If any entry monument or sign is used, evergreen shrubs and vines shall be used as a backdrop to soften edges. Low plantings of ground cover or annual color can be used in the foreground.

- ***Reg-91.*** Tree grates cannot be included in the calculation for ADA path of travel.

- ***Reg-92.*** Street trees shall be located adjacent to the curb to separate the vehicular activity from the pedestrian realm.

- ***Reg-93.*** Trees shall be placed, and utilities shall be designed, so as to observe the minimum tree separation distances per LDC Table 142-04E. Trees, or shrubs over three feet tall, may not be placed within any Water or Sewer Easement.

Table 6-1. Landscape Development Requirements Summary*

Area Type	Planting Area Required	Planting Points Required	Additional
PUBLIC OPEN SPACE			
Trolley Plaza	5%	.05 pts/sq.ft.	Points to be achieved with 36-inch box trees with 40-square-foot planting area.
All Other Public Plazas	20%	.05 pts/sq.ft.	Planting areas per 142.0403.
RESIDENTIAL DEVELOPMENT - Private Open Space			
Street Yard			
Street Yard	142.0404 142.0405(a) 142.0405(b)(1)	142.0404 142.0405(a) 142.0405(b)(1)	
Remaining Yard			
Four Dwelling Units or Less	NA	60 points / residential structure	To be provided with 10-ft offset from structural envelope, or within the remaining yard setbacks of the premises.
Five Dwelling Units or More	142.0405(b)(2)	142.0405(b)(2)	
Plazas, Courtyards, Paseos	142.0405(b)(2)	142.0405(b)(2)	Based on total area of common open space area developed at grade or on structural podiums. See also Planting Area Requirements under 142.0403(d)(2) & (3).
COMMERCIAL DEVELOPMENT - Private Open Space			
Street Yard			
Street Yard	142.0404 142.0405(a) 142.0405(c) 142.0405(d)	142.0404 142.0405(a) 142.0405(c) 142.0405(d)	
Remaining Yard			
Commercial Development	142.0404 142.0405(a) 142.0405(c)	142.0404 142.0405(a) 142.0405(c)	
VEHICULAR USE AREA (VUA)			
VUA inside the Street Yard	142.0406 142.0407	142.0406 142.0407	
VUA outside the Street Yard	142.0406 142.0407	142.0406 142.0407	
Temporary VUA	142.0408	142.0408	
Private Drives & Interior Drive Aisles	142.0407	142.0407	Where vehicular use areas are equal to or greater than 6,000 square feet, and are of a linear configuration made up primarily of drive aisles, the required planting area and plant points may be provided within five feet of the edge of the vehicular use area.
Area Type	**Requirements**		**Additional**
STREET TREE & PUBLIC RIGHT-OF-WAY			
Street Trees	142.0409(a)		A minimum root zone of 40 square feet in area shall be provided for all trees per 142.0403(b)
Public Right-of-way	142.0409(b)		

* All development subject to the Landscape Regulations Chapter 14, Article 2, Division 4, in the Land Development Code (effective February 28, 2018) in addition to these supplemental requirements.

Streetyard Landscaping

The streetyard includes landscaping provided along the streetscape. These landscaped areas provide opportunities for layers of landscaping, such as ground cover, shrubs, and trees.

» ***Policy-55.*** To the greatest extent feasible, the existing trees lining the south side of Friars Road will be retained to reinforce the visual character of Friars Road.

» ***Reg-94.*** Berms will be used, whenever feasible, to screen undesirable views and provide a gentle undulation to the site. A 2:1 maximum side slope shall be utilized.

» ***Reg-95.*** All planting within setbacks shall be from the *Recommended Plant Materials* (Section 3.6.9).

Remaining Yard Landscaping

Remaining yard means the portion of the yards on a premises that is not within the street yard.

» ***Reg-96.*** Remaining yard landscaping may be achieved through any of the following options:

(A) Residential development with four dwelling units or less shall be subject to a minimum of 60 points per residential structure. Planting shall be distributed within a 10-foot offset from the structural envelope or within the remaining yard setbacks of the premises.

(B) A minimum of 30 percent of the area within a 10-foot offset from the structural envelope of each residential structure shall be provided in landscape area and shall be planted at a rate of 0.05 points per square foot of total area within the offset.

(C) A minimum of 20 percent of the provided common open space area shall be provided in landscape area and shall be planted at a rate of 0.05 points per square foot of the total open space area. Common open space area may include plazas, courtyards, or paseos developed at grade or on structural podiums.

Parking Lot Landscaping

Parking lot landscaping allows for softening of the aesthetic of these areas and improved ecology by filtering runoff, reducing urban heat island effect, and passive air quality improvements.

» ***Policy-56.*** Evergreen trees and shrubs may be combined with earthen berms to screen surface parking and parking structures from adjacent view corridors, development, streets, and river views.

» ***Policy-57.*** Cascading-type plant materials may be used in edge planters along each level of parking.

» ***Reg-97.*** Surface parking areas shall be broken into sections. Each parking area is to be separated by landscape buffers. Exclusive of setbacks from public streets a minimum of ten percent of the parking area shall be landscaped. Trees shall provide a canopy when at mature height and spread. They should be known as strong, insect- and disease-resistant, deep-rooted, tolerant of street environments, low-maintenance, drought-tolerant, and long-living, if possible

» ***Reg-98.*** Evergreen canopy-form shade trees are to be used within surface parking area to reduce solar glare and provide variation in character. Trees shall be provided at a rate of one canopy form tree

within 30 feet of each parking stall. Species shall be selected from the Recommended Plant Materials (Section 3.6.9, *Recommended Plant Materials*).

» ***Reg-99.*** Within Vehicular Use Areas, tree wells shall have a minimum root zone of 40 square feet with no dimension less than five feet, per the City's Landscape Regulations. Where trees are placed within the Vehicular Use Area, diamond shaped planters shall not be allowed. Instead, trees shall be placed in either finger islands or placed in planters spanning the width of two parking stalls (approximately 16 feet) for a depth of three feet at the head of each abutting parking stall (approximately six feet) and centered with parking stall striping.

» ***Reg-100.*** Trees shall provide a canopy when at mature height and spread. They should be known as strong, insect- and disease-resistant, deep-rooted, tolerant of street environments, low-maintenance, drought-tolerant, and long-living, if possible.

Open Areas

Open areas include park and open space elements, as well as plazas and linear parks.

» ***Policy-58.*** Cool season grasses should be limited to highly visible project entrances and areas intended for active recreation.

» ***Reg-101.*** Until the technology improves, the use of synthetic turf is discouraged, as synthetic turf is a non-renewable resource and can contribute to heat island effect. For the purposes of the Landscape Regulations section of the Land Development Code, any use of synthetic turf does not count towards required planting area.

» ***Reg-102.*** Development within Riverwalk must comply with the Storm Water requirements. All areas not paved or built upon must be landscaped with drought-tolerant trees, shrubs, and/or living groundcover. Other than those areas in close proximity to the river or major streets, graded pads need not be fully landscaped. As a requirement, these pads shall be seeded with a low-water-use ground cover mixture, which may be used in combination with existing trees.

» ***Reg-103.*** The use of turf is regulated by the Water Conservation section of the Landscape Regulations (LDC Section 142.0413), which limits use to 10 percent of the landscape areas on a premises, excluding required common areas, active recreation areas, and areas located in the public right of way between the curb and the sidewalk. At thematic entries, use of turf is limited to 50 percent of the entry area, and may not exceed the 10 percent allowed on the premises.

» ***Reg-104.*** Large walls or fences shall be visually softened with large shrubs or small trees.

6.5.12 Transportation Features

Transportation facilities include the active transportation network (pedestrian and bicycle facilities), transit, and roadway elements.

Pedestrian Sidewalks/Pathways

» ***Reg-105.*** Pedestrian/bicycle tunnels will be internally lit and include mirrors.

» ***Reg-106.*** Widths of pedestrian sidewalks located within a public street right-of-way shall be determined by the classification of the

adjacent street and shall be separated from the street by a landscaped strip.

» ***Reg-107.*** Widths of pedestrian paths that lie outside a public street right-of-way and are not an accessible path of travel shall be no less than five feet wide and may be stabilized decomposed granite or concrete.

» ***Reg-108.*** The San Diego River Pathway shall be located in the River Corridor Area, generally adjacent to the floodway on the north side of the San Diego River. The San Diego River Pathway will be at least 10 feet wide, concrete surface, with two-foot shoulders on both sides. (See Section 3.4.1, *River Corridor Area*, and Section 6.5.15, *River Corridor Area*) for a detailed discussion of the San Diego River Pathway.)

» ***Reg-109.*** The primary pedestrian paths shall have adequate security lighting and signage to provide for the safety of the users.

» ***Reg-110.*** All primary pedestrian paths shall have adequate gradients for accessibility, per requirements of Title 24.

Pedestrian Access

» ***Policy-59.*** Development oriented toward the river should have pedestrian access from public streets.

» ***Policy-60.*** Active transportation internal circulation paths should be provided to minimize conflicts between pedestrians and automobile traffic. Additionally, sidewalks will be provided within Riverwalk along all public streets.

Pedestrian Linkages

» ***Policy-61.*** Safe and convenient pedestrian movement should be provided within, to, and from parking areas, as well as to surrounding existing commercial, residential, and office developments and the valley-wide pedestrian and public transit systems.

» ***Policy-62.*** The pedestrian path system should connect recreational uses to one-another and link recreational areas to development areas.

» ***Policy-63.*** Where residential, retail, recreational, and employment developments occur adjacent to open space parcels, pedestrian linkages should be provided from the development area to the designated pedestrian pathways or open space entries.

» ***Reg-111.*** Pedestrian paths shall link the river bridges to the neighborhood-wide trail system.

» ***Reg-112.*** Connections within the open space network will be reinforced with wayfinding signage and landscaping.

Pedestrian Crossings and Intersections

» ***Policy-64.*** Where not in conflict with bicycle circulation, intersection bulb-outs should be utilized at intersections to reduce the length of pavement at pedestrian crossings and to slow vehicle speeds.

» ***Policy-65.*** Internal pedestrian paths may cross streets at-grade at intersections and should have safety markings to alert the pedestrian to the at-grade crossing, such as patterned walkways, barriers, etc.

» ***Reg-113.*** Crosswalks will comply with the City's design standards; however, alternative design treatments may be considered during the preparation of improvement plans to elevate their importance, encourage their use, and to integrate them into the streetscape.

Bikeway Design

» ***Reg-114.*** A minimum two-foot horizontal and a minimum eight-foot vertical clearance to obstructions shall be provided at the outside edges of all bicycle paths.

» ***Reg-115.*** Drainage inlet grates, manhole covers, etc., on all bikeways shall be designed and installed in a manner that provides an adequate surface for bicyclists.

» ***Reg-116.*** Uniform signs, markings, traffic control devices, etc., shall conform to the requirements of the "Manual on Uniform Traffic Control Devices – California Revision 5" (2014), to the satisfaction of the City Engineer.

» ***Reg-117.*** All bikeways shall have adequate lighting and signage to provide for the safety of the users as determined by the City Engineer. Lighting and signage within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.

Bikeway Facilities/Bike Racks/Parking

» ***Policy-66.*** Bicycle lockers/racks, personal lockers, showers, and changing facilities shall be encouraged at retail and employment developments in order to promote the use of bicycles and bikeways by employees.

» ***Policy-67.*** Designated bicycle parking is encouraged for bike share programs, with related signage and bike racks located within the public realm. Designated parking areas for bike share programs will avoid shared bikes being abandoned within the public right-of-way, where they may damage trees and/or parkway landscaping and/or block pedestrian access.

» ***Policy-68.*** Bikeway facilities and bicycle racks/parking areas should be adaptable to allow for response to the rapidly changing mobility landscape.

» ***Reg-118.*** Commercial and residential buildings shall provide bike racks to encourage bicycle use.

Transit

» ***Policy-69.*** The transit/trolley stop will be part of a mobility hub and will provide access to and from buses, the trolley, and paths, trails, and sidewalks that serve the neighborhood and the region. The facility will include multiple mobility options, such as bicycle lockers/racks, scooter and bicycle rental, automobile drop-off/pick-up, rideshare, and other forms of transportation options. The transit/trolley stop will be architecturally and functionally integrated into the design of the community.

» ***Policy-70.*** Providing pedestrian walkways from the transit/trolley stop to high activity areas such as Friars Road, commercial uses, and the Riverwalk River Park will increase use of the facilities. Considerations include reasonable walking distances, tree-shaded walks, etc.

» ***Policy-71.*** Where and if feasible, bus stops should be integrated with buildings, pedestrian areas, urban plazas, mobility centers, and

privately-provided shuttle bus service to provide easy pedestrian access from the bus stop to destination.

» ***Policy-72.*** Proper bus stop signage should be readily identifiable to pedestrian and bus passengers.

» ***Policy-73.*** A proposed bus and/or privately-operated shuttle to serve the project area should be integrated into a future Mission Valley intra-valley bus/privately-provided shuttle service, connecting to popular destinations, such as transit centers, shopping malls, and employment centers.

» ***Reg-119.*** Outdoor bus stops shall be designed to provide shelter from harsh weather.

» ***Reg-120.*** Bus stops shall be designed to maximize security features and be located close to traffic signals and pedestrian crosswalks.

Vehicular Access Design Considerations

» ***Policy-74.*** When feasible, vehicular access should be provided through shared driveways at property lines.

» ***Policy-75.*** Driveway entrances to parking areas should minimize disturbances to the pedestrian continuity of the sidewalk areas.

» ***Reg-121.*** Rideshare drop-off/pick-up areas shall be designated to avoid conflicts with the circulation system.

» ***Reg-122.*** Emergency services vehicles (i.e., police, fire, and ambulance) shall have complete access to all structures within Riverwalk, as required by the City of San Diego safety codes.

6.5.13 Sustainable Features

The Specific Plan has been carefully planned and designed to include a mix of land uses and project features that will help to achieve the goals of the City's General Plan relative to smart growth and sustainable development, which in turn help to achieve the City's Climate Action Plan goals and objectives. The Riverwalk Specific Plan is a smart growth and sustainable development. To address the creation and maintenance of a quality environment, sustainability has been considered in the overall land use, transportation, building design, site design, and will be integral to the management of water, energy, and solid waste on-site and sustainable mobility.

In accord with the City's Conservation Element, Riverwalk seeks to reduce its "environmental footprint" and contribution of greenhouse gas emissions through an appropriate land use plan that contains a variety of land uses in proximity with one another (for example, local serving retail will provide food and beverage options for residents and guests) and connects those land uses in an efficient manner, promoting alternative modes of transportation and a variety of mobility options. These efforts are also in accordance with the City's Climate Action Plan, supporting not only the advancement of the "City of Villages" concept, but also promoting active transportation options and improving accessibility.

In addition to Riverwalk's land uses, the circulation network for Riverwalk prioritizes active transportation, such as walking and bicycling, as well as transit (trolley and bus) and on-demand transportation options, such as rideshare and bike share programs. Developing the appropriate land use mix and a

circulation system that does not solely rely on automobiles for Riverwalk's future are keys to a sustainable development. Future development of individual lots and buildings within Riverwalk will include sustainable design features. Additionally, Riverwalk shall comply with the CAP in accordance with the CAP Consistency Checklist.

Low Impact Development (LID) principles, guidelines, and best management practices (BMPs) will be incorporated during the planning, design, implementation, and maintenance of the public spaces throughout the project. In particular, planting areas within parks, on slopes, and along trails will be designed to incorporate stormwater management BMPs to slow, infiltrate, and cleanse stormwater. Trails and hardscape features within the public realm will be designed with permeable paving materials, where appropriate, such as porous concrete, porous asphalt, interlocking pavers, decomposed granite, or similar treatments to promote stormwater infiltration and reduce stormwater discharge.

Plant material selection will be selected to minimize the excessive use of water, pesticides, and fertilizers. The following provides measures to be considered as part of future development projects to encourage sustainable design. Other implementable measures may present themselves in the future, as the concept of sustainability matures and becomes a routine component of development in San Diego.

Sustainable Building and Site Design

- ***Policy-76.*** Strive for innovative site design and building orientation to reduce energy use by taking advantage of sun-shade patterns, prevailing winds, landscaping, and sun-screens.
- ***Policy-77.*** Consider re-use of building materials, materials that have post-consumer recycled content, and materials that are derived from sustainable or rapidly renewable sources.
- ***Policy-78.*** Low-wattage and/or LED light features, lighting controls, zoned lighting banks, and time-controlled lighting for public areas should be used.
- ***Reg-123.*** Design buildings that meet CALGreen, California Green Building Standards Code.
- ***Reg-124.*** Design for convenient waste segregation and management, including recycling and composting, in order to meet State and local zero waste management requirements.
- ***Reg-125.*** Construct and operate buildings using materials, methods, and mechanical and electrical systems that promote a healthful indoor air quality.
- ***Reg-126.*** The use of low–flow shower heads and faucets, low-flow toilets, cycle adjustment dishwashers, pressure regulators, hot water pipe insulation or instantaneous water heaters, and standard water meters connection pipe sizes (no oversizing).
- ***Reg-128.*** Ground-mounted solar arrays are prohibited.

Landscaping

- ***Policy-79.*** Incorporate sustainable landscape design and maintenance.

- ***Policy-80.*** Increase the city-wide urban tree canopy by providing a broad range of trees in a hierarchy of locations throughout Riverwalk, when feasible. Consider trees that have greater carbon sequestration.

- ***Policy-81.*** Consider high efficiency irrigation technology and recycled water, when available, to reduce the use of potable water for irrigation.

- ***Policy-82.*** Low-water-use plant material, automatic sprinkler systems with timers, and drip-irrigation systems are encouraged.

- ***Reg-128.*** Utilize trees to maximize energy efficiency. Place evergreen trees in surface parking lots to diminish heat island effect.

- ***Reg-129.*** Incorporate water conservation measures in site/building design and landscaping.

Efficient Mechanical Systems, Fixtures, and Natural Ventilation/Passive Heating and Cooling

- ***Policy-83.*** Energy efficient HVAC systems.

- ***Policy-84.*** Maximize the use of natural ventilation in buildings.

- ***Policy-85.*** Windows, skylights, light wells, and similar features should be used to maximize natural lighting in work areas during daylight hours.

- ***Policy-86.*** Deciduous trees should be used in south-facing and west-facing outdoor areas around buildings to provide solar access during winter months and shade in hot summer months.

- ***Policy-87.*** Vestibule use at entryways should be considered in order to reduce heat and cold infiltration into buildings.

- ***Policy-88.*** Overhangs or canopies should be used, where possible, to shade areas from direct sunlight and reduce heat gain.

- ***Reg-130.*** Design mechanical and electrical systems that achieve Title 24 energy efficiency.

Environmentally-Superior Vehicle Options

- ***Policy-89.*** Promote the use of fuel efficient vehicles through such provisions as electric vehicle charging areas and designated parking for low-fuel/energy efficient vehicles, as well as carpool/vanpool parking.

- ***Policy-90.*** Consider larger surface parking areas to be located to the east and north of adjacent buildings to reduce solar reflection on buildings.

- ***Reg-131.*** Provide electric vehicle-ready parking as required by code.

Active Transportation

- ***Policy-91.*** Increase commuter walking opportunities by providing easily accessed and safe walking paths between residential, commercial, employment, and transit facilities.

- ***Policy-92.*** Incorporate shower facilities in employment areas.

- ***Policy-93.*** Promote the inclusion of short- and long-term bicycle parking throughout Riverwalk, including within residential, retail, and employment areas.

Transit

- ***Policy-94.*** Promote the use of transit through the provision of safe and inviting transit stops within walking distance of employment, retail, residential, and recreational use.

6.5.14 Universal Design

The Riverwalk Specific Plan embraces the principles of universal design, which strives to be a broad-based architectural solution to provide all individuals with access to all elements of the neighborhood. The design approach is intended to create products, services, and environments that are usable by as many people as possible regardless of age, ability, or circumstance. The Riverwalk Specific Plan land plan and design guidelines create a complete neighborhood with a diverse choice of public amenities and housing types. Each development within the Riverwalk Specific Plan will be related to the surrounding developments within the project area through physical design of the public and private improvements to address issues of accessibility and wayfinding to comply with all Federal Housing Administration, Americans with Disabilities Act, and State of California accessibility requirements.

6.5.15 Grading

All grading within the Specific Plan area is controlled by and will be in substantial conformance with the Vesting Tentative Map (No. 2213361) for the Riverwalk project, on file with the City of San Diego, Development Services Department. Grading of the Riverwalk site will occur in a phased manner restricted by City rules, regulations, and ordinances; agency limitation; and testing for archaeological/cultural resources; as well as the Regional Water Quality Control Board. Grading will result in changes to the existing golf course and the slopes abutting the trolley tracks and Friars Road and in raising building pad elevations to at least two feet above the 100-year flood elevation. The Vesting Tentative Map grading plan provides pad elevations and shape. Substantially conforming grading plans shall accommodate buildings (including subterranean parking garages) and site planning that reflect the goals and objectives of the Riverwalk Specific Plan, without amendment to this Specific Plan.

6.5.16 River Corridor Area

The San Diego River Park Master Plan includes design guidelines for the River Corridor Area and River Influence Area. These guidelines are incorporated, with modifications as necessary to facilitate the Riverwalk project, in Sections 6.5.15 and 6.5.16, respectively.

The River Corridor Area is the area immediately adjacent to the San Diego River, and is comprised of the floodway and a 35-foot Path Corridor along the northern and southern boundaries of the floodway. Any development within the floodway shall be in accordance with LDC Section 143.0145, *Development Regulations for Special Flood Hazard Areas*.

- ***Reg-132.*** Establish a 10-foot buffer area between the river corridor and development along the entire length of both sides of the San Diego River within Riverwalk.

Portions of the Path Corridor (see Figure 6-6, *San Diego River Park Master Plan Area Within Riverwalk*) may occur in areas mapped as MHPA (see Figure 3-9, *MHPA Within Riverwalk*), as identified in the City of San Diego MSCP Subarea Plan, or areas determined to be wetland buffers in accordance with San Diego Municipal Code Section 143.0141. These portions of Path Corridor shall be developed in accordance with the MSCP Subarea Plan's *Land Use Considerations* and the *Environmentally Sensitive Lands Regulations* in LDC Chapter 14, Article 3, Division 1. Within locations that are not mapped MHPA or determined to be wetlands buffers in accordance with San Diego Municipal Code Section 143.0141, the following development shall be allowed:

- Children's play areas,
- Multi-purpose courts,
- Turf fields,
- Ball fields,
- Dog parks,
- Water features,
- Restrooms,
- Recreation facilities,
- Trails,
- Information stations,
- Seating and benches,
- Shade structure,
- Park-serving retail uses,
- Storage and maintenance facilities, and
- Development determined by the City Manager to be for active recreational use.

Grading

Grading within the floodway shall be conducted in accordance with the MSCP Subarea Plan's *Land Use Considerations* and the *Environmentally Sensitive Lands Regulations* in LDC Chapter 14, Article 3, Division 1.

» ***Reg-133.*** Grading within the Path Corridor shall, to the satisfaction of the City Manager:
- Avoid long, continuous engineered slopes with hard edges;
- Provide gradual transitions at the top and bottom of slopes; and
- Stabilize and revegetate slopes with native plants consistent with the surrounding habitat type.

San Diego River Pathway

Development of lots located wholly or partially within the northern River Corridor Area shall include the San Diego River Pathway. The San Diego River Pathway shall meander, to the satisfaction of the City Manager, as indicated on the Riverwalk VTM. Where portions of the Path Corridor are mapped as MHPA, as identified in the City of San Diego MSCP Subarea Plan, or areas determined to be wetland buffers in accordance with LDC Section 143.0141, the San Diego River Pathway shall be located (immediately adjacent to the Path Corridor) outside the portions of the MHPA and/or the wetland buffer.

» ***Reg-134.*** The entire San Diego River Pathway shall be constructed on the north side of the river and dedicated with an easement to allow public access. (Note: Where the Path Corridor crosses Riverwalk Drive in the eastern portion of the site, the San Diego River Path will remain on the south side of Riverwalk Drive until it exits the project site at Fashion Valley Road.)

» ***Reg-135.*** The San Diego River Pathway shall be constructed with the first phase of the development within the Central District.

The San Diego River Pathway will be to be located within the 35-foot Path Corridor (see Figure 6-7, *San Diego River Park Master Plan Components*, for an illustration of the how the Path Corridor fits within the San Diego River Park Master Plan).

» ***Reg-136.*** Where the San Diego River Pathway is adjacent to Riverwalk Drive, it shall include:
- 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, unless the paved portion of the pathway exceeds the 10-foot-wide minimum (collectively, the pathway shall be a minimum of 14 feet wide consisting of either paved or decomposed granite surfaces);
- A minimum 10-foot-wide landscaped area between the floodway and the San Diego River Pathway; and
- A minimum 12-foot vertical clearance above finished grade of the San Diego River Pathway.

» ***Reg-137.*** Where the San Diego River Pathway is not adjacent to Riverwalk Drive, it shall include:
- A minimum 14-foot-wide concrete pathway.

Figure 6-6. *San Diego River Park Master Plan Area Within Riverwalk (River Corridor Area and River Influence Area)*

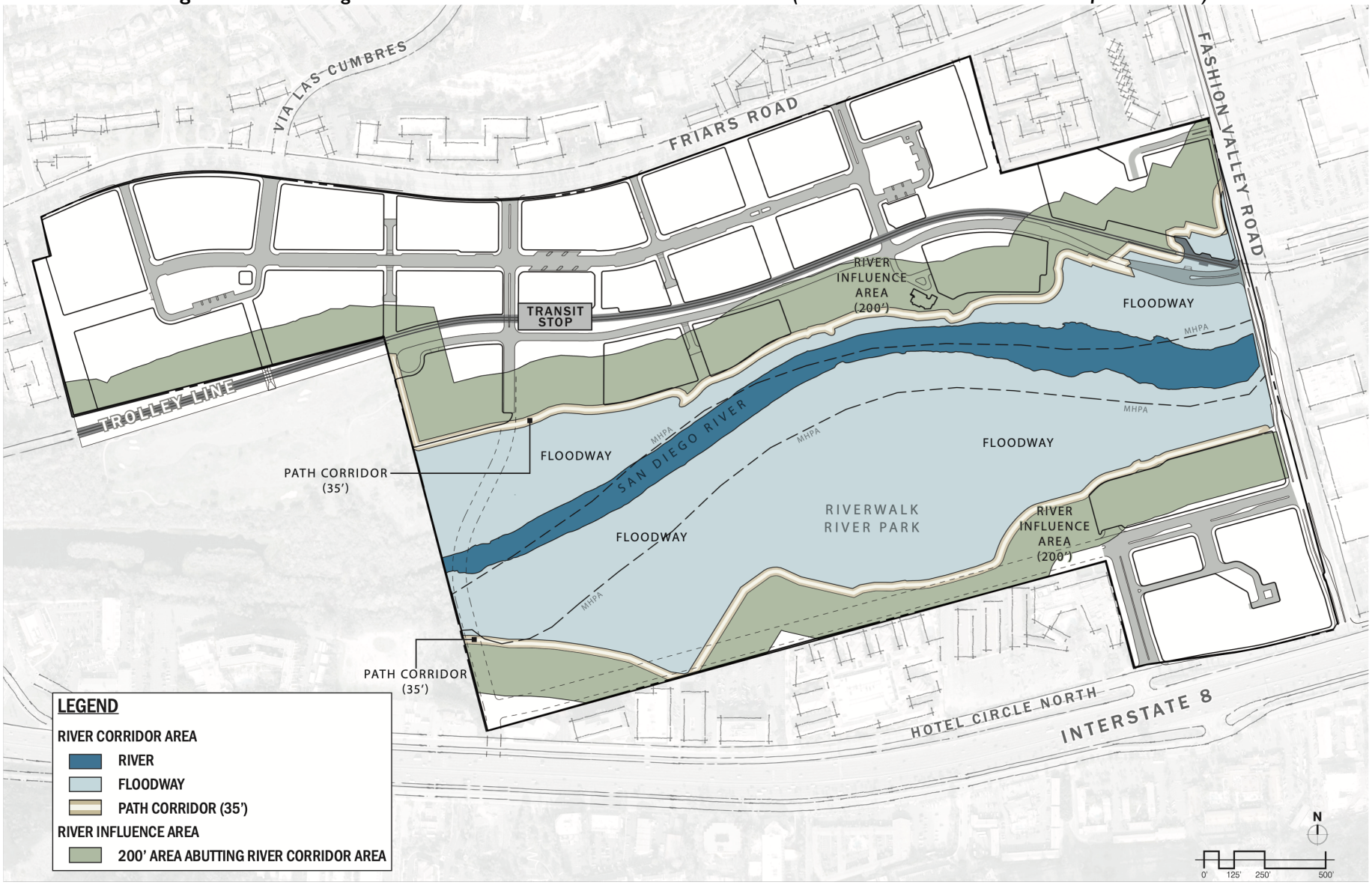
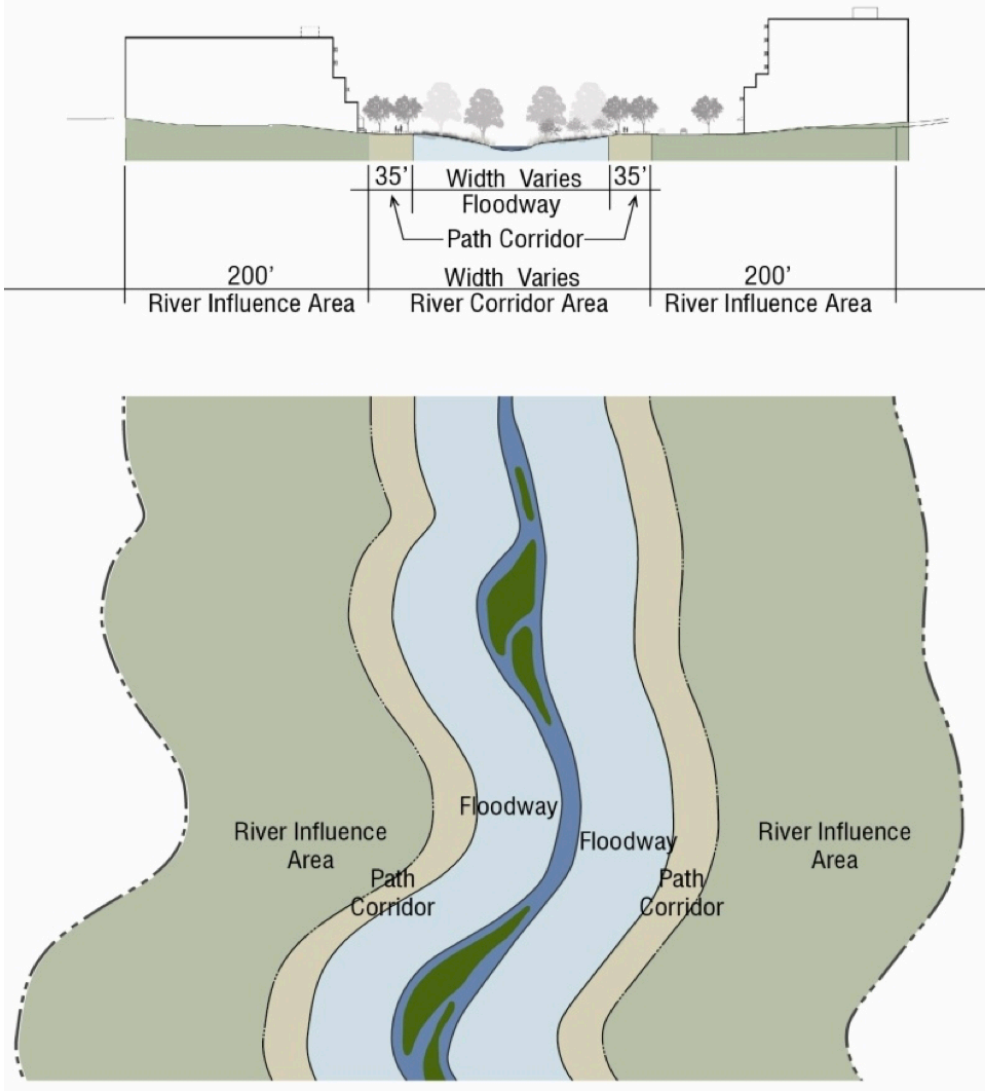


Figure 6-7. San Diego River Park Master Plan Area Components



Trails

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

» ***Reg-138.*** Trail alignments shall mimic natural conditions and minimize grading and disturbance to vegetation.

» ***Reg-139.*** Trails shall be designed to provide continuous loops to the San Diego River Pathway, with no trail alignments resulting in a dead end.

» ***Reg-140.*** Trails located in areas mapped as MHPA, as identified in the City of San Diego MSCP Subarea Plan, or areas determined to be wetland buffers in accordance with LDC Section 143.0141, are subject to the MSCP Subarea Plan's *Land Use Considerations* and the *Environmentally Sensitive Lands Regulations* in LDC Chapter 14, Article 3, Division 1. These regulations do not apply to trails that connect to the existing golf cart bridges. Trails shall include the following features:
- A maximum eight-foot width,
- An eight-foot vertical clearance above finished grade of the trail, and
- Surface material of decomposed granite or similar material in a color that blends with the surrounding native soil.

Picnic Areas and Overlooks

» ***Reg-141.*** Development on lots located wholly or partially in the River Corridor Area 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 as determined by-case basis, designed to the satisfaction of the City Manager.

Lighting

» ***Reg-142.*** Light posts shall not exceed 12 feet in height (lighting for public streets excepted). All lighting within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.

Site Furniture

» ***Reg-143.*** Site furniture, such as picnic tables, trash and recycling receptacles, bicycle racks, shade structures, benches, interpretive signs, and drinking fountains, shall be designed and constructed in accordance with the San Diego River Park Master Plan Design Guidelines. Site furniture shall incorporate the San Diego River Park logo as illustrated in the San Diego River Park Master Plan Design Guidelines. 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

» ***Reg-144.*** 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 maintain, at a minimum, one interpretive sign. Riverwalk shall include an information kiosk, as described in the San Diego River Park Master Plan Design Guidelines, where the San Diego River Pathway intersects with Fashion Valley Road, or another public street. Interpretive signage and signage that

provides identification of culturally-significant plant species for the Kumeyaay shall be installed within the River Corridor Area, as appropriate.

Fences

» ***Reg-145.*** Fences located between the San Diego River Pathway and the San Diego River shall be provided only as required to protect sensitive habitat or historic resources or for safety, and shall allow for wildlife movement. Such fences shall be located a minimum of five feet from the San Diego River Pathway or trails and shall follow the natural grade. Fences shall consist of horizontal rail of either wood peeler logs, which provide a uniform organic demarcation, or steel posts and cables (chain link is not permitted) and shall not exceed 42 inches in height. Fence shall be at least 75 percent open.

Plant Materials

» ***Reg-146.*** Development within the River Corridor Area shall include a mixture of native plants and trees consistent with the surrounding habitat type (see Section 3.6.9, *Recommended Plant Materials*, for a list of permitted barrier planting). Non-native grasses and lawn areas shall not be permitted in any areas mapped MHPA or determined to be wetland buffers in accordance with LDC Section 143.0141.

» ***Reg-147.*** Plant materials shall provide views to the San Diego River along at least 50 percent of the river side of the San Diego River Pathway of each lot. 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 finished grade of the San Diego River Pathway and all other plant materials shall not exceed 30 inches above the finished grade of the San Diego River Pathway.

6.5.17 River Influence Area

Lot Coverage

» ***Reg-148.*** Maximum lot coverage for any development on a lot located wholly or partially within 115 feet of the River Corridor Area shall be 75 percent. Lot coverage shall be calculated based on entire ownership within 115 feet of the River Corridor Area.

Building Height and Massing

» ***Reg-149.*** 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 Area, and shall be in compliance with the following table:

Minimum Distance the Building is Set Back from the River Corridor Area	*Maximum Building Height Allowed*	*Massing*
10 feet	35 feet	No more than 50 percent of a building's wall may be located at the setback measured from the River Corridor Area.
20 feet	45 feet	No regulation.
30 feet	85 feet	At or above 100 feet in height above finished grade, a building's wall shall be
85 feet	The maximum building height allowed is equal to the number of feet the building is	

	set back from the River Corridor Area.	at least 30 percent narrower than the width of the building wall on the ground floor.
115 feet	The maximum building height allowed is established by the base zone.	

Building Façade and Entrance

» ***Reg-150.*** Development that abuts the River Corridor Area shall provide a river-fronting facade and entrance that are of substantially equivalent design and quality of materials as the primary building facade and entrance to the satisfaction of the City Manager.

Building Transparency

» ***Reg-151.*** For building facades facing the San Diego River on buildings within the River Influence Area, oversized windows or balconies shall be provided for each residential unit. Ground floor activation, through resident amenities, retail, café's, restaurants, resident entrances, building lobbies, or similar uses shall be provided along at least one building façade.

Building Façades

» ***Reg-152.*** Building façades that front the River Corridor Area shall not include materials with a visible light reflectivity (VLR) factor greater than 30 percent and shall consult architectural design guidance of the American Bird Conservancy Bird-Friendly Design.

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

» ***Reg-153.*** Any exterior equipment enclosure, outdoor storage, loading area, or refuse collection area:

- Shall be located a minimum of 100 feet from the River Corridor Area;
- Shall be screened with landscape and an opaque wall at least six feet in height or, if the item to be screened exceeds six feet in height, a wall one foot taller than the item, to a maximum wall height of 10 feet; and
- Screening shall be of the same design and materials as the primary building façade.

Access to the River Corridor Area from the River Influence Area

» ***Reg-154.*** Building access shall be provided to the River Corridor Area from the River Influence 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; and
- 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.

» ***Reg-155.*** Public access pathway(s) shall be provided 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;
- Development including a public access pathway shall include signs in accordance with this section (see below); and
- An easement for public use shall be required for public access pathways.

» ***Reg-156.*** Public access pathways shall be provided from streets that abut and run parallel to the River Corridor Area. These public access pathways shall connect the street to the River Path at every street intersection and, at a minimum, provide a connection at every 1,000 linear feet of street frontage along the River Corridor Area.

Off-Street Surface Parking

» ***Reg-157.*** Off-street surface parking areas shall be set back a minimum of 20 feet from the River Corridor Area. 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, whichever is less.

» ***Reg-158.*** Off-street surface parking areas that are not buffered from the River Corridor Area with buildings and are located adjacent to the River Corridor Area shall be set back and screened at least 30 inches in height and for at least 80 percent of the length of the parking area, with landscape materials, which meet the following provisions:

- Within the 20-foot setback, the eight feet directly adjacent to the parking area shall be screened with densely foliated, evergreen species that achieve a minimum height of 30 inches within two years of installation over at least 80 percent of the length of the parking area along the River Corridor Area frontage; and
- Screening for parking areas shall include one 24-inch box evergreen tree for every 30 feet of frontage along the River Corridor Area. The trees shall be spaced apart or in naturalized groupings. Placement of trees should ensure that large portions of the frontage is not unscreened.

Parking Structures

» ***Reg-159.*** 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. Additionally, the following apply:

- Parking structures shall be set back a minimum of 30 feet from the River Corridor Area.
- 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.

Lighting

» ***Reg-160.*** All lighting within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.

Fences

» ***Reg-161.*** Within ten feet of the River Corridor Area, only the following fences are permitted:
- A solid fence that does not exceed three feet in height;
- A fence that is at least 75 percent open (chain link fencing is not permitted) and does not exceed six feet in height; or
- A combination of a three-foot-wall solid fence topped with a three-foot-tall fence that is at least 75 percent open.

Signs

» ***Reg-162.*** Within 100 feet of the River Corridor Area, wall signs fronting the San Diego River shall not exceed a height of 15 feet above finished grade. No ground sign shall be installed between a building and the River Corridor Area except for monument signs, which may not 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 illuminated.

» ***Reg-163.*** Public access pathway signage shall be provided. Developments shall include a directional sign, design in accordance with the San Diego River Park Master Plan, placed in a clearly visible location at the intersection of a public access pathway and the streets, and the intersection of a public access pathways and the San Diego San Diego River Pathway.

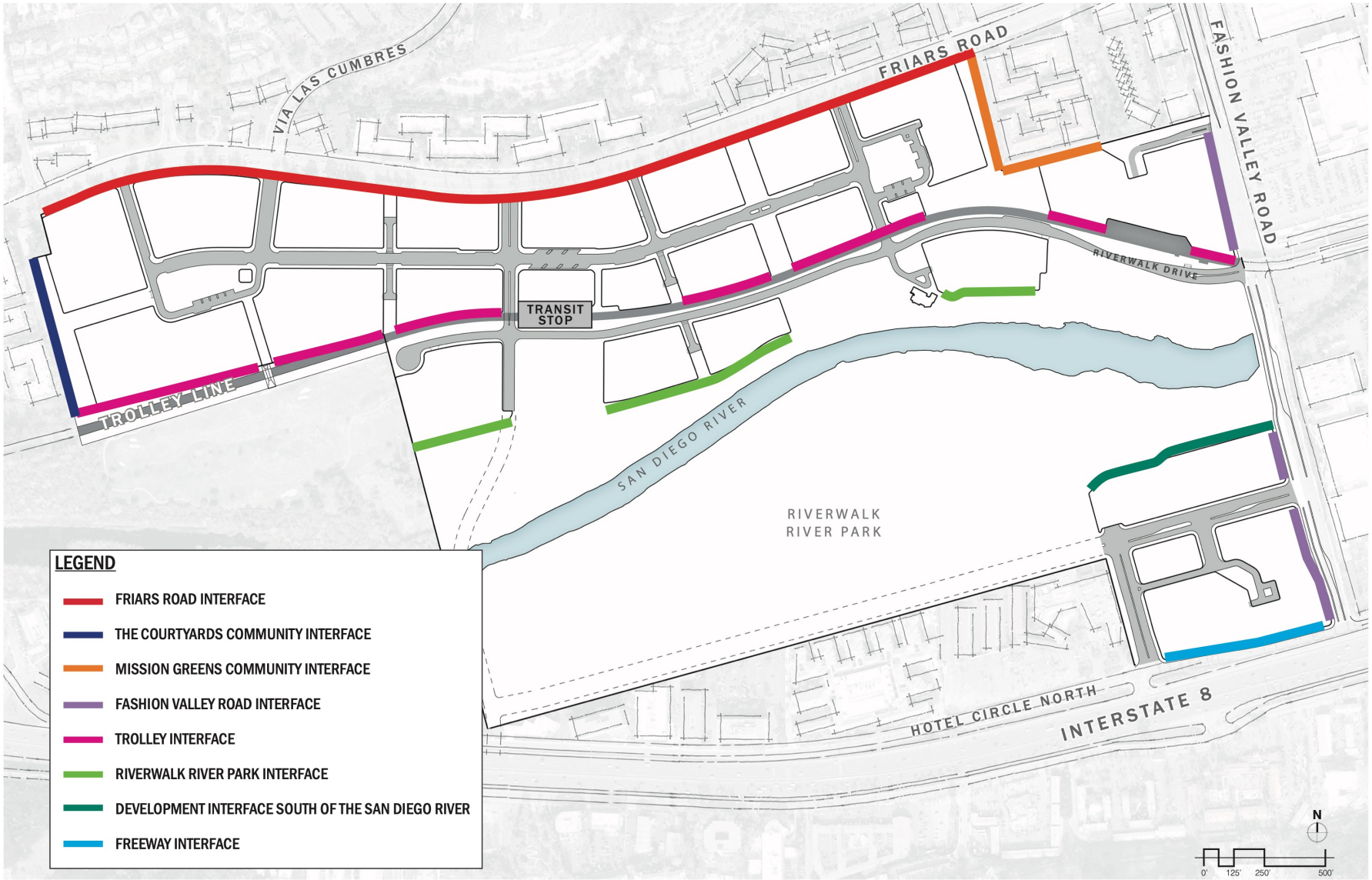
6.6 DISTRICT SPECIFIC GUIDELINES

This section provides District-specific design guidance to supplement the criteria located throughout the Riverwalk Specific Plan. These guidelines should be considered in conjunction with the zoning regulations and development standards of the zone designated for each District. Unless otherwise noted as a project-specific definition, all developments shall comply with the base zone and supplemental development regulations as specified in the City's LDC Sections 143.0410, 143.0420, and 143.0460 (effective February 28, 2018), as modified by Tables E-2 through E-5.

While this section of the Specific Plan discusses the individual design aspects of the three development Districts (North, Central, and South), the connectivity of the Districts to each other is a key element of the Riverwalk Specific Plan. The ability for residents, employees, visitors, and members of the community at-large to move seamlessly throughout the neighborhood and into the broader Mission Valley community establishes Riverwalk as a unified and pleasing neighborhood rather than a series of disconnected buildings and insular developments. To that end, the architectural styles across the Districts and Riverwalk shall complement each other and foster the unified nature of the neighborhood. However, a single color scheme, massing approach, materials, and/or architectural style shall be avoided, as these differentiations provide identity to buildings and neighborhoods and help to create a timeless sense of place.

In addition to the District specific guidelines included in Sections 6.6.1, *North District*, 6.6.2, *Central District*, and 6.6.3, *South District*, there are special interfaces within the Districts that require special edge treatments. Figure 6-8, *Special Edge Treatments*, demonstrates the location of these interfaces further described in their respective District specific guidelines.

Figure 6-8. Special Edge Treatments



FOR ILLUSTRATIVE CONCEPT PURPOSES ONLY

6.6.1 North District

The North District is located north of the trolley tracks and south of Friars Road, east of The Courtyards residential development, and west of the Mission Greens residential development. These communities and features strongly influenced land uses within the North District. One of the primary goals in this District is to enhance the Friars Road experience; therefore, the Specific Plan calls for strengthening the pedestrian/ground-level interface, where appropriate, with the street and the properties on the north side of Friars Road. Respecting the adjacent communities is an important aspect of the architectural elements and siting criteria. The existing trolley tracks have a strong influence on the design of Riverwalk and represent a special architectural challenge. Table E-2, *North District Zoning and Development Regulations,* contains District-specific regulations necessary to ensure development unfolds as envisioned in this Specific Plan.

Design Considerations

Special consideration of Friars Road and the abutting residential communities is required.

The following apply to the North District's design considerations:

- ***Reg-164.*** Residential units facing linear parks and green space shall be activated to directly engage with the ground plane. Residences shall have direct access from ground floor patios to park areas, public spaces, and activities, where patios are provided.
- ***Reg-165.*** The transit/trolley stop and mobility hub shall be activated by plazas and/or paseos, and enhanced landscaping, or other features that encourage pedestrian activity and visual interest.
- ***Reg-166.*** Building designs shall be articulated to encourage pedestrian activity through clearly identified doors and entryways, as well as the use of glass to allow for interaction at the street level.
- ***Reg-167.*** The spine road that runs down the center of the North District and creates a pedestrian promenade shall include street trees, street furniture, and landscaping that foster pedestrian activity over the use of vehicles.





Wide sidewalks accommodate pedestrian mobility as well as outdoor dining and gathering spaces

Building Form, Massing, and Articulation

The following guidelines ensure that the built environment within the North District includes articulation and variety that creates character and a unique identity. Regardless of construction type of building, these guidelines provide for detail and variation at the pedestrian scale, as well as on higher floors of the buildings.

» ***Reg-168.*** Buildings shall incorporate design elements along the ground plane that provide visual interest to pedestrians. This may include articulated entries, exterior staircases, recessed massing, windows, bay windows, or similar elements.

» ***Reg-169.*** Developments shall incorporate design elements that project and recess, such as windows and balconies, to provide additional interest across building elevations.



Ground-floor fronting pedestrian spaces blend into sidewalks and encourage pedestrians to interact with fellow residents and visitors.

Special Treatment Area - The Courtyards Community Interface

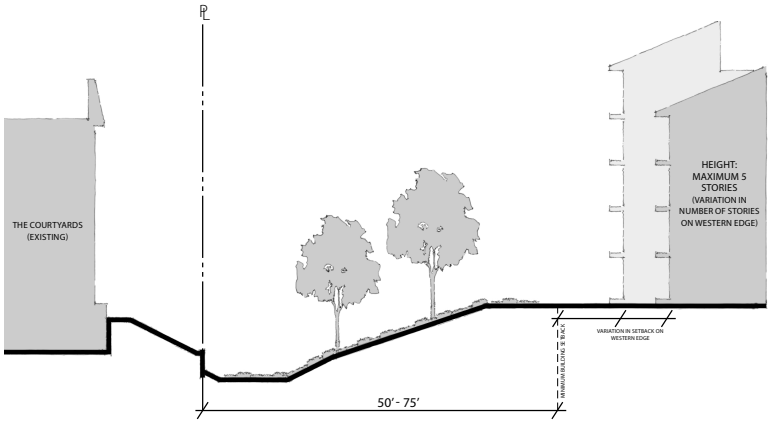
Within the North District, buildings on the western property line interface with the existing multi-family condominium complex – The Courtyards. Buildings that front this edge should be complementary in size and scale to The Courtyards. This special edge treatment ensures a smooth transition between existing development and Riverwalk, and allows for gradually increased intensity of development internal from this edge. The following apply to the special edge treatment:

» ***Policy-95.*** The western elevation of buildings along this edge should provide articulation and roofline interest by varying the number of stories for significant portions of the building frontage.

» ***Reg-170.*** The buildings fronting on the western property line shall observe an approximately 50-foot minimum setback for buildings developed on Lots 1 and 2 and an approximately 75-foot minimum setback for buildings developed on Lot 31.



» ***Reg-171.*** Building elevations fronting the western property line shall observe a maximum building height of five stories. Structure height may step up to seven stories as development moves interior to the Riverwalk site. Step backs should occur at an angle no greater than 60 degrees.



Special Treatment Area - Mission Greens Community Interface

Like the western property line, the eastern property line of the Riverwalk Specific Plan area interfaces with existing multi-family residential development – Mission Greens. The buildings fronting to the eastern property line, shared with the Mission Greens development, should be complementary in size and scale to the existing Mission Greens residential development, or provide massing that originates at a size and scale that is complementary and provides increased intensity in a stepped manner. The following address this special edge treatment:

- ***Policy-96.*** Subject to agreement from the adjacent property owner or owners association, a pedestrian pathway connection could be provided as part of future development(s) in this area.

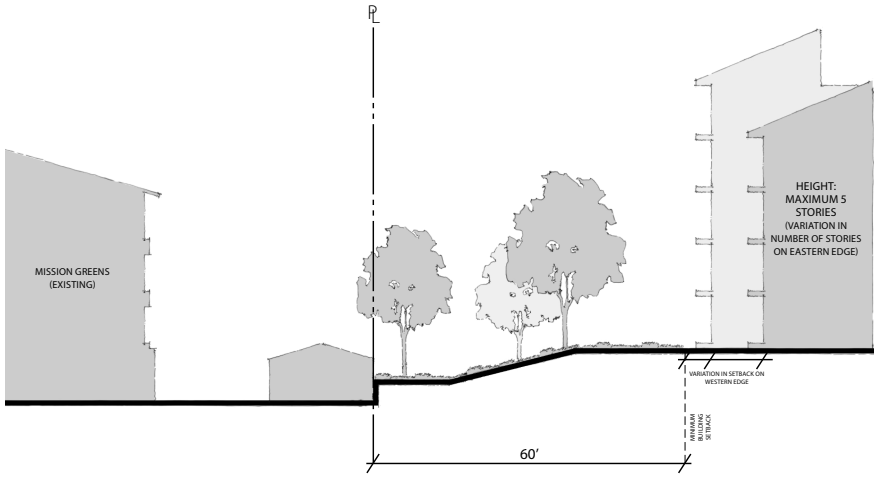
- ***Policy-97.*** The eastern elevation of buildings within the Riverwalk Specific Plan area should provide architectural articulation and roofline interest by varying the number of stories for significant portions of the building frontage.

- ***Reg-172.*** A landscape buffer shall be provided along the common property line between Riverwalk and the Mission Greens development.

- ***Reg-173.*** The buildings fronting to the north-south oriented interface shall observe a minimum setback of 60 feet.

- ***Reg-174.*** Buildings fronting the east-west oriented interface shall observe a minimum setback of 40 feet.

- ***Reg-175.*** Buildings fronting the north-south interface shall observed a maximum building height of five stories. Structure height may step up to seven stories as development moves interior to the Riverwalk site. Step backs shall occur at an angle no greater than 60 degrees.



MISSION GREENS WEST

Special Treatment Area - Fashion Valley Road Interface

Fashion Valley Road is currently fronted by the Fashion Valley Transit Center, surface parking, and vacant outlying buildings of Fashion Valley Mall on the east; and Riverwalk Golf Course, Bank of America, and a gas station on the west. The Riverwalk land use plan envisions a residential enclave with active uses located along Fashion Valley Road, north of the San Diego River. Given its proximity to the existing transit center, this area should consist of higher density development with articulated wayfinding to the transit center. Pedestrian-oriented amenities, such as enhanced streetscape, plazas or park elements, large-canopy street trees, seating and shade structures, and/or water features should be incorporated, as appropriate, to shorten the perceived walking distance to and from transit amenities. The following apply to the special edge treatment:

- ***Reg-176.*** The ground floor of residential buildings shall include active uses. Active uses may include commercial retail uses, such as retail and cafés/restaurants, or residential uses, such as lobby space(s), fitness and/or business center(s), common space, and individual unit entrances or other similar uses.

- ***Reg-177.*** Building entrances and pedestrian paths shall be designed for access to the sidewalk network, enhancing connectivity to both the Riverwalk transit/trolley stop and the Fashion Valley Transit Center.

Special Treatment Area - Friars Road Interface

Friars Road forms the northern boundary of Riverwalk. Existing uses on the north side of Friars Road are predominantly multi-family residential of varying scales (from townhomes to condominiums) and small-scale, neighborhood-serving strip malls. The buildings adjacent to Friars Road should have a natural and organic character that complements the streetscape on the north side of Friars Road. The following apply to this special edge treatment:

- ***Policy-98.*** Buildings should observe a variation in setbacks along Friars Road.

- ***Reg-178.*** A uniform streetwall massing shall be avoided.

- ***Reg-179.*** At the intersection of Street I and Friars Road, activated residential uses and/or retail uses shall be included on the ground floor. Active uses may include commercial uses, such as retail and cafés/restaurants, or residential uses, such as lobby space(s), fitness and/or business center(s), common space, and individual unit entrances or other similar uses.

- ***Reg-180.*** Building massing along Friars Road shall be split into multiple planes to allow for visual breaks. This may be accomplished via offsetting planes, courtyards, varied setbacks, and/or other design features.



Special Treatment Area - Trolley Interface

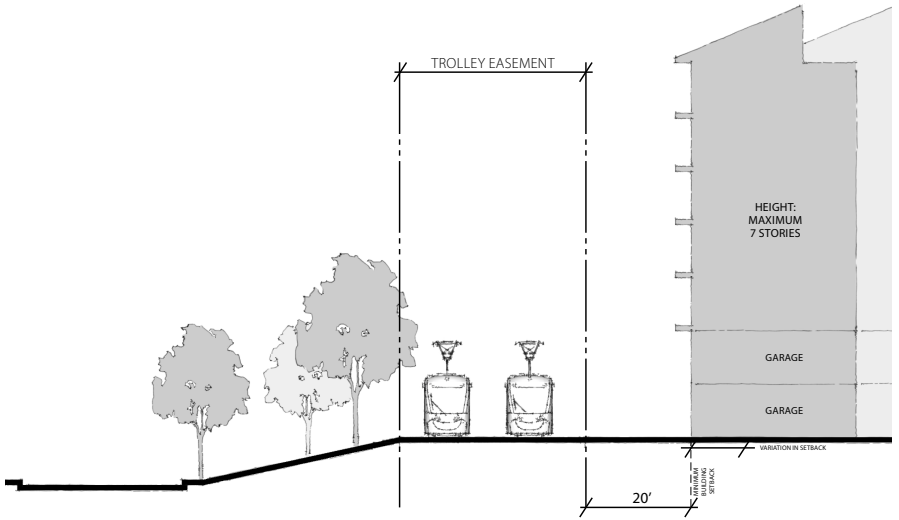
The Riverwalk neighborhood is unique, not only in that the Green Line Trolley runs through the middle of it, but also because the trolley tracks are at times elevated and at times at-grade. The curvature of the trolley tracks should be accentuated with landscape pockets and tree groupings to visually break up the building masses. Additionally, building architecture may take cues from this unusual articulation, such as ground floor gathering elements (such as patios or retail gathering spaces) with a curved element. The following apply to this special edge treatment:

- ***Reg-181.*** Individual unit entries and/or secondary building entries for individual units or buildings shall be incorporated on the south elevation of all buildings adjacent to the trolley.

- ***Reg-182.*** Activation along this edge shall include residential patios or balconies overlooking the Riverwalk River Park along the trolley line, windows along the southern elevation, and well-lit seating and gathering space where appropriate along this interface.

- ***Reg-183.*** Within the 20-foot buffer between the trolley tracks and North District development, a pathway to accommodate pedestrian travel shall be constructed.

- ***Reg-184.*** The minimum setback of buildings from the trolley easement shall be 20 feet.



6.6.2 Central District

The Central District is located between the trolley tracks and the San Diego River and is strongly influenced by these features. Since the San Diego River and the adjacent Riverwalk River Park are central features that identify the Riverwalk Specific Plan, this District provides a variety of opportunities to engage with the river through public parks, pedestrian and bicycle paths and trails, private views from the residential units, and the repurposed golf course clubhouse. The Riverwalk Specific Plan envisions repurposing the existing golf course clubhouse into a retail or restaurant space that affords views of the San Diego River and the Riverwalk River Park and possibly includes private gathering and/or event space. The public parks, residential developments, and retail spaces should visually engage with the San Diego River and create spaces that allow an increased appreciation of the river. Further, the pedestrian/bicycle bridges over the river and the connecting trails/paths allow human connections to the Riverwalk River Park and the southeast corner of the Riverwalk Specific Plan.

The northern edge of the Central District is Riverwalk Drive and the trolley tracks; therefore, the ground level and active transportation experience must be embraced through architecture and creating public spaces – formal and informal. The transit/trolley stop will allow visitors direct access to and from the Riverwalk River Park. The view from the transit/trolley stop toward/into the Riverwalk River Park and the south side of this portion of Mission Valley will be panoramic and create a significant draw for visitors. For many people, Riverwalk Drive will serve as a gateway to the trails and paths along the river, not only within Riverwalk, but beyond to Ocean Beach in the west and toward the headwaters to the east in Santee. Points of connection between the buildings should provide opportunities to enhance the public and resident experience. Table E-3 *Central District Zoning and Development Regulations,* contains District-specific regulations necessary to ensure development unfolds as envisioned in this Specific Plan.

Design Considerations

There are two major features of Riverwalk that are located adjacent to the Central District: the San Diego River (and the associated Riverwalk River Park) and the trolley. The San Diego River is a significant community and regional asset that is embraced by Riverwalk, and the architecture should reflect the river's importance. Buildings and open space within the Central District should take advantage of the proximity of the river by creating view corridors, overlooks, and pedestrian/bicycle connections to the river. While the transit/trolley stop is in the adjacent North District, the transit/trolley stop is a critical component of the Riverwalk Specific Plan and the Central District, as this is the access point to the neighborhood for anyone traveling via transit.

The following applies to the Central District:

» ***Reg-185.*** The design of the transit/trolley stop shall be activated through the use of plazas and/or paseos and landscaping.

Building Form, Massing, and Articulation

The following policies ensure that the built environment within the Central District includes articulation and variety that creates character and a unique identity. Regardless of construction type of building, these guidelines provide for detail and variation at the pedestrian scale, as well as on higher floors of the buildings.

- ***Policy-99.*** Development should allow for a variety of building forms that aim to reduce bulk and scale.

- ***Reg-186.*** Use of smaller forms, such as narrow planes within broader planes, or selective mezzanine elements, shall be incorporated to refine building massing and reduce bulk of buildings while adding to building identity and wayfinding.

- ***Reg-187.*** Development shall incorporate design elements along the ground plane that provide visual interest to pedestrians. This may include articulated entries, exterior staircases, recessed massing, windows, bay windows, or similar elements.

Special Treatment Area - Riverwalk River Park Interface within the Central District

Due to the location the Central District as a prominent development area adjacent to the Riverwalk River Park, buildings along these edges shall provide a natural and organic interface with the San Diego River. Development should step away from the river, and buildings may increase in height as the distance from the San Diego River increases. The following apply to this special edge treatment:

- ***Reg-188.*** The buildings fronting the San Diego River within the Central District shall comply with the following setbacks and step-backs from the River Corridor Area:
  - A minimum 10-foot setback is required for buildings up to 35 feet in height.
  - A minimum 20-foot setback is required for buildings between 35 feet and 45 feet in height.
  - A minimum 30-foot setback is required for buildings between 45 feet and 85 feet in height.
  - At 85-foot setback, the maximum building height allowed shall not exceed one-foot of setback per each one-foot of building height (45 degrees).
  - At a minimum 115-foot setback, building heights shall be determined by the underlying zone.

- ***Reg-189.*** Buildings shall vary to provide horizontal building movement, with such features as varied setbacks, articulated building façades (such as recessed portions or pop outs), and stepped massing.

6.6.3 South District

The South District has as its focus the Riverwalk River Park, which is a combination of open space areas such as the San Diego River, a wetland buffer, natural open space, active open space, passive open space, and public trails/paths. The South District is located on the south side of the San Diego River and is expected to include the majority of the employment land uses of the Riverwalk Specific Plan; however, other uses envisioned for Riverwalk are allowed within this District.

Mission Valley is a mixed-use community; the Riverwalk Specific Plan continues this development pattern through the inclusion of residential, office, retail, and the Riverwalk River Park. Providing a mixed-use development with uses convenient to the various modes of transportation is an important element of the overall plan. In this instance, the office area is located adjacent to I-8, on- and off-ramps to the freeway system, and close to the Fashion Valley Transit Center and the Riverwalk Specific Plan transit/trolley stop. Further, the commercial area is located close to the Riverwalk River Park and existing shopping, residential, and hotels. Table E-4, *South District Zoning and Development Regulations,* contains District-specific regulations necessary to ensure development unfolds as envisioned in this Specific Plan.

Design Considerations

The South District anticipates to develop as the employment hub of Riverwalk. This District also interfaces with the Riverwalk River Park, which is a mix of active park areas and passive open space areas, as well as the San Diego River Park Master Plan area. The active use areas and park-fronting buildings should be oriented toward and encourage engagement with the San Diego River and are intended to serve as a draw for the broader community. Retail uses and spaces should be provided to serve employees of the office buildings, as well as visitors to the Riverwalk River Park. Retail uses oriented toward plazas, paths, and view corridors are strongly encouraged.

The following apply to the South District:

- ***Reg-190.*** Pedestrian access from the streets into the area and the non-fronting elevations shall be provided.
- ***Reg-191.*** Building elevations shall include pedestrian plazas or other ground-plane elements that encourage pedestrian activity.
- ***Reg-192.*** All of the uses within the South District shall emphasize active transportation and pedestrian engagement.

Special Treatment Areas - Development Interface South of the San Diego River

A portion of the South District has potential to interface with the San Diego River Park Master Plan area. The following policies apply to this special edge treatment:

- ***Policy-100.*** Buildings fronting the river should provide a natural and organic interface with the San Diego River with plazas and ground-plane activation.

- ***Policy-101.*** As development moves away from the river and increases in intensity, buildings fronting Hotel Circle North and Fashion Valley Road should provide a more urban feel through use of larger massing and simple materials.

- ***Reg-193.*** The buildings fronting the San Diego River within the South District shall comply with the following setbacks and step-backs from the River Corridor Area:
  - A minimum 10-foot setback is required for buildings up to 35 feet in height.
  - A minimum 20-foot setback is required for buildings between 35 feet and 45 feet in height.
  - A minimum 30-foot setback is required for buildings between 45 feet and 85 feet in height.
  - At 85-foot setback, the maximum building height allowed shall not exceed one-foot of setback per each one-foot of building height (45 degrees).
  - At a minimum 115-foot setback, building heights shall be determined by the underlying zone.

Special Treatment Areas – Freeway Interface

Residential development may occur within the South District. Where residential development front Hotel Circle North and, therefore, the I-8 freeway, the following apply:

- ***Reg-194.*** No residential balconies shall front I-8 in areas that exceed an exterior noise level of 70 dBA CNEL.

- ***Reg-195.*** Install air filtration devices rated minimum efficiency reporting value (MERV-13) 13 or higher in the intake of ventilation systems for Lots 46 through 52. Heating, air conditioning, and ventilation (HVAC) systems shall be installed with a fan unit designed to force air through the MERV filter. Prior to issuance of building permits, the project applicant shall submit evidence to the City of San Diego to ensure compliance with this measure. To ensure long-term maintenance and replacement of the MERV filters in the individual residential units, the owner/property manager of residential units shall maintain and replace MERV filters in accordance with the manufacturer's recommendations. The owner/property manager shall keep a record of activities related to maintenance of the filters.

- ***Reg-196.*** Design residential buildings so that the air intakes do not occur on the southern side of buildings and away from I-8, to the extent feasible.

7 IMPLEMENTATION

7.1 LAND USE TYPES, DEVELOPMENT DENSITY / INTENSITY, AND ZONING

Approval of the Riverwalk Specific Plan, concurrent with the approval of the Vesting Tentative Map, results in applying land uses and development densities/intensities to the 195-acre Specific Plan area and rezoning property within Riverwalk to the City-wide zones. The resulting land uses, development density/intensity, and zones are shown in Table 7-1, *Riverwalk Land Uses, Zones, and Development Density/Intensity*. The zones for Riverwalk are depicted in Figure 7-1, *Zoning Map*. The City-wide base zones are established in LDC Chapter 13, as modified by this Specific Plan.

The Land Development Code (effective February 28, 2018) shall be the governing regulatory document for development in Riverwalk, with modifications as specified in this Specific Plan and the Riverwalk Development Agreement, unless the applicant volunteers to comply with local regulations adopted thereafter. Permitted uses and development regulations of the designated zone will govern the development of the lot or group of lots unless modified by this Specific Plan. Private open space lots may be included in the calculation of overall project density.

Table 7-1. Riverwalk Land Uses, Zones, and Development Density / Intensity

Land Use	Allowable Zone(s)[1]	Acreage (acres)[2]	Targeted Development Density / Intensity
North District			
Mixed-Use	RM-4-10 CC-3-9	44.3	3,415 units Residential 110,300 square feet Commercial Retail 65,000 square feet Office and Non-retail Commercial
Private Parks	RM-4-10 CC-3-9	10.2	10.2 acres Parks[4] and Open Space
Central District			
Mixed-Use	CC-3-9	10.4	885 units Residential 13,100 square feet Commercial Retail
Public Parks	CC-3-9	5.5	5.5 acres Parks[4] and Open Space
Private Parks & Open Space	CC-3-9	1.5	1.5 acres Parks[4] and Open Space
South District			
Mixed-Use	CC-3-9	11.0	28,600 square feet Commercial Retail 935,000 square feet Office and Non-retail Commercial
Park District			
Public Parks	OP-1-1	45.6[3]	45.6 acres Parks[4]
MHPA/River Channel/No Use Buffer	OC-1-1	34.6[3]	34.6 acres Open Space
Roadways			
Public Streets	RM-4-10	27.8	N/A
Private Driveways	CC-3-9	3.7	N/A
Street J Irrevocable Offer to Dedicate Right-of-Way	CC-3-9	1.8	N/A
Street U Irrevocable Offer to Dedicate Right-of-Way	OP-1-1 OC-1-1	6.1	N/A
Overall Targeted Project Density / Intensity	**RM-4-10 CC-3-9 OP-1-1 OC-1-1**	**195.0**	**4,300 units Residential 152,000 square feet Commercial Retail 1,000,000 square feet Office and Non-retail Commercial 97 acres of Parks and Open Space**

[1] Unless otherwise approved as a deviation from the base zone, all developments shall comply with the base zone and supplemental development regulations as specified in the City's LDC Sections 143.0410, 143.0420, and 143.0460 (effective February 28, 2018), as modified by Riverwalk Specific Plan Tables 6-1, E-2, E-3, E-4, and E-5.

[2] Table acreages are approximate and may vary as final mapping for specific development areas occurs. Acreages may not add due to rounding.

[3] Calculations include acreage for IODs for extensions of future public Streets 'J' and 'U'. Should these roads not be constructed, resulting acreage of Public Park and MHPA/River Channel/No Use Buffer are estimated to be 52.7 and 40.0 acres, respectively.

[4] Public and Private Parks may include retail ancillary to the primary park use, such as pushcarts, food trucks, concession stands, consistent with the Park GDP processed with the Riverwalk project.

Figure 7-1. Zoning Map



7.2 PHASING

Implementation of the Riverwalk Specific Plan requires the construction of new infrastructure and public facilities, as well as upgrades to existing infrastructure, as part of the project implementation. Improvements are necessary to the circulation network, drainage facilities, water and sewer facilities, and private facilities/infrastructure.

Roadway improvements will be constructed in accordance with phasing improvements as presented in the Riverwalk Transportation Impact Analysis (March 2020) and the Riverwalk Program EIR (Project No. 581894; SCH no. 2018041028), and in accordance with obligations in the Riverwalk Development Agreement. Compliance with these documents will ensure that the circulation system is safe and efficiently provided as the project is built-out. All infrastructure improvements will also be phased in a logical progression to meet the development needs associated with each phase and District.

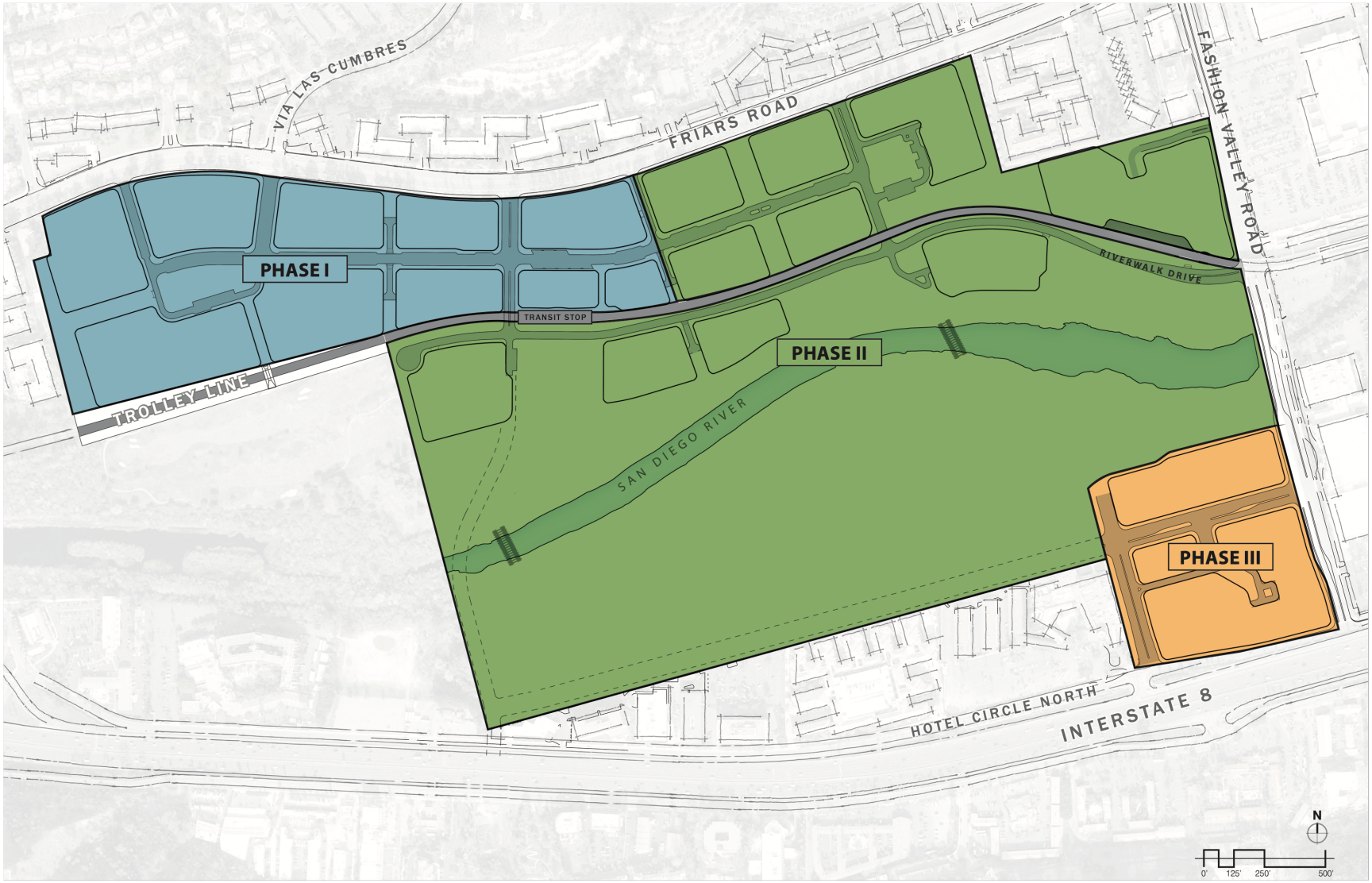
Development and associated improvements within Riverwalk will occur based on thresholds that cannot be exceeded until the respective infrastructure for each development phase has been constructed and/or assured to the satisfaction of the City Engineer. Build-out of the Specific Plan will occur concurrently with the single- or multi-phased closure of the Riverwalk Golf Course operations.

Table 7-2, *Riverwalk Phasing Summary Table*, outlines the general approach to development within Riverwalk, which are illustrated in Figure 7-2, *Riverwalk Phasing Plan*. This Specific Plan does not require that development occur in a specific order. Phasing may occur in any order, and more than one phase may occur at any time, provided the necessary infrastructure is in place, or occurs concurrently as specified in each phase(s) of development.

Table 7-2. Riverwalk Phasing Summary Table

Phase	Year	Development
I	2025	» 1,910 multi-family dwelling units » 110,300 square feet commercial retail » 65,000 square feet non-retail commercial (multi-tenant office) » 1.6 acres developed park » 3.11 acres undeveloped park
II	2030	» 2,390 multi-family dwelling units » 13,100 square feet commercial retail » Construction of Riverwalk transit stop » 26.27 acres developed park » 53.48 acres undeveloped park (including the Riverwalk River Park)
III	2035	» 28,600 square feet commercial retail » 935,000 square feet non-retail commercial (multi-tenant office) » 2.2 acres undeveloped park

Figure 7-2. Riverwalk Phasing Plan



7.3 DEVELOPMENT PROJECT REVIEW

As articulated throughout the Specific Plan, the Riverwalk community is a pedestrian-oriented, mixed-use development that flanks the Green Line trolley. The development of Riverwalk is anticipated to occur over a period of 20 years or more**.** This Specific Plan is a planning and regulatory document that specifies the intensity of development, allowed land uses, and development regulations for the Overall Targeted Project Density/Intensity within Riverwalk as identified in Table 7-1.

The *Development Project Review Process* for Riverwalk is established in Table 7-4. The permitted land uses that may occur within Riverwalk's various Districts are governed by the zones described in this Specific Plan and shall be in accordance with the development regulations presented in the City's Land Development Code (effective February 28, 2018) for applicable zone(s) in each District, with modifications as specified in this Specific Plan (see Figure 7-1, *Zoning Map*). Development in Riverwalk is envisioned to occur at Targeted Development densities/intensities. While changes are not foreseeable at this time, City regulations permit changes to the Overall Targeted Project Density/Intensity, as defined in Categories 2 through 4 of Table 7-4.

Development within Riverwalk has a relationship to vehicle traffic based on land use category and Targeted Development Density/Intensity and has been evaluated in the Transportation Impact Analysis (TIA) and Mobility Assessment (MA) prepared for the Riverwalk Specific Plan by Linscott, Law, & Greenspan and Urban Systems Associates, Inc. (March 2020 and May 2020, respectively). In compliance with Senate Bill 743 (SB 743), Riverwalk's potential CEQA Transportation impacts are evaluated using a Vehicle Miles Traveled (VMT) metric, pursuant to recommendations from the Governor's Office of Planning and Research (OPR) in December 2018 (Technical Advisory on Evaluating Transportation Impacts in CEQA). Public Resources Code section 20199, enacted pursuant to SB 743, identifies VMT as an appropriate metric for measuring CEQA transportation impacts and eliminates the use of Auto Delay/Level of Service (LOS) as a metric for measuring transportation impacts of land use projects for CEQA purposes statewide.

However, a Mobility Assessment was completed for the Riverwalk Specific Plan. This MA establishes a Transportation Improvement Plan (TIP), identifying Equivalent Dwelling Unit (EDU) thresholds for transportation improvements in order to ensure that necessary transportation facilities consistent with the Mission Valley Community Plan are provided in a timely manner as the project builds out. The TIP is included in Appendix D, Table D-2.

Based on the MA, the Overall Targeted Project Density/Intensity for Riverwalk is expected to result in total Average Daily Trips (ADT) of 41,186 (driveway trips), with 3,224 AM Peak Hour Trips (1,591 in; 1,633 out) and 4,302 PM Peak Hour Trips (2,171 in; 2,131 out) as shown in Table 7-3. In order to monitor development consistent with the Specific Plan's Overall Targeted Project Density/Intensity, applications for construction permits and development permits shall include completion of the *Specific Plan Implementation Table*, included in Appendix D, which shall be submitted with the appropriate application process as established in Table 7-4. As the project is built out, the maximum ADT and the maximum peak hour inbound and outbound trips shall not be exceeded unless it can be demonstrated through a Mobility Assessment that net additional peak hour trips of a development do not:

1. Result in any study area intersection that is operating at an acceptable level of service to fall below a LOS D;
2. Result in any greater transportation effect than assumed in the original MA (May 2020) for those study area intersections that operate below a LOS D at the time the MA (May 2020) was prepared.

If the MA establishes that either of these two conditions are not met, then a new TIP must be agreed upon with DSD Transportation prior to any changes to the Overall Targeted Project Density/Intensity.

Table 7-3. Riverwalk Traffic Limitations

Overall ADT (Driveway Trips)	Overall AM Peak Hour Trips		Overall PM Peak Hour Trips	
41,186	3,224		4,302	
	IN: 1,591	OUT 1,633	IN: 2,171	OUT: 2,131

Further, with each Building Permit application, cumulative EDUs as identified in the corresponding *Specific Plan Implementation Table* shall be cross-referenced with the TIP to ensure necessary transportation improvements are implemented as the project reaches those EDU thresholds identified in the TIP (Appendix D, Table D-2).

7.3.1 Development Project Review Process

Applications for construction permits or other approvals shall be acted upon in accordance with one of the five decision processes established in LDC Section 112.0500 through LDC Section 112.0510. Based on the City's decision processes, Table 7-4, *Development Project Review Process*, outlines the various categories of review for development projects within Riverwalk. Each project review category is elaborated below.

The permittee intends to construct the Overall Targeted Project Density/Intensity. While no changes to the Overall Targeted Project Density/Intensity are anticipated or foreseeable at this time, City regulations permit changes to permitted development using the City's five decision processes. The review process for such changes is identified in Table 7-4. The City shall comply with CEQA prior to implementing changes exceeding the Overall Targeted Project Density/Intensity. The CEQA compliance method will depend on future facts and circumstances.

Table 7-4. Development Project Review Process

Project Category	Development Project	City Review Process
1	Development that meets all of the following criteria: ✓ Consistent with base zone use and Specific Plan Land Use Designations, as amended to include separately regulated uses in the base zone, which are included in Chapter 6 and Appendix E of this Specific Plan. ✓ Does not exceed the Overall Targeted Density/Intensity for the project described in Table 7-1and monitored in Appendix D. ✓ Consistent with base zone development regulations, including allowable deviations established by the Specific Plan. ✓ Consistent with all applicable Riverwalk conditions of approval. ✓ Consistent with all Development Standards and Guidelines established in the Specific Plan (Chapter 6 and Appendix E).	Process One (Ministerial Permit)
2	Development that meets one of the following criteria: ✓ a. Development that exceeds the Overall Targeted Density/Intensity described in Table 7-1 and the City concludes no additional environmental documentation is required. ✓ b. Development that requires an amendment to any development permit approved in concert with this Specific Plan that supports the findings for an infill project Neighborhood Development Permit (NDP). ✓ c. Development that differs from or requests modifications to Development Standards and Guidelines established in the Specific Plan (Chapter 6 and Appendix E).	Process Two (NDP)
3	Development that requires an amendment to the Riverwalk Site Development Permit (SDP) that does not support the findings for an infill project deviation pursuant to Land Development Code Section 143.0920.	Processed pursuant to Land Development Code for SDP Amendments
4	Development that involves a separately regulated use in the base zones not included in Chapter 6 of this Specific Plan.	Processed pursuant to Land Development Code Separately Regulated Use Regulations
5	Development that requires any of the following: ✓ Rezone ✓ Specific Plan Amendment ✓ Development Agreement Amendment	Process Five

» **Project Review Category 1** – Category 1 implements the Targeted Project Density/Intensity described in Table 7-1. Applications for development of lots within the Targeted Project Density/Intensity shall be deemed to conform to objective standards and shall be processed ministerially in accordance with a Process One upon City determination that the application:

- Is consistent with base zone use and Specific Plan Land Use Designations, as amended to include separately regulated uses in the base zone, which are included in Chapter 6 and Appendix E of this Specific Plan;
- Does not exceed the Overall Targeted Project Density/Intensity for the project described in Table 7-1, and monitored in Appendix D;
- Is consistent with base zone development regulations, including allowable deviations established by the Specific Plan;
- Is consistent with all applicable Riverwalk conditions of approval, including those outlined in Appendix D, Table D-2;
- Is consistent with Development Standards and Guidelines established in the Specific Plan (Chapter 6 and Appendix E).

» **Project Review Category 2** – Project Review Category 2 applies to applications in three scenarios as described below.

Project Review Category 2a: *Applications proposing to exceed the Overall Targeted Project Density/Intensity described in Table 7-1.* Unlike Project Review Category 1, for projects that propose to exceed the Overall Targeted Project Density/Intensity described in Table 7-1, discretionary review of a NDP is needed to evaluate land planning and environmental consequences. Appropriate environmental review would be conducted in accordance with the City's Land Development Code, Section 128.03 and the CEQA Statute and Guidelines, which may include a 15162 analysis or other similar CEQA process available at that time, depending on facts and circumstances.

Project Review Category 2b: *Applications proposing to amend project development permits with substantial evidence to support the findings for an infill project NDP.* The Riverwalk project is located within a Transit Priority Area (TPA). Therefore, it qualifies as an infill project pursuant to Land Development Code Section 143.0915(b)(2). Whenever there is substantial evidence for the proposed amendment to any development permit approved in concert with this Specific Plan to support the findings for an infill project deviation pursuant to Land Development Code Section 143.0920 or other LDC section, the amendment shall be processed in accordance with a Process Two NDP. Regardless of the process for the original development permit approved in concert with this Specific Plan, when an amendment is proposed, the Specific Plan permits the applicant to use the same Process Two benefits other infill projects in the City are permitted to use. Appropriate environmental review would be conducted in accordance with the City's Land Development Code, Section 128.03 and the CEQA Statute and Guidelines, which may include a 15162 analysis or other similar CEQA process available at that time, depending on facts and circumstances.

Project Review Category 2c: *Requested modifications to a design standard or standards.* There may be instances where a design standard or standards in the Specific Plan requires changes to reflect preferred design requirements for build-out of the Specific Plan; for example, a new or modified design standard in response to contemporaneous architecture or design that results in a better overall design than would occur with strict compliance with the Specific Plan's design standards. Such modifications to a design

standard or standards in the Specific Plan shall be processed in accordance with Process Two NDP. Appropriate environmental review would be conducted in accordance with the City's Land Development Code, Section 128.03 and the CEQA Statute and Guidelines, which may include a 15162 analysis or other similar CEQA process available at that time, depending on facts and circumstances.

» **Project Review Category 3 –** Project Review Category 3 applies to development projects that propose a formal amendment to the SDP approved in concert with this Specific Plan and the findings for an infill project NDP cannot be made. In those situations, an SDP amendment shall be processed in accordance with the City's regulations. Appropriate environmental review would be conducted in accordance with the City's Land Development Code, Section 128.03 and the CEQA Statute and Guidelines, which may include a 15162 analysis or other similar CEQA process available at that time, depending on facts and circumstances.

» **Project Review Category 4 –** The Specific Plan approves certain Separately Regulated Uses specified in Chapter 6. Should an applicant propose a Separately Regulated Use in the base zone that is not already included in Chapter 6, the use is only permitted following the applicable process set forth in the Land Development Code (Chapter 14, Article 1.)

A variety of Separately Regulated Uses are addressed in the Land Development Code, generally falling within Separately Regulated Use categories – those determined to be allowed as a Limited Use, those requiring a Neighborhood Use Permit (NUP), and those requiring a CUP. The City review process for those uses varies. The Land Development Code procedures set forth in Chapter 14, Article 1 shall govern which development process is required when the use is not already included in Chapter 6 of the Specific Plan. A Separately Regulated Use that requires discretionary approval will require CEQA review. Appropriate environmental review would be conducted in accordance with the City's Land Development Code, Section 128.03 and the CEQA Statute and Guidelines, which may include a 15162 analysis or other similar CEQA process available at that time, depending on facts and circumstances.

» **Project Review Category 5** – Applications that require a rezone, Specific Plan Amendment, or Development Agreement Amendment, shall be processed pursuant to LDC Process Five following the appropriate CEQA procedure and documentation.

Amendments to development permits, such as an NDP or SDP approved in concert with or subsequent to approval of the Specific Plan do not require an amendment to the Specific Plan, Development Agreement, Rezone, Community Plan Amendment, and/or General Plan Amendment.

7.4 AFFORDABLE HOUSING

Because using transit is less expensive than vehicle ownership, providing affordable housing near transit can save families time and money. Studies show that occupants of affordable housing utilize transit at higher rates than occupants of market rate homes. Accordingly, Riverwalk proposes to build on-site affordable housing within the project to capitalize on the new trolley stop that will be provided.

Approved in concert with this Specific Plan is an agreement with the San Diego Housing Commission to construct affordable housing units on-site. In accordance with that agreement, the project will provide 10 percent of the

total market rate units built at Riverwalk as affordable housing reserved for income qualified households.

7.5 LOT CONSOLIDATION / RECONFIGURATION

As with any property in the City, lot consolidations, boundary line adjustments, lot-tie agreements, and further subdivisions are permitted in the Specific Plan area pursuant to the rules and regulations for such approvals in the San Diego Municipal Code and State Subdivision Map Act.

7.6 FINANCING STRATEGIES

Section 65451 of the California Government Code requires that a Specific Plan include financing measures necessary to implement a proposed project. Typically, a variety of financing measures can be used to finance construction of the project and include, but are not limited to, special assessments districts, general obligation bonds, revenue bonds, tax increment financing (e.g., Enhanced Infrastructure Financing District), various types of exactions, and other private financing methods. All project-related improvements within Riverwalk are the financial responsibility of future builders subject to the details of the Riverwalk Development Agreement dated XXXX.

7.7 MAINTENANCE REQUIREMENTS

Maintenance areas and responsibilities are shown in Figure 7-3, *Maintenance Requirements*. Maintenance shall be the responsibility of the City and property owners within Riverwalk, as described below.

7.7.1 Parkways and Public Areas

Riverwalk includes development of public common space, public areas, and landscaped parkways that support pedestrian activities and provide an aesthetic backdrop to development. The maintenance of these common areas shall be the responsibility of the City, developer(s), a Property Owners Association, Community Facilities District, Maintenance Assessment District, Property Business Improvement District, or similar assessment district established for Riverwalk.

For public areas with enhanced improvements, the developer shall enter into a bonded maintenance agreement assuring maintenance of all landscaping and appurtenances within the right-of-way until such time as a Maintenance Assessment District, Homeowners Association, Master Association, Property Business Improvement District, Property Owners Association, Community Facilities District, or other such mechanism is established for maintenance of all landscaping and appurtenances.

7.7.2 Private Development Landscaped Areas

Landscaping, private recreational amenities and open areas will also be developed in conjunction with private development proposals. The maintenance of these areas will be the responsibility of individual property owners or a Property Owners Association.

Figure 7-3. Maintenance Requirements
[Subject to Development Agreement]

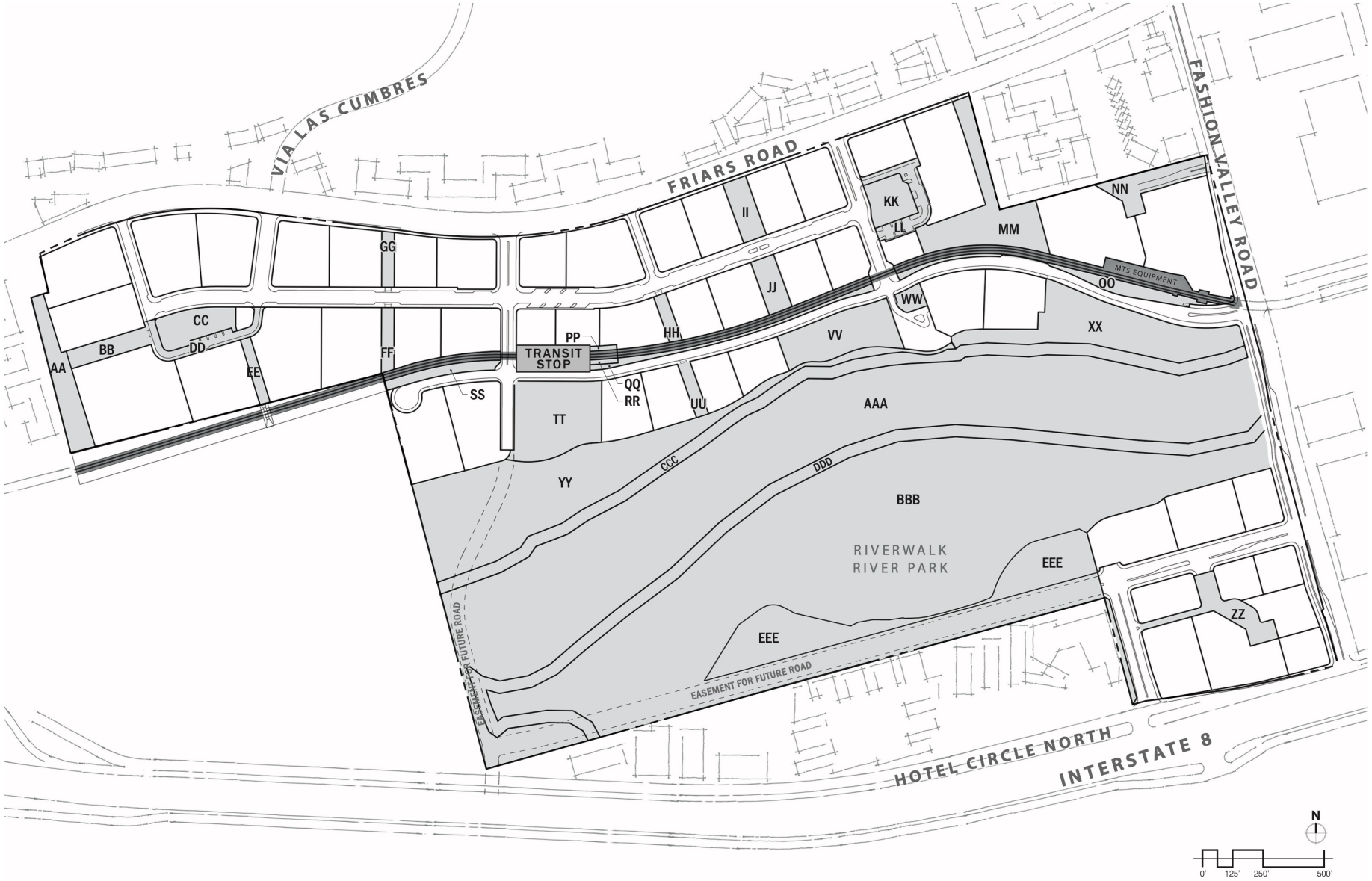
APPENDICES

APPENDIX A – RIVERWALK LOT PLANS

NUMBERED LOTS



LETTERED LOTS



NUMBERED AND LETTERED LOTS WITH ZONING DESIGNATIONS



APPENDIX B – PLANT MATRIX

TREES

Primary Street - Evergreen	Primary Street - Deciduous	Entry Drive - Evergreen	Entry Drive - Deciduous	Friars Road	Fashion Valley Road	Hotel Circle North	Paseo & Greenbelt	Plaza Accent	Specimen Accent	Shade	Barrier	Botanical Name	Common Name
■		■										*Acacia baileyana*	*Bailey Acacia*
							■					*Agonis flexuosa*	*Peppermint Tree*
				■	■	■						*Araucaria heterophylla*	*Norfolk Island Pine*
							■					*Arbutus x 'Marina'*	*Arbutus Standard*
■		■										*Callistemon citrinus*	*Lemon Bottlebrush*
								■				*Cassia leptophylla*	*Gold Medallion Tree*
								■				*Cercis occidentalis*	*Western Redbud*
									■	■		*Cinnamomum camphora*	*Camphor Tree*
									■			*Cinnamomum camphora*	*Camphor Tree Multi-Trunk*
								■				*x Chitalpa tashkentensis*	*Chitalpa*
	■		■	■	■	■						*Fraxinus latifolia*	*Oregon Ash*
■		■										*Geijera parviflora*	*Australian Willow*
	■		■				■	■				*Jacaranda mimosifolia*	*Jacaranda Multi-Trunk*
	■		■	■	x	■				■		*Koelreuteria bipinnata*	*Chinese Flame Tree*
				■	■	■				■		*Koelreuteria paniculata*	*Golden Rain Tree*
							■	■				*Lagerstroemia indica*	*Crape Myrtle*
■		■										*Lophostemon confertus*	*Brisbane Box*
■		■										*Melaleuca quinquenervia*	*Cajeput Tree*
■		■								■		*Metrosideros excelsa*	*New Zealand Christmas Tree*

x Suggested Street Tree Species per Mission Valley Community Plan

NOTE: Street trees shall be standard trunk.

Primary Streets: D1, D2, E, P1, P2, P3, S, U, & X

Entry Drive Streets: A, B, F, H, I J1, J2, K, L, M, N1, N2, O, Q, R, T, V, & W

TREES

Primary Street - Evergreen	Primary Street - Deciduous	Entry Drive - Evergreen	Entry Drive - Deciduous	Friars Road	Fashion Valley Road	Hotel Circle North	Paseo & Greenbelt	Plaza Accent	Specimen Accent	Shade	Barrier	Botanical Name	Common Name
												Pinus canariensis	*Canary Island Pine*
												Pinus pinea	*Italian Stone Pine*
												Pinus torreyana	*Torrey Pine*
												Pistacia chinensis	*Chinese Pistache*
												Pittosporum undulatum	*Victorian Box Multi-Trunk*
				x		x						*Platanus racemosa*	*California Sycamore*
												Platanus x acerifolia	*London Plane Tree*
												Platanus x acerifolia 'Bloodgood'	*London Plane Tree Multi-Trunk*
												*Populus fremontii**	*Freemont's Cottonwood*
												Quercus agrifolia	*Coast Live Oak*
												Quercus agrifolia	*Coast Live Oak Multi-Trunk*
												Quercus suber	*Cork Oak*
												*Sambucus nigra**	*Elderberry*
												Stenocarpus sinuatus	*Firewheel Tree*
												Tabebuia ipe	*Pink Trumpet Tree*
												Tipuana tipu	*Tipu Tree*
												Tristania laurina	*Water Gum*
												Ulmus crassifolia	*Cedar Elm*

**Plant species traditionally used by Native American tribes*

x Suggested Street Tree Species per Mission Valley Community Plan

NOTE: Street trees shall be standard trunk.

Primary Streets: D1, D2, E, P1, P2, P3, S, U, & X

Entry Drive Streets: A, B, F, H, I J1, J2, K, L, M, N1, N2, O, Q, R, T, V, & W

SHRUBS & GROUNDCOVERS

Community Landscape Shrubs	Community Landscape Groundcovers	Slopes	Streetscape	Park Amenity Area	Plaza Landscape	Barrier Plants	Botanical Name	Common Name
■		■		■			*Abutilon palmeri*	*Indian Mallow*
■				■	■		*Agave spp.*	*Agave species*
■				■	■		*Aloe spp.*	*Aloe*
						■	*Ambrosia psilostachy**	*Western Ragweed*
						■	*Anemopsis californica*	*Yerba Mansa*
	■	■		■			*Arctostaphylos edmundsii 'Carmel Sur'*	*Carmel Sur Manzanita*
						■	*Artemisia douglasian**	*Mugwort*
						■	*Artemisia dracunculus*	*Tarragon*
						■	*Artemisia palmeri*	*San Diego Sagewort*
	■	■		■			*Baccharis pilularis 'Pigeon Point'*	*Coyote Brush*
						■	*Baccharis salicifolia**	*Mule Fat*
■			■	■	■		*Bouteloua gracili**	*Blue Grama*
■							*Calliandra californica*	*Red Baja Fairy Duster*
■				■	■		*Callistemon viminalis 'Little John'*	*Dwarf Weeping Bottlebrush*
■			■	■	■		*Carex spp.*	*Sedge*
	■		■	■	■		*Carissa grandiflora 'Green Carpet'*	*Natal Plum*
■		■		■	■		*Cistus x purpureus*	*Orchid Rockrose*
■		■		■			*Coleonema pulchrum*	*Pink Breath of Heaven*
■				■			*Coleonema pulchrum 'Compacta'*	*Compact Breath of Heaven*
■				■			*Dietes vegeta*	*African Iris*
■				■			*Dodonaea viscosa 'Purpurea'*	*Purple Leafed Hopseed Bush*

*Plant species traditionally used by Native American tribes

SHRUBS & GROUNDCOVERS

Community Landscape Shrubs	Community Landscape Groundcovers	Slopes	Streetscape	Park Amenity Area	Plaza Landscape	Barrier Plants	Botanical Name	Common Name
						■	*Eleocharis macrostachya*	*Pale Spikerush*
■							*Encelia californica*	*California Encelia*
■							*Epilobium canum*	*Hummingbird Trumpet*
■							*Eriogonum fasciculatum*	*Common Buckwheat*
■							*Eriogonum grande rubescens*	*Red Buckwheat*
■				■			*Furcraea foetida 'Mediopicta'*	*Mauritius Hemp*
■		■		■			*Galvezia speciosa*	*Island Bush Snapdragon*
■				■			*Grevillea x 'Long John'*	*Long John Grevillea*
■							*Heteromeles arbutifolia*	*Toyon*
						■	*Iva hayesiana*	*San Diego Marsh Elder*
■				■	■	■	*Juncus acutus*	*Spiny Rush*
■				■	■	■	*Juncus mexicanus*	*Mexican Rush*
■				■	■		*Juncus spp.*	*Rush species*
	■	■	■	■	■		*Lantana spp.*	*Lantana species*
■				■	■		*Lavandula spp.*	*Lavender*
■				■	■		*Leonotis leonurus*	*Lion's Tail*
■				■			*Leymus condensatus 'Canyon Prince'*	*Native Blue Rye*
						■	*Leymus triticoides*	*Creeping Wild Rye*
■				■	■		*Macfadyena unguis-cati*	*Yellow Trumpet Vine*
■				■			*Miscanthus spp.*	*Silvergrass*
■	■	■		■	■	■	*Muhlenbergia rigens**	*California Deergrass*
■	■	■		■	■		*Muhlenbergia spp.*	*Muhly Grass*

*Plant species traditionally used by Native American tribes

SHRUBS & GROUNDCOVERS

Community Landscape Shrubs	Community Landscape Groundcovers	Slopes	Streetscape	Park Amenity Area	Plaza Landscape	Barrier Plants	Botanical Name	Common Name
■				■	■		*Phormium spp.*	*Phormium species*
						■	*Pluchea odorata*	*Saltmarsh Fleabane*
■							*Rhamnus californica 'Eve Case'*	*California Coffeeberry*
■							*Rhus integrifolia*	*Lemonade Berry*
■							*Rhus ovata*	*Sugar Bush*
						■	*Ribes speciosum*	*Fuchsia-Flowered Gooseberry*
■	■	■	■	■	■		*Rosmarinus spp.*	*Rosemary species*
						■	*Salix exigua**	*Black Willow*
						■	*Salix laevigata**	*Red Willow*
						■	*Salix lasiolepis**	*Arroyo Willow*
■		■		■			*Salvia spp.*	*Sage*
■							*Scirpus californicus*	*California Bulrush*
■			■	■	■		*Sesleria autumnalis*	*Autumn Moor Grass*
■		■		■			*Tagetes lemmonii*	*Copper Canyon Daisy*
■		■	■	■	■		*Teucrium chamaedrys*	*Germander*
■							*Verbena lilacina*	*Lilac Verbena*
■							*Viguiera laciniata*	*San Diego County Viguiera*
■				■	■		*Westringia dampieri*	*Coast Rosemary*
■							*Zauschneria californica*	*California Fuschia*

*Plant species traditionally used by Native American tribes

APPENDIX C – LAND USE CLASSIFICATION

Land Use	Residential	Commercial Retail	Non-retail Commercial
Alcoholic beverage outlets		■	
Artisan food and beverage producer		■	
Assembly and entertainment uses			■
Bed and breakfast establishments			■
Boarder and lodger accommodations			■
Boarding kennels/pet day care facilities		■	
Business and professional offices			■
Business support			■
Child care centers			■
Consumer goods, furniture, appliances, equipment		■	
Continuing care retirement communities	■		
Eating and drinking establishments		■	
Educational facilities: Kindergarten through Grade 12			■
Financial institutions		■	
Food, beverage, and groceries		■	
Golf courses, driving ranges, and pitch and putt courses		■	

Land Use	Residential	Commercial Retail	Non-retail Commercial
Home occupations	■		
Instructional studios			■
Live/Work quarters	■		
Maintenance and repair		■	
Massage establishments, specialized practice		■	
Medical, dental, and health care practitioner offices			■
Mobile food trucks		■	
Moving and self storage facilities		■	
Multiple dwelling units	■		
Museums			■
Personal services		■	
Pets and pet supplies		■	
Placemaking on private property		■	
Plant nurseries		■	
Private clubs, lodges, and fraternal organizations			■
Radio and television studios			■
Real estate sales offices and model homes			■
Recycling facilities: Drop-off facility		■	

Land Use	Residential	Commercial Retail	Non-retail Commercial
Recycling facilities: Reverse vending machines		■	
Recycling facilities: Small collection facilities		■	
Regional and corporate headquarters			■
Research and development			■
Residential care facilities for the elderly			■
Retail farms		■	
Retail tasting stores		■	
Rooming house	■		
Shopkeeper units	■		
Sidewalk cafés		■	
Student housing	■		
Sundries, pharmaceutical, and convenience sales		■	
Temporary construction storage yards located off-site			■
Temporary parking as a primary use		■	
Veterinary clinics and animal hospitals		■	
Visitor accommodations			■
Wearing apparel and accessories		■	

APPENDIX D – DENSITY / INTENSITY MONITORING PROCESS

Based on the Transportation Impact Analysis using the VMT metric, the Overall Targeted Project Density/Intensity for Riverwalk results in less than significant CEQA transportation impacts.

As the project is built out, the Overall Targeted Project Density/Intensity shall not be exceeded until appropriate environmental review is conducted in accordance with the City's Land Development Code, Section 128.03 and the California Environmental Quality Act (CEQA) Statute and Guidelines, which may include a 15162 analysis or other similar CEQA process available at that time, depending on facts and circumstances.

In order to monitor build-out of Specific Plan's Overall Targeted Project Density/Intensity, applications for Building Permits shall include completion of the *Specific Plan Implementation Table* (Table D-1). Once the *Specific Plan Implementation Table* has been received by the DSD Planner or Zone Reviewer and approved by transportation staff as part of the development application process, a copy of the updated worksheet shall kept with the Riverwalk project file in the Development Services Department and in the Riverwalk Specific Plan file in the Planning Department.

Additionally, a Mobility Assessment (MA) was completed for the Riverwalk Specific Plan. This MA establishes a Transportation Improvement Plan (TIP), identifying Equivalent Dwelling Unit (EDU) thresholds for transportation improvements in order to ensure that necessary transportation facilities consistent with the Mission Valley Community Plan are provided in a timely manner as the project builds out (Table D-2).

Based on the MA, the Overall Targeted Project Density/Intensity for Riverwalk is expected to result in a total Average Daily Trips (ADT) of 41,186 (driveway trips), with 3,224 AM Peak Hour Trips (1,591 in, 1,633 out) and 4,302 PM Peak Hour Trips (2,171 in; 2,131 out) as shown in Table 7-3. In order to monitor development consistent with the Specific Plan's Overall Targeted Project Density/Intensity, applications for construction permits and development permits shall include completion of the *Specific Plan Implementation Table* (Table D-2. As the project is built out, the maximum ADT and the maximum peak hour inbound and outbound trips shall not be exceeded unless it can be demonstrated through a Mobility Assessment that net additional peak hour trips of a development do not:

1. Result in any study area intersection that is operating at an acceptable level of service to fall below a LOS D;
2. Result in any greater transportation effect than assumed in the original MA (May 2020) for those study area intersections that operate below a LOS D at the time the MA (May 2020) was prepared.

If the MA establishes that either of these two conditions are not met, then a new TIP must be agreed upon with DSD Transportation prior to any changes to the Overall Targeted Project Density/Intensity.

NOTE: The City shall use the trip generation rates set forth in the City Trip Generation Manual in effect at that time, except for Office use, which shall use a rate of 12 ADT/ksf of Gross Leasable Area (GLA)..

Table D-1. Specific Plan Implementation Table

Building Permit No.	Dwelling Units	Office and Non-Retail Commercial (SF)	Commercial Retail (SF)	Average Daily Trips (Driveway ADT)	AM Peak Hour (ADT)		PM Peak Hour (ADT)		Equivalent Dwelling Unit
					In	Out	In	Out	
1									
2									
3									
4									
5									
6									
7									
8									
9									
10									
11									
12									
13									
14									
15									
16									
17									
18									
19									
20									
21									
Running Total									
Overall Target Density/Intensity	*4,300*	*1,000,000*	*152,000*	*41,186*	*1,591*	*1,633*	*2,171*	*2,131*	*N/A*
Total Remaining	**4,300**	**1,000,000**	**152,000**	**41,186**	**1,591**	**1,633**	**2,171**	**2,131**	**N/A**

Table D-2. Transportation Improvement Plan Table

Facility	Project Improvement	Implementation EDU Threshold[1]
To be inserted when finalized.		

APPENDIX E – DEVELOPMENT REGULATIONS

This appendix includes the development standards and regulations for the Riverwalk Specific Plan. Table E-1, *Riverwalk Specific Plan Development Standards – Regulations,* represents regulations for the Riverwalk Specific Plan. These regulations are applied, where applicable, as delineated in Chapter 6.

Tables E-2 thought E-4 provide District-specific design guidance to supplement the criteria located throughout the Riverwalk Specific Plan. Unless otherwise noted as a Tailored Development Standard, all developments shall comply with the base zone and supplemental development regulations as specified in the City's LDC Sections 143.0410, 143.0420, and 143.0460 (effective February 28, 2018), as modified by Tables E-2 through E-4.

Instances where project development regulations vary from the San Diego Municipal Code allowed in this Specific Plan are presented in Table E-5, *Riverwalk Tailored Development Standards*.

Table E-1. Riverwalk Specific Plan Development Standards - Regulations

Riverwalk Specific Plan Regulations	
Regulated Uses	
Continuing Care Retirement Communities	
Reg-1	Convalescent and memory care rooms shall, at a minimum, comply with California Code of Regulations Title 22, Division 6, Chapter 8 (Residential Care Facilities for the Elderly).
Reg-2	Parking areas shall be lighted for the safety of tenants. Lighting shall be of a design that deters vandalism. The location, type, and size of the proposed lighting fixtures shall be specified on the development permit application.
Reg-3	The number of vehicle trips shall be determined as follows: » Four daily trips per independent living dwelling unit; and » Three daily trips per room for convalescent and memory care rooms.
Reg-4	Continuing care retirement communities shall be subject to the landscape regulations for commercial development in San Diego Municipal Code Table 142-04A.
Reg-5	Permitted Density » The density shall comply with the base zone. » Only independent and assisted living dwelling units shall be used to calculate density. » The density shall be calculated using the area of the entire development.
Moving and Storage Facilities	
Reg-6	Adequate security shall be provided by managers during hours of operation and/or full-time resident caretakers.
Reg-7	All storage shall be within completely enclosed structures.
Reg-8	Goods or products which are hazardous, toxic or obnoxious, shall be prohibited.
Reg-9	Electrical service to storage units shall be for lighting and climate control only. No electrical outlets are permitted inside individual storage units. Lighting fixtures and switches shall be of a secure design that will not allow tapping the fixtures for other purposes.
Reg-10	The development shall provide adequate fire and vehicular access and parking to accommodate anticipated vehicle types and quantities including, but not limited to, moving vans, trucks, fire equipment and automobiles.
Reg-11	Within the Specific Plan Area self-storage facility shall be limited to 100,000 square feet in total.
Reg-12	Self-storage facility buildings shall be surfaced in high-quality materials. Unfaced concrete block, painted masonry, tilt-up and pre-cast concrete panels and prefabricated metal sheets are prohibited. Prefabricated buildings are not allowed.

Riverwalk Specific Plan Regulations	
Reg-13	Self-storage shall be incorporated with other compatible uses, such as integrated into a parking garage or wrapped with retail or employment uses.
Reg-14	Accessory uses such as the rental of trucks, trailers or moving equipment (hand carts, jacks and lifts, etc.), the installation of trailer hitches, or the sale of boxes or packing materials are permitted only if they are housed entirely within the self-storage building. Incidental or accessory manufacturing, fabrication, or processing of goods, service or repair of vehicles, engines, appliances or other electrical equipment, any other industrial activity, and/or retail sales or services related to storage unit garage or estate sales or auctions are prohibited.
Reg-15	No self-storage facility can be located within ¼ mile of another self-storage facility.
Residential Care Facilities	
Reg-16	Only one residential care facility may be permitted per lot or premises.
Reg-17	Residential care facilities are not permitted within one-quarter-mile of another residential care facility, measured from property line to property line in accordance with LDC Section 113.0225.
Reg-18	The facility shall provide at least 70 square feet of sleeping space for each resident, not including closet or storage space, multipurpose rooms, bathrooms, dining rooms, and halls.
Reg-19	Sleeping areas shall not be used as a public or general passageway to another room, bath, or toilet.
Reg-20	The facility shall provide at least five square feet of living area per bed, not including sleeping space, dining, and kitchen areas.
Reg-21	The facility shall provide at least eight square feet of storage area (closet or drawers) per bed.
Reg-22	The facility shall provide one full bathroom including sink, toilet, and shower or bathtub for every seven beds.
Reg-23	The center shall provide at least one off-street parking space for each employee and one off-street parking space for every seven beds. Additional parking may be required by the decision maker.
Student Housing	
Reg-24	A resident manager is required to live on the premises.
Reg-25	The center shall provide at least one off-street parking space for each employee and one off-street parking space for every seven beds. Additional parking may be required by the decision maker.
General Development Standards	
Activated Interfaces – Street Activation Interface	
Reg-26	Building lobbies shall orient the primary entrance and exit toward the activated street interface.
Reg-27	Articulated features, such as canopies and/or architectural building signage, shall enhance the lobbies and entrances.
Reg-28	Residential units on the ground floor shall provide patios or direct entrances, where feasible.
Reg-29	Residential amenities on the ground floor such as a fitness or business center shall utilize storefront glass windows, large roll-up windows, or other transparent elements to give the appearance of retail and invite views of the interior space.
Reg-30	Enhanced paving shall be utilized in high-traffic pedestrian areas, as well as street furniture, such as benches, trash cans, and/or bicycle racks.
Reg-31	Where a parcel is identified with having a street activation interface on more than one frontage, the developer may elect to activate only the primary frontage with street activation elements, such as building lobbies.
Activated Interfaces – Park Activation Interface	
Reg-32	Ground floor patios shall feature connection to the sidewalk, where possible.
Reg-33	Pathways shall lead from the sidewalk through the park to arrive at building lobbies and patios.
Reg-34	Primary or secondary building entrances, regardless of use, shall face the linear park.
Reg-35	Entrances shall include such features as canopies and/or architecturally integrated building names and addresses to provide visual interest along the park.
Activated Interfaces – Retail Activation Interface	
Reg-36	Overhead building signage shall be allowed for further identification of the retail tenants.

Riverwalk Specific Plan Regulations	
Reg-37	Pedestrian access to retail parking garages and stairs shall be provided along this interface in an architecturally cohesive manner, where applicable.
Reg-38	Along the interface, enhanced pedestrian experience shall be accomplished through enhanced paving, storefront canopies or outdoor seating in areas near building entrances, cafés, and restaurants.
Floor Area Ratio	
Reg-39	The floor area ratio shall be established by the zone for each development area, except where a definition is established in Section 6.6.17, Zoning and Tailored Development Standards
Parking and Parking Design	
Reg-40	Automobile parking shall comply with Land Development Code based on the zoning and land uses applied to each development area.
Reg-41	Tandem parking shall be permitted in accordance with LDC Section 132.0900.
Reg-42	Where parking is provided on the rooftop of parking structures and is exposed to open sky, the vehicular use area shall be subject to the landscape requirements under LDC Section 142.0407(c) to include one tree within 30 feet of each parking space. In lieu of the required trees on rooftop parking, shade structures may be incorporated and shall cover a minimum of 50 percent of each parking stall with a minimum opacity of 50 percent, or shall be outfitted with photovoltaic systems.
Reg-43	The sharing of parking to reflect the collocation of uses shall be allowed when calculating the parking to address uses that complement each other relative to required parking.
Reg-44	Short- and long-term bicycle parking and facilities shall be provided as required in LDC Section 142.0530(e). Bicycle parking will be accommodated with a combination of racks, bicycle lockers, and/or other bicycle parking innovations not currently envisioned in the LDC. Signs shall be posted indicating the availability of bicycle parking facilities.
Reg-45	Motorcycle parking shall be provided in accordance with LDC Section 142.0530(g).
Mechanical and Utility Equipment Screening	
Reg-46	Rooftop-mounted mechanical and utility equipment, appurtenances, and other equipment shall be appropriately screened from pedestrian view in accordance with Section 142.09 of the LDC.
Reg-47	The following equipment and appurtenances shall be screened in a manner that is architecturally integrated with the primary building on the premises: » Mechanical equipment » Tanks » Ducts » Elevator enclosures » Cooling towers » Mechanical ventilators » HVAC units » Other similar appurtenances
Reg-48	Exterior facilities associated with a structure such as plumbing, heating, cooling, electrical, chemical processing, compressor, motor, and incinerator facilities shall be appropriately screened on all sides from pedestrian view.
Reg-49	All utilities, such as gas meters, electrical meters and panels, fire control panels, telephone, cable television panels, and similar devices shall be screened from public view unless other Municipal Code regulations require that visibility be maintained.
Outdoor Storage Areas	
Reg-50	Outdoor storage of material and equipment is permitted only when the type and quantity of stored items are incidental to the residential use on the premises.
Reg-51	Outdoor storage is subject to all applicable fire, health, safety, and building regulations.

Riverwalk Specific Plan Regulations	
Reg-52	Outdoor storage is not permitted in required yard areas except that home maintenance or lawn maintenance equipment and non-motorized recreational and leisure equipment are permitted in required side and rear yards.
Reg-53	Outdoor storage shall not impede the growth or maintenance of required landscaping.
Reg-54	All stored items shall be completely screened by solid fences, walls, buildings, lattices, or landscape features, or by a combination of screening elements. Stored items shall not exceed the height of the screening element.
Reg-55	Not more than one fully screened outdoor area may be used to store motor vehicles, whether operable or inoperable. The storage area shall not exceed 400 square feet in area or 12 feet in height. The storage area shall not encroach into any landscaped area or into any required yard unless it is in compliance with LDC Section 142.0510(e).
Reg-56	The following items may be placed outdoors without screening when intended for near-term use: home maintenance or lawn maintenance equipment and supplies and game, sport, and leisure equipment.
Reg-57	Outdoor storage of merchandise, material, and equipment is permitted in commercial and industrial zones only when incidental to an allowed use located on the same premises, provided the following criteria are met: » The storage area is screened by solid fences, walls, or buildings, or a combination thereof, not less than six feet in height. No merchandise, material, or equipment shall exceed the height of the screening fence, wall, or building. If screening of the merchandise, material, or equipment requires a screening height greater than six feet, the storage area and the screening fences, walls, or buildings shall be located on the rear half of the lot, away from any public right-of-way; and » Storage is permitted in required side and rear yards. Storage is not permitted in required front or street side yards.
Reg-58	No merchandise, material, or equipment shall be stored on the roof of any building unless it is completely screened from pedestrian view. This limitation does not apply to operable vehicles parked on the top level of a parking structure.
Refuse and Recyclable Storage Areas	
Reg-59	Material storage areas may be located in a designated interior area that is not in a dwelling unit.
Reg-60	Exterior material storage areas shall not be located in any front yard, street side yard, street yard area, parking area, landscaped area, or any other area required by the Municipal Code to be constructed or maintained unencumbered according to fire or other applicable building or public safety laws. Material storage areas may be located outside a structure in required rear yards or in required side yards.
Reg-61	Refuse and recyclable materials storage for residential development shall comply with LDC Section 142.0820, except as modified by Table 6-2, Riverwalk Zoning and Tailored Development Standards, of this Specific Plan.
Reg-62	Material storage areas shall be accessible to occupants and haulers. Premises served by an alley shall provide material storage areas that are directly accessible from the alley.
Reg-63	One sign identifying the material storage area is required for each area and shall be posted on the exterior of the material storage area near the point of access. The maximum sign copy area permitted for each sign shall be one square foot.
Reg-64	Material storage areas located outside any structure shall be screened with a minimum six-foot-high screening enclosure that is designed to be architecturally consistent with the primary structure. Refuse, recyclable material, and material storage containers shall not exceed the height of the solid screening enclosure.
Reg-65	Refuse and recyclable materials storage for non-residential development shall provide at least one exterior refuse and recyclable material storage area for each building.
Loading Areas	
Reg-66	Parking of passenger vehicles is not permitted in off-street loading areas.
Reg-67	Loading areas shall be designed and located so that loading vehicles are not parked in required front or street side yards, driveways, or required parking spaces during loading activities.
Reg-68	Where loading docks and overhead doors are proposed, the loading docks and overhead doors shall be screened from the public right-of-way with fences or walls designed to reduce visual impacts.

Riverwalk Specific Plan Regulations	
Private Open Space	
Reg-69	When a private outdoor space is accommodated through an at-grade patio, a minimum dimension of four feet shall be provided between the building wall and the patio barrier.
Reg-70	When private outdoor space is accommodated as an above-grade balcony, such balconies shall have a minimum dimension of four feet in depth.
Reg-71	When attached as a building projection without a recess, the balcony element needs to have a substantial presence and be treated as an integral element in the whole composition. Juliet balconies, or false balconies, are allowed but shall not be considered private outdoor space.
Reg-72	Building materials for balconies and/or patios are to be consistent with overall building materials of a development. These building materials may include the following, but other materials that are consistent with the quality and design of individual developments and the overall Riverwalk project are allowed: » Stucco » Stone » Glass » Metal » Wood or composite material » Concrete
Reg-73	Private open space areas located within the front setback shall be counted toward meeting private open space requirements.
Reg-74	Usable open spaces such as mini-plazas and dog walk areas shall be created between buildings to avoid a visual tunnel effect and should be linked to major open space areas and the existing pedestrian tunnels, where adjacent.
Reg-75	Private recreational and urban plaza areas shall be visually (through unobstructed views) and/or physically (through pathways) linked to open spaces as part of the area-wide open space system.
Reg-76	Recreational uses shall be provided within private residential developments and may include, but are not limited to, gardens, game rooms, dog runs, swimming pools, tennis, basketball, volleyball, handball, shuffleboard, badminton courts, children's play areas, or picnic facilities.
Temporary / Interim Uses	
Reg-77	Separately regulated uses identified in the Land Development Code CC-3-9 zone, the RM-4-10 zone, and Assembly and Entertainment Uses shall be allowed on an interim basis subject to compliance with all City-wide development regulations and permit requirements.
Reg-78	Permit applications for temporary/interim uses shall be provided to the Mission Valley Planning Group as an informational item.
Monumentation and Community Signage	
Reg-79	Community Gateway Signs - At a maximum, two prominent, statement gateway signs may be provided within Riverwalk: one north of the San Diego River and one south of the San Diego River.
Reg-80	Primary Entry Signs – Developer may, but is not required to provide, Primary Entry Signs. If provided, Primary Entry Signs will be limited to project entry areas along Friars Road, Fashion Valley Road, and Hotel Circle North. These monuments may also function as retaining walls with design elements such as landscaped terracing or water features.
Reg-81	Secondary Entry Signs - Developer may, but is not required to provide, Secondary Entry Signs to identify major residential buildings, businesses, and park space. The use of monuments with use identities, logos, and names would be allowed at this level.
Fencing and Walls	
Reg-82	Fencing shall not obstruct pedestrian access to major site amenities.
Reg-83	All walls and fencing at Riverwalk shall comply with LDC Chapter 14, Article 2, Division 3, Fence Regulations, except as modified by Table 6-2, Riverwalk Zoning and Tailored Development Standards, of this Specific Plan, and LDC Chapter 14, Article 3, Division 4, Planned Development Permit Regulations.
Reg-84	Gates and/or fencing that restrict access along public rights-of-way are prohibited. (Access to public parks may be limited during evening hours for security purposes.)

Riverwalk Specific Plan Regulations	
Reg-85	Residential front yard fence heights shall not exceed three feet.
Outdoor Lighting	
Reg-86	Lighting adjacent to the San Diego River shall comply with the City's MHPA guidelines for lighting.
Reg-87	Pedestrian/bicycle tunnels will be internally lit and include mirrors
Reg-88	Security lighting fixtures shall not substitute for the parking lot and/or walkway/path lighting fixtures.
Landscape Features – Streetscape Design	
Reg-89	Street trees shall be standard trunk, canopy-form species that are known to be strong, insect- and disease-resistant, and deep-rooted. To avoid a monoculture of trees and to promote a street hierarchy, street trees should have a variety rooted in a prescribed street tree theme organization.
Reg-90	Plantings designed for major entries shall relate directly to adjacent plantings, as well as provide a strong focal element. If any entry monument or sign is used, evergreen shrubs and vines shall be used as a backdrop to soften edges. Low plantings of ground cover or annual color can be used in the foreground.
Reg-91	Tree grates cannot be included in the calculation for ADA path of travel.
Reg-92	Street trees shall be located adjacent to the curb to separate the vehicular activity from the pedestrian realm.
Reg-93	Trees shall be placed, and utilities shall be designed, so as to observe the minimum tree separation distances per LDC Table 142-04E. Trees, or shrubs over three feet tall, may not be placed within any Water or Sewer Easement.
Landscape Features – Streetyard Landscaping	
Reg-94	Berms will be used, whenever feasible, to screen undesirable views and provide a gentle undulation to the site. A 2:1 maximum side slope shall be utilized.
Reg-95	All planting within setbacks shall be from the Recommended Plant Materials (Section 3.6.8).
Landscape Features – Remaining Yard Landscaping	
Reg-96	Remaining yard landscaping may be achieved through any of the following options: (A) Residential development with four dwelling units or less shall be subject to a minimum of 60 points per residential structure. Planting shall be distributed within a 10-foot offset from the structural envelope or within the remaining yard setbacks of the premises. (B) A minimum of 30 percent of the area within a 10-foot offset from the structural envelope of each residential structure shall be provided in landscape area and shall be planted at a rate of 0.05 points per square foot of total area within the offset. (C) A minimum of 20 percent of the provided common open space area shall be provided in landscape area and shall be planted at a rate of 0.05 points per square foot of the total open space area. Common open space area may include plazas, courtyards, or paseos developed at grade or on structural podiums.
Landscape Features – Parking Lot Landscaping	
Reg-97	Surface parking areas shall be broken into sections. Each parking area is to be separated by landscape buffers. Exclusive of setbacks from public streets a minimum of ten percent of the parking area shall be landscaped. Trees shall provide a canopy when at mature height and spread. They should be known as strong, insect and disease resistant, deep-rooted, tolerant of street environments, low-maintenance, drought tolerant, and long living, if possible.
Reg-98	Evergreen canopy-form shade trees are to be used within surface parking area to reduce solar glare and provide variation in character. Trees shall be provided at a rate of one canopy form tree within 30 feet of each parking stall. Species shall be selected from the Recommended Plant Materials (Section 3.6.8, Recommended Plant Materials).
Reg-99	Within Vehicular Use Areas, tree wells shall have a minimum root zone of 40 square feet with no dimension less than five feet, per the City's Landscape Regulations. Where trees are placed within the Vehicular Use Area, diamond shaped planters shall not be allowed. Instead, trees shall be placed in either finger islands or placed in planters spanning the width of two parking stalls (approximately 16 feet) for a depth of three feet at the head of each abutting parking stall (approximately six feet) and centered with parking stall striping.

Riverwalk Specific Plan Regulations	
Reg-100	Trees shall provide a canopy when at mature height and spread. They should be known as strong, insect and disease resistant, deep-rooted, tolerant of street environments, low-maintenance, drought tolerant, and long living, if possible.
Landscape Features – Open Areas (Open areas include park and open space elements, as well as plazas and linear parks)	
Reg-101	Until the technology improves, the use of synthetic turf is discouraged, as synthetic turf is a non-renewable resource and can contribute to heat island effect. For the purposes of the Landscape Regulations section of the Land Development Code, any use of synthetic turf does not count towards required planting area.
Reg-102	Development within Riverwalk must comply with the Storm Water requirements. All areas not paved or built upon must be landscaped with drought-tolerant trees, shrubs, and/or living groundcover. Other than those areas in close proximity to the river or major streets, graded pads need not be fully landscaped. As a requirement, these pads shall be seeded with a low-water-use ground cover mixture, which may be used in combination with existing trees.
Reg-103	The use of turf is regulated by the Water Conservation section of the Landscape Regulations (LDC Section 142.0413), which limits use to 10 percent of the landscape areas on a premises, excluding required common areas, active recreation areas, and areas located in the public right of way between the curb and the sidewalk. At thematic entries, use of turf is limited to 50 percent of the entry area, and may not exceed the 10 percent allowed on the premises.
Reg-104	Large walls or fences shall be visually softened with large shrubs or small trees.
Transportation Features – Pedestrian Sidewalks and Pathways	
Reg-105	Pedestrian/bicycle tunnels will be internally lit and include mirrors.
Reg-106	Widths of pedestrian sidewalks located within a public street right-of-way shall be determined by the classification of the adjacent street and shall be separated from the street by a landscaped strip.
Reg-107	Widths of pedestrian paths that lie outside a public street right-of-way and are not an accessible path or travel shall be no less than five feet wide and may be stabilized decomposed granite or concrete.
Reg-108	The San Diego River Pathway shall be located in the River Corridor Area, generally adjacent to the floodway on the north side of the San Diego River. The San Diego River Pathway will be at least 10 feet wide, concrete surface, with two-foot shoulders on both sides. (See Section 3.4.1, River Corridor Area, and Section 6.6.15, River Corridor Area) for a detailed discussion of the San Diego River Pathway.)
Reg-109	The primary pedestrian paths shall have adequate security lighting and signage to provide for the safety of the users.
Reg-110	All primary pedestrian paths shall have adequate gradients for accessibility, per requirements of Title 24.
Transportation Features – Pedestrian Linkages	
Reg-111	Pedestrian paths shall link the river bridges to the neighborhood-wide trail system.
Reg-112	Connections within the open space network will be reinforced with wayfinding signage and landscaping.
Transportation Features – Pedestrian Crossings and Intersections	
Reg-113	Crosswalks will comply with the City's design standards; however, alternative design treatments may be considered during the preparation of improvement plans to elevate their importance, encourage their use, and to integrate them into the streetscape.
Transportation Features – Bikeway Design	
Reg-114	A minimum two-foot horizontal and a minimum eight-foot vertical clearance to obstructions should be provided at the outside edges of all bicycle paths.
Reg-115	Drainage inlet grates, manhole covers, etc., on all bikeways shall be designed and installed in a manner that provides an adequate surface for bicyclists.
Reg-116	Uniform signs, markings, traffic control devices, etc., shall conform to the requirements of the "Manual on Uniform Traffic Control Devices – California Revision 4" (2014), to the satisfaction of the City Engineer.
Reg-117	All bikeways shall have adequate lighting and signage to provide for the safety of the users as determined by the City Engineer. Lighting and signage within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.
Transportation Features – Bikeway Facilities, Bike Racks, and Bike Parking	
Reg-118	Commercial and residential buildings shall provide bike racks to encourage bicycle use.

Riverwalk Specific Plan Regulations	
Transportation Features –Transit	
Reg-119	Outdoor bus stops shall be designed to provide shelter from harsh weather.
Reg-120	Bus stops shall be designed to maximize security features and be located close to traffic signals and pedestrian crosswalks.
Transportation Features – Vehicular Access Design Considerations	
Reg-121	Rideshare drop-off/pick-up areas shall be designated to avoid conflicts with the circulation system.
Reg-122	Emergency services vehicles (i.e., police, fire, and ambulance) shall have complete access to all structures within Riverwalk, as required by the City of San Diego safety codes.
Sustainable Features – Sustainable Building and Site Design	
Reg-123	Design buildings that meet CALGreen, California Green Building Standards Code.
Reg-124	Design for convenient waste segregation and management, including recycling and composting, in order to meet State and local zero waste management requirements.
Reg-125	Construct and operate buildings using materials, methods, and mechanical and electrical systems that promote a healthful indoor air quality.
Reg-126	The use of low–flow shower heads and faucets, low-flow toilets, cycle adjustment dishwashers, pressure regulators, hot water pipe insulation or instantaneous water heaters, and standard water meters connection pipe sizes (no oversizing).
Reg-127	Ground-mounted solar arrays are prohibited.
Sustainable Features – Landscaping	
Reg-128	Utilize trees to maximize energy efficiency. Place evergreen trees in surface parking lots to diminish heat island effect.
Reg-129	Incorporate water conservation measures in site/building design and landscaping.
Sustainable Features – Efficient Mechanical Systems, Fixtures, and Natural Ventilation/Passive Heating and Cooling	
Reg-130	Design mechanical and electrical systems that achieve Title 24 energy efficiency.
Sustainable Features – Environmentally-Superior Vehicle Options	
Reg-131	Provide electric vehicle-ready parking as required by code.
Area Specific Regulations	
San Diego River Corridor Area	
Reg-132	Establish a 10-foot buffer area between the river corridor and development along the entire length of both sides of the San Diego River within Riverwalk.
Reg-133	Grading within the Path Corridor shall, to the satisfaction of the City Manager: » Avoid long, continuous engineered slopes with hard edges; » Provide gradual transitions at the top and bottom of slopes; and » Stabilize and revegetate slopes with native plants consistent with the surrounding habitat type.
Reg-134	The entire San Diego River Pathway shall be constructed on the north side of the river and dedicated with an easement to allow public access. (Note: Where the Path Corridor crosses Riverwalk Drive in the eastern portion of the site, the San Diego River Path will remain on the south side of Riverwalk Drive until it exits the project site at Fashion Valley Road.)
Reg-135	The San Diego River Pathway shall be constructed with the first phase of the development within the Central District.
Reg-136	Where the San Diego River Pathway is adjacent to Riverwalk Drive, it shall include the following: » 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, unless the paved portion of the pathway exceeds the 10-foot-wide minimum (collectively, the pathway shall be a minimum of 14 feet wide consisting of either paved or decomposed granite surfaces); » A minimum 10-foot-wide landscaped area between the floodway and the San Diego River Pathway; and

Riverwalk Specific Plan Regulations	
	» A minimum 12-foot vertical clearance above finished grade of the San Diego River Pathway.
Reg-137	Where the San Diego River Pathway is not adjacent to Riverwalk Drive: » A minimum 14-foot-wide concrete pathway.
Reg-138	Trail alignments shall mimic natural conditions and minimize grading and disturbance to vegetation.
Reg-139	Trails shall be designed to provide continuous loops to the San Diego River Pathway, with no trail alignments resulting in a dead end.
Reg-140	Trails located in areas mapped as MHPA, as identified in the City of San Diego MSCP Subarea Plan, or areas determined to be wetland buffers in accordance with LDC Section 143.0141, are subject to the MSCP Subarea Plan's Land Use Considerations and the Environmentally Sensitive Lands Regulations in LDC Chapter 14, Article 3, Division 1. These regulations do not apply to trails that connect to the existing golf cart bridges. Trails shall include the following features: » A maximum eight-foot width » An eight-foot vertical clearance above finished grade of the trail; and » Surface material of decomposed granite or similar material in a color that blends with the surrounding native soil.
Reg-141	Development on lots located wholly or partially in the River Corridor Area 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 as determined by-case basis, designed to the satisfaction of the City Manager.
Reg-142	Light posts shall not exceed 12 feet in height (lighting for public streets excepted). All lighting within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.
Reg-143	Site furniture, such as picnic tables, trash and recycling receptacles, bicycle racks, shade structures, benches, interpretive signs, and drinking fountains, shall be designed and constructed in accordance with the San Diego River Park Master Plan Design Guidelines. Site furniture shall incorporate the San Diego River Park logo as illustrated in the San Diego River Park Master Plan Design Guidelines. 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.
Reg-144	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 maintain, at a minimum, one interpretive sign. Riverwalk shall include an information kiosk, as described in the San Diego River Park Master Plan Design Guidelines, where the San Diego River Pathway intersects with Fashion Valley Road, or another public street. Interpretive signage and signage that provides identification of culturally-significant plant species for the Kumeyaay shall be installed within the River Corridor Area, as appropriate.
Reg-145	Fences located between the San Diego River Pathway and the San Diego River shall be provided only as required to protect sensitive habitat or historic resources or for safety, and shall allow for wildlife movement. Such fences shall be located a minimum of five feet from the San Diego River Pathway or trails and shall follow the natural grade. Fences shall consist of horizontal rail of either wood peeler logs, which provide a uniform organic demarcation, or steel posts and cables (chain link is not permitted) and shall not exceed 42 inches in height. Fence shall be at least 75 percent open.
Reg-146	Development within the River Corridor Area shall include a mixture of native plants and trees consistent with the surrounding habitat type (see Section 3.6.8, Recommended Plant Materials, for a list of permitted barrier planting). Non-native grasses and lawn areas shall not be permitted in any areas mapped MHPA or determined to be wetland buffers in accordance with LDC Section 143.0141.
Reg-147	Plant materials shall provide views to the San Diego River along at least 50 percent of the river side of the San Diego River Pathway of each lot. 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 finished grade of the San Diego River Pathway and all other plant materials shall not exceed 30 inches above the finished grade of the San Diego River Pathway.
San Diego River Influence Area	
Reg-148	Maximum lot coverage for any development on a lot located wholly or partially within 115 feet of the River Corridor Area shall be 75 percent. Lot coverage shall be calculated based on entire ownership within 115 feet of the River Corridor Area.

<table>
<tr><th colspan="3">Riverwalk Specific Plan Regulations</th></tr>
<tr><td>Reg-149</td><td colspan="2">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 Area, and shall be in compliance with the following table:
<table>
<tr><th>Minimum Distance the Building is Set Back from the River Corridor Area</th><th>Maximum Building Height Allowed</th><th>Massing</th></tr>
<tr><td>10 feet</td><td>35 feet</td><td>No more than 50 percent of a building's wall may be located at the setback measured from the River Corridor Area.</td></tr>
<tr><td>20 feet</td><td>45 feet</td><td>No regulation.</td></tr>
<tr><td>30 feet</td><td>85 feet</td><td rowspan="3">At or above 100 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.</td></tr>
<tr><td>85 feet</td><td>The maximum building height allowed is equal to the number of feet the building is set back from the River Corridor Area.</td></tr>
<tr><td>115 feet</td><td>The maximum building height allowed is established by the base zone.</td></tr>
</table></td></tr>
<tr><td>Reg-150</td><td colspan="2">Development that abuts the River Corridor Area shall provide a river-fronting facade and entrance that are of substantially equivalent design and quality of materials as the primary building facade and entrance to the satisfaction of the City Manager.</td></tr>
<tr><td>Reg-151</td><td colspan="2">For building facades facing the San Diego River on buildings within the River Influence Area, oversized windows or balconies shall be provided for each residential unit. Ground floor activation, through resident amenities, retail, café's, restaurants, resident entrances, building lobbies, or similar uses shall be provided along at least one building façade.</td></tr>
<tr><td>Reg-152</td><td colspan="2">Building façades that front the River Corridor Area shall not include materials with a visible light reflectivity (VLR) factor greater than 30 percent and shall consult architectural design guidance of the American Bird Conservancy Bird-Friendly Design.</td></tr>
<tr><td>Reg-153</td><td colspan="2">Any exterior equipment enclosure, outdoor storage, loading area, or refuse collection area:
» Shall be located a minimum of 100 feet from the River Corridor Area;
» Shall be screened with landscape and an opaque wall at least six feet in height or, if the item to be screened exceeds six feet in height, a wall one foot taller than the item, to a maximum wall height of 10 feet; and
» Screening shall be of the same design and materials as the primary building façade.</td></tr>
<tr><td>Reg-154</td><td colspan="2">Building access shall be provided to the River Corridor Area from the River Influence 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; and
» 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.</td></tr>
<tr><td>Reg-155</td><td colspan="2">Public access pathway(s) shall be provided 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;
» Development including a public access pathway shall include signs in accordance with this section (see below); and
» An easement for public use shall be required for public access pathways.</td></tr>
</table>

Riverwalk Specific Plan Regulations	
Reg-156	Public access pathways shall be provided from streets that abut and run parallel to the River Corridor Area. These public access pathways shall connect the street to the River Path at every street intersection and, at a minimum, provide a connection at every 1,000 linear feet of street frontage along the River Corridor Area.
Reg-157	Off-street surface parking areas shall be set back a minimum of 20 feet from the River Corridor Area. 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, whichever is less.
Reg-158	Off-street surface parking areas that are not buffered from the River Corridor Area with buildings and are located adjacent to the River Corridor Area shall be set back and screened at least 30 inches in height and for at least 80 percent of the length of the parking area, with: » Landscape materials, which meet the following provisions: ◆ Within the 20-foot setback, the eight feet directly adjacent to the parking area shall be screened with densely foliated, evergreen species that achieve a minimum height of 30 inches within two years of installation over at least 80 percent of the length of the parking area along the River Corridor Area frontage; and ◆ Screening for parking areas shall include one 24-inch box evergreen tree for every 30 feet of frontage along the River Corridor Area. The trees shall be spaced apart or in naturalized groupings. Placement of trees should ensure that large portions of the frontage is not unscreened.
Reg-159	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. Additionally, the following apply: » Parking structures shall be set back a minimum of 30 feet from the River Corridor Area. » 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.
Reg-160	All lighting within 100 feet of the River Corridor Area shall be shielded and directed away from the River Corridor Area.
Reg-161	Within ten feet of the River Corridor Area, only the following fences are permitted: » A solid fence that does not exceed three feet in height; » A fence that is at least 75 percent open (chain link fencing is not permitted) and does not exceed six feet in height; or » A combination of a three-foot-wall solid fence topped with a three-foot-tall fence that is at least 75 percent open.
Reg-162	Within 100 feet of the River Corridor Area, wall signs fronting the San Diego River shall not exceed a height of 15 feet above finished grade. No ground sign shall be installed between a building and the River Corridor Area except for monument signs, which may not 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 illuminated.
Reg-163	Public access pathway signage shall be provided. Developments shall include a directional sign, design in accordance with the San Diego River Park Master Plan, placed in a clearly visible location at the intersection of a public access pathway and the streets, and the intersection of a public access pathways and the San Diego San Diego River Pathway.
North District – Design Considerations	
Reg-164	Residential units facing linear parks and green space shall be activated to directly engage with the ground plane. Residences shall have direct access from ground floor patios to park areas, public spaces, and activities, where patios are provided.
Reg-165	The transit stop and mobility hub shall be activated by plazas and/or paseos, and enhanced landscaping, or other features that encourage pedestrian activity and visual interest.
Reg-166	Building designs shall be articulated to encourage pedestrian activity through clearly identified doors and entryways, as well as the use of glass to allow for interaction at the street level.
Reg-167	The spine road that runs down the center of the North District and creates a pedestrian promenade shall include street trees, street furniture, and landscaping that foster pedestrian activity over the use of vehicles.
North District – Building Form, Massing, and Articulation	

Riverwalk Specific Plan Regulations	
Reg-168	Buildings shall incorporate design elements along the ground plane that provide visual interest to pedestrians. This may include articulated entries, exterior staircases, recessed massing, windows, bay windows, or similar elements.
Reg-169	Developments shall incorporate design elements that project and recess, such as windows and balconies, to provide additional interest across building elevations.
North District – Special Treatment Area – The Courtyards Community Interface	
Reg-170	The buildings fronting on the western property line shall observe an approximately 50-foot minimum setback for buildings developed on Lots 1 and 2 and an approximately 75-foot minimum setback for buildings developed on Lot 31.
Reg-171	Building elevations fronting the western property line shall observe a maximum building height of five stories. Structure height may step up to seven stories as development moves interior to the Riverwalk site. Step backs should occur at an angle no greater than 60 degrees.
North District – Special Treatment Area – Mission Greens Community Interface	
Reg-172	A landscape buffer shall be provided along the common property line between Riverwalk and the Mission Greens development.
Reg-173	The buildings fronting to the north-south oriented interface shall observe a minimum setback of 60 feet.
Reg-174	Buildings fronting the east-west oriented interface shall observe a minimum setback of 40 feet.
Reg-175	Buildings fronting the north-south interface shall observed a maximum building height of five stories. Structure height may step up to seven stories as development moves interior to the Riverwalk site. Step backs shall occur at an angle no greater than 60 degrees.
North District – Special Treatment Area – Fashion Valley Road Interface	
Reg-176	The ground floor of residential buildings shall include active uses. Active uses may include commercial retail uses, such as retail and cafés/restaurants, or residential uses, such as lobby space(s), fitness and/or business center(s), common space, and individual unit entrances or other similar uses.
Reg-177	Building entrances and pedestrian paths shall be designed for access to the sidewalk network, enhancing connectivity to both the Riverwalk transit stop and the Fashion Valley Transit Center.
North District – Special Treatment Area – Friars Road Interface	
Reg-178	A uniform streetwall massing shall be avoided.
Reg-179	At the intersection of Street 1 and Friars Road, activated residential uses and/or retail uses shall be included on the ground floor. Active uses may include commercial uses, such as retail and cafés/restaurants, or residential uses, such as lobby space(s), fitness and/or business center(s), common space, and individual unit entrances or other similar uses.
Reg-180	Building massing along Friars Road shall be split into multiple planes to allow for visual breaks. This may be accomplished via offsetting planes, courtyards, varied setbacks, and/or other design features.
North District – Special Treatment Area – Trolley Interface	
Reg-181	Individual unit entries and/or secondary building entries for individual units or buildings shall be incorporated on the south elevation of all buildings adjacent to the trolley.
Reg-182	Activation along this edge shall include residential patios or balconies overlooking the Riverwalk River Park along the trolley line, windows along the southern elevation, and well-lit seating and gathering space where appropriate along this interface.
Reg-183	Within the 20-foot buffer between the trolley tracks and North District development, a pathway to accommodate pedestrian travel shall be constructed.
Reg-184	The minimum setback of buildings from the trolley easement shall be 20 feet.
Central District – Design Consideration	
Reg-185	The design of the transit stop shall be activated through the use of plazas and/or paseos and landscaping.
Central District – Building Form, Massing, and Articulation	
Reg-186	Use of smaller forms, such as narrow planes within broader planes, or selective mezzanine elements, shall be incorporated to refine building massing and reduce bulk of buildings while adding to building identity and wayfinding.

Riverwalk Specific Plan Regulations	
Reg-187	Development shall incorporate design elements along the ground plane that provide visual interest to pedestrians. This may include articulated entries, exterior staircases, recessed massing, windows, bay windows, or similar elements.
Central District – Special Treatment Area – Riverwalk River Park Interface within the Central District	
Reg-188	The buildings fronting the San Diego River within the Central District shall comply with the following setbacks and step-backs from the River Corridor Area: » A minimum 10-foot setback is required for buildings up to 35 feet in height. » A minimum 20-foot setback is required for buildings between 35 feet and 45 feet in height. » A minimum 30-foot setback is required for buildings between 45 feet and 85 feet in height. » At 85-foot setback, the maximum building height allowed shall not exceed one-foot of setback per each one-foot of building height (45 degrees). » At a minimum 115-foot setback, building heights shall be determined by the underlying zone.
Reg-189	Buildings shall vary to provide horizontal building movement, with such features as varied setbacks, articulated building façades (such as recessed portions or pop outs), and stepped massing.
South District – Design Considerations	
Reg-190	Pedestrian access from the streets into the area and the non-fronting elevations shall be provided.
Reg-191	Building elevations shall include pedestrian plazas or other ground-plane elements that encourage pedestrian activity.
Reg-192	All of the uses within the South District shall emphasize active transportation and pedestrian engagement.
South District – Special Treatment Area – Development Interface South of the San Diego River	
Reg-193	The buildings fronting the San Diego River within the South District shall comply with the following setbacks and step-backs from the River Corridor Area: » A minimum 10-foot setback is required for buildings up to 35 feet in height. » A minimum 20-foot setback is required for buildings between 35 feet and 45 feet in height. » A minimum 30-foot setback is required for buildings between 45 feet and 85 feet in height. » At 85-foot setback, the maximum building height allowed shall not exceed one-foot of setback per each one-foot of building height (45 degrees). » At a minimum 115-foot setback, building heights shall be determined by the underlying zone.
South District – Special Treatment Area – Freeway Interface	
Reg-194	No residential balconies shall front I-8 in areas that exceed an exterior noise level of 70 dBA CNEL.
Reg-195	Install air filtration devices rated minimum efficiency reporting value (MERV-13) 13 or higher in the intake of ventilation systems for Lots 46 through 52. Heating, air conditioning, and ventilation (HVAC) systems shall be installed with a fan unit designed to force air through the MERV filter. Prior to issuance of building permits, the project applicant shall submit evidence to the City of San Diego to ensure compliance with this measure. To ensure long-term maintenance and replacement of the MERV filters in the individual residential units, the owner/property manager of residential units shall maintain and replace MERV filters in accordance with the manufacturer's recommendations. The owner/property manager shall keep a record of activities related to maintenance of the filters.
Reg-196	Design residential buildings so that the air intakes do not occur on the southern side of buildings and away from I-8, to the extent feasible.

Table E-2. North District Specific Zoning and Development Regulations

Zoning and Development Regulations	Built Environment (including Private Parks)	Built Environment (including Private Parks)
Net Area (acres)[1]	39.0	29.4
LDC Zone	RM-4-10	CC-3-9
Maximum Permitted Density	400 sq. ft. per unit	200 sq. ft. per unit[2]
Minimum Lot Area	7,000 sq. ft.	2,500 sq. ft.
Maximum Floor Area Ratio	3.6	6.0[2]
Minimum Floor Area Ratio for Residential Use	1.0[2]	1.0[2]
Lot Coverage		
Minimum Lot Coverage	35%[2,4]	35%
Maximum Lot Coverage	75%[2]	--
Lot Dimensions		
Minimum Lot Width	100 ft.	25 ft.
Minimum Street Frontage	25 ft.[2]	--[2]
Minimum Lot Depth	100 ft.	--
Maximum Lot Depth	N/A	--
Setback Requirements		
Minimum Front Setback	Varies[3]	--
Maximum Front Setback	N/A	10 ft.[5]
Standard Front Setback	Varies[3]	N/A
Minimum Side Setback	Varies[3]	10 ft.
Standard Side Setback	--	N/A
Optional Side Setback	N/A	0 ft.
Minimum Street Side Setback	Varies[3]	--
Maximum Street Side Setback	N/A	20 ft.[2]
Minimum Rear Setback	Varies[3]	10 ft.
Optional Rear Setback	N/A	0 ft.
Maximum Structure Height	7 stories[2]	7 stories[2]
Minimum Ground Floor Height for Non-residential Use	13 ft.	13 ft.
Permitted Uses	All uses permitted in the RM-4-10 zone, and the uses identified in Section 6.1.1, *Permitted Land Uses*, and Section 6.1.2, *Regulated Land Uses*.	All uses permitted in the CC-3-9 zone, and the uses identified in Section 6.1.1, *Permitted Land Uses*, and Section 6.1.2, *Regulated Land Uses*.

[1] Acreages are approximate and may vary as final mapping for specific development areas occurs.
[2] Deviates from the Land Development Code base zone requirements
[3] Two contiguous yards must observe setbacks of at least 15 feet on the northerly and easterly elevations. The side yard and rear yard shall equal the requirements of the adjacent residential zone if that zone is more restrictive
[4]The minimum lot coverage in the RM-4-10 zone does not apply to the lettered lots, including the park and open space parcels.
[5]Lots 7 through 12 may observe greater setback, as defined in Table 6-2.

Table E-3. Central District Specific Zoning and Development Regulations

Zoning and Development Regulations	Public Parks	Built Environment
Net Area (acres)[1]	9.6	11.0
LDC Zone	OP-1-1	CC-3-9
Maximum Permitted Density	--	200 sq. ft. per unit[2]
Minimum Lot Area	--	2,500 sq. ft.
Maximum Floor Area Ratio	N/A	2.0
Floor Area Ratio Bonus for Residential Mixed Use	N/A	3.0
Minimum Floor Area Ratio for Residential Use	N/A	1.0[2]
Lot Coverage		
Minimum Lot Coverage	--	35%
Maximum Lot Coverage	--	--
Lot Dimensions		
Minimum Lot Width	500 ft.	25 ft.
Minimum Street Frontage	500 ft.	--[2]
Minimum Lot Depth	500 ft.	--
Maximum Lot Depth	N/A	--
Setback Requirements[3]		
Minimum Front Setback	--	--
Maximum Front Setback	N/A	10 ft.
Standard Front Setback	--	N/A
Minimum Side Setback	--	10 ft.
Optional Side Setback	N/A	0 ft.
Minimum Street Side Setback	--	--
Maximum Street Side Setback	--	10 ft.
Minimum Rear Setback	--	10 ft.
Optional Rear Setback	--	0 ft.
Maximum Structure Height	--	7 stories[2]
Minimum Ground Floor Height for Non-residential Use	--	13 ft.
Permitted Uses	All uses permitted in the OP-1-1 zone.	All uses permitted in the CC-3-9 zone, and the uses identified in Section 6.1.1, *Permitted Land Uses*, and Section 6.1.2, *Regulated Land Uses*.

[1] Acreages are approximate and may vary as final mapping for specific development areas occurs.
[2] Deviates from the Land Development Code base zone requirements.
[3] See Reg-188.

Table E-4. South District Specific Zoning and Development Regulations

Zoning and Development Regulations	Built Environment
Net Area (acres)[1]	11.5
LDC Zone	CC-3-9
Maximum Permitted Density	200 sq. ft. per unit[2]
Minimum Lot Area	2,500 sq. ft.
Maximum Floor Area Ratio	6.0[2]
Floor Area Ratio Bonus for Residential Mixed Use	--[2]
Minimum Floor Area Ratio for Residential Use	1.0[2]
Lot Coverage	
Minimum Lot Coverage	35%
Maximum Lot Coverage	--
Lot Dimensions	
Minimum Lot Width	25 ft.
Minimum Street Frontage	--[2]
Minimum Lot Depth	--
Maximum Lot Depth	--
Setback Requirements	
Minimum Front Setback	--
Maximum Front Setback	10 ft.
Standard Front Setback	N/A
Minimum Side Setback	10 ft.
Optional Side Setback	0 ft.
Minimum Street Side Setback	--
Maximum Street Side Setback	10 ft.
Minimum Rear Setback	10 ft.
Optional Rear Setback	0 ft.
Maximum Structure Height	--
Minimum Ground Floor Height for Non-residential Use	13 ft.
Permitted Uses	All uses permitted in the CC-3-9 zone, and the uses identified in Section 6.1.1, *Permitted Land Uses*, and Section 6.1.2, *Regulated Land Uses*.

[1] Acreages are approximate and may vary as final mapping for specific development areas occurs.
[2] Deviates from the Land Development Code base zone requirements.

Table E-5. Tailored Development Standards

Code Section	Code Requirement	Tailored Development Standard[1]
Minimum Street Frontage – CC-3-9 zone (LDC Table 131-05E)	25 feet	Lots 38, 41, NN, PP, RR, and ZZ do not front on public streets.
Minimum Street Frontage – RM-4-10 zone (LDC Table 131-05E)	25 feet	Lots 30, 31, AA, BB, DD, EE, and LL do not front on public streets.
Maximum Front Setback – CC-3-9 zone (LDC Table 131-05E)	10 feet	Lots (7 through 12) front on Friars Road and the internal spine road (Streets 'D1', 'D2', and 'E'). A significant grade differential between the streets restricts the ability of future buildings to adhere to the maximum 10-foot setback on Friars Road; therefore, the project requests the maximum setback for Friars Road be set at 40-feet. This will also provide opportunities for pocket and mini parks, while ensuring that development along Friars road blends with the surrounding community.
Determining Yards (LDC §113.0276)	Front Yard. The front yard is determined first. It is the area between the front property line and the front setback line and extends the full width of the lot. Rear Yard. The rear yard is determined after the front and street side yards. It is the area between the rear property line and the rear setback line that extends along the width of the lot between the rear property line and the rear setback. It does not include the street side yard if one exists.	Within areas that abut the existing circulation element roadways, lots are created that have two front yards – the internal street and the parallel existing external roadway. These lots include Lots 5 through 7 and lots 11 through 14 abutting Friars Road and internal Streets 'D1', 'D2', and 'E'. Keeping with the principle theme of the design guidelines to strongly encourage buildings to engage with the street and create public spaces that foster pedestrian activity within a neighborhood center-feel, the front yards abutting the external street may be considered "rear yards." The front yard for Lots 16, 30, 31, and 41 shall be the abutting private driveway for purposes of determining setbacks and activating the pedestrian realm.
Maximum Floor Area Ratio – CC-3-9 zone (LDC §131.0546 (a))	6.0 (2.0 base FAR with 3.0 FAR Bonus for Residential Mixed Use + FAR for mixed-use underground parking equal to gross floor area of underground parking not to exceed 1.0)	6.0 (without requirement for Residential Mixed-Use + FAR for mixed-use underground parking equal to gross floor area of underground parking not to exceed 1.0)
Maximum Permitted Residential Density – CC-3-9 zone (LDC Table 131-05E)	Minimum 400 square feet per unit	Minimum 200 square feet per unit
Minimum Floor Area Ratio for Residential Use – CC-3-9 zone (LDC Table 131-05E)	2.0	1.0
Ground Floor Restrictions – CC-3-9 zone (LDC §131.0540 (c))	Residential use and residential parking prohibited on the ground floor in the front 30 feet of the lot.	Residential use and residential parking permitted on the ground floor in the front 30 feet of the lot. This definition does not apply to Lots 9, 10, 22, 23, and 24.

Code Section	Code Requirement		Tailored Development Standard[1]	
			For lots within the South District (Lots 43 through 52), residential use on the ground floor is allowed but limited to residential lobbies and leasing offices.	
Private Exterior Open Space in the RM Zones – RM-4-10 zone (LDC §131.0455(d))	Within residential developments, at least 50 square feet of usable, private, exterior open space abutting each dwelling unit shall be provided with a minimum dimension of four feet.		Within residential developments, at least 40 square feet of usable, private, exterior open space abutting each dwelling unit shall be provided with a minimum dimension of four feet. Where private exterior open space is not provided at the quantity required, an equal amount of common exterior open space shall be added to the common exterior open space requirements of LDC §131.0456. This Tailored Development Standard also applies to residential units developed in the CC-3-9 zone.	
Lot Coverage in Residential Zones – RM-4-10 zone (LDC §131.0445(d))	Minimum Lot Coverage	--	Minimum Lot Coverage	35%[2]
	Maximum Lot Coverage	50% (60% corner lots)	Maximum Lot Coverage	75%
Storage Requirements in the RM Zones – RM-4-10 zone (LDC §131.0454)	Each dwelling unit shall have a fully enclosed, personal storage area outside the unit that is at least 240 cubic feet with a minimum 7-foot horizontal dimension along one plane.		Residential developments shall provide personal storage at a minimum rate of 0.5 storage units per residential unit, at a minimum size of 120 cubic feet. This Tailored Development Standard also applies to residential units developed in the CC-3-9 zone.	
General Regulations for Refuse and Recyclable Material Storage (LDC §142.0810(b)(6))	For commercial development on premises not served by an alley, material storage areas shall be located at least 25 feet from any street or sidewalk.		--	
Minimum Exterior Refuse and Recyclable Material Storage Areas for Residential Development (LDC Table 142-08B) **Minimum Exterior Refuse and Recyclable Material Storage Areas for Nonresidential Development** (LDC Table 142-08C)	Minimum requirements included in Table 142-08B and 142-08C.		Developments shall provide a minimum of 50 percent refuse and recyclable storage areas, included in LDC Table 142-08B and/or 142-08C. In consultation with staff, developments may provide less storage area square footage where it can be demonstrated that the reduced storage area meets the intention of the requirements of LDC Table 142-08B or LDC Table 142-08C. Comparable capacity within smaller storage areas may be accomplished with the use of compactors, more regular refuse and recyclables pick up, a combination of the two, or other innovative methods of refuse and recyclable storage and/or collection.	

Code Section	Code Requirement	Tailored Development Standard[1]
Required Off-Street Loading Spaces (LDC Table 142-10B)	No on-street loading allowed.	On-street loading may be provided at a maximum rate of one loading space per building in lieu of, or in addition to, required off-street loading spaces, as defined in LDC Table 142-10B. Each on-street loading space must have a minimum length of 40 feet and a minimum width of 12 feet. With adequate signage, this loading area can be converted to other uses (parking, passenger drop-off, etc.) during non-business hours.
Retaining Wall Regulations in All Zones (LDC 142.0340(c)(1) & (3)	(c)(1) Two retaining walls with a maximum height of 3 feet each are permitted in the required front and street side yards if the two retaining walls are separated by a minimum horizontal distance equal to the height of the upper wall. (c)(3) Retaining walls of 3 feet in height or greater shall have at least one horizontal or vertical offset for each 120 square feet of wall area, except where otherwise provided in Section 142.0340(f). The horizontal or vertical offset shall be at least 12 inches wide with a minimum reveal of 4 inches.	The retaining walls on the southern boundary of Lot QQ, adjacent to the transit/trolley stop, and the southeastern corner of Lot SS are in excess of three-feet and necessary to support the MTS Trolley Tracks. Two three-foot retaining walls will not provide the needed separation for Street J to cross under the MTS Trolley Tracks; therefore, a single retaining wall, that ranges in height from twenty-three feet to less than three-feet is allowed, provide it includes landscaping such as vines and trees to assist with masking the wall Vertical or Horizontal offsets every 120 square-feet of wall area is not practical for a retaining wall that reaches a height of twenty-three-feet. Offsets shall be provided through the use of vines, trees, or other landscaping elements.
Retaining Wall Regulations in All Zones (LDC 142.0340(e)	Retaining wall Height Outside of Required Yards: Retaining walls located outside of the required yards shall not exceed 12 feet in height.	The retaining wall located near the rear of Lot 28 is not visible from a public right-of-way and is largely lower than the elevation of the MTS Trolley Tracks which are adjacent to the rear of Lot 28. Since the retaining wall is provided to allow access to a Public Utility facility that crosses under the MTS Trolley Tracks, it cannot be screened with trees or shrubs; however, it will be screened with vines plant above and below the wall.
Retaining Wall Regulations (LDC 142.0340(c)(1) & (3)	(1) Two Retaining walls with a maximum height of 3 feet each are permitted in the required front and street side yards if the two retaining walls are separated by a minimum horizontal distance equal to the height of the upper wall. (3) Retaining walls of 3 feet in height or greater shall have at least one horizontal or vertical offset for each 120 square feet of wall area, except where otherwise provided in Section 142.0340(f). The horizontal or vertical offset shall be at least 12 inches wide with a minimum reveal of 4 inches.	The retaining walls on the southern boundary of Lot QQ adjacent to the transit/trolley stop and the southeastern corner of Lot SS are in excess of three feet and necessary to support the MTS Trolley Tracks. Two three-foot retaining walls would not provide the needed separation for Street 'J' to cross under the MTS Trolley Tracks; therefore, a single retaining wall that ranges in height from 23 feet to less than three feet would be allowed, provided the wall includes landscaping such as vines and trees to assist with masking the wall.

Code Section	Code Requirement	Tailored Development Standard[1]
		Vertical or horizontal offsets every 120 square feet of wall area is not practical for a retaining wall that reaches a height of 23 feet. Offsets would be provided through the use of vines, trees, or other landscaping elements.
Retaining Wall Regulations (LDC 142.0340(e)	Retaining Wall Height Outside of Required Yards Retaining walls located outside of the required yards shall not exceed 12 feet in height.	The retaining wall located near the rear of Lot 28 would not visible from a public right-of-way and is largely lower than the elevation of the MTS Trolley Tracks, which are adjacent to the rear of Lot 28. Since the retaining wall would be provided to allow access to a Public Utility facility that crosses under the MTS Trolley Tracks, it cannot be screened with trees or shrubs; however, it would be screened with vines plant above and below the wall.

[1] See Appendix A of the Riverwalk Specific Plan for Riverwalk Lot Configuration exhibit. Lot line adjustments and lot consolidations do not require an amendment to the Riverwalk Specific Plan or the Vesting Tentative Map.
[2]The minimum lot coverage in the RM-4-10 zone does not apply to the lettered lots, including the park and open space parcels.