(R-2010-777)
COR.COPY

RESOLUTION NUMBER R- 305860

DATE OF FINAL PASSAGE MAY 18 2010

A RESOLUTION APPROVING THE AMENDMENTS TO THE FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT (FSDRIP) SPECIFIC PLAN AND THE MISSION VALLEY COMMUNITY PLAN, AN ELEMENT OF THE GENERAL PLAN, NO. 518905, FOR THE HAZARD CENTER REDEVELOPMENT PROJECT – PROJECT NO. 146803.

WHEREAS, on May 18, 2010, the City Council of the City of San Diego held a public hearing for the purpose of considering an amendment to the First San Diego River Improvement Project [FSDRIP] Specific Plan and the Mission Valley Community Plan, a component of the City of San Diego General Plan; and

WHEREAS, 7510 Hazard Center, LLC, a Delaware Limited Liability Company requested an amendment to the FSDRIP Specific Plan and the Mission Valley Community Plan, a component of the City of San Diego General Plan to allow for an increase in the number of permitted residential dwelling units, a decrease in the commercial square footage, an increase in building heights, and the reclassification of Hazard Center Drive between Frazee Road and Avenida del Rio; and

WHEREAS, City Council Policy 600-7 provides that public hearings to consider revisions to the City of San Diego General Plan may be scheduled concurrently with public hearings on proposed community plans in order to retain consistency between said plans and the Planning Commission has held such concurrent public hearings; and

WHEREAS, the Planning Commission of the City of San Diego found the proposed amendment consistent with the City of San Diego General Plan; and

WHEREAS, the Council of the City of San Diego has considered all maps, exhibits, and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; and

WHEREAS, under Charter section 280(a)(2), this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body, a public hearing was required by law implicating due process rights of individuals affected by the decision, and the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; and

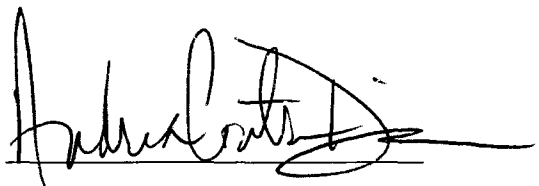
WHEREAS, the matter was set for public hearing on MAY 18 2010, testimony having been heard, evidence having been submitted, and the City Council having fully considered the matter and being fully advised concerning the same; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the amendments to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, a component of the City of San Diego General Plan to allow for an increase in the number of permitted residential dwelling units, a decrease in the commercial square footage, an increase in building heights, and the reclassification of Hazard Center Drive between Frazee Road and Avenida del Rio, a copy of which is on file in the Office of the City Clerk as Document No. RR-305860.

R-305860

BE IT FURTHER RESOLVED, that the Council adopts an amendment to the First San Diego River Improvement Project (FSDRIP) Specific Plan and the Mission Valley Community Plan, a component of the City of San Diego General Plan.

APPROVED: JAN I. GOLDSMITH, City Attorney

By: 

Andrea Contreras Dixon
Deputy City Attorney

ACD:cw
04/22/10
05/05/10 COR.COPY
Or.Dept:DSD
R-2010-777
MMS: #11219

R-305860

MISSION VALLEY COMMUNITY PLAN AMENDMENT AND

FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT SPECIFIC PLAN AMENDMENT

– STRIKEOUT/UNDERLINE PAGES

DOCUMENT NO. R-305860
FILED MAY 18 2010
OFFICE OF THE CITY CLERK
SAN DIEGO, CALIFORNIA

R-305860

MISSION VALLEY COMMUNITY PLAN AMENDMENT

R-305860

Proposed Strikeout/Underline

Hazard Center Drive (HCD) as it is currently described in FSDRIP and the Mission Valley Community Plan:

FSDRIP describes the HCD extension as:

> *A future road connection to the Fashion Valley area will extend Hazard Center Drive westerly via a planned four-lane undercrossing of State Route 163, of which Hazard Center will provide two lanes, and the City will provide the additional two lanes at some future date, if desired. (Page 80)*

The Mission Valley Community Plan states:

> *A four-lane street will be needed north of the San Diego River connecting Mission Center Road to either Fashion Valley Road or Camino de la Reina (south of Fashion Valley Shopping Center). It should be a major street between Mission Center Road and Frazee Road. (Page 77)*
>
> *A four-lane collector street will be needed north of the river between Frazee Road and either Fashion Valley Road or Camino de la Reina. (Page 78)*

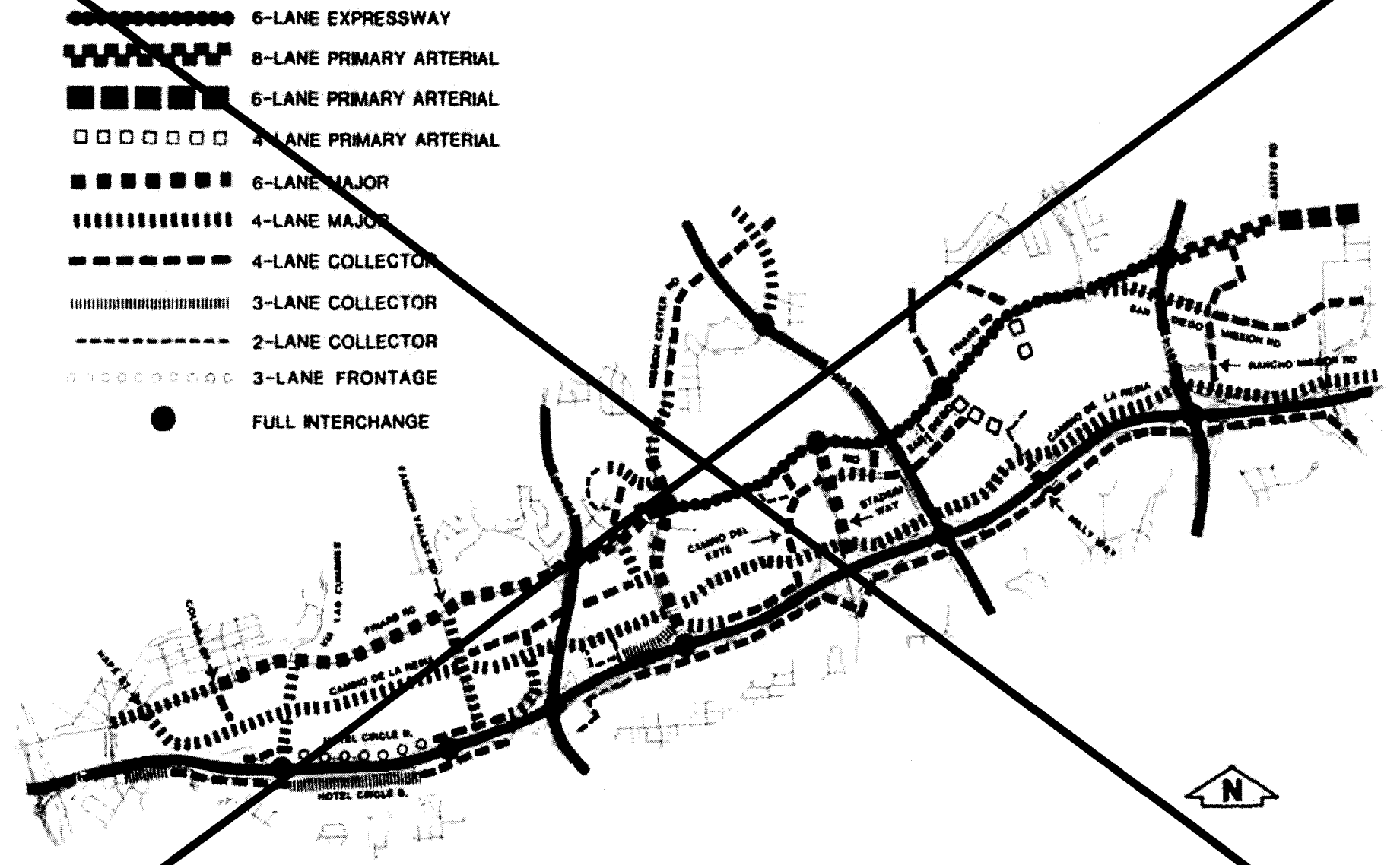
Proposal to amend FSDRIP as follows:

> *A future road connection to the Fashion Valley area will extend Hazard Center Drive westerly via a planned ~~four~~ two-lane undercrossing of State Route 163, of which Hazard Center will provide two lanes.~~, and the City will provide the additional two lanes at some future date, if desired.~~ (Page 80)*

Proposal to amend the Mission Valley Community Plan as follows:

> *A ~~four-lane~~ two-lane street will be needed north of the San Diego River connecting Mission Center Road to either Fashion Valley Road or Camino de la Reina (south of Fashion Valley Shopping Center). It should be a major street between Mission Center Road and Frazee Road. (Page 77)*
>
> *A ~~four-lane collector street~~ two-lane collector street with enhancements will be needed north of the river between Frazee Road and either Fashion Valley Road or Camino de la Reina. (Page 78)*

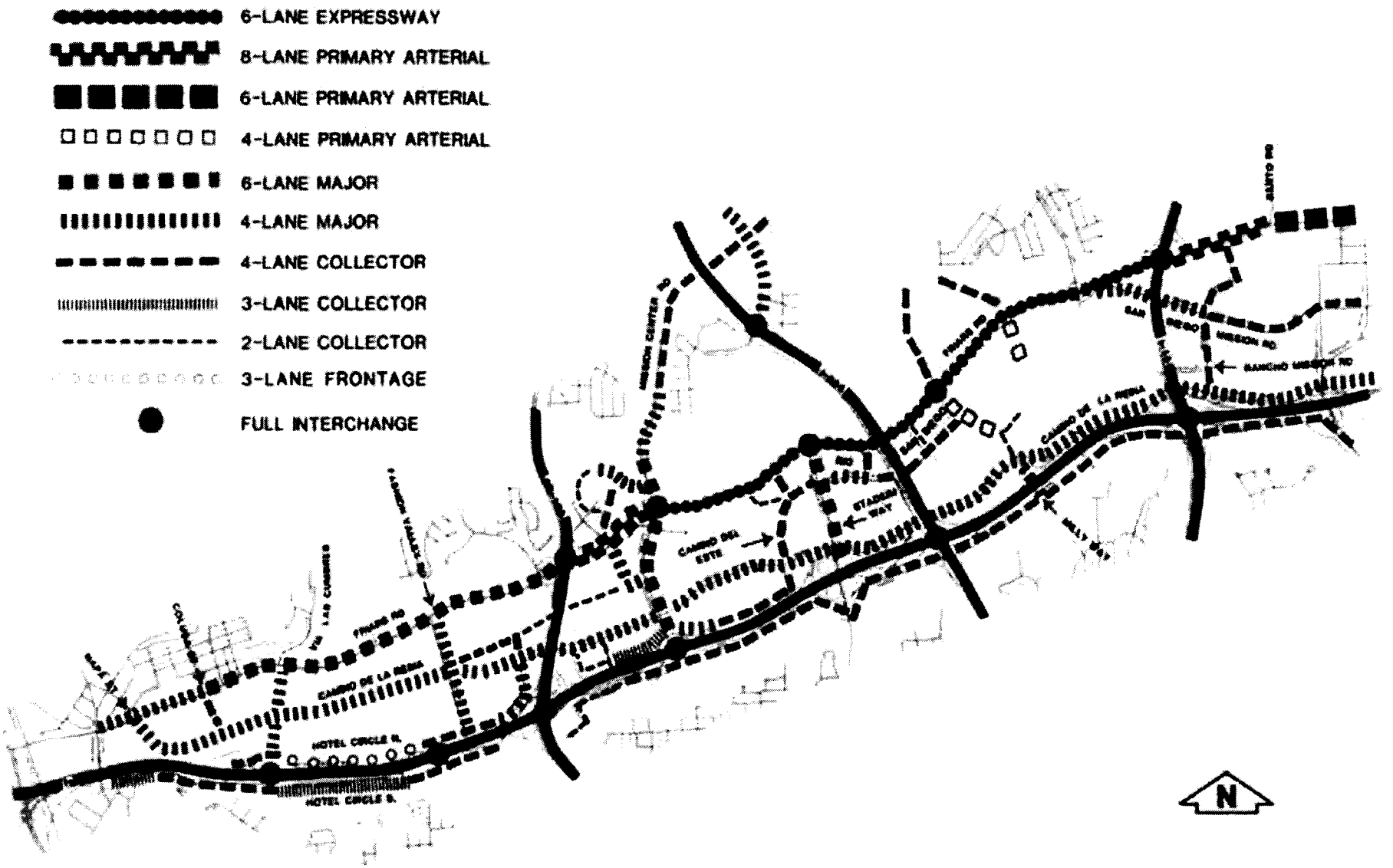
R-305960



Horizon Year Recommended Street Classification — **13** FIGURE

Mission Valley Community Plan

R-305960



Horizon Year Recommended Street Classification

Mission Valley Community Plan

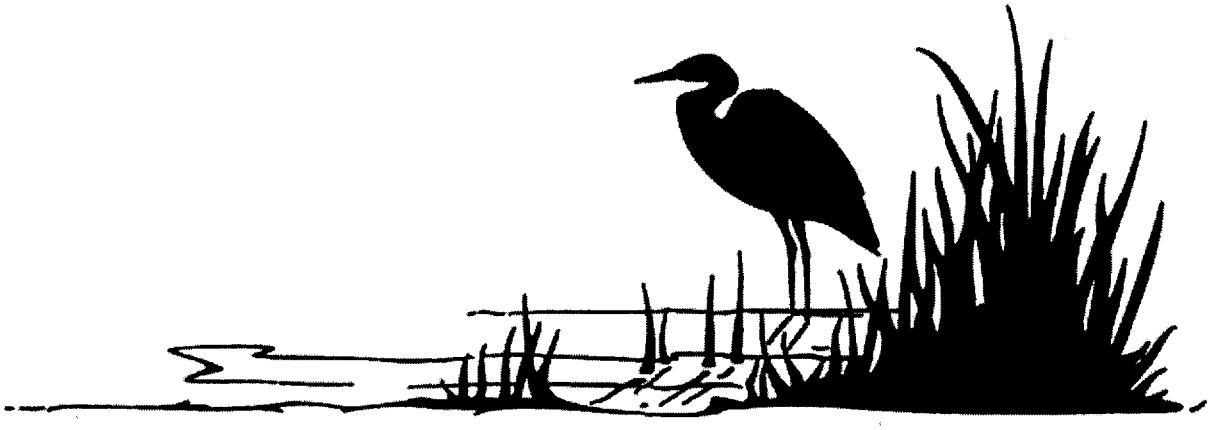
13 FIGURE

R-305360

FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT SPECIFIC PLAN AMENDMENT

R-305860

FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT



SPECIFIC PLAN

~~April 1999~~

R- 305860

FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT SPECIFIC PLAN

Approved by the City of San Diego
City Council, November 16, 1982
Resolution No. R-257496

First Amendment Approved by the City of San Diego
City Council, July 19, 1983
Resolution No. R-258911

Second Amendment Approved by the City of San Diego
City Council, April 8 1986
Resolution No. R-265413

Third Amendment Approved by the City of San Diego
City Council, October 6 1992
Resolution No. R-280832

Fourth Amendment Approved by the City of San Diego
City Council, May 4, 1993
Resolution No. R-281917

Fifth Amendment Approved by the City of San Diego
City Council, December 7, 1993
Resolution No. R-283175

Sixth Amendment Approved by the City of San Diego
City Council, February 8, 1994
Resolution No. R-283390

Seventh Amendment Approved by the City of San Diego
City Council, July 15, 1997
Resolution No. R-288970

Eighth Amendment Approved by the City of San Diego
City Council, February 2, 1999
Resolution No. R-291254

Ninth Amendment Approved by the City of San Diego
City Council, _____
Resolution No. _____

R-305860

V. DEVELOPMENT GUIDELINES FOR THE PRIVATE IMPROVEMENT ELEMENT

This section describes the private development that will take place on the Specific Plan properties outside of and adjacent to the river corridor. These private developments are identified as the Mission Valley West/ MBM Development, Hazard Center, Park in the Valley and Rio Vista West (Figure 2). Land uses are summarized in Table 2. Land use activities along the floodway are illustrated in figure 25.

It is the intent of this plan that all of the private developments work together to create an urban center, linking a variety of uses into a mixed use project. The linkages will be created through the use of pedestrian and bike paths as well as through strong visual links with the river corridor. The San Diego River will act as an open space corridor and focus.

The development guidelines that follow are therefore designed to perform two distinctive functions. First, the guidelines are designed to insure that the private development projects fit into the urban design infrastructure established in Section IV of this Specific Plan (Urban Design and Development Guidelines). Second, the guidelines are designed to be used for the evaluation of future development plans. The development guidelines are divided into the following general areas: type and intensity of land use, open space considerations and access and circulation.

TABLE 2. FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT
PRIVATE IMPROVEMENT ELEMENT
LAND USES

DEVELOPMENT	COMMERCIAL OFFICE (Sq. Ft.)	COMMERCIAL RETAIL (Sq. Ft.)	HOTEL (No. of Rms.)	MAXIMUM RESIDENTIAL[1] (No. of Units)
MVM / MBM	490,000		300[1]	336[1]
HAZARD CENTER[2]	284,000 (Gross)	205,500	~~275~~ 300	~~145~~ 618
PARK IN THE VALLEY[3]	500,000	300,000	300	300
RIO VISTA WEST		290,000 - 310,000		1,754
TOTAL	1,274,000	815,500	~~875~~ 900	~~2,535~~ 3,008

(1) Alternative high density residential would result in no hotel development and a maximum of 707 dwelling units.

(2) See Page 77a, #6.

(3) Commercial retail square footage may vary. An all retail project shall not exceed 410,000 s.f. and the office and hotel uses would not apply.

R-305860

Hazard Center

The Hazard Center multi-use complex is ~~proposed for development within a site~~ bounded by State Route 163 on the west, Friars Road on the north, Mission Center Road on the east and the ~~proposed~~ San Diego River channel on the south. The 41.3 acre complex ~~will be bisected by a proposed east west collector/major street extending from Mission Center Road to the Fashion Valley area through a four-lane undercrossing of State Route 163 of which Hazard Center will provide two lanes~~ is divided by the first phase of Hazard Center Drive, which runs east-west and is planned to extend westerly under State Route 163 to the existing Fashion Valley retail center. The site ~~will also be~~ is also divided by an extension of Frazee Road from Friars Road to Hazard Center Drive. ~~Consequently, the complex will be divided into three development sites: 1) a 20.3 acre site flanking the river; 2) a 3.9 acre site lying westerly of Frazee Road and south of Friars Road; and, 3) a 6.9 acre site situated between Frazee Road and Mission Center Road.~~ The original project area is now divided into four distinct developments under separate ownership: 1) a 14.5 acre site between Friars Road and Hazard Center Drive and west of Frazee Road, with an existing mixed-use office and commercial complex named Hazard Center; 2) an existing hotel bounded by the Hazard Center development and north of Hazard Center Drive; 3) a 6.9 acre site between Frazee Road and Mission Center Road with an existing commercial shopping center named Hazard Center East; and 4) the existing residential community called Union Square, containing 120 condominium dwelling units, between Hazard Center Drive and the San Diego River.

Since the original development of Hazard Center, the light rail transit system proposed in other sections of this Specific Plan has been constructed through Mission Valley. The Hazard Center trolley station is located on the south edge of Hazard Center Drive within easy walking distance of the entire Hazard Center complex. The station serves the green line, connecting to other stations in Mission Valley, San Diego State University, downtown San Diego, and other routes of the Metropolitan Transit System.

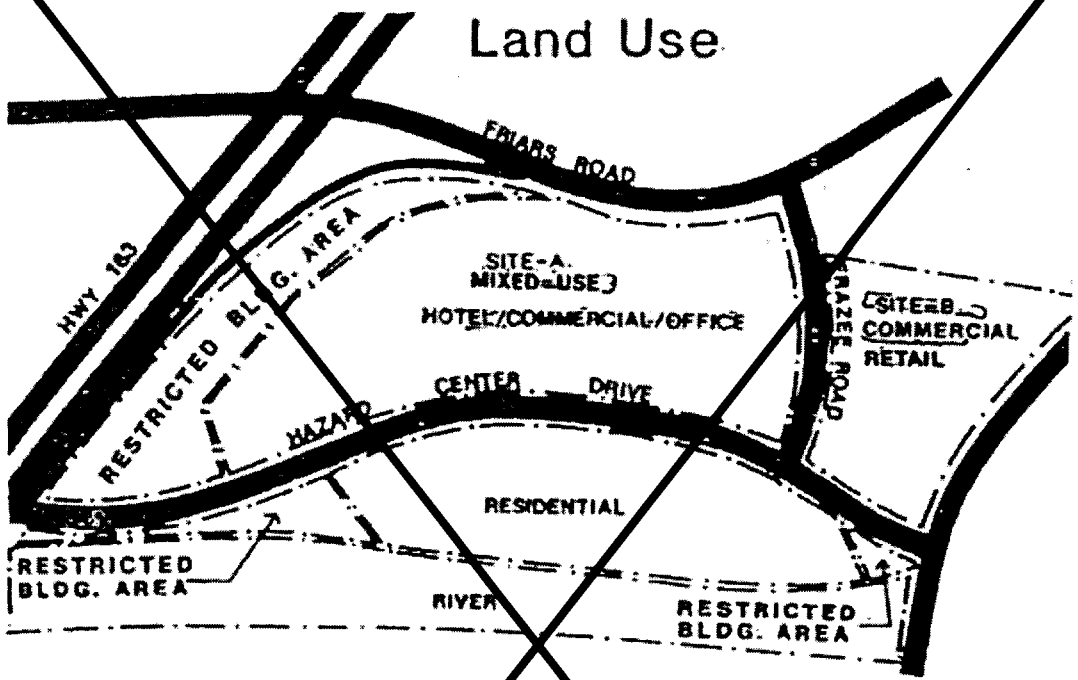
A. LAND USE TYPE AND INTENSITY

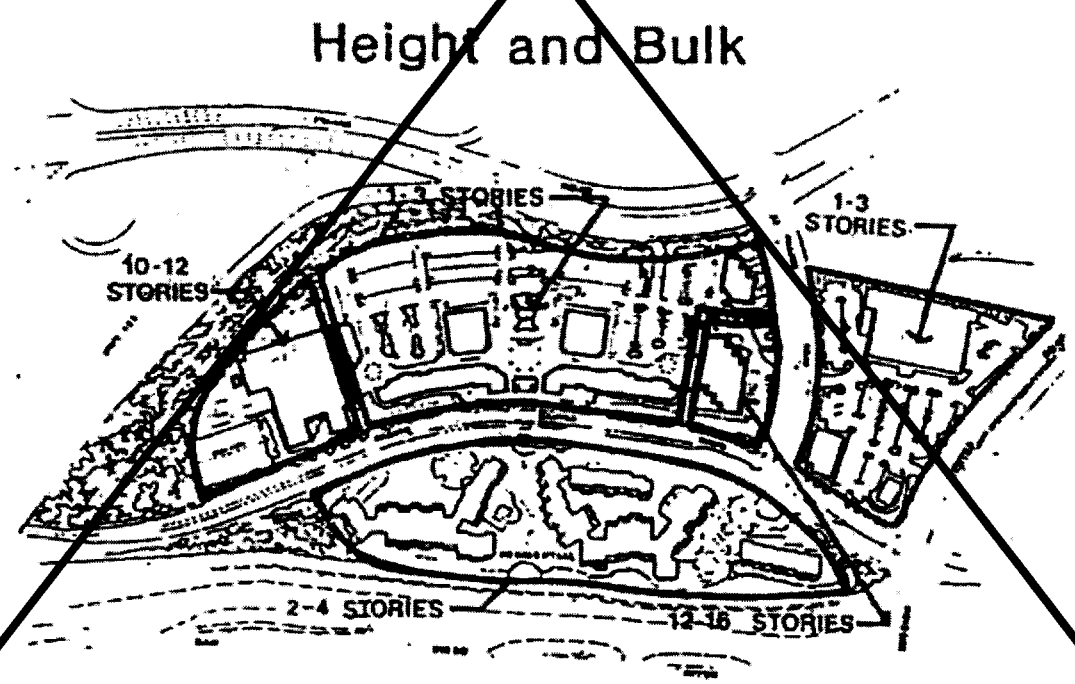
Hazard Center is ~~proposed as a~~ an existing mixed-use complex containing commercial-retail, office, residential and ~~recreational~~ hotel functions. A key objective includes the close integration of commercial office and residential activities in order to maximize internal circulation between activity centers and to reduce traffic generation and parking demands below levels associated with conventional development. The complex should encourage employees in the office and commercial centers to live in the nearby residential units and should encourage both employees and residents to patronize shops, and restaurants. ~~and entertainment facilities during the day and for after-work activities.~~ To accomplish this, additional multi-family dwelling units are proposed in closer proximity and relationship to the existing commercial and office uses, and in higher concentration than the current 120 units. The redeveloped center is envisioned as a true transit- and pedestrian-oriented community, whose members can live, work, shop and play without relying on a car.

GUIDELINES:

The following land use allocations~~, which~~ may be modified somewhat as a result of future precise design~~, are proposed~~ (Figure 29):

R-305860

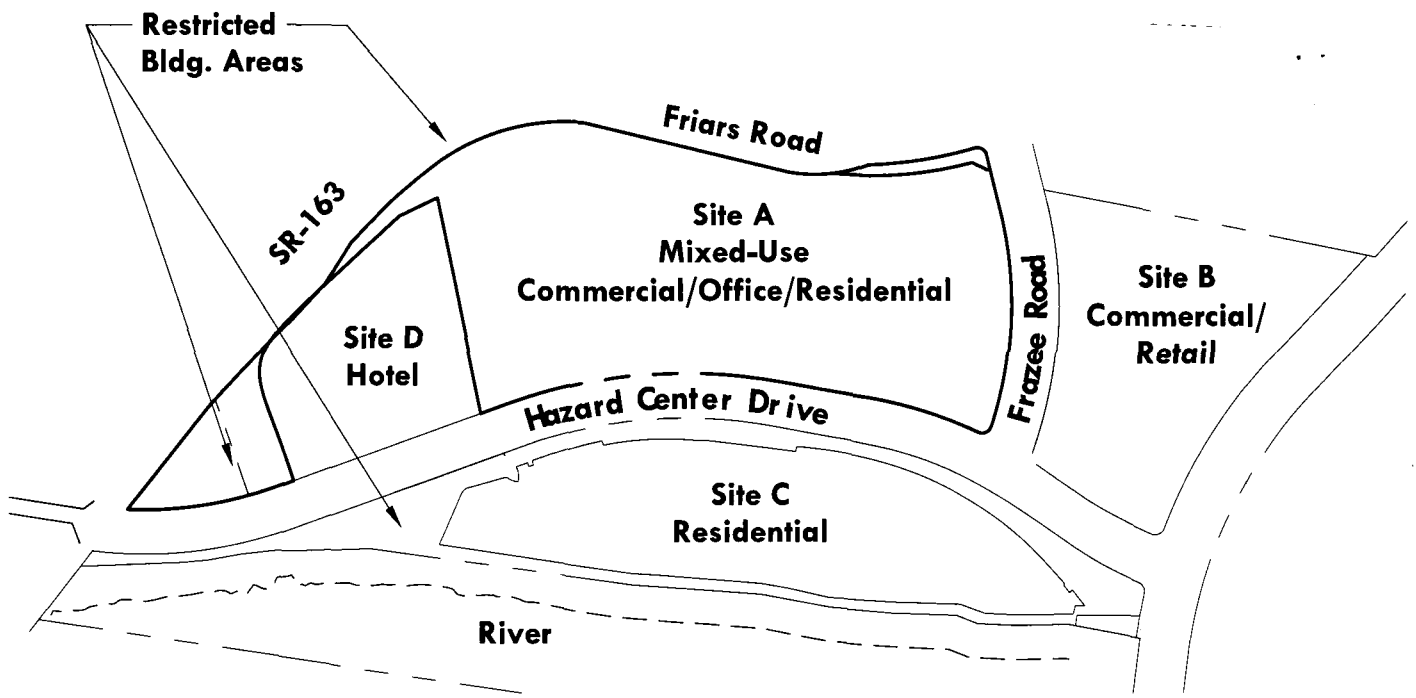




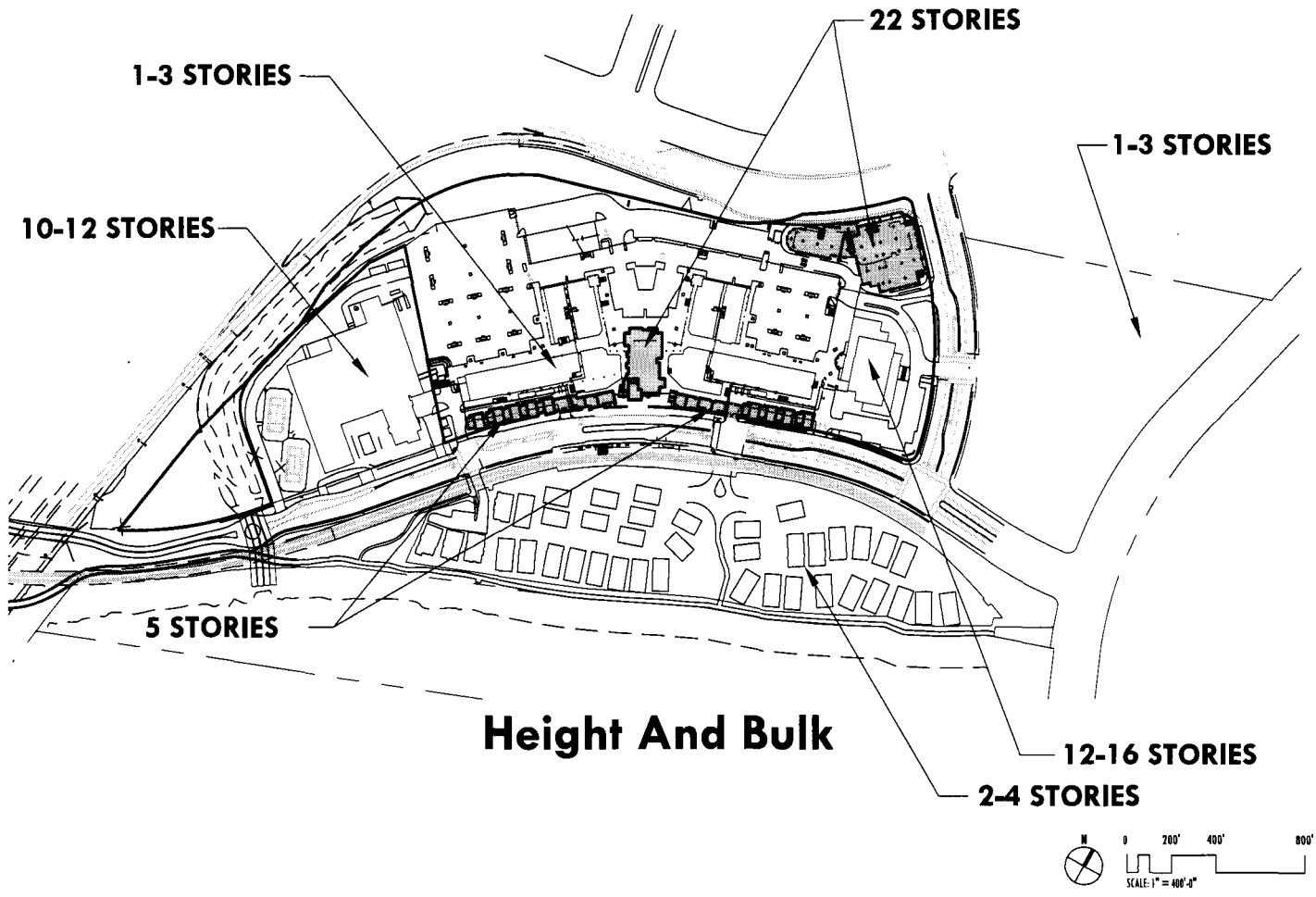
Hazard Center–Land Use, Building Height and Bulk **29** FIGURE

First San Diego River Improvement Project Specific Plan

R-305860



Land Use



Height And Bulk

Hazard Center

305860

Land Use, Height And Bulk

First San Diego River Improvement Project Specific Plan

FIGURE 29

R-305860

LAND USE	FLOOR SPACE/ NO. OF UNITS		ACREAGE
Total Center:			
Hotel (300 Rooms)	255,000 SF		
Commercial Retail	185,000 SF		
Office	284,000 SF		~~21.6~~
Residential	~~145 DUs~~ 618 DUs		~~8.6~~
Open Space	N/A		**
Roads	N/A		~~6.8~~
		TOTAL	41.3
Site A: *			14.5
~~Phase I~~			
~~Hotel (300 Rooms)~~	~~255,000 SF~~		
Commercial Retail	~~143,500 SF~~ 123,000 SF		
Office	284,000 SF (gross)		~~15.5~~
Residential	473 DUs		
Site B: *			6.1
~~Phase II~~			
Commercial Retail	62,000 SF (gross)		~~6.1~~
Site C: *			7.0
~~Phase III~~			
Residential	145 DUs		~~8.6~~
Site D:			3.7
Hotel (300 Rooms)	255,000 SF		

~~The proposed land use mix and intensity within Hazard Center have been revised, together with on-site parking as appropriate, but the r~~Resultant traffic generation will not deviate from the 18,100 ADT previously approved, plus the 10% area bonus approved for the light rail transit. However, in the event that (i) current City-adopted trip-generation rates are modified to permit a greater intensity of use, without exceeding the approved maximum ADT, to the satisfaction of the City Engineer, and (ii) studies to the satisfaction of the City Engineer and the Environmental Analysis Section are prepared which show that no cumulative or direct traffic impacts will occur; such increase in intensity may be permitted by the Planning Director. Additional parking

R- 305360

as deemed necessary by the City Engineer due to this additional land use and any existing parking shortages shall be provided by the project proponent as part of this or any other increase of land use intensity granted by the Planning Director.

The above referenced maximum ADT is based upon the proposed Hazard Center Drive underpass at SR 163 being constructed as a two-lane street. If this underpass is constructed as a four-lane street, consideration may be given to an amendment to the Hazard Center portion of the specific plan to increase land use intensity.

~~PROPOSED BUILDING COVERAGE:**~~

~~Site A: Commercial-Retail/Office/Hotel 25.8%~~
~~Site B: Commercial-Retail 24.0%~~
~~Site C: Residential 38.8%~~

~~* See page 77a, #6~~
~~** Based on the building footprint area~~

PROPOSED BUILDING HEIGHTS:

Land Use	Height Ranges
Hotel	10-12 Stories
Commercial-Retail	~~1~~ 3 Stories*
Office	~~10-13~~ 15 Stories
Residential	~~2-4~~ 22 Stories, 250-foot maximum building height

~~*Includes parking structure - Phase I~~

The primary focus of the Hazard Center is a retail, office, hotel and residential complex flanking the north side of the river. The commercial retail center – containing stores, specialty shops, restaurants, ~~theaters~~ and service establishments on three levels will offer a diversity of daytime and nighttime activities for visitors and those living and working in the complex. The hotel, residential, and office buildings adjacent to the retail will share the amenities of the retail/ restaurant center through close siting of buildings and shared pedestrian courts, plazas and walks. The vertical orientation of the two residential towers and the linear arrangement of the mid-rise dwellings along Hazard Center Drive allow this close connection to the commercial functions while maintaining privacy for the residents. Below-grade parking will not only serve commercial, hotel and office functions, but will also separate vehicular and pedestrian movements and ensure the creation of an attractive, pedestrian-oriented environment for retailing and office activities. Residential parking is provided in existing below grade garages or in structures away from primary pedestrian circulation paths. The surface parking at plaza level is intended for short term use by retail and restaurant patrons.

The commercial-retail center east of Frazee Road will include a grocery store, retail shops or drug store and a restaurant. Landscaped surface parking will be provided to serve the commercial-retail center.

~~The residential element will provide low- to mid-rise dwellings with resident parking contained in the structured parking. While the residential complex will be primarily intended for working couples and individuals, the allocation of condominium or rental units will be shaped by future market analyses. A system of pedestrian walks will afford convenient access to the retail-office facilities to the north (Figure 33).~~

R-305860

The residential element will provide a variety of housing types and unit sizes to address the housing needs of the City. These include the existing low-rise (2-story) condominiums near the river, mid-rise buildings along Hazard Center Drive consisting of row houses with flats above, and two high-rise towers. The unit mix in the proposed mid- and high-rise development will include studio, one-bedroom, and two-bedroom units. The allocation of condominium or rental units will be shaped by future market analysis. A system of pedestrian walks, stairs, escalators and elevators will link to the existing retail and office pedestrian circulation system.

The office tower will be sited to gain river and valley views; linkages to core functions will be provided through convenient pedestrian systems. Parking will be provided in a combination of structured and surface facilities.

B. RESTRICTED BUILDING AREAS

Hazard Center environmental design objectives include: 1) the establishment of view corridors to the river environment from both public and private activity areas; and 2) the creation of landscape elements and interfaces to enhance and extend the planned river open space and recreational corridor, and to encourage pedestrian travel.

GUIDELINES:

A variety of restricted building area elements will be provided in the Hazard Center. These include buffers along the floodway and along SR-163 (Figure 30), open plazas and courts, walkways and active recreation areas within the private residential development (Figures 16 and 29) and the long sweeping estate edge at Friars Road (Figure 31a). Approximately 32% of the total site area will be developed as landscaped and restricted building areas.

A buffer area will be provided between the 100-year floodway and the development by means of building setbacks. Landscape materials along the interface between the river and the residential development should utilize native trees and should conform with the specifications in the Revegetation Plan for planting within buffer areas in order to enhance the habitat value of the native riparian vegetation in the floodway.

A central, developed restricted building area element will be located in the residential development near the river. Water elements within the plaza areas will provide focal points and will extend the nearby river qualities into the development.

A 2.5-acre restricted building area belt will be provided between the hotel/commercial/office complex and State Route 163. Development of this area will involve:

1) Improvement of a largely-open drainage channel currently feeding into the river. A portion of the existing open channel will be enclosed by use of a box culvert. This structure will be covered with earth and transitioned into the planting theme adjacent to Friars Road to create a landscape buffer from State Route 163. ~~The Friars Road edge starting easterly of the box culvert and extending to Frazee Road will be a broad sweeping estate edge consisting of a gently sloping lawn/ground cover band.~~ The back edge of the lawn will be terminated with a decorative, relocated, access control fence, a foreground textural/color band and a loose back-drop of shrubs and ground covers. Symmetrical rows of tall estate trees should be used to define the edge where Caltrans or utilities constraints do not limit their use (Figure 31a).

R 305860

2) Landscaping of the channel slope and roadway interface at State Route 163 should be a gently contoured rolling landscape buffer consisting of drifts of large scale trees and large mass shrub planting. This vegetative buffer will be backed by tall skyline trees on the hotel side of the channel. The access control fence should be hidden in the east face of the SR-163 rolling berm. Regenerative, seedable riparian type ground covers/grasses should be used within the ten foot scour and flooding zone at the bottom of the channel; however, rip-rap or other erosion control devices may be required at certain discharge points and along portions of the channel sides and bottom. Above the ten foot water line, draping shrubs and vineing materials will soften the transition to the more mass shrub plantings adjacent to the roadway. The channel bottom should be softened with riparian type at its transition to the side slopes where rip-rap protection is not required (Figure 30).

Two restricted building areas containing about 1.4 acres and .4 acres respectively are also proposed south of Hazard Center Drive, adjacent to the river. These areas will preserve key view corridors to the river along the east and west edges of the project, accommodate the open drainage channel extending from the north and possibly provide for future rest areas or view outlooks. These areas should be planted with native trees, low ground covers and maintained shrubs compatible with vegetation within the river element. The landscaping in these areas will conform with the specifications in the Revegetation Plan for planting within buffer areas. Although the primary purpose of these areas is for drainage and public views, revegetation with native trees can serve to extend the riparian vegetation into the project area and to enhance the value of the native habitat in the floodway proper. A "see-through" landscape concept illustrated in Figure 30 should be achieved in order to maximize view opportunities for motorists, pedestrians and bicyclists. The areas utilized for drainage should also be included in the maintenance district for the floodway.

Hazard Center Drive through the project area will be designed and landscaped to retain selective view corridors to the river and to provide a scenic streetscape. Sidewalks will be set back from curbs, thus providing a landscaped parkway with trees adjacent to the curbs. Landscaping and berms should soften the visual impacts of parking areas from the street. Landscaping adjacent to the street corridor should permit selective views to the river as indicated in Figure 32. Some of these road design concepts are illustrated in Figure 22.

Other internal project spaces will be provided with a variety of landscaped environments. Since much of the parking will be contained in structures, the pedestrian-oriented environment will be freed for landscaped courts, plazas and walks.

Landscaping will be provided along the perimeter roads and within parking areas to screen and soften the effect of surface parking. All planting within the "deck" areas will be in drainable containers installed on the deck surface to provide the largest soil volume for tree growth and support and to minimize vehicular site line blockage at drive aisles, the main tree groupings will be places within the parking bays in taller containers skirted by low ground covers. End island planting should be lower in height to preserve site lines at drive aisles. Tensile shade structures could be used in conjunction with trees to provide additional shading and interest throughout the parking deck. These areas will be tiered to provide more soil volume for improved plant growth and better display textural plantings. The islands will be accentuated by decorative light standards with integrated color baskets and flowering vines (Figure 31b). Special

R-305360

paving patterns, in conjunction with the landscaping, should be considered to lessen the effect of extensive surface parking.

Plant material sizes at installation should be consistent with the project scale, detail level of proposed structures and other site amenities provided. Generally large, unadorned structures require larger initial planting sizes. Hazard Center, however, will have an "interest" all it's own. Plant sizing will be utilized to provide a part of this unique "interest" along with the other proposed architectural details and plaza amenities. In addition, there will be limitations in the deck parking area in terms of soil weight. The following are suggested minimum sizes for various areas within the project.

1. Restricted Building Area Interface with SR-163: Generally these native and drought tolerant species will be installed in 5 and 15 gallon tree sizes and 1 and 5 gallon shrub sizes. The sizes will be approximately equal in distribution.

2. Friars/Frazee/Mission Center road Frontage: Basic tree sizes will be 24" box minimum with entry statement and corner I.D. trees increase to combinations of 36" and 48" box sizes. Distribution of 36" and 48" box sizes would be approximately 80%-36" box and 20%-48" box. Street trees will be planted minimum 24" box size.

3. Hazard Center Road Frontage: Hazard Center frontage trees will be a minimum 24" box size to the westerly project limits at the woodlands habitat. Woodlands habitat trees will be five and fifteen gallon sizes with distributions approximately 50% each. At the main pedestrian entry from Hazard Center Drive at the project midpoint, accent trees will be installed in 48" and 60" box sizes approximate distribution 70%-48" box, 20%-60% box.

4. Parking Area Deck Planting: These trees will be installed in raised containers within the parking area and will be 24" box minimum size.

5. Store Front/Plaza Areas: These containerized trees will be installed in a combination of 24" box and 36" box. Approximate distribution = 80%-36" box, 20%-24" box.

6. Shrub Materials: Shrub sizes should be consistent with tree material sizes in their respective locations. As an example, perimeter frontage planting along Friars, Frazee, and Hazard Center will be done with 5 gallon shrubs within 1 gallon sizes. At project corners, project entries, plaza areas, and store fronts, approximately 10-15% of shrub material will be 15 gallon size. Color will be planted from ~~quarts~~ flats on close centers for instant affect. Lawns, ~~wherever possible~~ in certain thoughtful and limited locations, will be installed as sod.

A system of landscaped walkways extending through residential open space areas will link residents with project recreational facilities. Controlled linkages between the private residential pedestrian system and the public riverside pedestrian walk will be provided.

Roofs of low buildings visible from adjacent roadways or sites, or from higher buildings within the complex, should be organized and designed as carefully as other exposures of the building elements. Equipment should be integrated into building forms where it cannot be hidden from view.

R-305360

Views

Building orientations will be established to maximize view opportunities to the river environment and the valley setting. The hotel and office tower ~~will be~~ are currently sited to capture important views and spaced to provide generous view corridors from existing ~~and proposed~~ public streets. The proposed residential towers will be oriented to allow similar views from residential balconies and terraces, while minimizing obstructions to the office, hotel, and public streets. Low-rise retail structures ~~will~~ include restaurant dining decks and open plazas ~~in Phase I with views to the river~~. The mid-rise dwellings will not obstruct office or hotel views, but will serve to obscure the existing parking garage and service areas at the back of the commercial uses. The proposed mid-rise structures will define a rhythmic edge along Hazard Center Drive, and the tower will create a focal entry from the south to both the residential component and the retail center.

Concept plans for the residential addition ~~complex contemplate a mix of stepped low- to mid-rise units. This design solution coupled with a staggered arrangement of building groupings will produce the maximum number of river-view residences on the relatively flat site~~ envision a mix of mid-rise and high-rise units to complement the existing low-rise residences along the river . This arrangement of low-rise to high-rise structures ascending from the river is consistent with the continued goal of maximizing views to the river and valley. Any shading of the river or existing residences will be minimal because of the north side location of the complex. ~~; however, final design of building groupings in close proximity to the river should reflect this design consideration.~~

~~Buildings should be staggered along the river corridor and should be designed to step back both horizontally and vertically from the river to provide views and to preclude an undesirable wall effect. In addition, the building profiles and roof lines will be staggered by varying the number of floors within each block of building units. A similar staggered configuration should be used along the public pedestrian linkages between Hazard Center Drive and the river.~~

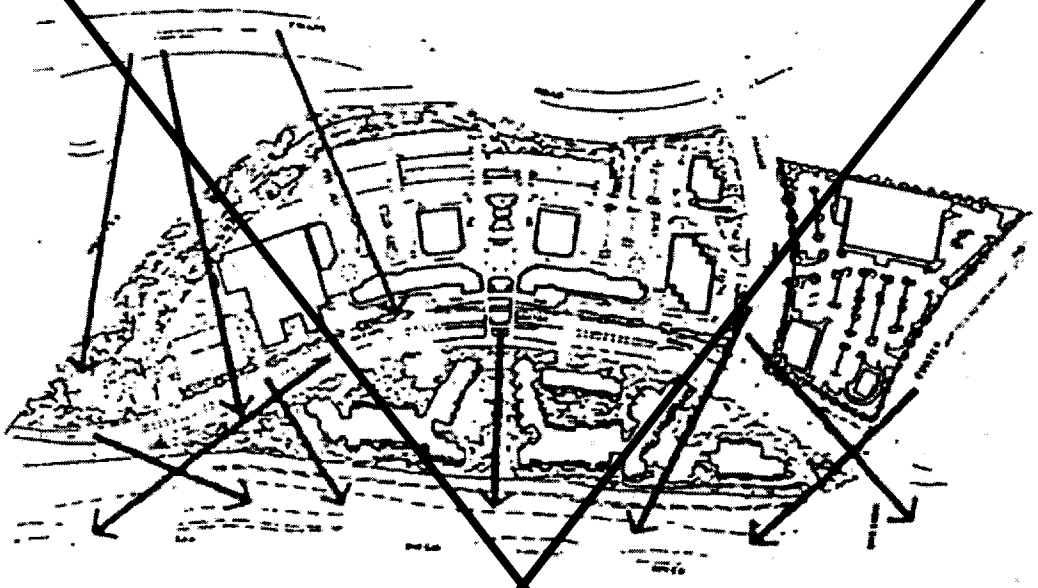
Important view corridors to the river will be provided substantially as shown on the public view schematic (Figure 32). Key landscaped see-throughs should be provided from Frazee Road (as it drops south into the complex area), the intersection of Mission Center Drive where it drops to enter a proposed undercrossing of State Route 163. ~~Approximately 45.6 percent of the frontage along Hazard Center Drive should be reserved for landscaped see-through corridors.~~ View opportunities are illustrated in Figures ~~17 and~~ 32.

C. ACCESS AND CIRCULATION

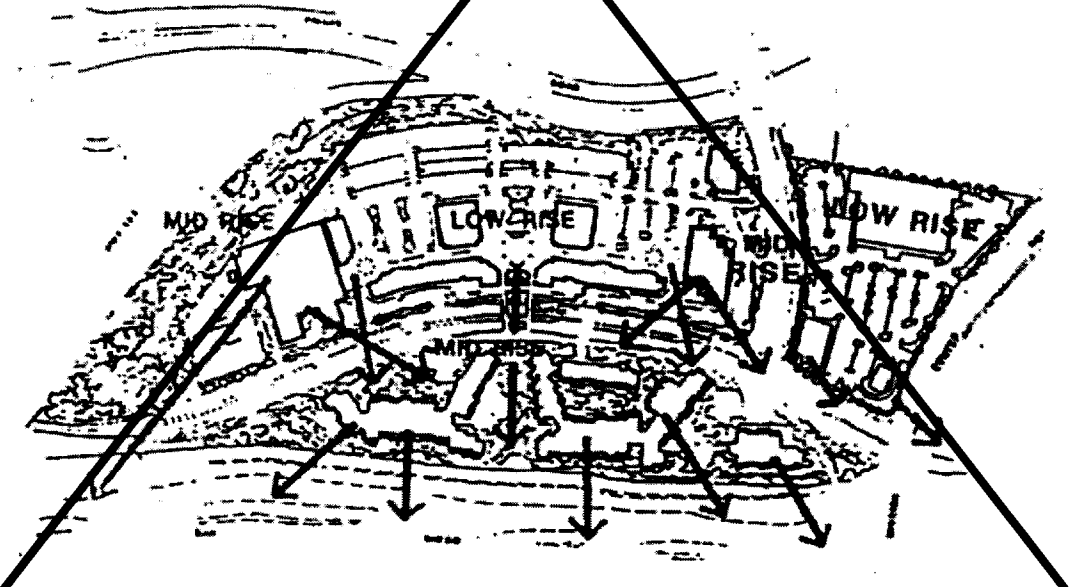
The Hazard Center has been designed as a transportation-efficient complex in an attempt to maximize internal circulation between activity centers and reduce traffic generation and parking demands below levels associated with conventional development. The mixed-use concept will make it possible for occupants to live, work, shop, and recreate within the environment through a convenient pedestrian system linking various functions and providing controlled connections with the ~~planned~~ existing riverfront system. Furthermore, the hotel/commercial/office mix now combined with residential occupancy will allow reciprocal use of parking areas during the daytime and nighttime periods.

R-305860

View Corridors from Public Roads



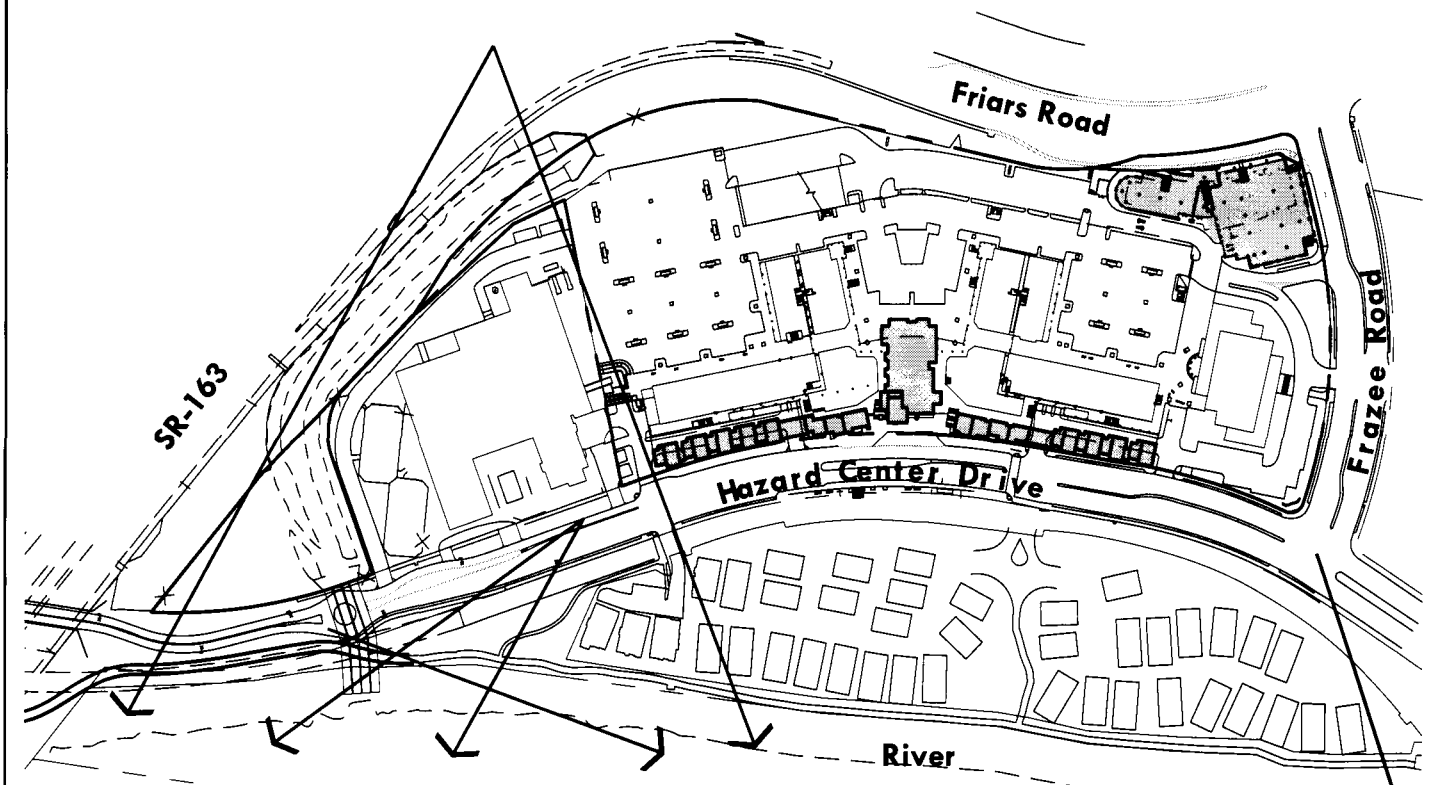
Views from the Project



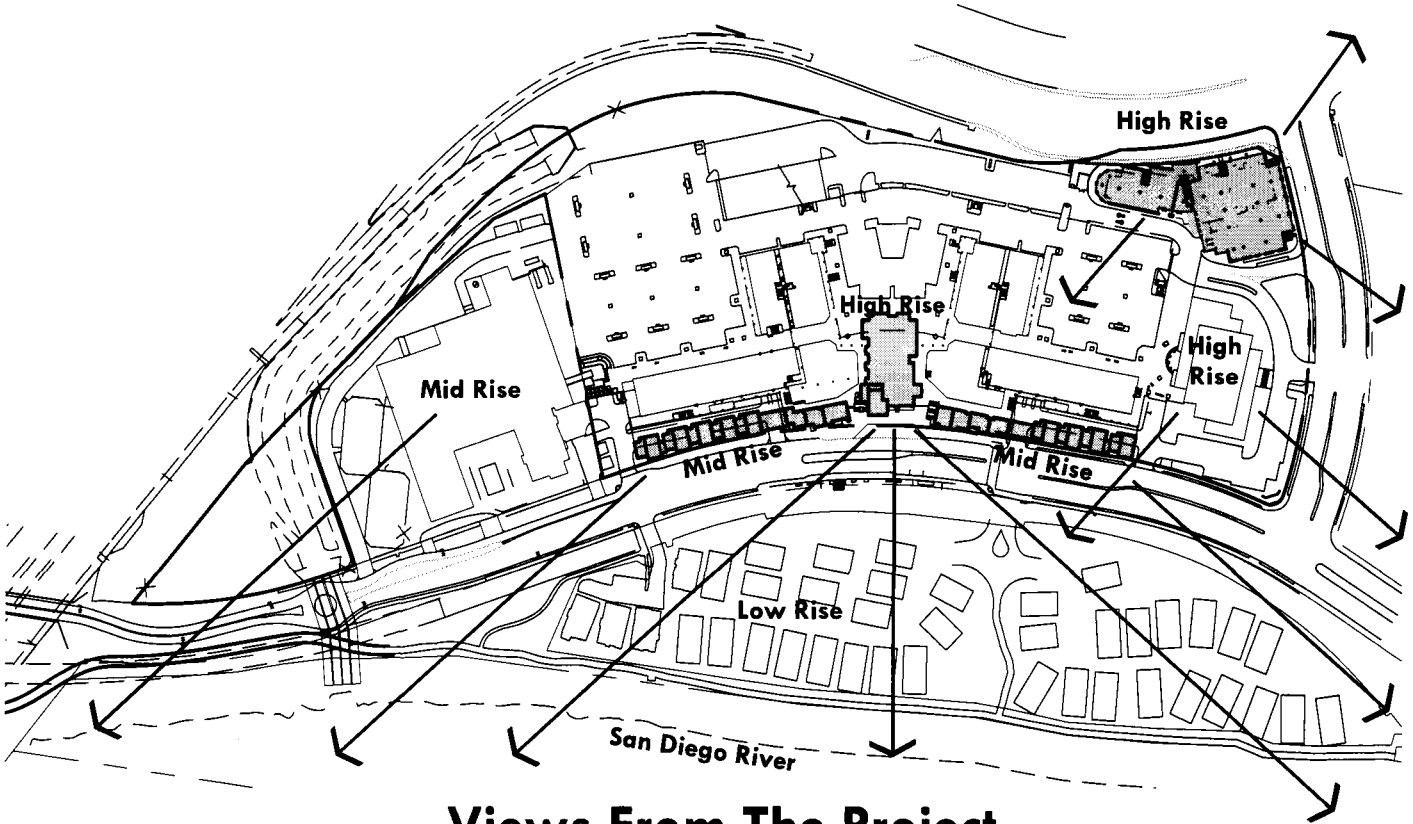
Hazard Center–Views 32 FIGURE

First San Diego River Improvement Project Specific Plan

R 305360



View Corridors From Public Roads



Views From The Project

Hazard Center

R-305860 **Views**

First San Diego River Improvement Project Specific Plan

FIGURE **32**

GUIDELINES:

Pedestrian Circulation

The Mission Valley Community Plan provides the following criteria for pedestrian circulation:

> "The pedestrian circulation system should achieve continuity by the incorporation of plazas, courts, and interior arcades connecting all pedestrian activities of major significance. The pedestrian system should also connect smoothly with other transportation components, thus providing continuity in pedestrian scale between changing modes of movements."

The pedestrian linkages proposed for Hazard Center strive to meet this standard of continuity, as well as satisfying the other criteria of convenience, safety, comfort and entertainment. Major elements of the internal pedestrian system are illustrated in Figures ~~20 and 23~~ 33, and will include:

1. A focal point for vertical and horizontal pedestrian movement centered in the ~~core hotel/commercial/office~~ complex and serving as the major entry from Hazard Center Drive. A high-rise residential tower containing the residential elevator core and lobbies, public escalators, and pedestrian plazas and terraces will define this focal point. Grand stairs will frame either side of the tower base, connecting the main Plaza Level of the shopping center with the entry at Hazard Center Drive;

2. A system of pedestrian pathway elements linking the commercial and office functions to the residential development ~~along the river front;~~. These pathways will terminate in public plazas at the north and south sides of Tower 1 and at the west entry to the Office Building.

3. Controlled linkages between the residential complex and ~~the retail-office core, including an elevated structure, midblock connection to be built with the Phase III (residential) development. An at-grade intersection may be provided in lieu of the elevated crossing, if approved by the Engineering and Development Department.~~ each level of the commercial center through multi-level lobbies at the base of Tower 1.

4. Defined pedestrian ways extending from the ~~hotel/commercial/office~~ mixed-use core to traffic-controlled crossings to the commercial-retail center on the east, and Mission Center Road;

5. Pedestrian linkages between river front development and the ~~planned~~ existing river front pedestrian system extending from Mission Center Road to a City-proposed undercrossing of State Route 163. A minimum of ~~two~~ one public pedestrian linkages through the residential development south of Hazard Center Drive should be provided ~~—one to align with Frazee Road and one~~ at the project midpoint ~~as shown~~. ~~Provision should also be made for~~ Existing access through the open space areas at the east and west ends of the residential development should be enhanced, with access to the river more clearly identified.

6. A widened crosswalk with enhanced paving will extend from the mixed residential and commercial project across Hazard Center Drive to the trolley station and the residential development along the riverfront. This crosswalk will link to widened sidewalks on both sides of Hazard Center Drive and to the river path linkage through the existing residential development. The crosswalk will also provide necessary traffic calming for the extension of Hazard Center Drive. The existing median will be straightened and landscaped.

The pedestrian linkages to the river front environment should be designed to afford attractive interfaces and avoid public-private conflict. Where these linkages pass through the residential development, the buildings should be located no closer than 70' apart, with an average separation of 100' to provide a comfortable, well-landscaped public path while still allowing adequate private space

R- 305860

for the residences. The pedestrian way extending along the north side of the river channel should be located within the buffer area except where alignments within the channel are deemed necessary for public access to the river or the transition to the undercrossing of State Route 163. The pedestrian way should be six feet wide except at possible rest areas or lookouts located near State Route 163 and near Mission Center Road (Figures ~~20 and~~ 33).

Primary pedestrian linkages are illustrated in Figure 33.

Automobile Access

Multi-directional access and linkages will be provided through the planned circulation system. A future road connection to the Fashion Valley area will extend Hazard Center Drive westerly via a planned ~~four~~two-lane undercrossing of State Route 163~~, of which Hazard Center will provide two lanes, and the City will provide the additional two lanes at some future date, if desired~~. Preliminary design proposals include curvilinear alignment and control of vehicular speed (particularly where the highway will taper from four lanes to the two-lane underpass). Frazee Road will extend from Friars Road to Hazard Center Drive.

Automobile driveways should be carefully designed with the pedestrian in mind. Entry drive widths should be held to a maximum of 30 feet, except at required service drives, and a textured or patterned surface meeting City design standards should be provided to visually define pedestrian crosswalks. Accesses to parking structures should avoid crossing pedestrian ways, wherever practical.

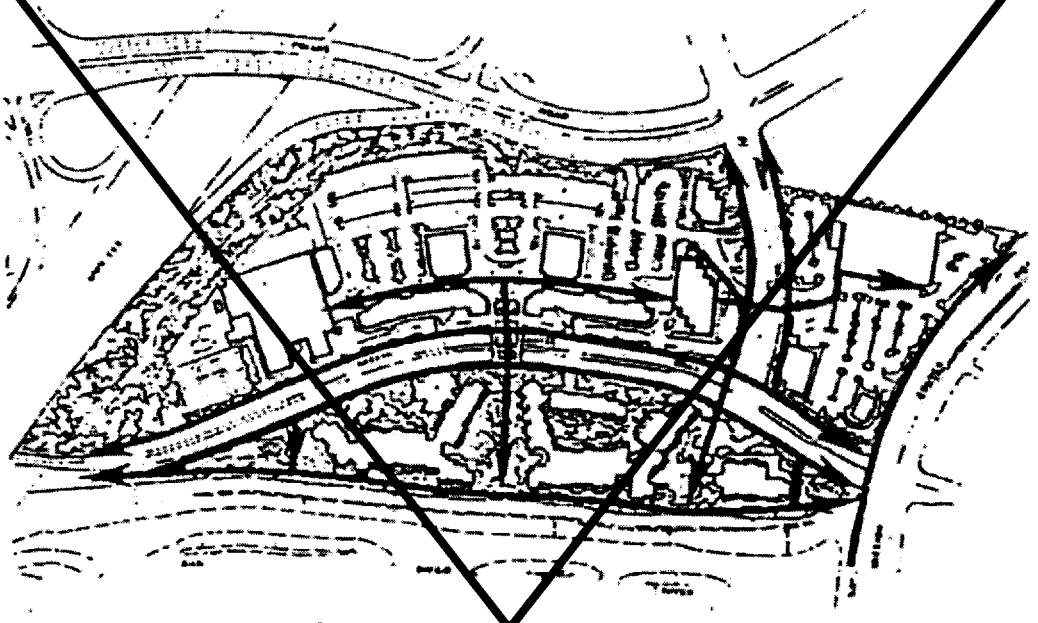
Parking

~~The complex will include approximately 2,738 parking spaces to serve projected use allocations.~~ The Phase I core hotel/residential/commercial/office complex will be provided with ~~2,138~~ a minimum of 2,376 spaces, based on the Shared Parking Allocation Study (Appendix 3). The commercial-retail center east of Frazee Road will have parking provided to the satisfaction of City Planning and Engineering staff with approximately 300 spaces. The parking serving the satellite commercial-retail center east of Frazee Road will be accommodated by landscaped surface parking. ~~The residential complex, when ultimately developed, will require roughly 290 spaces for residents and guests based on a 2 cars/unit ratio. The allocation of this parking relating to the specific uses is shown in the Phase I resume on Exhibit 1 contained in Appendix 4 of this report.~~

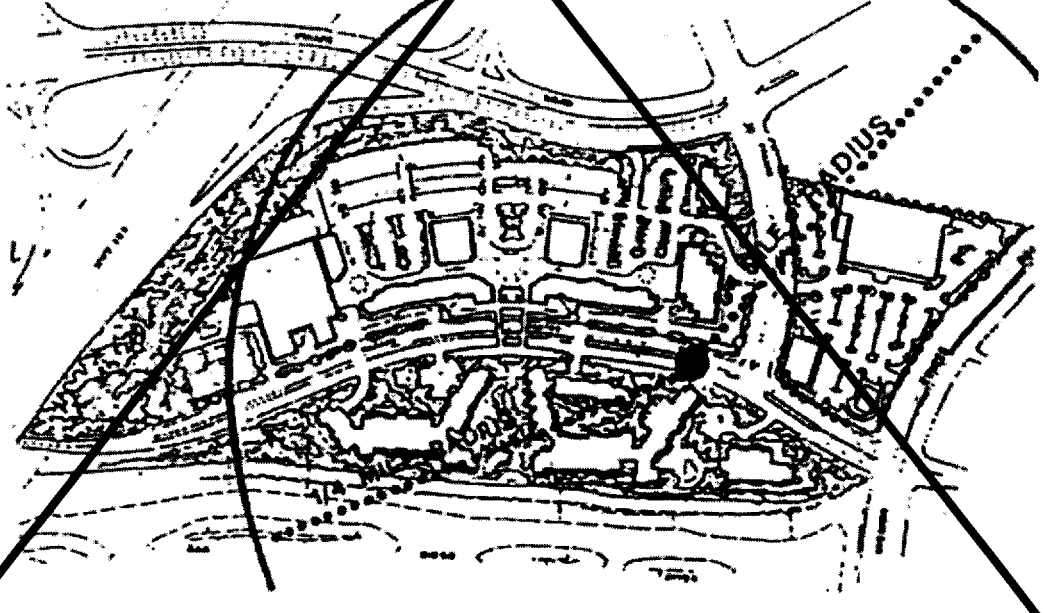
~~In the hotel/commercial/office complex, all~~ All parking dedicated to the commercial-retail uses is located at grade adjacent to the main "plaza" level (Level 56). There will also be some short-term parking to serve the office building located at this level. The majority of remaining parking for the hotel~~, theater~~ and office tower will be located in a below-grade structure. Hotel parking will be accommodated at Level 45.5 ~~between the theater and the hotel~~. Office parking will be provided at the eastern end of the parking structure at Level 45.5 and at Level 35. ~~Theater parking will be accommodated in the central and eastern area of the~~

R-305360

Pedestrian Circulation



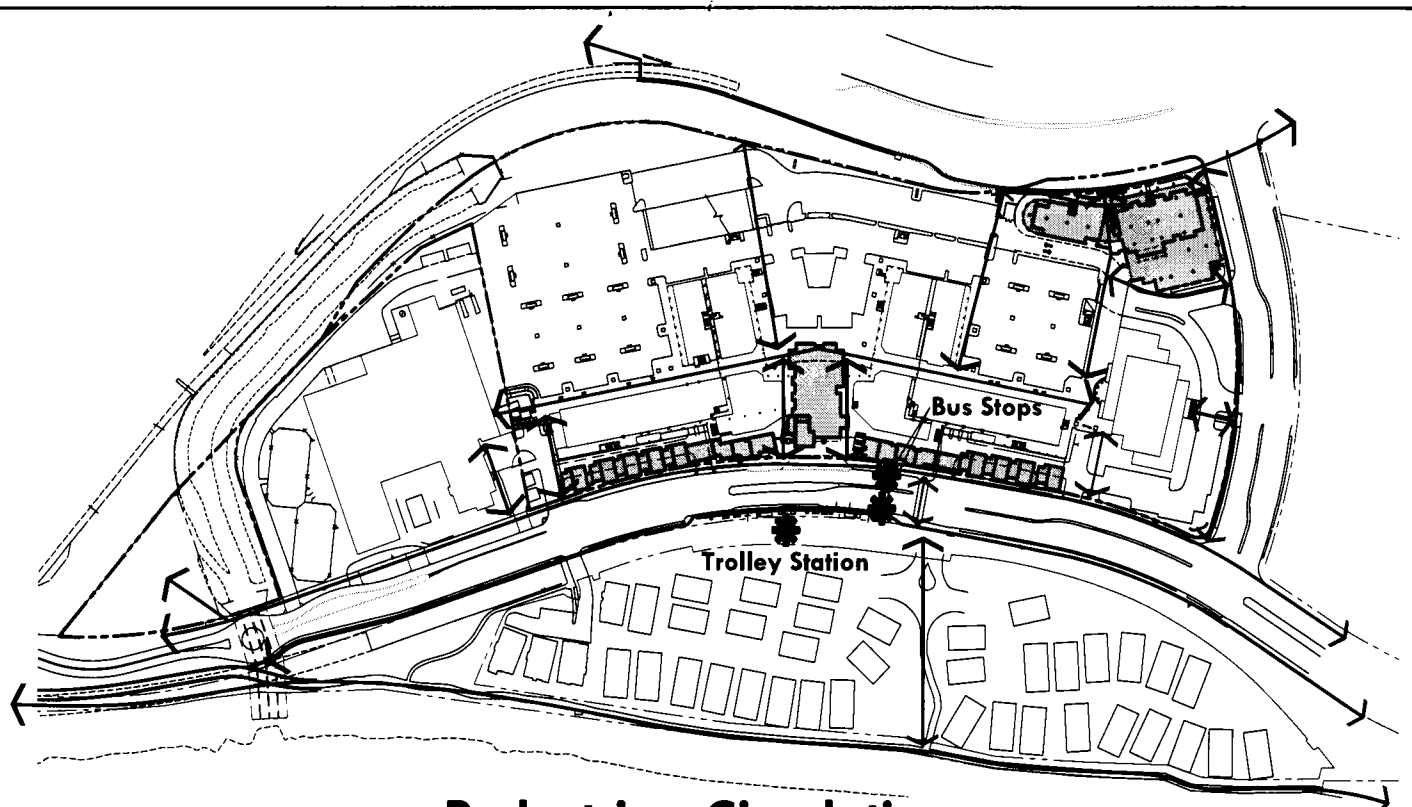
Bus Stations and Access



Hazard Center–Pedestrian Circulation and Bus Access **33** FIGURE

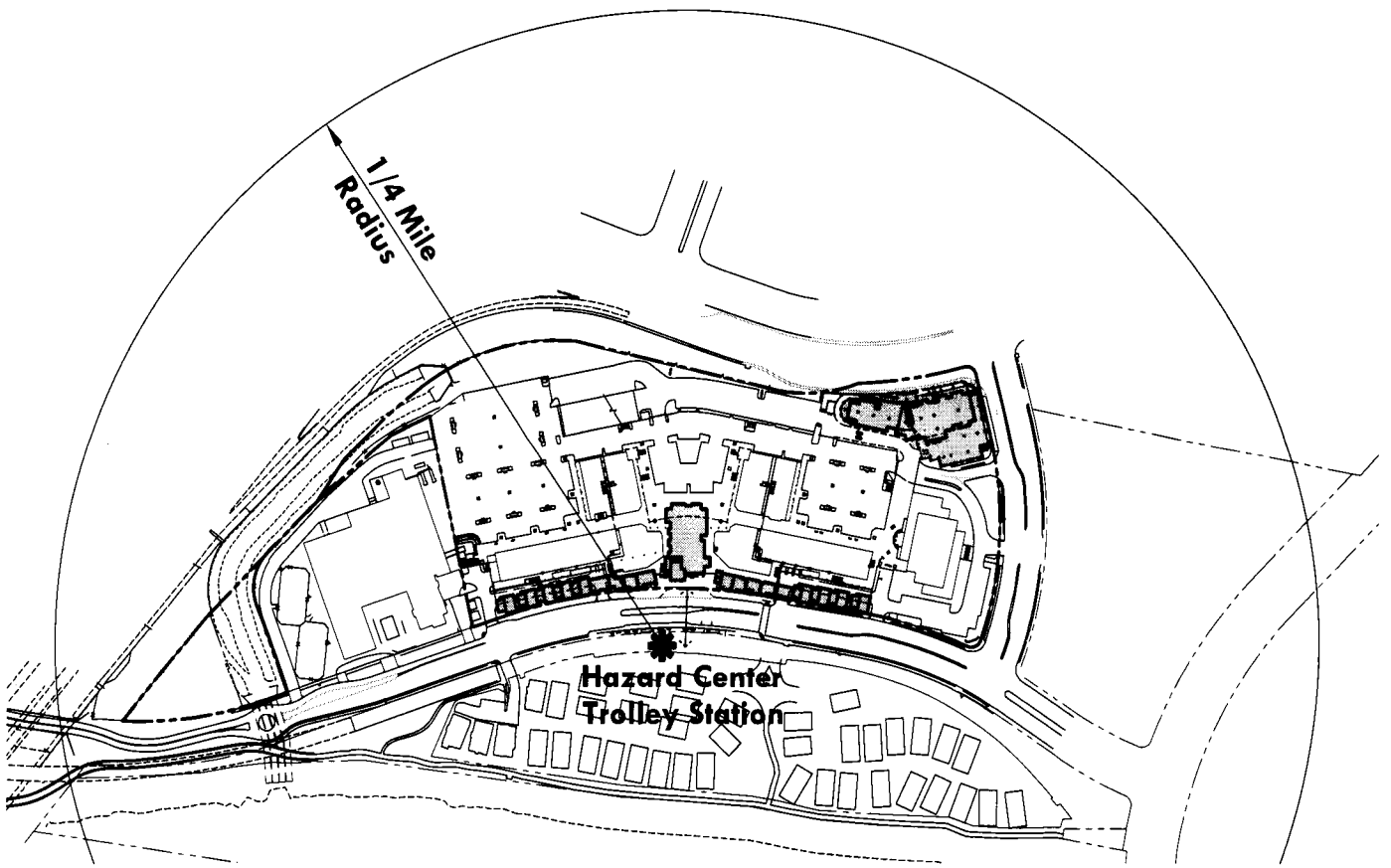
First San Diego River Improvement Project Specific Plan

R-305860



Pedestrian Circulation

0 150' 300' 600'
SCALE: 1" = 300'-0"



Transit Access

R-305360

N 0 200' 400' 800'
SCALE: 1" = 400'-0"

Hazard Center

Pedestrian Circulation & Transit Access

First San Diego River Improvement Project Specific Plan

FIGURE 33

~~Level 45.5 structure and use the entire Level 35 parking area in evenings.~~

Residential parking for the redevelopment will be contained in existing or new structures. A minimum of 75% of the residential parking or one space per dwelling unit, whichever is greater, will be secured from the remaining parking areas. Access will be electronically controlled and limited to residents. Guest parking will be shared with the commercial and office parking according to the Shared Parking Allocation Study in Appendix 3.

~~Due to the planned location of an LRT station within Hazard Center, which could reduce automobile travel to and from the site, reductions in parking requirements may be considered on an individual project basis. Reduced parking requirements could allow for increased open space, landscaping and pedestrian circulation within the project.~~

With the exception of a small allocation of visitor spaces to serve the residential complex, all of the parking spaces contained with the residential development sited along the river will be provided in underground or structured parking facilities.

~~Parking on Hazard Center Drive would be prohibited or severely restricted in order to provide for bike movements and designated bus stops.~~

Public Transportation

Bus stops are proposed to be located just westerly of the Frazee Road intersection with Hazard Center Drive (Figure 31). While the precise locations would be subject to some revision based on future studies, such stops should ideally be centrally located with respect to the core hotel/commercial/office complex and the light rail station.

~~Light Rail Transit:~~

~~1. A thirty-five (35) foot Light Rail Transit (LRT) corridor right-of-way reservation shall be granted at the time of recordation of the first final subdivision map for Hazard Center pursuant to TM No. 85-0362. Dedication of an easement will take place upon commencement of construction of the Mission Valley LRT only if the final alignment of the LRT right-of-way will depend on final engineering and design. Conditions and criteria associated with the LRT reservation are included in the Urban Design and Development Guidelines Section IVB. In no event shall it be greater than the thirty-five (35) foot reservation. The original reservation, that becomes excess after the final engineering and design, and shall revert back to Hazard Center.~~

~~2. Reservation of an urban LRT station, similar to the existing station on "C" Street between Sixth and Seventh Avenues to be granted at the time of approval of the first final subdivision map pursuant to TM No. 85-0362. If Hazard Center chooses to commercially develop the air rights above the LRT station, the developer shall pay fair market rent for said air rights to the Metropolitan Transit District.~~

~~3. The alignment for the LRT right-of-way shall be at-grade along the south side of Hazard Center Drive.~~

R- 305860

~~4. The thirty-five (35) foot reservations described in #1 and #2 above, shall expire at the end of ten (10) years if the reservations do not become publicly dedicated easements pursuant to the terms in 1. above. The reservations may be extended for an additional period of five (5) years if the San Diego City Council makes a finding that the Mission Valley LRT is progressing toward commencement of construction.~~

~~5. By making these offers to dedicate, Hazard Center shall have no further responsibilities, financial or otherwise for the LRT.~~

~~6. Because the reservation and dedication of the LRT right-of-way and station will have a positive impact by reducing traffic in Mission Valley. Hazard Center shall receive a ten percent (10%) increase in the allowable building square footage, in exchange for said reservation and dedication. The increase in allowable building square footage may take place after dedication of the LRT right-of-way station and in any phase of Hazard Center.~~

~~7. Driveway access to Phase Three, is guaranteed at three (3) locations along Hazard Center Drive.~~

The trolley station at Hazard Center is a critical factor in the success of the mixed-use development as a pedestrian environment. The current station is underutilized by residents within a ½-mile radius. Those who use the station either drive there or work nearby and commute from elsewhere. The increase in residential units described in this Plan will balance the concentration of local residents who can walk to the trolley. The station platform is of sufficient length to accept longer trains, so that more trolley cars can be added to absorb any increase in ridership.

D. NOISE MITIGATION

Some residential units and the hotel may be subject to exterior noise levels from future traffic conditions that exceed 65 decibels. The Light Rail Transit facility may also affect the residential uses. The areas subjected to noise levels exceeding 65 decibels are identified in the Environmental Impact Report No. 83-0092. To insure that interior noise is reduced to 45 decibels or less in these areas, the applicants will perform an acoustical analysis. This acoustical analysis should be conducted prior to issuance of building permits for the hotel and during environmental review of the PRD special permit for the residential uses.

~~Any outdoor private recreation areas in the hotel and residential area that are subject to significant adverse traffic noise conditions will be shielded from line-of-sight noise sources by earth berms and/or masonry walls. These earth berms or walls should be accompanied by landscaping, should be visually compatible with surrounding open spaces and should avoid, where feasible, view blockage to the river corridor.~~

See Appendix 4 for Conceptual Design Exhibits.

E. ARCHITECTURAL DESIGN

The hotel/commercial/office/complex; Phase I, of Hazard Center is complete. The existing center is an eclectic blend of traditional forms and modern materials. The

R-305860

Architectural theme for the commercial/retail center on the East, (Phase II), will emphasize design continuity with the existing complex. This will be accomplished through the use of predominately the same materials and colors. The Architectural detailing of the center will be similar, where appropriate, taking into account the size and scale of the buildings in this phase. The Landscape palate and the signage design will also be similar to further tie the centers together visually.

In keeping with the high standard of architectural design in Hazard Center, and in view of the site's visibility, special attention should be given to components of the commercial retail use ~~in Phase II~~. Specifically, the loading docks, refuse collection and compactor areas are to be screened from the public right-of-way.

The residential additions to Phase 1 of Hazard Center will be of two characters defined by scale. Midrise units will define a residential, pedestrian-oriented street along Hazard Center Drive and will screen existing service areas. These buildings will have a human scale and residential character, with a regular rhythm of projecting and receding elements creating interesting patterns of light and shadow. The buildings will be staggered along the curved street edge to allow planters and steps to private patios to intersperse landscaping and outdoor space between building components.

The residential towers will have vertical emphasis as a counterpoint to the horizontality of the existing retail center. The narrow footprint achieved by this vertical orientation allows pedestrian circulation and views around the high-rise buildings. Glass railings at projecting balconies and extensive glazing at building corners will further lend transparency to the towers. The materials at the base of Tower #1 on Hazard Center Drive will blend with the adjacent midrise buildings to anchor the tower into the overall composition. Grand stairs to either side of this tower base will provide direct pedestrian access from Hazard Center Drive and the trolley station to the retail center. Open balconies and public terraces surrounding these stairs will foster interaction between the existing shopping levels. Granite similar in color and texture to the existing office building will be used at the garage base at Tower #2 to create a homogenous appearance along Frazee Road.

R-305360

Additional On-Site Street Improvements for Hazard Center

In addition to the street improvements described above, the following on-site street improvements ~~shall be provided at the time of development to the satisfaction of the City Engineer~~ have been completed:

1. Hazard Center Drive

   a. Construct 78-foot curb-to-curb width collector street (within 98-foot right-of-way) including four travel lanes, shoulders and sidewalks from Mission Center Road to Frazee Road. Construct a 72-foot curb-to-curb width collector street (within 92-foot right-of-way) including travel lanes, shoulders and sidewalks, from Frazee Road to SR-163.

   b. Construct two traffic signals, one each at Frazee Road and at Mission Center Road intersections with Hazard Center Drive.

2. Frazee Road

   a. Construct 78-foot curb-to-curb width collector street (within 98-foot right-of-way) between Friars Road and Hazard Center Drive, including four travel lanes, shoulders and sidewalks.

   b. Modify traffic signals at the intersection of Friars Road and Frazee Road.

Additional Off-site Transportation Facilities for Hazard Center

In addition to the on-site transportation facilities described above, the following shall be provided to the satisfaction of the City Engineer:

1. Construction of a two-lane street from westerly of Hazard Center to a physically traversable connection with the Fashion Valley shopping center property.

   Such improvement shall be provided to the satisfaction of the City Engineer at any time in the sole discretion of the Hazard Center owners or upon two years prior written notice to the Hazard Center owners by the City, but in no event shall such improvement be required to be in place pursuant to said notice prior to certificates of occupancy being issued for floor area of private development within the Hazard Center which generates not less than 10,000 ADT.

   When the final alignment of this street is determined, additional environmental review may be required to determine if the street construction from the Hazard

Center to the Fashion Valley shopping center will have any environmental impacts. If deemed necessary, such environmental review and any mitigation shall be provided as reasonably determined by the Planning Director.

The Hazard Center owners shall provide the above improvement by: (i) an assessment district, or (ii) an appropriate reimbursement agreement, or (iii) by other means.

~~2. Reconfiguration and improvements in the immediate vicinity of the Friars Road/ Frazee Road intersection in order to minimize the impact of the intersection. This measure would consist of reconfiguration of the intersection to include four lanes of through traffic both east bound and west bound on Friars Road, dual left turn lanes from both directions on Friars to Frazee, and provision of a right turn lane from both directions of Friars Road to Frazee. In this regard, the Hazard Center owners shall be responsible for all reconfiguration and improvement south of the centerline of Friars Road including any traffic signalization at the north bound SR-163 to east bound off-ramp and including any necessary dedication of right-of-way.~~

~~3. The Hazard Center owners shall provide improvements to:~~

~~(i) Prohibit pedestrian crossing at the Friars Road/Frazee Road intersection, if determined necessary by the City Engineer; and~~

~~(ii) Provide alternative pedestrian access under Friars Road at Mission Center Road, utilizing the existing right-of-way.~~

The traffic improvements references in 2. and 3. above, shall be provided to the satisfaction of the City Engineer at any time in the sole discretion of the

R- 305860

Flood Control Facility

Construct floodway to accommodate 100-year flood (49,000 CFS) complete with the necessary energy dissipaters, drop structures, and riprap section to control the flood and protect the channel facilities.

Install erosion control plantings and landscaping with irrigation system, and construct a system of walkways, bikeways and view pints in accordance with the approved project plan.

Convey right-of-way to City in form of dedication and/or fee ownership.

Perform the necessary work preparatory to hearing before Council for the formation of the Maintenance District for the flood channel and the appurtenant facilities.

Park Facilities

The provision of park facilities is addressed in the following section.

B. NEIGHBORHOOD COMMERCIAL FACILITIES AND PARK FACILITIES

Neighborhood Commercial Facilities

Neighborhood convenience retail shopping centers provide for the day-to-day needs of residents. These centers are typically located within or adjacent to residential neighborhoods. Neighborhood commercial facilities in the Mission Valley community include a three-acre center located at the intersection of San Diego Mission Road and Rancho Mission Road and the Ralph's Shopping Center located at Mission Center Road and Friars Road.

The Specific Plan will result in the development of between 3,264 to ~~4,461~~ 4,934 residential units with an estimated population of 6,300 to ~~9,056~~ 9,868 persons. To serve the needs of the project area, a community commercial center will be provided will accommodate approximate 325,000 square feet on approximately 30 acres.

R-305960

C. SCHOOLS

The Private Improvement Element of the Specific Plan proposed 2,585 to ~~3,656~~ 4,129 multi-family dwelling units. The San Diego School District (SDSD) schools serving the area include the Jones, Cubberly and Juarez Elementary Schools, Taft Middle School and Kearny Senior High School.

Student generation rates for the project area are based upon a tenant profile of the "Riverfront" (MBM II), an existing multi-family residential development located within the Specific Plan. The tenant profile of the Riverfront development consists mostly of young professionals in their late '20's. Twelve of the 228 units in the Riverfront complex contain children of elementary through high school age. The reason for the low number of children who reside at Riverfront can be partially explained by the surrounding developments which consist mostly of commercial and office uses, which provide employment for single adults. Additionally, services and facilities for children, such as day car centers and playgrounds are lacking in Mission Valley. Using this information, it was determined that residential projects located within the Specific Plan area would probably generate a low number of students (Silva, 1992).

The anticipated generation rate for elementary through high school age students would be 0-5 students per 100 residential units. Based upon this generation rate, the buildout of the Specific Plan would be expected to generate up to ~~136~~ 183 elementary to high school-age students. It is not anticipated that the number of students generated within the Specific Plan area would have a significant impact on the SDSD. Elementary schools serving the Specific Plan area are currently near capacity. Although the secondary schools serving the area are currently operating below capacity, secondary enrollment for the Kearny High School area is forecast to grow significantly during the 1990s.

Because no public school exist or are currently planned in the Mission Valley Community, the availability of schools, the distance of schools to residential areas, and the topographic barriers presented by Mission Valley are of concern. With this development and others planned for Mission Valley, the amount of commercial and residential traffic in the area, and especially along Friars Road, will greatly increase. An important concern is pedestrian safety and access, relative to the great distances this project is from its serving schools and the commercial nature of the Mission Valley area. Of the ~~136~~ 183 K-12 students estimated to be generated from this project, a vast majority will be elementary students, and the district does not provide transportation to the neighboring schools. These above

R-305860

Appendix 3

Shared Parking Allocation Study
Hazard Center Amendment ~~(October, 1985)~~ _____

K-305860

APPENDIX 3

Shared Parking Allocation Study

Hazard Center Amendment ~~(October, 1985)~~

Introduction

The use of the shared parking concept came about with the growth of mixed-use development. The history of this development type has shown that combining land uses on a single property results in a lesser demand for parking than that generated by separate freestanding developments of similar size and use.

There are several factors impacting the parking demand in a mixed-use development:

- Hourly demand/accumulation of parking for the different uses.
- Seasonal variations in parking demand.
- The effects of a "captive market"; when office employees in the project shop or eat in the facilities offered in the same development.
- The effects of alternate transportation modes.

~~In a report titled Shared Parking, a study conducted under the direction of ULI the Urban Land Institute by Barton-Aschman Associates, Inc. (1983), a methodology was established for calculating the actual parking demand in a mixed-use project. This calculation involves four basic steps:~~

~~1. Initial project review program and land use~~

~~2. Adjustment for peak parking factor~~

~~3. Analysis of hourly accumulation~~

~~4. Estimate of shared parking~~

Due to the complex nature of the interaction between existing and future uses, parking for the entire site, including existing uses, has been examined based on the San Diego Municipal Code requirements. Chapter 14 of the San Diego Municipal Code discusses parking requirements for various uses and circumstances. This includes provision for Shared Parking. The Code includes parking ratios for various uses in different areas. Hazard Center is located within a Transit Area and therefore receives a slight reduction in required parking based on the Municipal Code. Since all parking for Hazard Center is located in one garage, requirements for existing uses must also be calculated. Some of the required parking from the existing theater which is to be removed will be re-designated to accommodate the proposed residential development as well as construction of additional parking for residential use.

The date presented on the following pages was derived using the criteria and steps set forth in ~~the ULI Shared Parking report~~ San Diego Municipal Code. For this particular project, it was determined that the peak hourly demand for parking occurred ~~during the months of June or July~~ at approximately 12:00pm ~~2:00pm. The "spread sheet" used to determine the peak hour is on Page 5 of this appendix.~~

R. 305860

A. Shared Parking Calculations (using San Diego Parking Standards)

Step 1. Program/Land Use Mix		Parking Required*
Office:	250,000 SF (Net)	833 cars
Hotel:	275 Guest Rooms	275
	8,118 SF - Food & Beverage (Restaurant)	102
	16,832 SF - Banquet & Meeting Rooms	210
Theater:	1,600 Seats - 6-Plex	533
Restaurants:	30,000 SF	375
Retail:	86,000 SF	430
	Total Parking Required*	2,758 cars

Step 2. Peak Ratio Adjustment

Office:

Unadjusted Peak Ratio: 3.33 cars/1,000 SF

Adjusted Peak Ratio:**

Peak Month Adjustment:** 3.33 cars/1,000 SF

Hotel:

. Guest Rooms

Unadjusted Peak Ratio: 1.00 Car/Room

Adjusted Peak Ratio:**

Peak Month Adjustment:** 1.0/Room

1.0/Room

. Food & Beverage (Restaurant)

Unadjusted Peak Ratio: 12.5/1,000

Adjusted Peak Ratio:**

Peak Month Adjustment:**

12.5 Cars/1,000 SF

* Parking required per San Diego Ordinance for CA Zone, if uses taken separately, without application of Shared Parking Calculations.

** Adjustment calculation not allowed by City of San Diego.

R - 305860

~~Banquet & Meeting Rooms~~

~~Unadjusted Peak Ratio:~~ ~~12.5/1,000~~

~~Adjusted Peak Ratio:~~ ~~.5 x 12.5/1,000 = 6.25/1,000~~

~~Peak Month Adjustment:~~ ~~6.25 x 1.0 = 6.25/1,000~~

~~6.25 Cars/1,000 SF~~

~~Theater:~~

~~Unadjusted Peak Ratio:~~ ~~.33 Cars/Seat~~

~~Adjusted Peak Ratio:**~~

~~Peak Month Adjustment:**~~

~~.33 Cars/Seat~~

~~Restaurants:~~

~~Unadjusted Peak Ratio:~~ ~~15/1,000~~

~~Adjusted Peak Ratio:*~~

~~Peak Month Adjustment:~~

~~15 Cars/1,000 SF~~

~~Retail:~~

~~Unadjusted Peak Ratio:~~ ~~4/1,000~~

~~Adjusted Peak Ratio:**~~

~~Peak Month Adjustment:**~~

~~4 Cars/1,000 SF~~

~~**Adjustment calculation not allowed by City of San Diego.~~

R-305860

~~Steps 3 & 4: Hourly Accumulation Analysis/Shared Parking Estimates~~

~~June (or July) 2:00 pm (Worst Case)~~

~~Office (250,000 SF)~~

~~3.33/1,000 x 250,000 x (2.9/3.0)* =~~ ~~805 Cars~~
~~3.33 x 250 x .967 = 805.02~~

~~Hotel~~

~~Guest Rooms (275)~~
~~1.00 x 275 x (.35/1) = 96.25~~ ~~96~~

~~Restaurants (8,118 SF)~~
~~12.5/1,000 x 8,118 x (6/10)~~
~~12.5 x 8.118 x .6 = 60.80~~ ~~61~~

~~Banquet & Meeting Rooms (16,832 SF)~~
~~6.25 x 16.832 x (.5/.5) = 105.2~~ ~~105~~
~~262~~ ~~262 Cars~~

~~Theater (1,600 Seats)~~

~~.33 Cars/Seat x 1,600 Seats x (.15/.25)~~
~~.33 x 1,600 x .6 = 316.8~~ ~~317 Cars~~

~~Restaurants (30,000 SF)~~

~~15/1,000 x 30,000 x (12/20)~~
~~15 x 30 x .6 = 270~~ ~~270 Cars~~

~~Retail (86,000 SF)~~

~~4/1,000 x 86,000 x (3.7/3.8)~~ ~~335 Cars~~
~~4 x 86 x .971 = 335.06~~

~~Total Phase I~~ ~~1,989 Cars Required~~

~~*(Adjusted Peak Ratio) x area x (2:00 demand ratio/peak parking ratio)~~

R-305860

Parking Requirements without Shared Parking

Use	transit area parking rate [1]	Amount	spaces required
Office	2.8	283,972	795
Hotel	1	300	300
Hotel Conference	10	8,192	82
Restaurants	12.8	35,607	456
Retail	4.3	87,253	375
2-bedroom	1.75	249	436
1-bedroom	1.25	224	280
	Total		2,724

Notes: [1] = Parking rates taken from San Diego Municipal Code Chapter 14, Article 2, Division 5 (142.05).

R. 305360

Table 11-2
Shared Parking Hourly Accumulation by Percentage of Peak Hour

	Residential		Office		Retail		Eating & Drinking		Hotel		Conference	
Hour of Day	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Sunday
6:00 AM	100%	100%	5%	0%	0%	0%	15%	20%	100%	90%	0%	0%
7:00 AM	80%	100%	15%	30%	10%	5%	55%	35%	95%	80%	0%	0%
8:00 AM	60%	95%	55%	50%	30%	30%	80%	55%	85%	75%	50%	50%
9:00 AM	50%	85%	90%	80%	50%	50%	65%	70%	85%	70%	100%	100%
10:00 AM	40%	80%	100%	90%	70%	75%	25%	30%	80%	60%	100%	100%
11:00 AM	40%	75%	100%	100%	80%	90%	65%	40%	75%	55%	100%	100%
12:00 PM	40%	70%	90%	100%	100%	95%	100%	60%	70%	50%	100%	100%
1:00 PM	35%	65%	85%	85%	95%	100%	80%	65%	70%	50%	100%	100%
2:00 PM	40%	65%	90%	75%	85%	100%	55%	60%	70%	50%	100%	100%
3:00 PM	45%	65%	90%	70%	80%	90%	35%	60%	60%	50%	100%	100%
4:00 PM	45%	65%	85%	65%	75%	85%	30%	50%	65%	50%	100%	100%
5:00 PM	50%	65%	55%	40%	80%	75%	45%	65%	60%	60%	100%	100%
6:00 PM	65%	70%	25%	35%	80%	65%	65%	85%	65%	65%	100%	100%
7:00 PM	70%	75%	15%	25%	75%	60%	55%	100%	75%	70%	100%	100%
8:00 PM	75%	80%	5%	20%	60%	55%	55%	100%	85%	70%	100%	100%
9:00 PM	85%	80%	5%	0%	45%	45%	45%	85%	90%	75%	100%	100%
10:00 PM	90%	85%	5%	0%	30%	35%	35%	75%	90%	85%	50%	50%
11:00 PM	95%	90%	0%	0%	15%	15%	15%	30%	100%	95%	0%	0%
12:00 AM	100%	95%	0%	0%	0%	0%	5%	25%	100%	100%	0%	0%

Source: San Diego Municipal Code Table 142-05I

R-303360

Hourly Accumulation

	Residential [1]		Office		Retail		Eating & Drinking		Hotel[2]		Conference[2]		Total Parking	
Hour of Day	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Sunday	Weekday	Saturday
6:00 AM	716	716	40	0	0	0	68	91	300	270	82	82	1,206	1,159
7:00 AM	573	716	119	239	38	19	251	160	285	240	82	82	1,347	1,455
8:00 AM	537	680	437	398	113	113	365	251	255	225	82	82	1,788	1,748
9:00 AM	537	608	716	636	188	188	296	319	255	210	82	82	2,073	2,043
10:00 AM	537	573	795	716	263	281	114	137	240	210	82	82	2,031	1,998
11:00 AM	537	537	795	795	300	338	296	182	225	210	82	82	2,236	2,144
12:00 PM	537	537	716	795	375	356	456	273	210	210	82	82	2,376	2,254
1:00 PM	537	537	676	676	356	375	365	296	210	210	82	82	2,226	2,176
2:00 PM	537	537	716	596	319	375	251	273	210	210	82	82	2,114	2,074
3:00 PM	537	537	716	557	300	338	160	273	210	210	82	82	2,004	1,997
4:00 PM	537	537	676	517	281	319	137	228	210	210	82	82	1,923	1,893
5:00 PM	537	537	437	318	300	281	205	296	210	210	82	82	1,772	1,725
6:00 PM	537	537	199	278	300	244	296	387	210	210	82	82	1,624	1,739
7:00 PM	537	537	119	199	281	225	251	456	225	210	82	82	1,495	1,709
8:00 PM	537	573	40	159	225	206	251	456	255	210	82	82	1,390	1,686
9:00 PM	608	573	40	0	169	169	205	387	270	225	82	82	1,374	1,436
10:00 PM	644	608	40	0	113	131	160	342	270	255	82	82	1,308	1,419
11:00 PM	680	644	0	0	56	56	68	137	300	285	82	82	1,187	1,204
12:00 AM	716	680	0	0	0	0	23	114	300	300	82	82	1,121	1,176

Notes: [1] =75% of Residential spaces (537 spaces) restricted for Residential use only

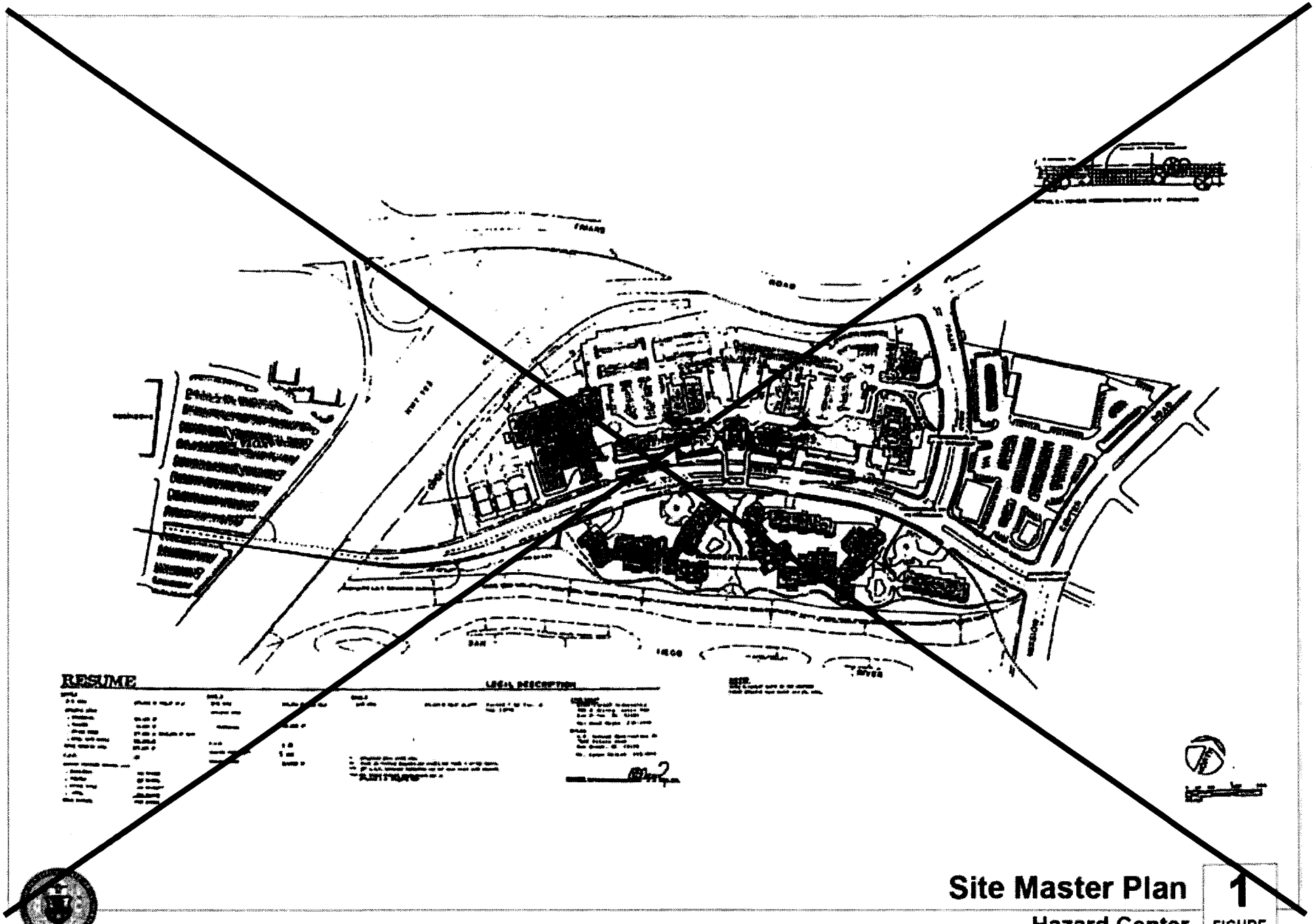
[2]= up to 292 spaces can be reserved for the hotel/conference uses at the option of the owner.

R-305360

Appendix 4

Conceptual Design Exhibits
Hazard Center Amendment ~~(October 6, 1992)~~ _____

R-305860

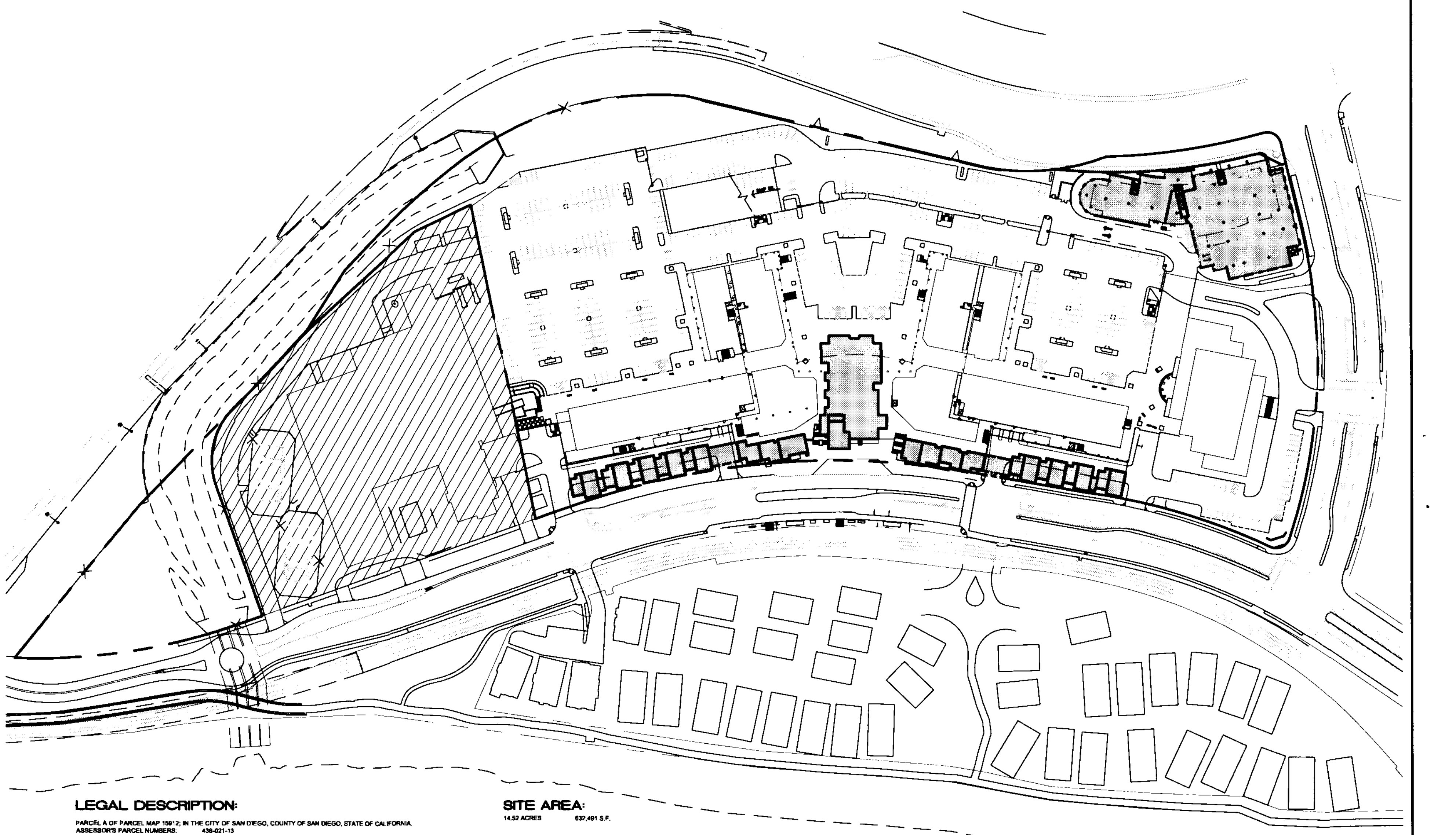


Site Master Plan

Hazard Center

1 FIGURE

R-305360



LEGAL DESCRIPTION:

PARCEL A OF PARCEL MAP 15912; IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA
ASSESSOR'S PARCEL NUMBERS: 438-021-13
438-021-14
438-021-20
PARCEL B: LOTS 3+4 OF HAZARD CENTER, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA
ACCORDING TO MAP THEREOF NO.11949

EXISTING USES:

RETAIL, RESTAURANT, OFFICE, COMMERCIAL SERVICES, EXCERCISE FACILITY, STRUCTURED PARKING
MOVIE THEATER TO BE REMOVED

PROPOSED USES:

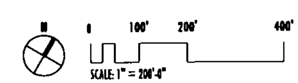
MULTIFAMILY RESIDENTIAL, RETAIL, RESTAURANT, STRUCTURED PARKING
EXISTING RETAIL, RESTAURANT, OFFICE, COMMERCIAL SERVICES, EXERCISE FACILITY, STRUCTURED PARKINGTO REMAIN

SITE AREA:

14,52 ACRES 632,491 S.F.

BUILDING AREA:

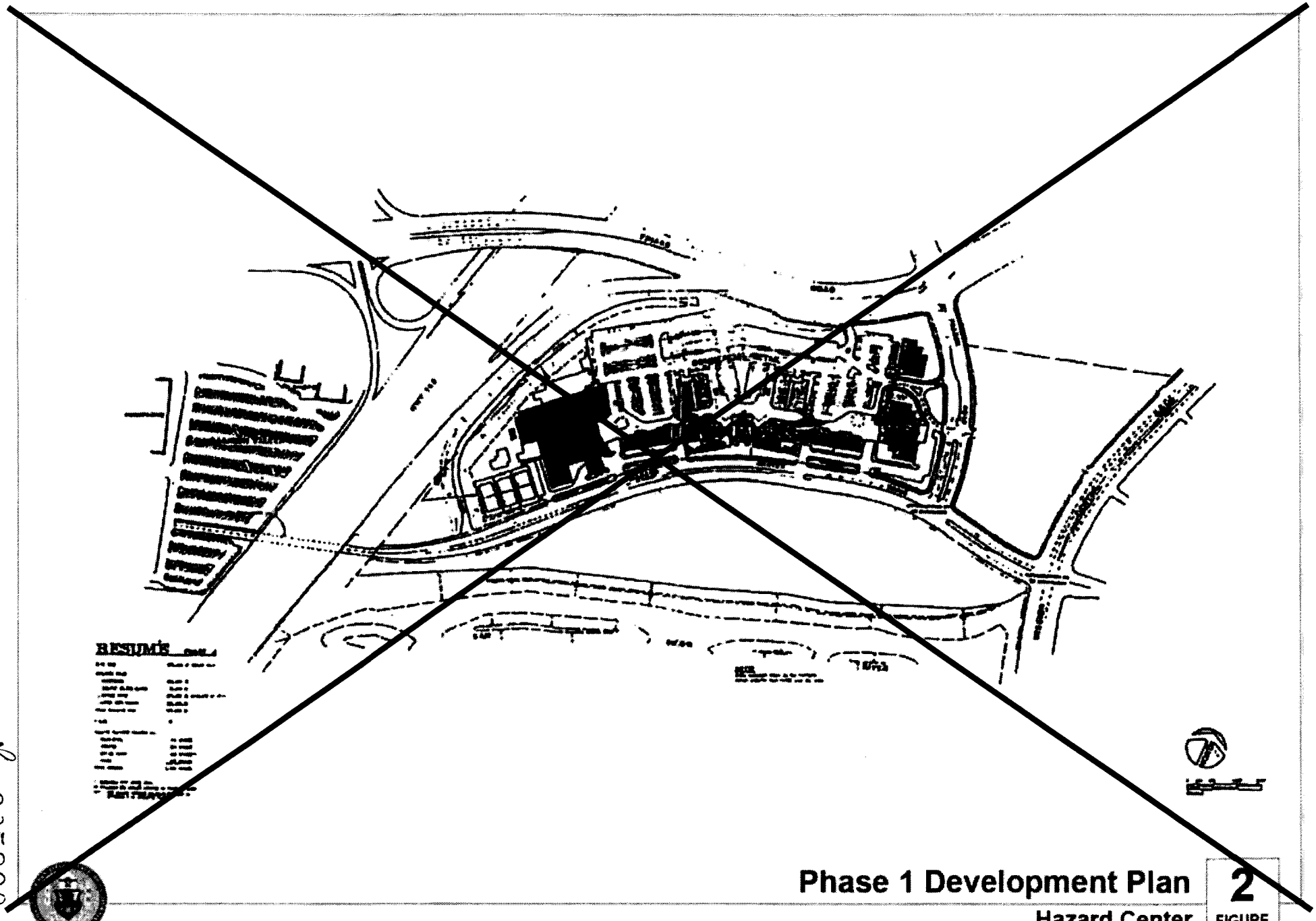
	EXISTING GFA	GFA TO BE DEMOLISHED	PROPOSED GFA	TOTAL GFA
STRUCTURED PARKING	446,390 SF		209,173 SF	655,563 SF
COMMERCIAL OFFICE	263,972 SF		0 SF	263,972 SF
COMMERCIAL RETAIL/ RESTAURANT	118,655 SF	(10,717 SF)	14,922 SF	122,860 SF
COMMERCIAL THEATER	33,275 SF	(33,275 SF)		0 SF
RESIDENTIAL	0 SF		591,845 SF	591,845 SF
TOTAL BUILDING AREA	882,292 SF	(43,992 SF)	815,940 SF	1,654,240 SF



Site Plan

Hazard Center

FIGURE
1

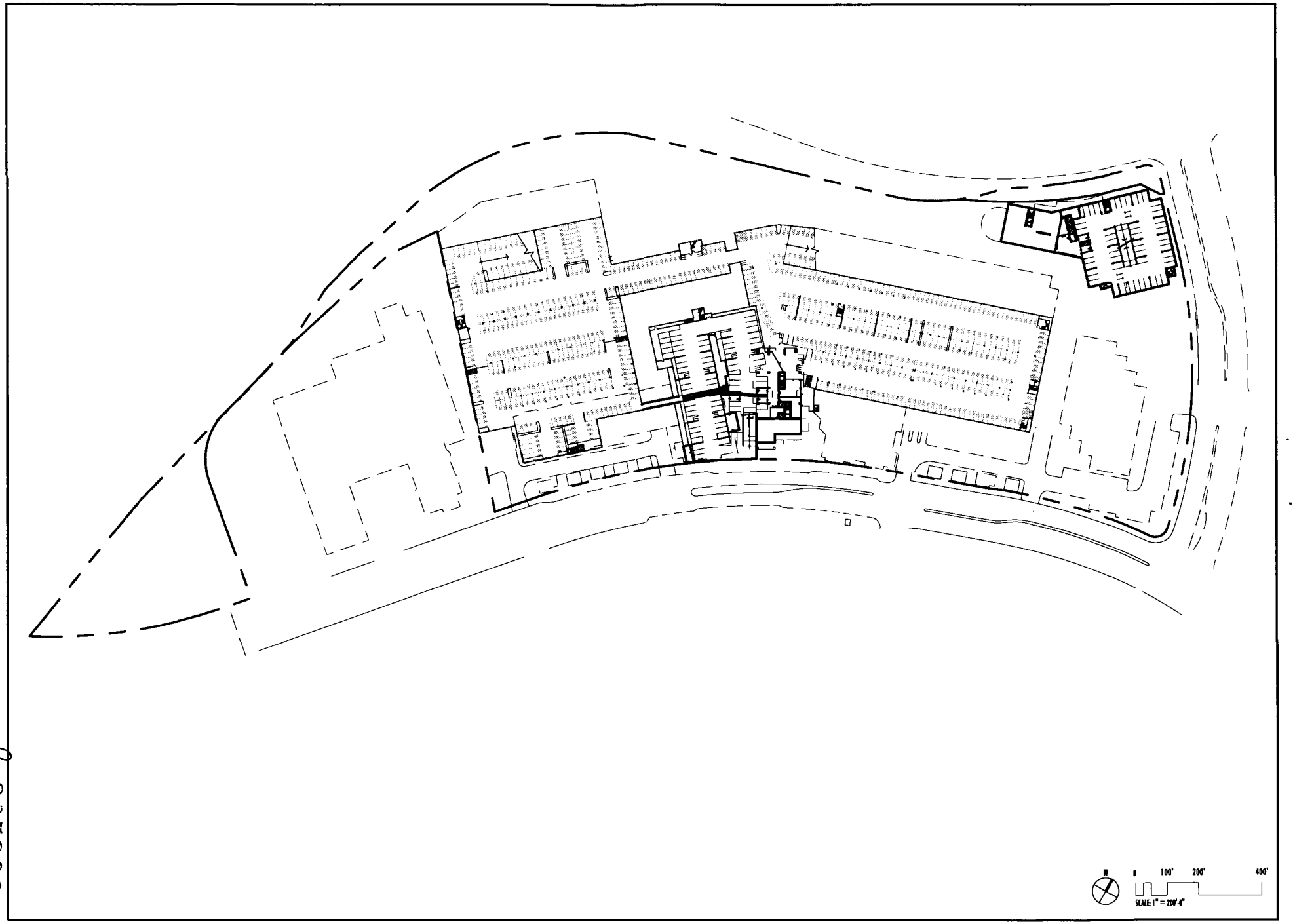


Phase 1 Development Plan

Hazard Center

FIGURE 2

R-305360

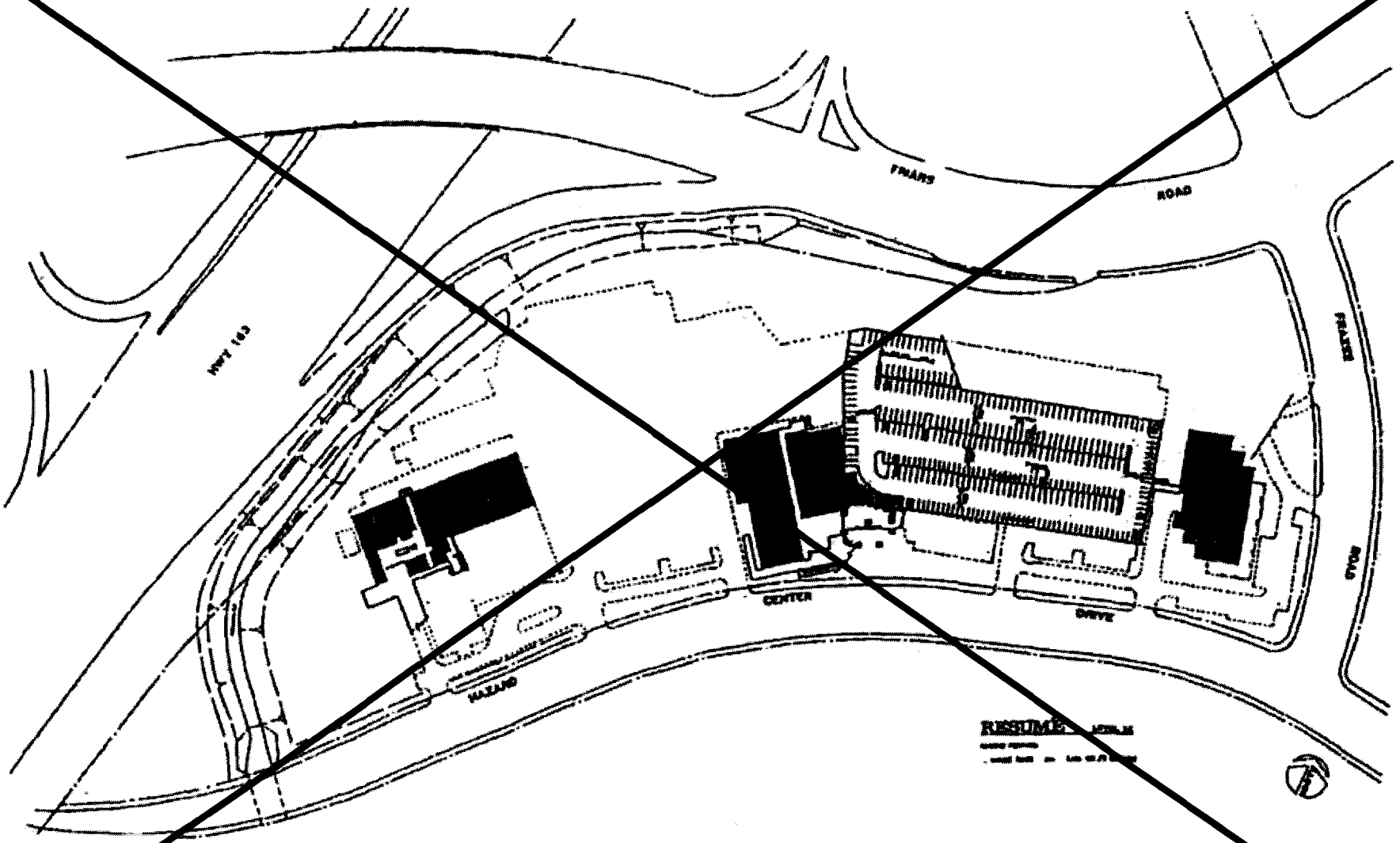


R-335360

Subterranean Plan

Hazard Center

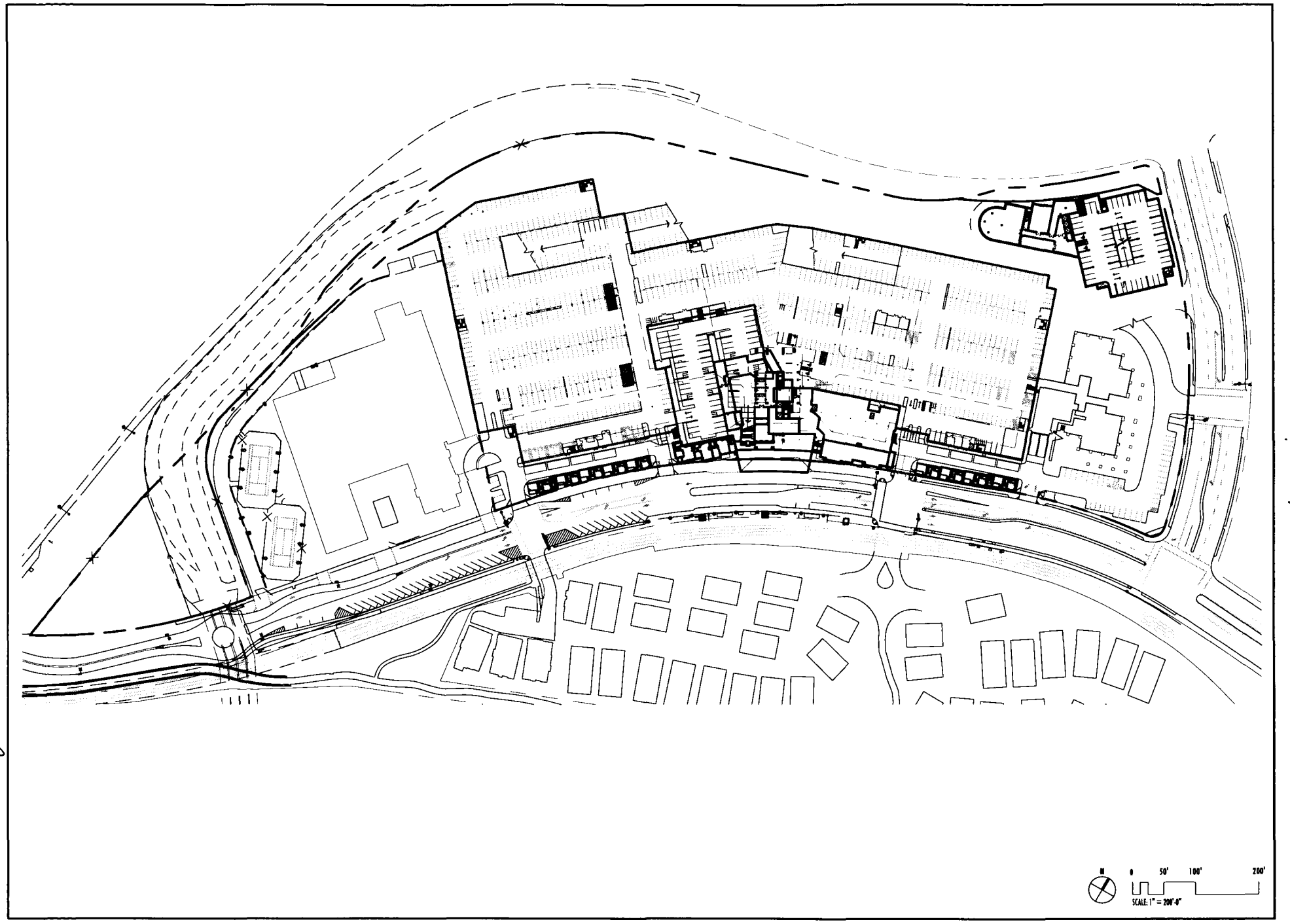
FIGURE
2



Hazard Center

FIGURE 3

R-305360

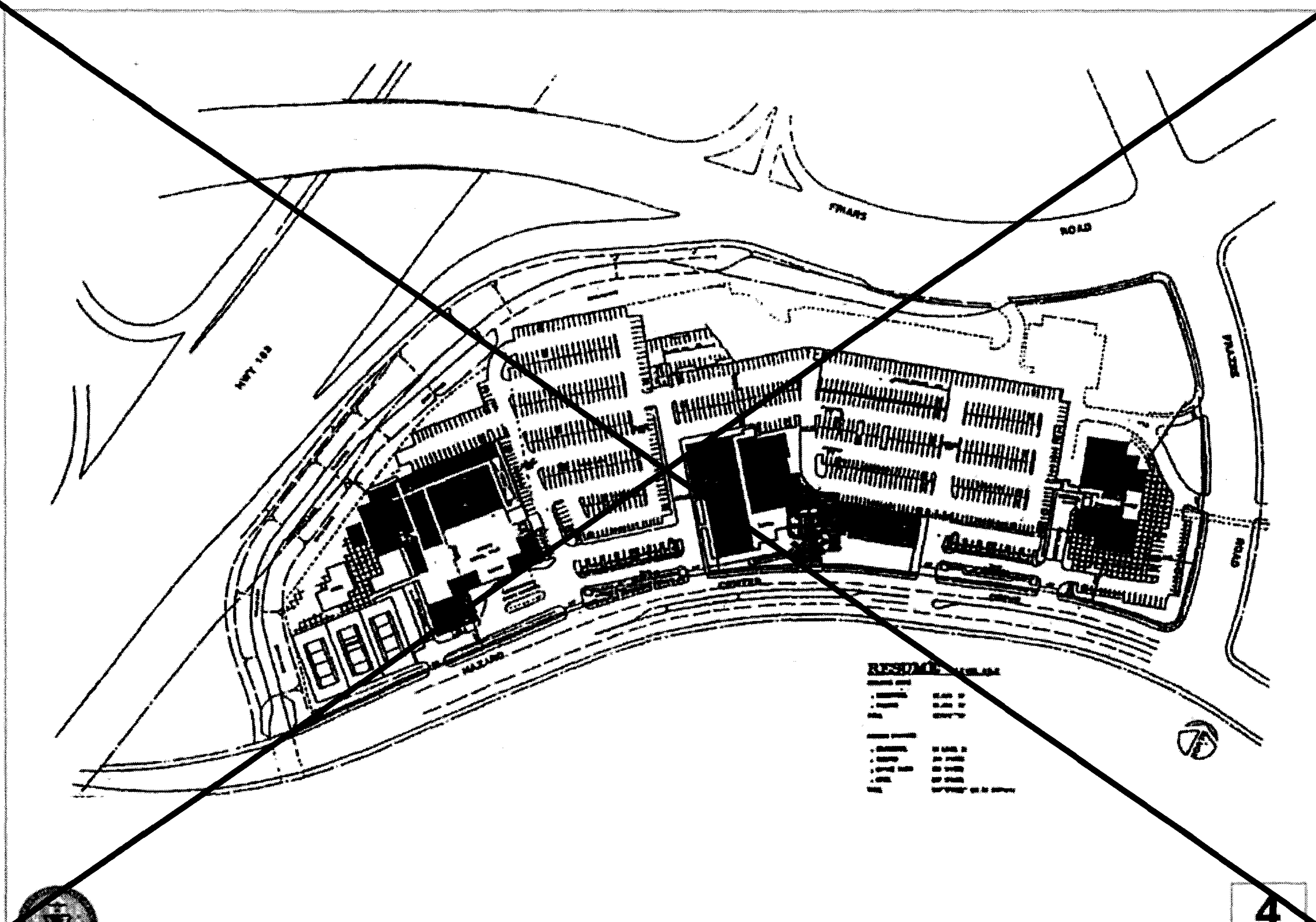


Level 1 Plan

Hazard Center

FIGURE
3

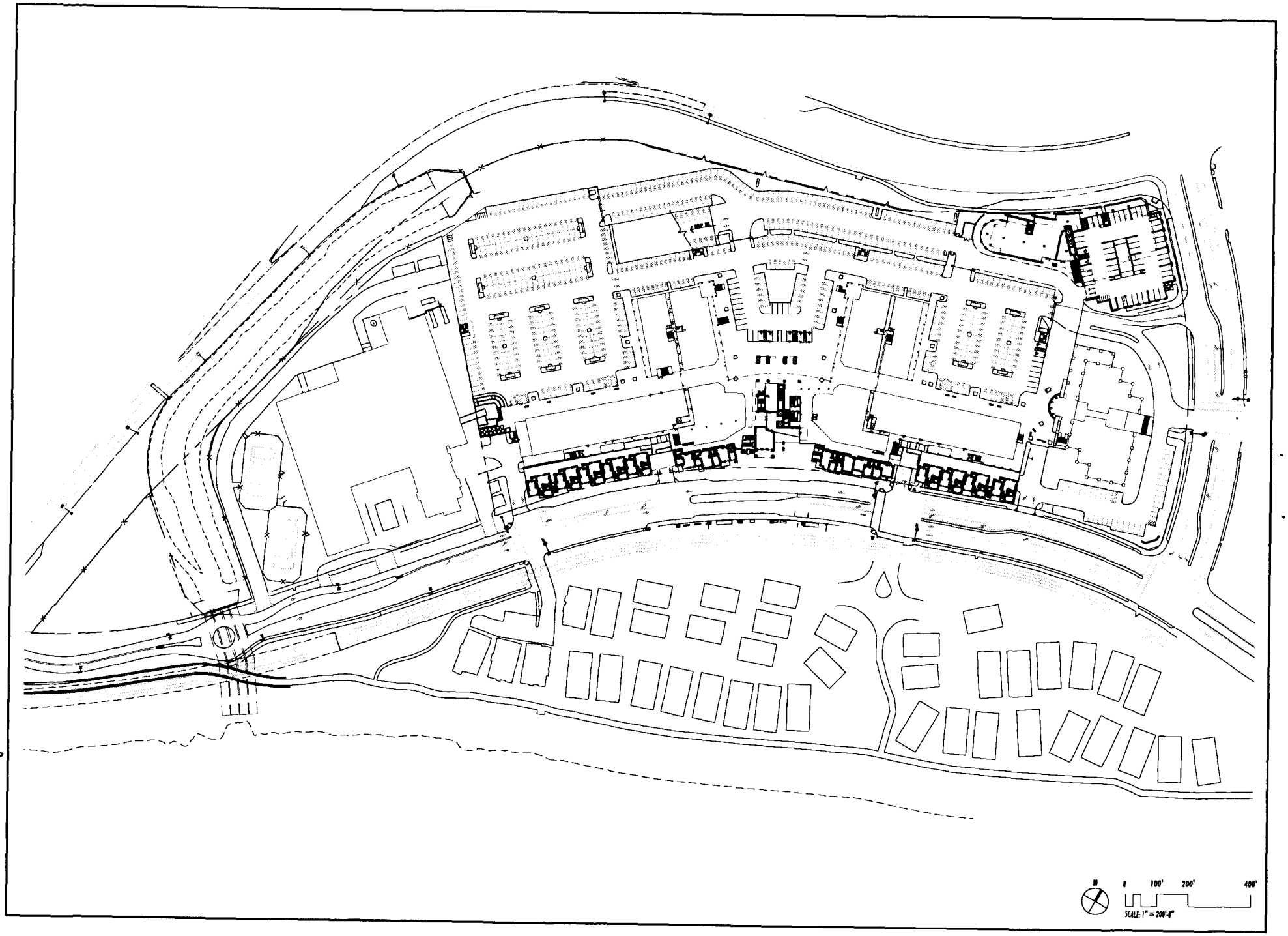
R 335360



Hazard Center

FIGURE 4

R-305360

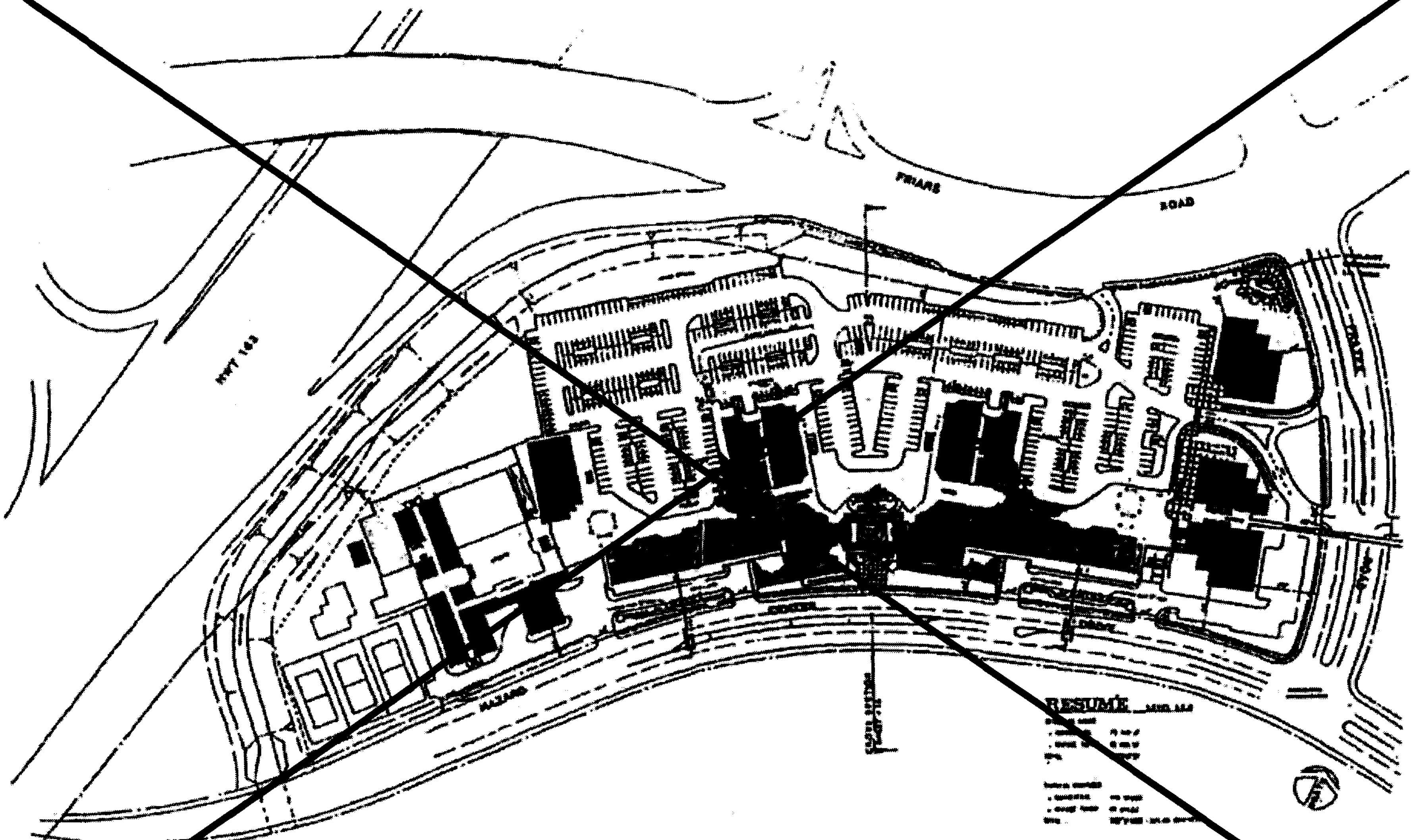


Level 2 Plan

Hazard Center

FIGURE
4

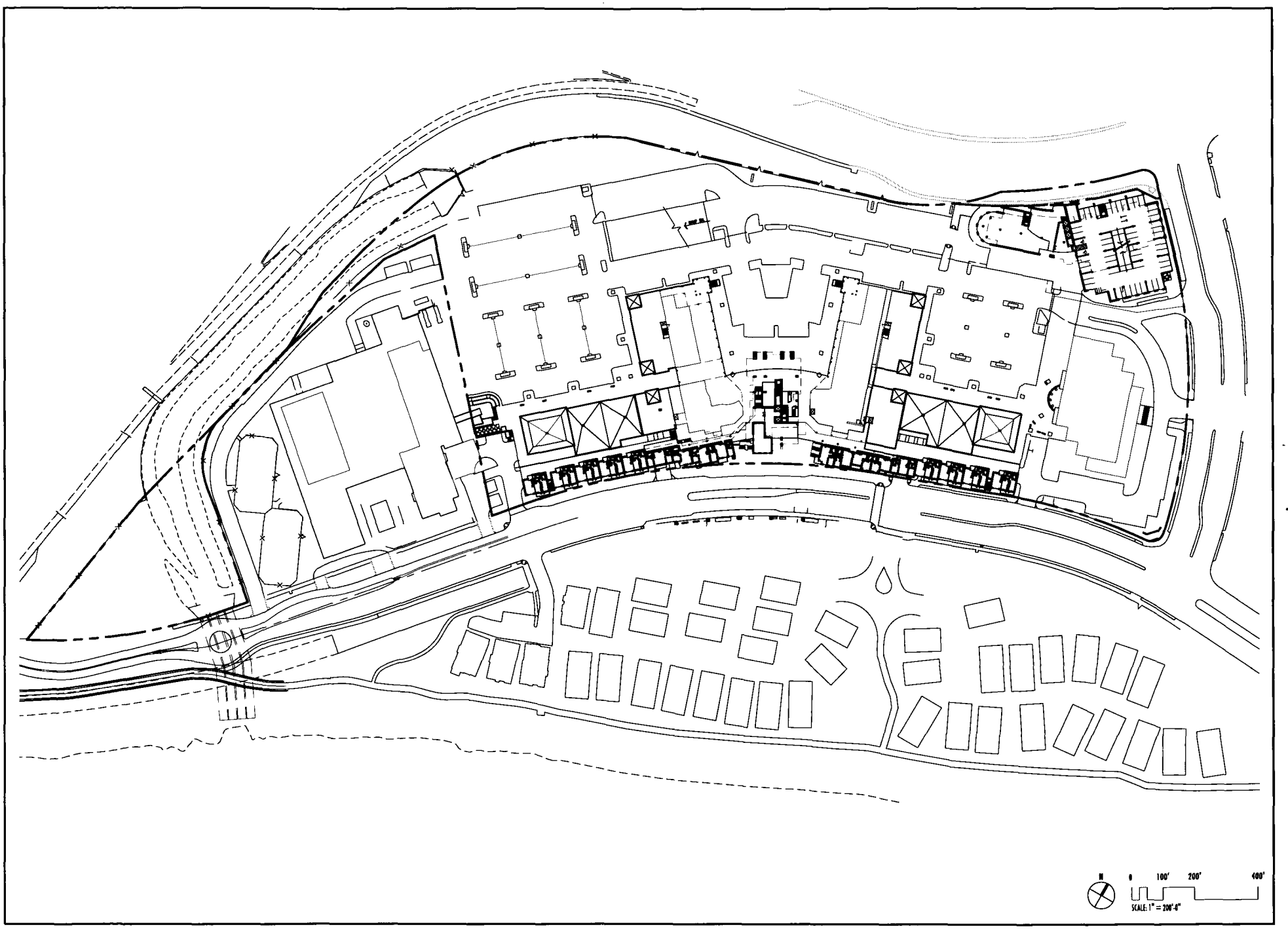
305360



Hazard Center

FIGURE 5

R_305360

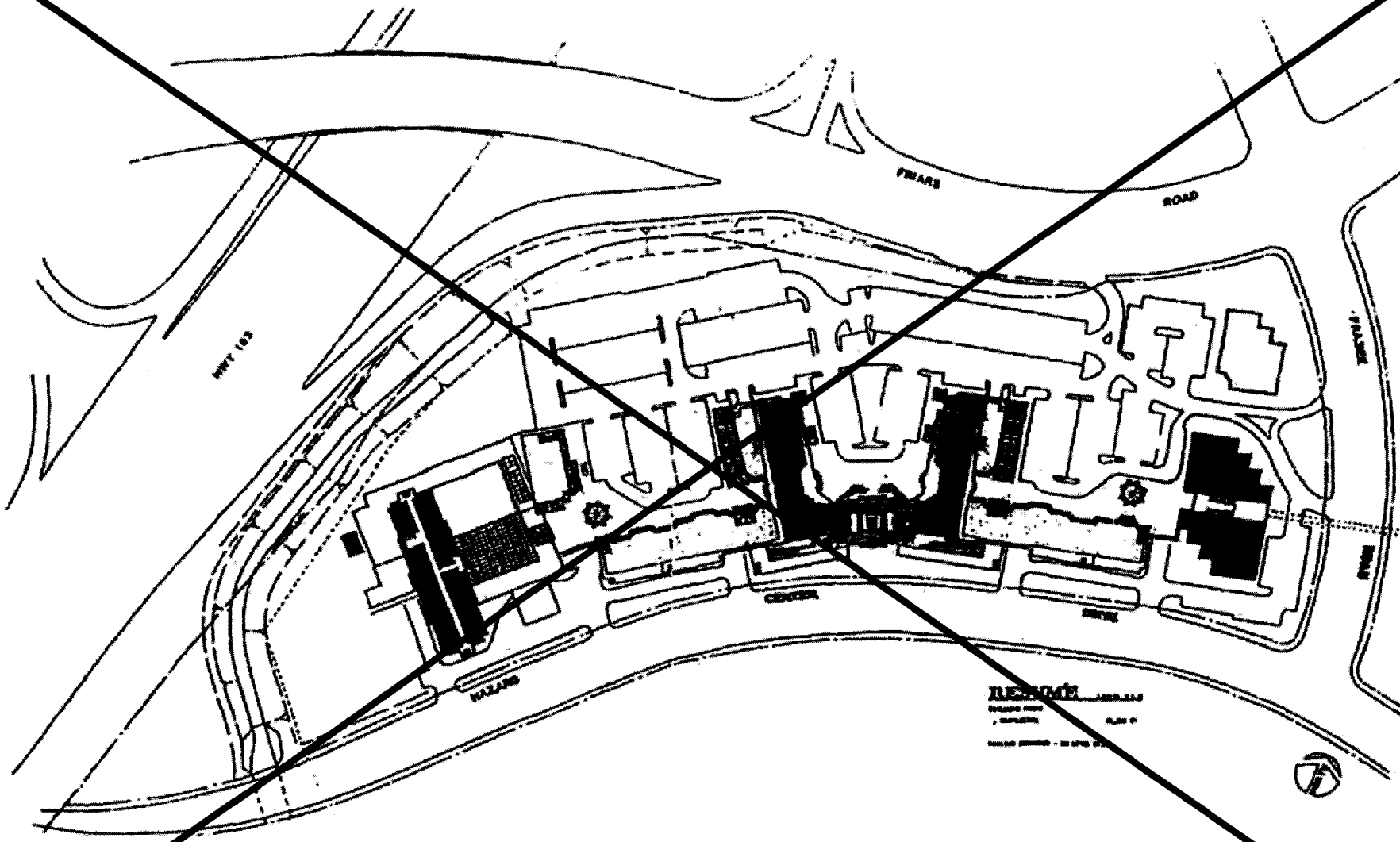


Level 3 Plan

Hazard Center

FIGURE
5

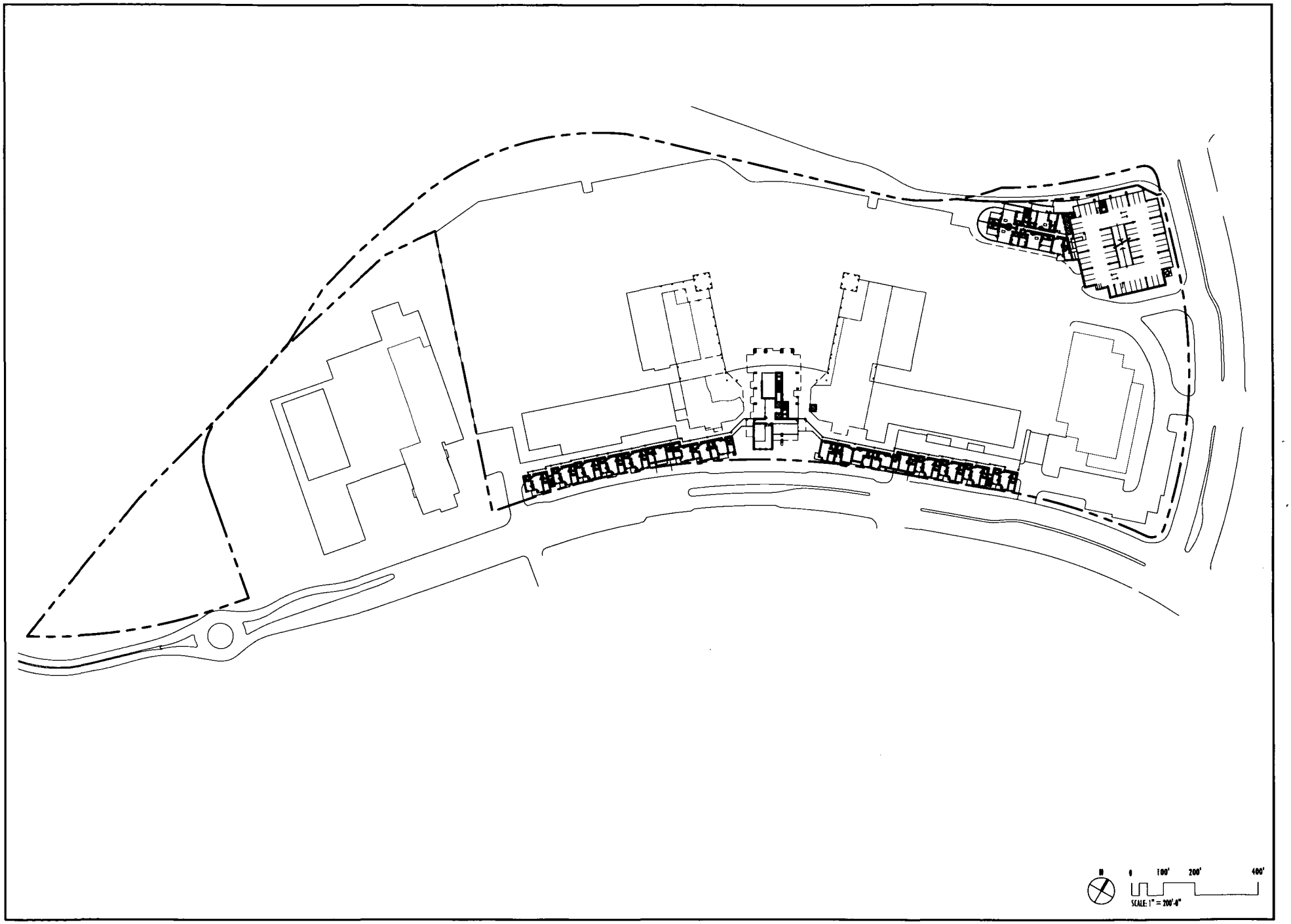
R-305860



Hazard Center

FIGURE 6

R-305860

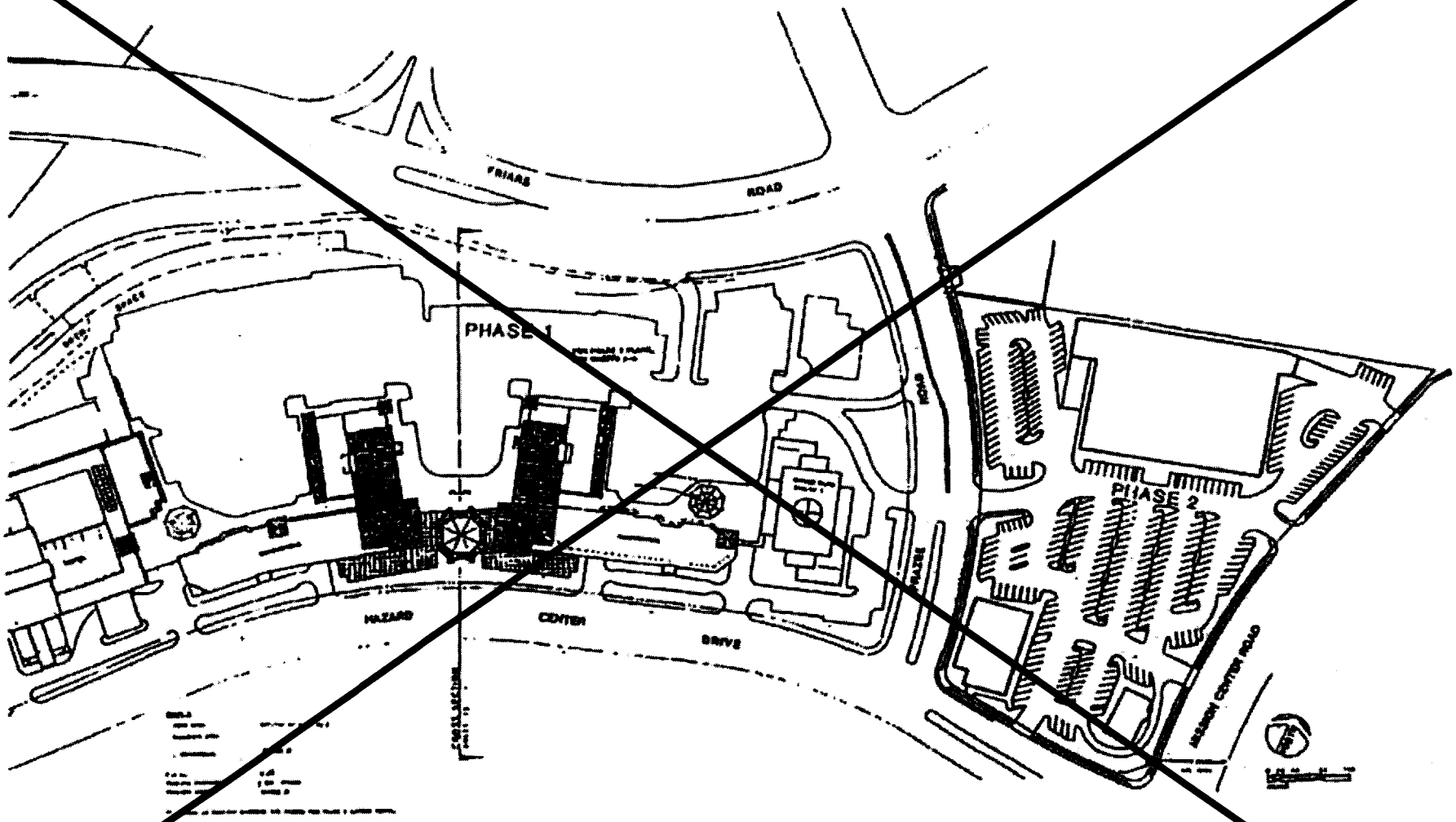


R-305860

Level 4 Plan

Hazard Center

FIGURE
6

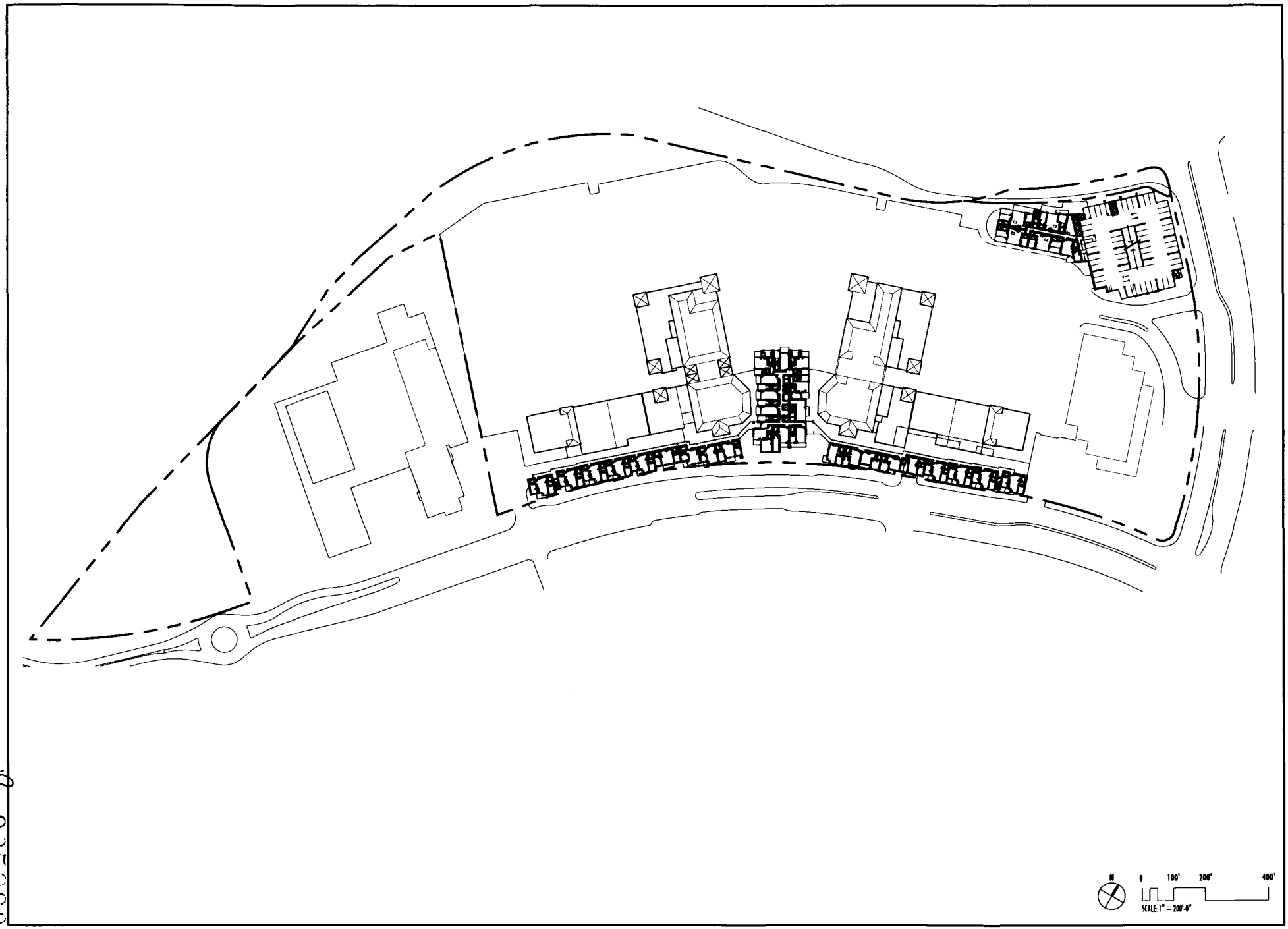


Phase 2 Development Plan

Hazard Center

FIGURE 7

R-305360

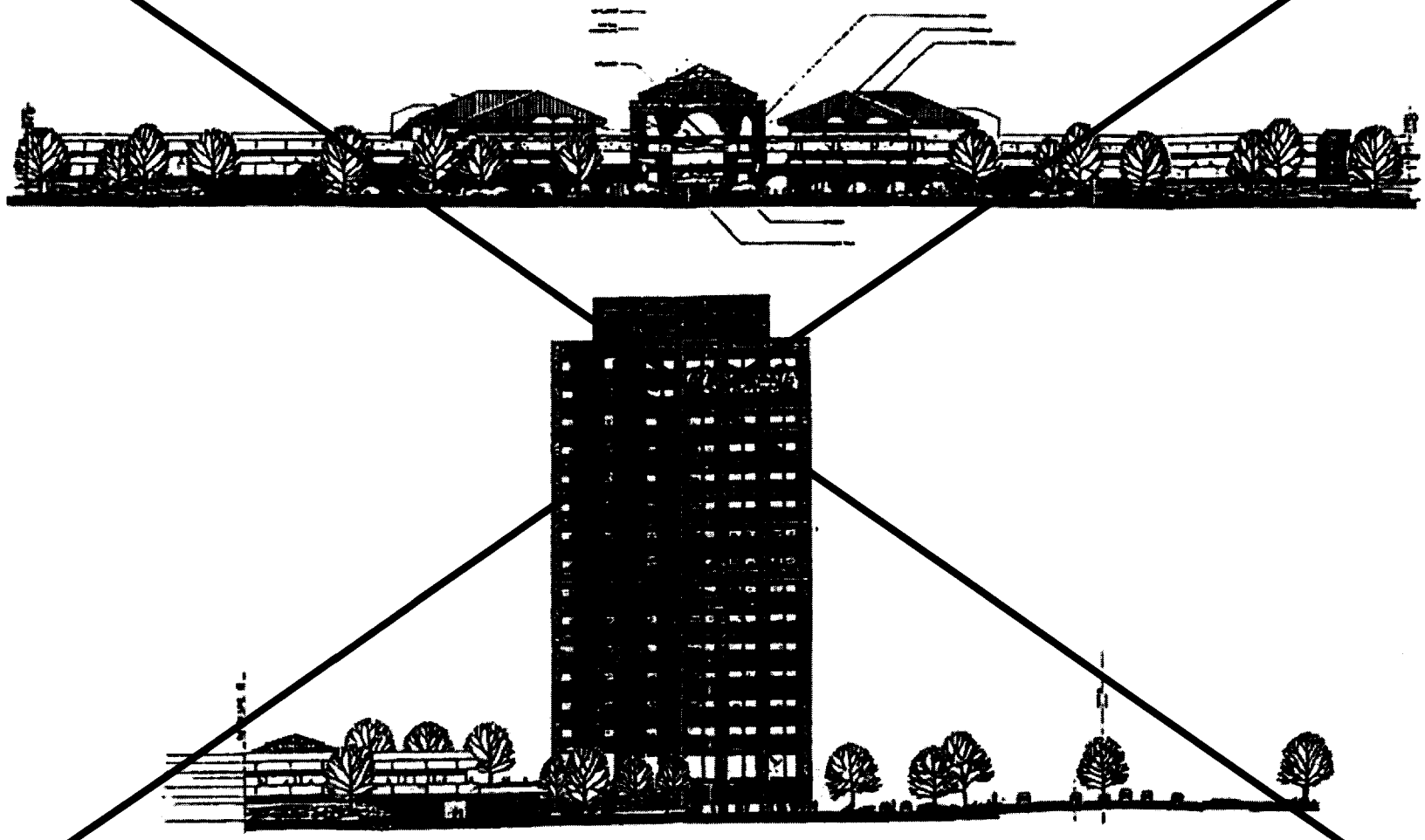


K-305360

Level 5 Plan

Hazard Center

FIGURE
7

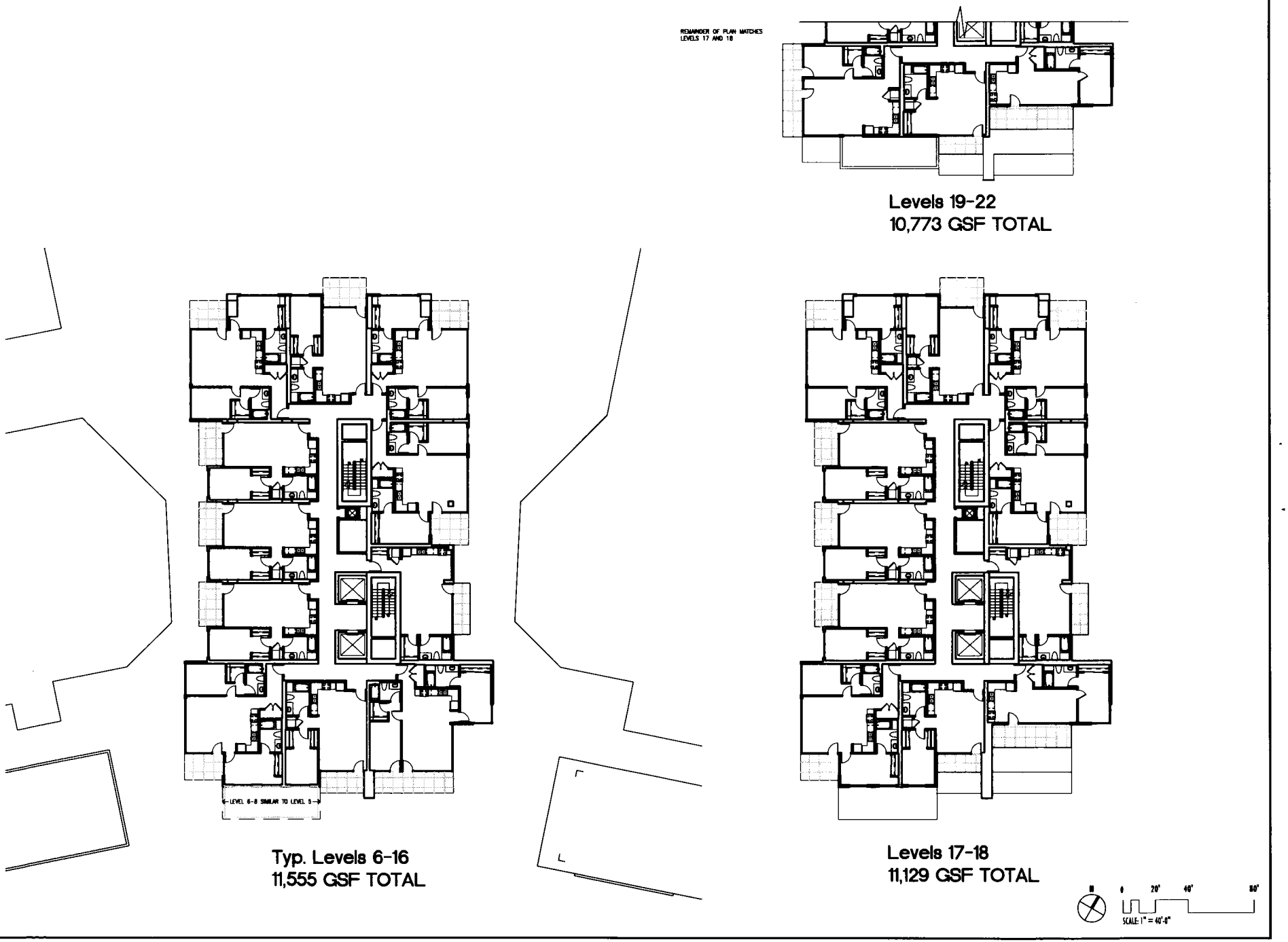


South Elevation

Hazard Center

8 FIGURE

R-305360

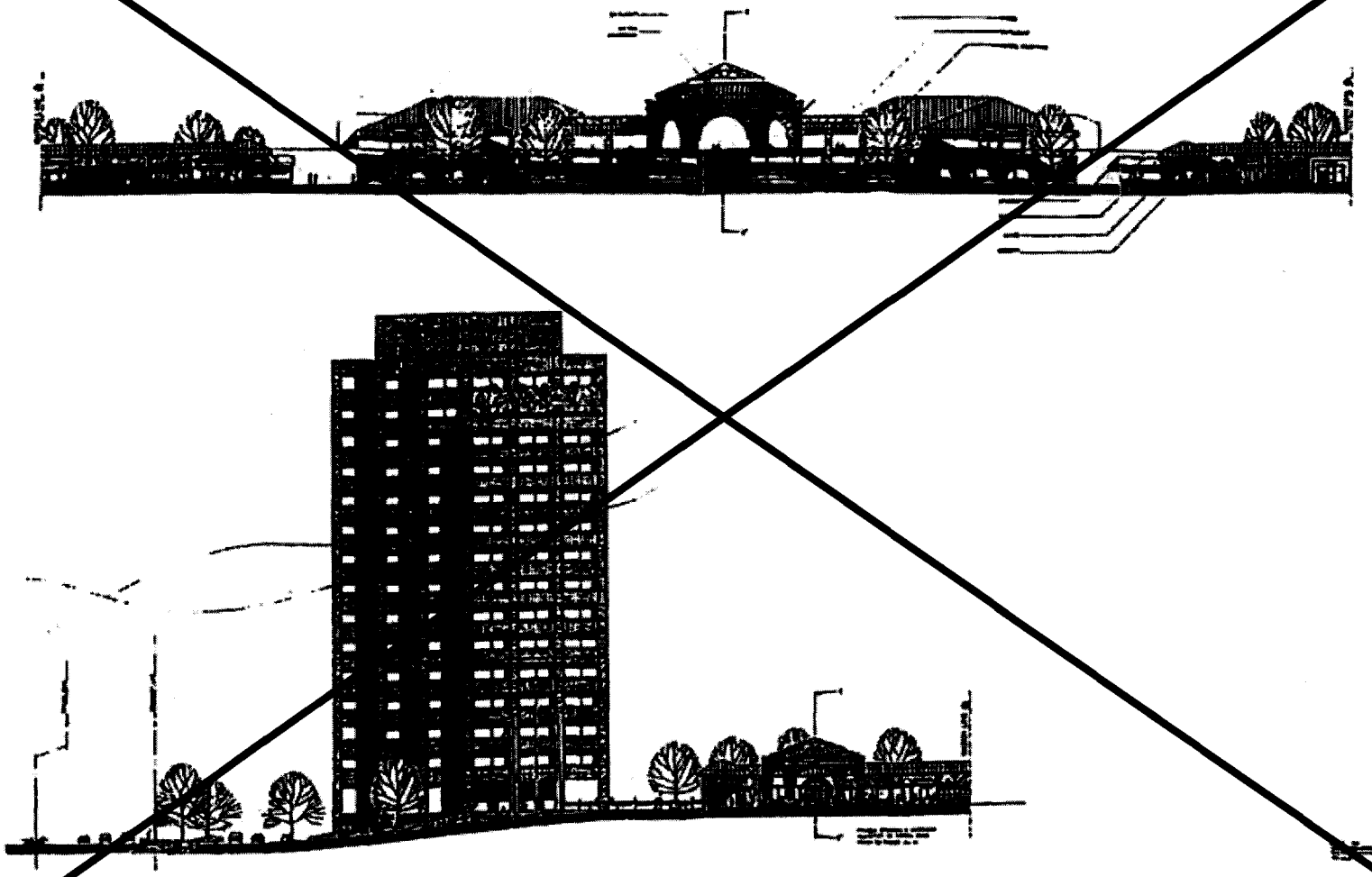


Tower 1 - Floor Plan Levels 6-22

Hazard Center

FIGURE
8

R-305360

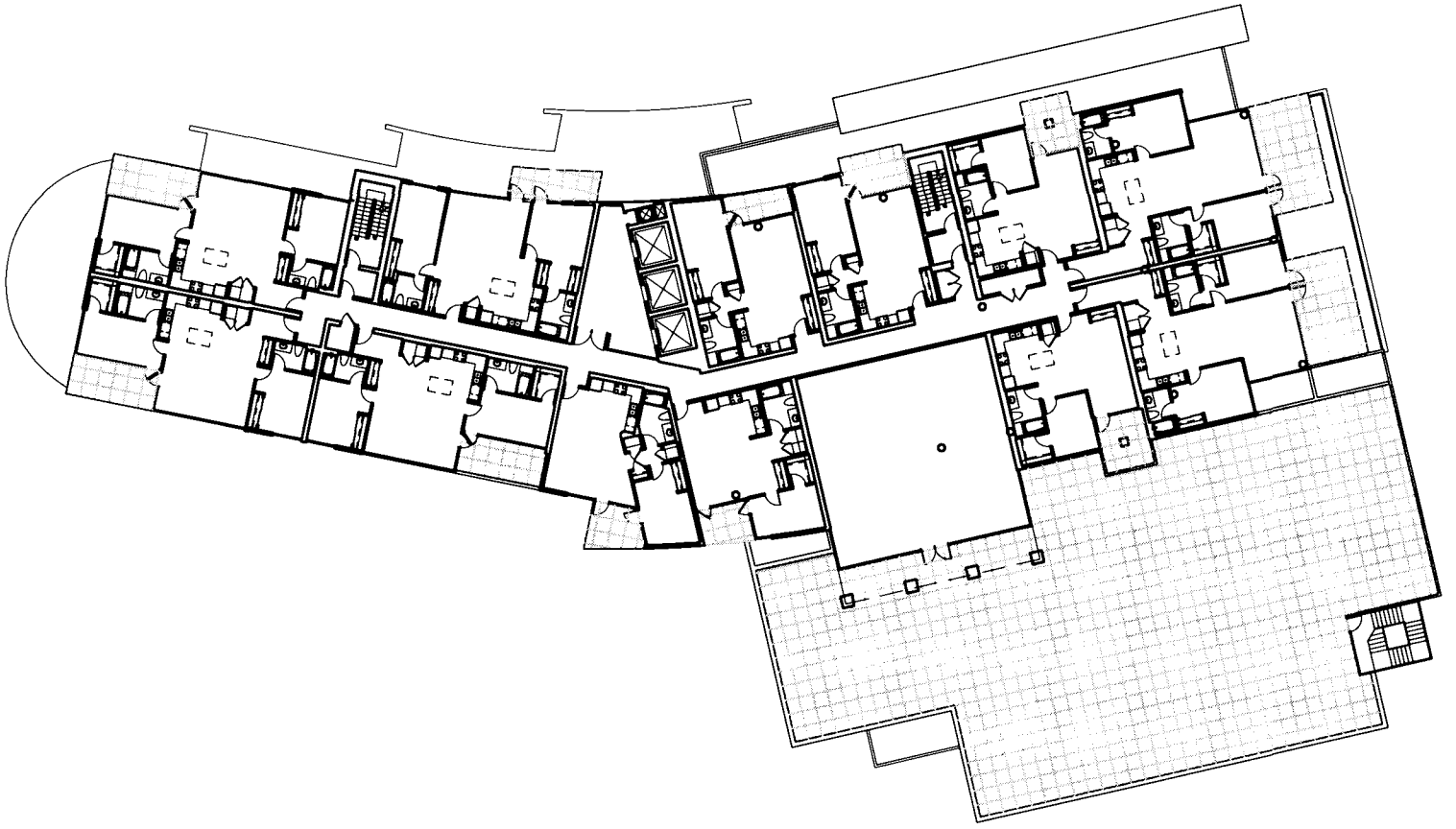


North Elevation

Hazard Center

9 FIGURE

R-305360

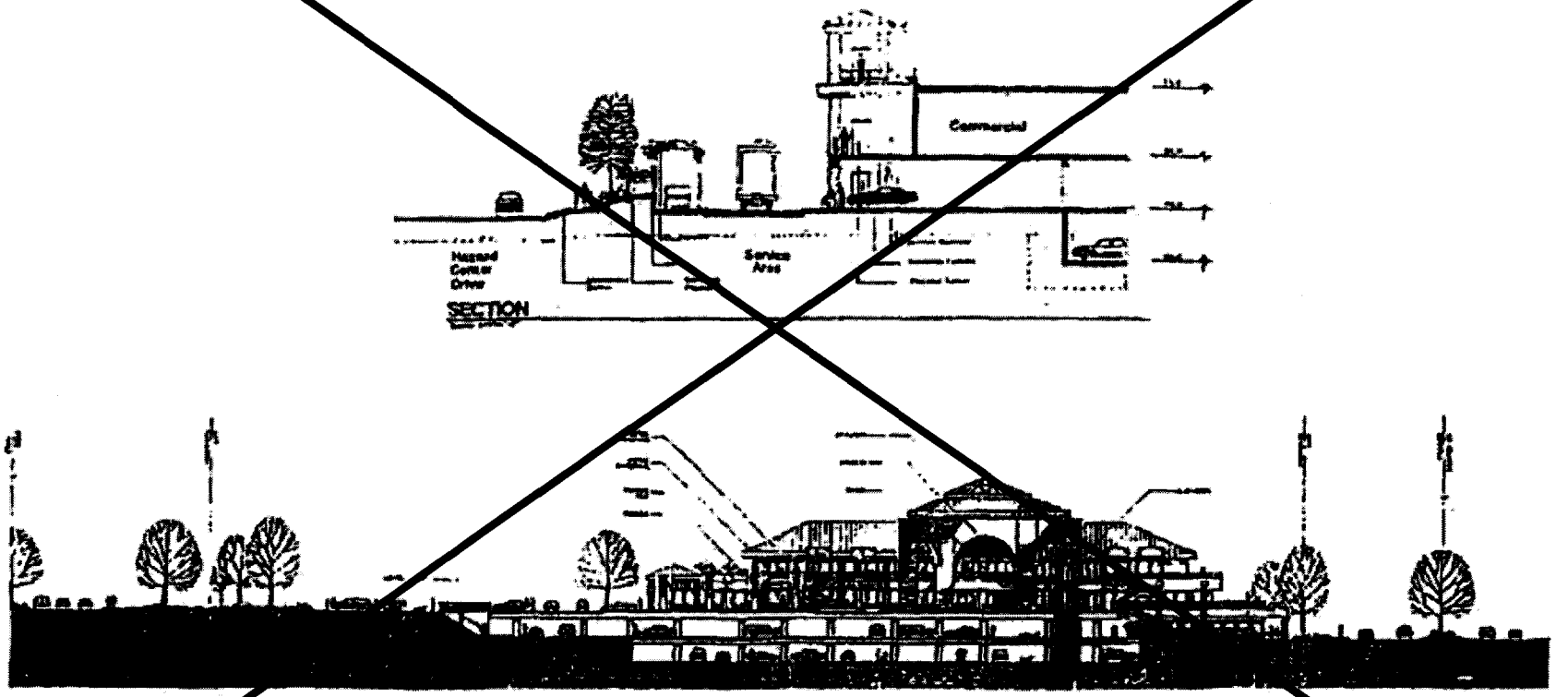


Tower 2 - Floor Plan Level 6

Hazard Center

FIGURE
9

R-3053360



Cross Section **13**
Hazard Center FIGURE

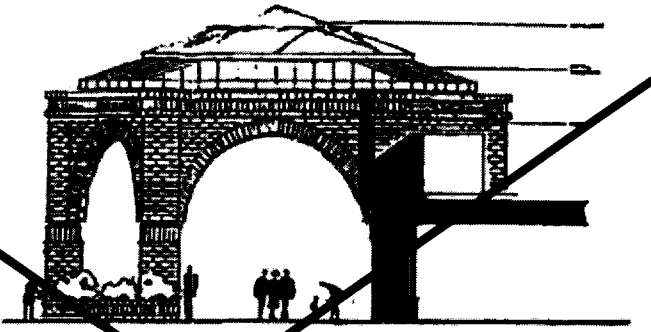
R-305360

Roof Plan

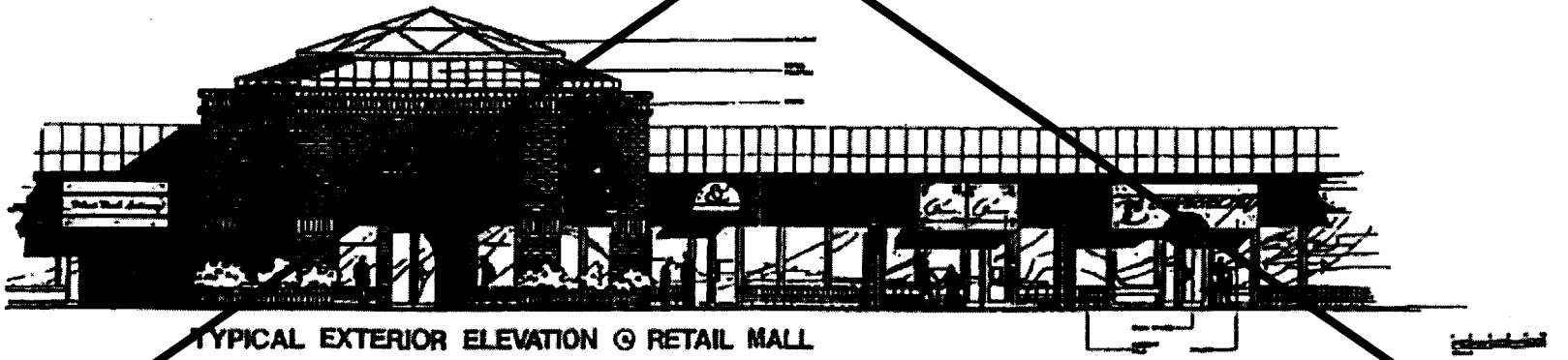
Hazard Center

FIGURE
13

R- 305360



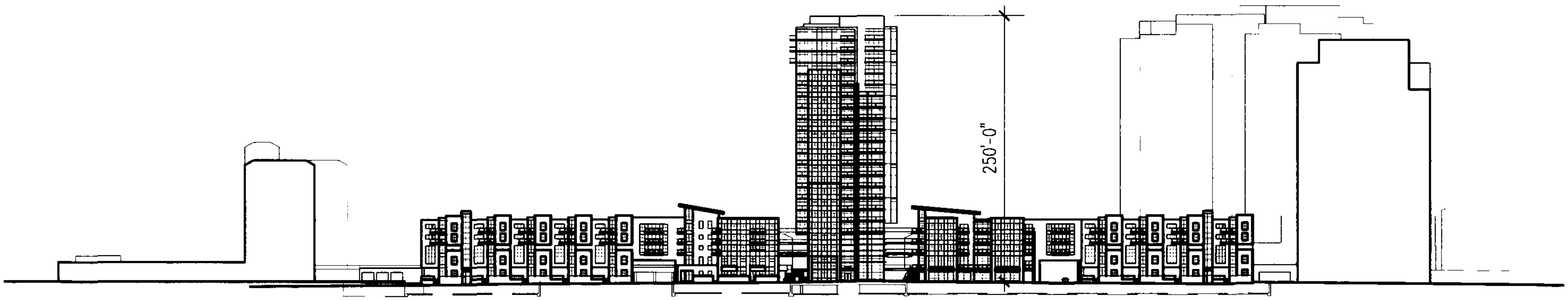
TYPICAL SECTION @ RETAIL MALL Y-Y'



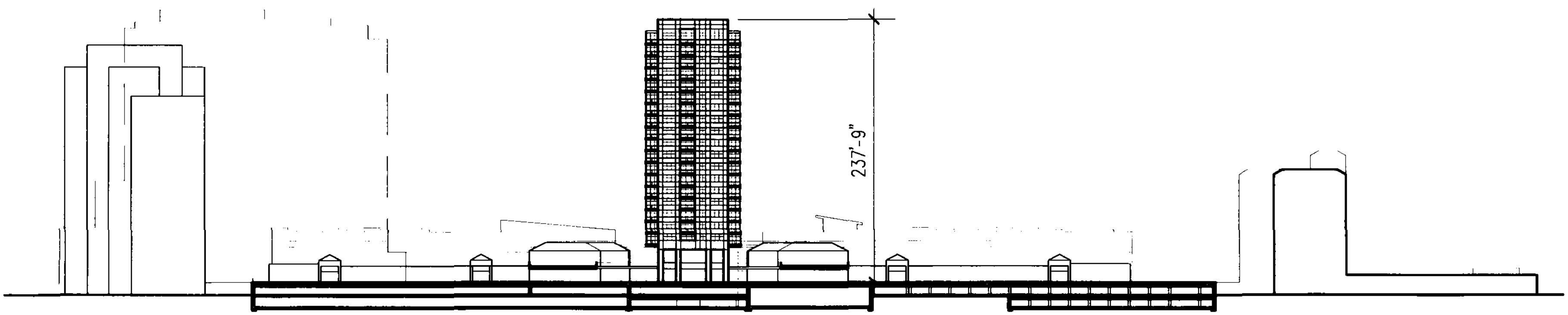
TYPICAL EXTERIOR ELEVATION @ RETAIL MALL

Retail Mall **14**
Hazard Center FIGURE

R-93560



Tower 1 - South Elevation



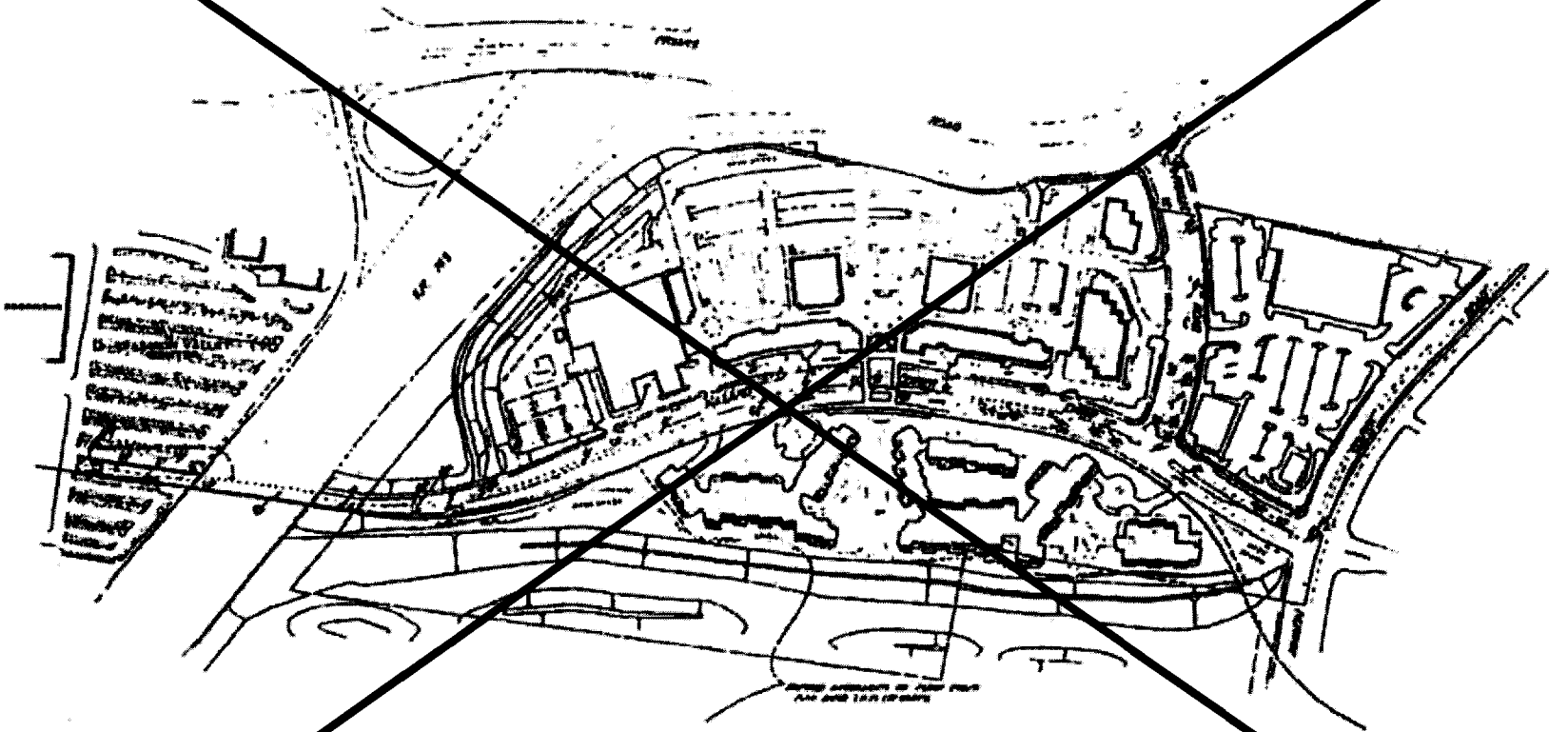
Tower 1 - North Elevation

0 75' 150' 300'
SCALE: 1" = 150'-0"

Tower 1 - Exterior Elevations

Hazard Center

FIGURE
14

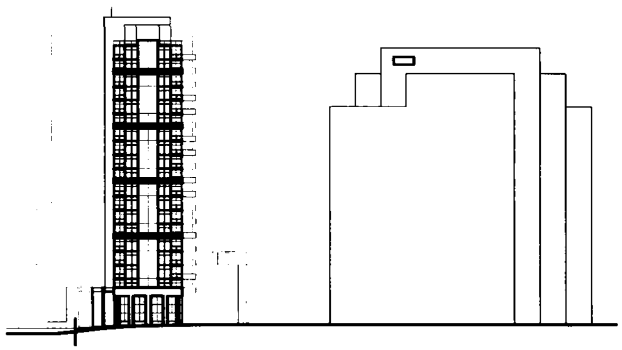


Preliminary Site Grading Master Plan

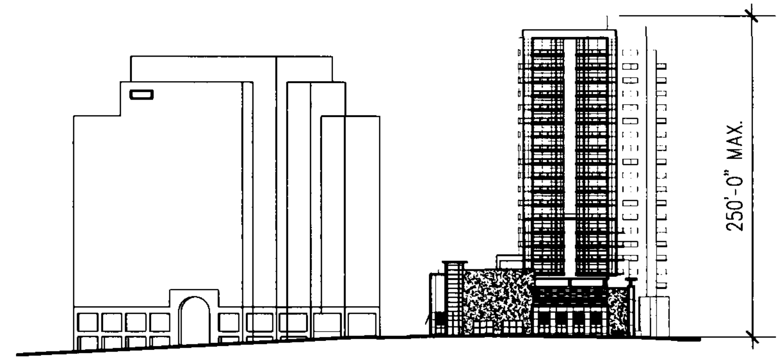
Hazard Center

FIGURE 15

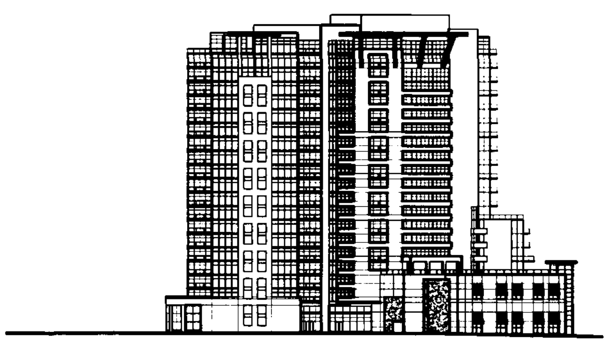
R-35360



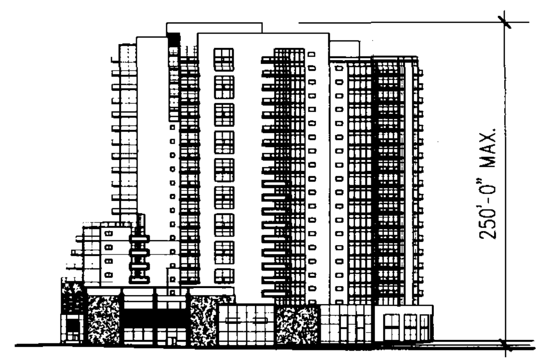
Tower 2 - West Elevation



Tower 2 - East Elevation



Tower 2 - South Elevation



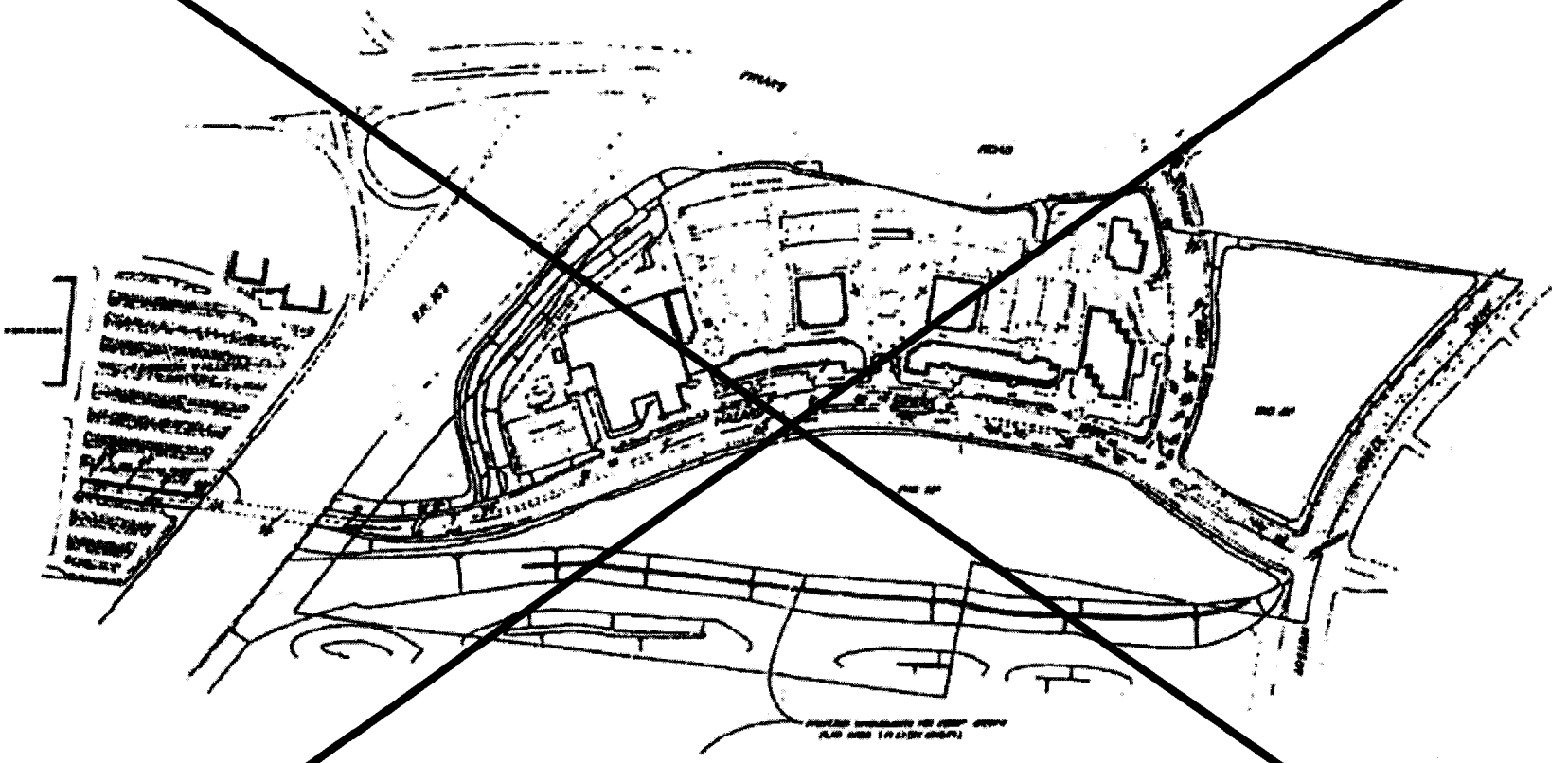
Tower 2 - North Elevation

0 75' 150' 300'
SCALE: 1" = 150'-0"

Tower 2 - Exterior Elevations

Hazard Center

FIGURE
15

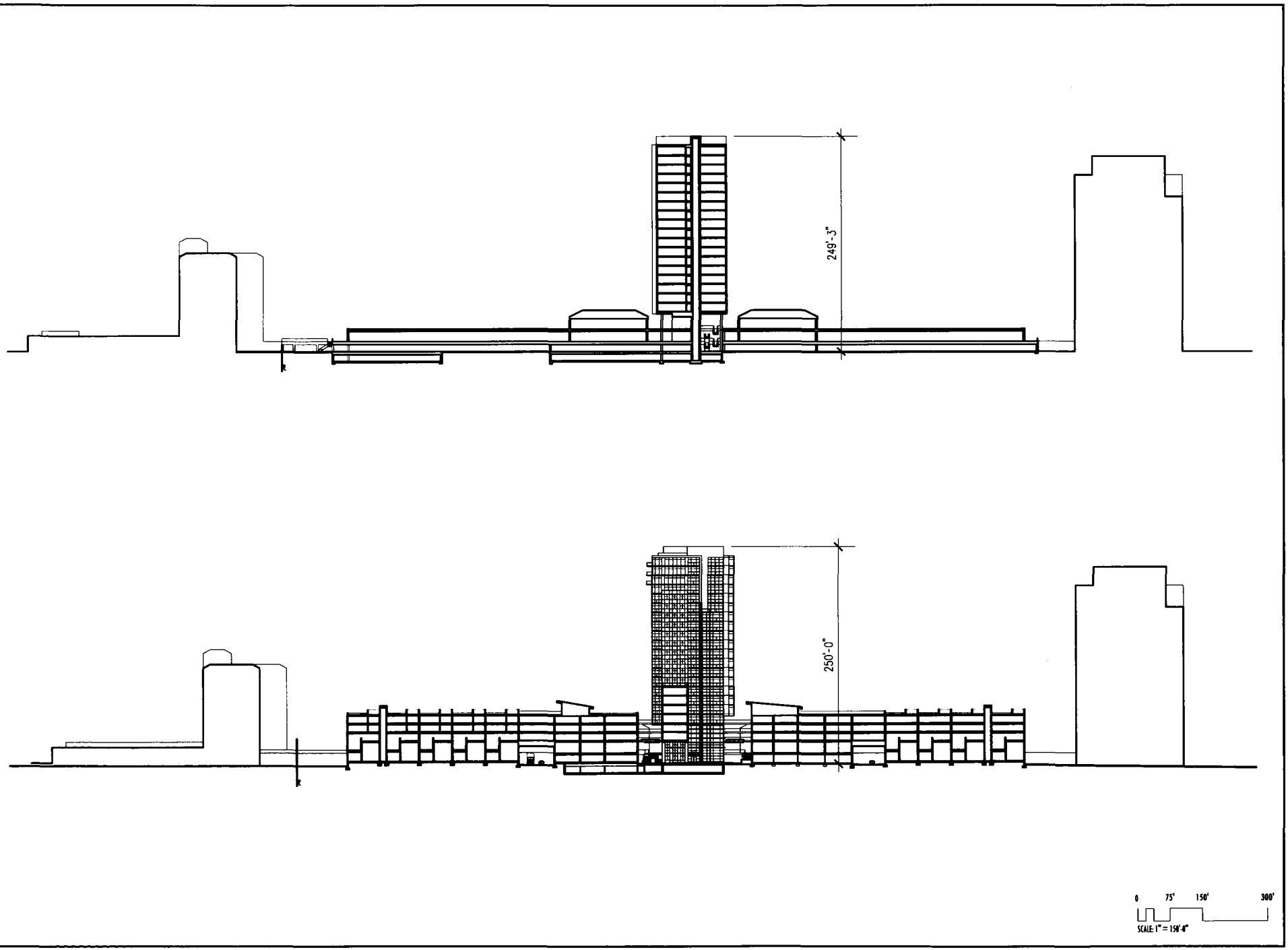


Phase 1 Preliminary Grading Plan

Hazard Center

FIGURE 16

R-305360

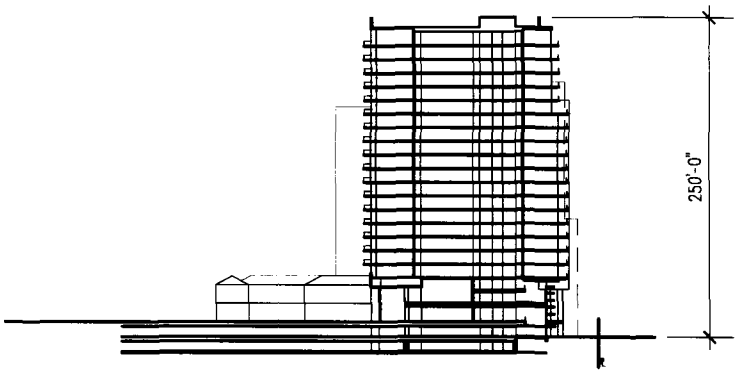


K-305360

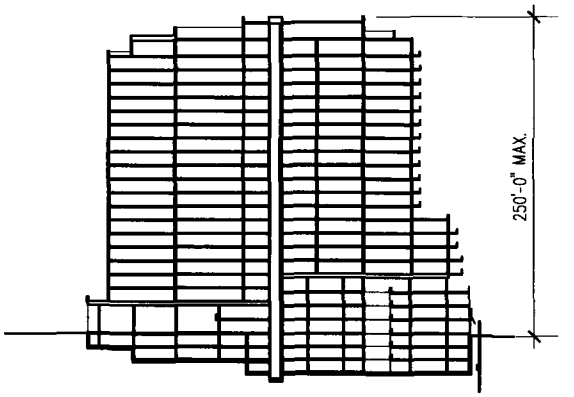
Tower 1 - Site Sections

Hazard Center

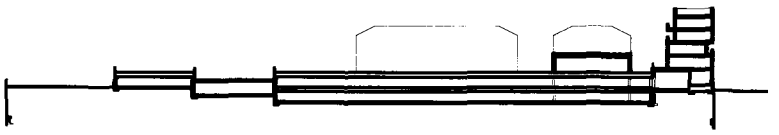
FIGURE
16



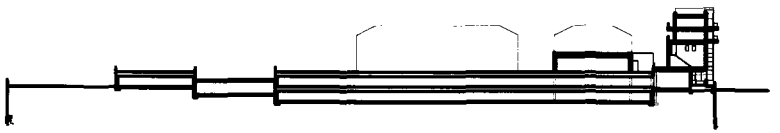
Tower 1 North-South



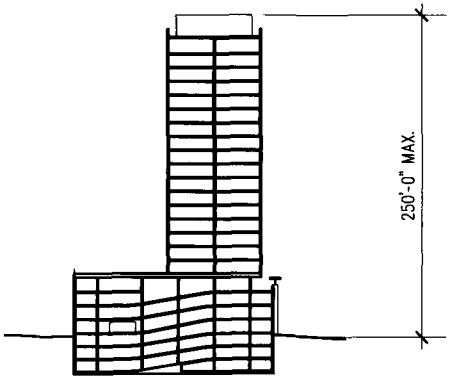
Tower 2 East-West



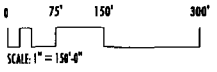
Midrise



Midrise



Tower 2 East-West



Site Sections

Hazard Center

FIGURE
17