

CLIMATE ACTION PLAN CONFORMANCE EVALUATION FOR THE RIVERWALK SPECIFIC PLAN

1. DOES THE PROPOSED COMMUNITY PLAN AMENDMENT IMPLEMENT THE GENERAL PLAN'S CITY OF VILLAGES STRATEGY IN TRANSIT PRIORITY AREAS (TPAS) TO INCREASE THE CAPACITY FOR TRANSIT-SUPPORTIVE RESIDENTIAL AND/OR EMPLOYMENT DENSITIES? (STRATEGY 3)

Considerations:

- Does the land use and zoning associated with the Plan Amendment provide capacity for transit-supportive residential densities within TPAs?

Yes. The entire project site is located in a TPA. Proposed zoning for the project include high-density (up to 109 du/ac) residential and commercial zones (RM-4-10 and CC-3-9), which would allow for development of a mixed-use project on the site, integrating high-density multi-family residential, commercial, and employment uses within a TPA. The Specific Plan area is located within a TPA. Implementation of the Specific Plan would result in 4,300 multi-family residential dwelling units with high-density zoning. These units would be located within less than a one-half mile radius (approximately 10-minute walk) of an existing or proposed transit stop. ~~The project would localize all of the targeted 4,300 residential units within less than a one-half mile radius of a transit stop, either the proposed Green Line Trolley transit stop at Riverwalk or the existing Fashion Valley Transit Center.~~ Additionally, as anticipated in the Mission Valley Community Plan, the project would include an integrated pedestrian and bicycle network to connect all uses within the project site to the transit stop. Employment uses proposed for the southwestern portion of the project site would be connected to this active transportation network and would be within a one-half mile radius of the Fashion Valley Transit Center.

- Is a majority of the additional residential density proposed within TPAs?

Yes. The Riverwalk site is located entirely within a TPA. As such, the target 4,300 residential units would be located within a TPA.

- Does the land use and zoning associated with the Plan Amendment provide capacity for transit-supportive employment?

Yes. Although employment uses may be located throughout the project site, the centralization of employment uses would be in the southwestern portion of the site, within the Employment land use designation. Zoning for this portion of the site would be CC-3-9. The project targets 152,000 square feet of commercial retail uses and 1,000,000 square feet of employment uses. These land uses would be within a one-half mile radius of existing (Fashion Valley Transit Center) and proposed (new Green Line Trolley transit stop) transit.

- Is there data to demonstrate that the Plan will lead to increased number of jobs within TPAs?

Yes. The Riverwalk Specific Plan includes 1,152,000 combined square feet of employment uses (1,000,000 square feet employment use and 152,000 square feet of commercial use), which would increase the number of jobs within the TPA.

- Does the Plan Amendment identify sites suitable to accommodate mixed-use, village development, as defined in the General Plan, within identified TPAs?

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Yes. Development of the Riverwalk project would be consistent with an Urban Village, defined by the General Plan as a land use that “[s]erves the region with many types of uses, including housing, in a high-intensity, mixed-use setting. Integration of commercial and residential use is emphasized; larger, civic uses and facilities are a significant component. Uses include housing, business/professional office, commercial service, and retail.” Riverwalk would provide for a high-intensity, mixed-use project that integrates residential, commercial, employment, and recreational uses within a TPA, consistent with the Mission Valley Community Plan.

- Does the Plan Amendment include specific policies to facilitate the development of affordable housing within TPAs?

Yes. Commensurate with the Riverwalk 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. These affordable units would be constructed within a TPA.

- Does the Plan Amendment include accompanying implementation regulations to facilitate achievement of the Plan Amendment’s densities and intensities?

Yes. The Riverwalk project includes targets for residential density (4,300 units at a zoning designation that allows up to 109 du/ac) and non-residential intensity (152,000 square feet of commercial use and 1,000,000 square feet of employment uses), consistent with the Mission Valley Community Plan. Additionally, the Specific Plan includes project-specific definitions to allow for build-out of the targeted density and intensity. These definitions include maximum 6.0 FAR in the CC-3-9 zone, reduced minimum residential unit size in the RM-4-10 zone, and removal of ground floor restrictions in the CC-3-9 zone. ~~The definitions within the Riverwalk Specific Plan removes some regulatory restrictions of the base zones and ensures that development at the targeted square footages is achievable.~~

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2. DOES THE PROPOSED COMMUNITY PLAN AMENDMENT IMPLEMENT THE GENERAL PLAN'S MOBILITY ELEMENT IN TRANSIT PRIORITY AREAS TO INCREASE THE USE OF TRANSIT? (STRATEGY 3)

Considerations:

- Does the Plan Amendment support identified transit routes and stops/stations?

Yes. The Riverwalk Specific Plan includes a new transit stop for the Green Line Trolley, which would include a trolley stop and mobility hub. Future bus routes may be accommodated through the site, should MTS provide service in the future, as anticipated in the Mission Valley Community Plan.

- Does the Plan Amendment identify transit priority measures, such as: exclusive transit lanes, transit ways, direct freeway HOV access ramps, transit signal priority, Safe Routes to Transit, and first mile/last mile initiatives?

Yes. Development of the Riverwalk project would include transit priority measures. At at-grade trolley crossings, transit signal priority would be incorporated. An exclusive transit way is provided in the form of the dedicated Green Line trolley tracks running through and incorporated into the project site.

- Does the Plan Amendment circulation system address the potential for re-purposing of existing street right-of-way for multi-modal transportation?

Yes. With the exception of a portion of Riverwalk Drive, there are no existing street rights-of-way on the project site, as it is currently developed as a golf course. However, all public roads within Riverwalk would be developed as multi-modal roadways, with bicycle lanes provided on all public streets throughout Riverwalk, with the exception of Streets A and K. Surrounding streets (Friars Road, Fashion Valley Drive, and Hotel Circle North) would be modified to accommodate two-way cycle track bicycle facilities, as anticipated in the Mission Valley Community Plan.

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3. DOES THE PROPOSED COMMUNITY PLAN AMENDMENT IMPLEMENT PEDESTRIAN IMPROVEMENTS IN TRANSIT PRIORITY AREAS TO INCREASE WALKING OPPORTUNITIES? (STRATEGY 3)

Considerations:

- Does the Plan Amendment’s circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers, such as transit stations, schools, shopping centers, and libraries?

Yes. The Riverwalk Specific Plan includes a varied and integrated pedestrian circulation network that would connect the various land uses (including residential, commercial, employment, and recreation) to each other and the new transit stop, consistent with the Mission Valley Community Plan. Pedestrian circulation would include sidewalks adjacent to roadways, multi-modal paths, and trails.

- Does the Plan Amendment include design elements for walkability to promote pedestrian supportive design?

Yes. The Riverwalk Specific Plan’s pedestrian circulation network would be supported by two existing golf cart bridges repurposed for pedestrian and bicycle use, as well as an existing golf cart tunnel. Complete streets elements, including shade canopy trees and noncontiguous sidewalks, would be integrated into the streetscape. The Specific Plan includes policies to reinforce the buildings’ relationship to the street, reinforcing the pedestrian environment. The Specific Plan also includes a number of policies related to pedestrian-oriented site planning, materials, form and scale, massing, and activation.

4. DOES THE PROPOSED COMMUNITY PLAN AMENDMENT IMPLEMENT THE CITY OF SAN DIEGO’S BICYCLE MASTER PLAN TO INCREASE BICYCLING OPPORTUNITIES? (STRATEGY 3)

Considerations:

- Does the Plan Amendment’s circulation system identify bicycle improvements in consideration of the Bicycle Master Plan that include, but are not limited to: Class I bicycle path, Class II bicycle lanes with buffers, Class III bicycle routes, or Class IV protected bicycle facilities?

Yes. Consistent with the Mission Valley Community Plan, Riverwalk is designed to efficiently accommodate bicycle traffic, 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.

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- 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.
- Friars Road, Fashion Valley Road, and Hotel Circle North would accommodate two-way cycle track bicycle facilities.
- 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.

- Does the Plan Amendment’s circulation system provide a balanced, multimodal, “complete streets” approach to accommodate mobility needs of all users?

Yes. The Riverwalk Specific Plan includes a circulation system that fully integrates pedestrian and bicycle connectivity, as anticipated in the Mission Valley Community Plan. Pedestrian and bicycle circulation is supported by integrated facilities within/adjacent to the roadway, as well as facilities within the recreation and open space areas.

5. DOES THE PROPOSED COMMUNITY PLAN AMENDMENT IDENTIFY IMPLEMENTATION MECHANISMS TO SUPPORT TRANSIT ORIENTED DEVELOPMENT? (STRATEGY 3)

Considerations:

- Does the Plan Amendment identify new or expanded urban public spaces such as plazas, pocket parks, or greenways within TPAs?

Yes. 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, consistent with the Mission Valley Community Plan.

- Does the Plan Amendment locate new public facilities that generate large numbers of person trips, such as libraries and recreation facilities in TPAs?

Yes. The Riverwalk project would provide 95 acres of parks, open space, and trails, including the 40+ acre Riverwalk River Park. Additionally, the project would be required to pay its pro

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rata share toward a future recreation center (32 percent) and aquatic center (16 percent). These facilities would be developed at a later date by the City when full funding is available and are not a part of the Riverwalk project. These facilities would be located within a TPA.

- Does the Plan Amendment include new transit-supportive infrastructure within TPAs and census tracts ranking in the top 30% of CalEnviroScreen scores? (Where Applicable)

Yes. The project site has a CalEnviroScreen score in the 20-25%. As such, the project provides transit-supportive infrastructure within a TPA and census tract ranking in the top 30%. The project's transit-supportive infrastructure includes the transit stop and associated mobility hub.

6. DOES THE PROPOSED COMMUNITY PLAN AMENDMENT INCLUDE ANY COMMUNITY-SPECIFIC ADAPTATION AND RESOURCE CONSERVATION MEASURES? (STRATEGY 3)

Considerations:

- Does the Plan Amendment include a street tree master plan that provides at least three different specific for the primary, secondary, and accent trees in order to accommodate varying parkway widths?

Yes. The Riverwalk Specific Plan includes a greenbelt and street tree plan. The greenbelt and street tree plan includes the following tree types (as well as the number of species per each tree type):

- Primary street trees/Entry drive trees – Evergreen (9 species)
- Primary street trees/Entry drive trees – Deciduous (9 species)
- Friar Road/Fashion Valley Road street trees (11 species)
- Paseo and greenbelt trees (10 species)
- Plaza accent trees (5 species)
- Specimen accent trees (8 species)
- Shade trees (10 species)

- Does the Plan Amendment include policies or strategies for preserving existing trees?

Yes. The Riverwalk Specific Plan provides for the preservation of existing trees. 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.

- Does the Plan Amendment call for tree planting in villages, sidewalks, and other urban public spaces or include a strategy for contributing to the City's tree canopy goal?

Yes. The Riverwalk Specific Plan call for tree planting throughout the project, including along streets, within plazas and paseos, and within park and open space elements. All trees within the project would contribute to the City's tree canopy goal.

- Does the Plan Amendment include policies which address climate resiliency measures (sea-level rise, increased fire risk, flooding, urban heat island, or other locally specific impact of climate change)?

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Yes. 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 and the Mission Valley Community 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 and the Mission Valley Community Plan, 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) principals, 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 Specific Plan includes policies specific to sustainable building and site design; landscaping; efficient mechanical systems, fixtures, and natural ventilation/passive heating and cooling; environmentally-superior vehicle options; active transportation; and transit . 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.

Relative to sea-level rise, the project site is located approximately four miles inland of the Pacific Ocean. As such, the site is not susceptible to sea-level rise.

Relative to increased fire risk, a portion of the site is mapped within the Very High Fire Hazard Severity Zone (VHFHSZ) located along the San Diego River which traverses the project site.

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The City's Municipal Code requires brush management review on properties mapped within the VHFHSZ where habitable structures are located within 100 feet of areas with native and naturalized vegetation. Standard brush management zones consist of a 35-foot Zone One with a corresponding 65-foot Zone Two as measured from the façade of habitable structures. Modification of these standard zone widths is built into the brush management regulations. Per Section 142.0412(f), the Zone Two width may be decreased by 1½-feet for each 1-foot increase in Zone One width. Under this allowance, where Zone One is expanded to 79 feet, Zone Two would be 0 feet. No formalized Brush Management program would be required beyond a 79-foot Zone One. Most structures within the project would be sited over 79-feet from the native and naturalized condition, separated from the fuel load through a combination of parcel setbacks and developed fire breaks such as the MTS Green Line Trolley tracks, the proposed Riverwalk River Park, the San Diego River Pathway, and various trails.

Where the Zone One width is reduced, or where the equivalency of full brush management is not achieved per Section 142.0412(f), a project would be subject to alternative compliance measures as allowed under Section 142.0412(i) and in conformance with FPB Policy B-18-01. Development within Lots 36 through 40 would be separated from the native and naturalized condition by a brush management Zone One varying from 25 feet to 79 feet with no Zone Two, and therefore subject to alternative compliance. With implementation of alternative compliance measures, the project would meet the purpose and intent of the brush management regulations.

The project has been designed in accordance with and would be built to fire code requirements, including provision of fire hydrants and proper street/aerial access for emergency vehicles. The project has been reviewed by the City's Fire and Rescue Department, which has determined that the project is consistent with City regulations pertaining to fire protection.

Relative to flooding, Section 5.3.3, *Flood Control Measures*, of the Riverwalk Specific Plan addresses flooding. 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 existing floodplain and floodway. FEMA allows for adjustments to existing floodplain and floodway boundaries through a formal mapping process. The project proposes multi-use development pads along the north and south edges of the river and associated modifications of the existing floodplain and floodway boundaries. 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.

In conjunction with the improvements to Fashion Valley Road, automated gates would be installed to restrict traffic when the river reaches the level at which it crosses over the roadway.

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The gates would be connected to sensors in the river, which would measure the water level and would trigger the gates to close Fashion Valley Road to traffic, across the culvert, in a north and south direction.

Relative to urban heat island, the Riverwalk Specific Plan would develop with an extensive landscape plan (see Chapter 3 of the Specific Plan), as well as with sustainable features (see Section 6.6.13 of the Specific Plan). Landscaping throughout the site would shade hardscape areas to prevent heat gain, while sustainable development practices would reduce emissions and energy consumption.

7. DOES THE PROPOSED COMMUNITY PLAN AMENDMENT INCLUDE ANY SPECIFIC STRATEGIES TO SUPPORT CITYWIDE ENERGY, WATER, WASTE REDUCTION OR ANY OTHER CAP GOALS IN ADDITION TO THOSE DESCRIBED ABOVE? (STRATEGIES 1, 2, 3, 4, AND 5)

Yes. Relative to energy, the Riverwalk Specific Plan includes the following policies, as anticipated in the Mission Valley Community Plan:

- Policy R-122. Energy efficient HVAC systems.
- Policy R-123. Design mechanical and electrical systems that achieve Title 24 energy efficiency.
- Policy R-124. Maximize the use of natural ventilation in buildings.
- Policy R-125. Windows, skylights, light wells, and similar features should be used to maximize natural lighting in work areas during daylight hours.
- Policy R-126. 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 R-127. Vestibule use at entryways should be considered in order to reduce heat and cold infiltration into buildings.
- Policy R-128. Overhangs or canopies should be used, where possible, to shade areas from direct sunlight and reduce heat gain.

Relative to water, the Riverwalk Specific Plan includes the following policies, as anticipated in the Mission Valley Community Plan:

- Policy R-67. 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.
- Policy R-68. 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.
- Policy R-114. 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).
- Policy R-119. Incorporate water conservation measures in site/building design and landscaping.

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- Policy R-120. Consider high efficiency irrigation technology and recycled water, when available, to reduce the use of potable water for irrigation.
 - Policy R-121. Low-water-use plant material, automatic sprinkler systems with timers, and drip-irrigation systems are encouraged.
- Relative to solid waste reduction, the Riverwalk Specific Plan includes the following policy, as anticipated in the Mission Valley Community Plan:
- Policy R-110. Design for convenient waste segregation and management, including recycling and composting, in order to meet State and local zero waste management requirements.