

Carmel Valley Employment Center, Unit Two
PRECISE PLAN AMENDMENT

ONE PASEO

MIXED-USE DEVELOPMENT



DECEMBER 2015

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Chapter One: Introduction

“ONE PASEO” COMMUNITY VILLAGE VISION STATEMENT

DESCRIPTION

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REGIONAL & LOCAL SETTING

GENERAL PLAN

CARMEL VALLEY COMMUNITY PLAN

CARMEL VALLEY PLANNED DISTRICT

EXISTING SITE TOPOGRAPHY

SITE CONTEXT

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OPPORTUNITIES

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1.1 “ONE PASEO” COMMUNITY VILLAGE VISION STATEMENT

“I want to live here.”

“This would be a great place to work.”

“I can’t wait to bring my friends here for dinner next Saturday night.”

...these are the kinds of sentiments on which a vision is built.

Well-balanced, compact, efficient, diverse, economically and environmentally sensitive are just a few of the characteristics that define the One Paseo vision. By embracing these attributes, One Paseo provides a bridge between the 1975 Carmel Valley Community Plan and the fundamental values of the 2008 City of San Diego General Plan which emphasizes the desirability of creating a City of Villages.

The community plan, initially adopted in 1975, provided a number of broad goals which were largely written to prevent the many problems associated with urban sprawl. The framework of the community plan continues to be guided by several identifiable needs, such as establishing “a physical, social, and economically-balanced community;” and “a self-containment and feeling of community among the future residents of Carmel Valley.”

The Carmel Valley Community Plan preserves natural open space, situates lower-density housing on the periphery and creates a more intensely developed town center core within defined neighborhoods. One Paseo represents one of the last developable

infill properties within Carmel Valley. Located at an important gateway to the community, this unique place will complement the fabric of Carmel Valley by linking the neighborhoods together with daily activities. A significant opportunity exists to apply contemporary planning concepts that are embodied within the San Diego City of Villages strategy included in the 2008 General Plan. The Land Use and Community Planning Element of the City’s General Plan states that “a village is defined as the mixed-use heart of a community where residential, commercial, employment and civic uses are all present and integrated. All villages will be pedestrian-friendly and characterized by inviting, accessible, and attractive streets and public spaces.”

One Paseo offers the opportunity to create a compact, walkable mixed-use community village. The proposed land use pattern vibrantly combines a lively mixture of retail, homes and workplaces. Carmel Valley will benefit from creating a community-defining hub of consumer activity and social interaction in a way that will authentically express the personality and culture of Carmel Valley.

1.2 DESCRIPTION

Located at the intersection of Del Mar Heights Road and El Camino Real on approximately 23.6 acres, One Paseo will become a mixed-use Community Village, organized around plazas, paseos, courtyards and open spaces.

A layered landscape will connect the various land uses, establish an active pedestrian experience and create a unifying character.

At the heart of One Paseo are three concepts: (1) creating a cohesive overall identity that truly links and integrates diverse components, (2) emphasizing the needs of pedestrians, and (3) enhancing the surrounding neighborhood and the Carmel Valley community.

A key feature of the Community Village is a cluster of low-rise commercial/retail buildings situated near the intersection of Del Mar Heights Road and El Camino Real. Interspersed are a series of courtyards and open spaces that create opportunities for dining, seating and discovery.

At the core of most successful mixed-use communities is a strong and cohesive residential presence. Including housing along Del Mar Heights Road with the other land uses is a key for creating a truly multi-functional environment.

An office component, with ample setbacks, will be situated along the El Camino Real employment corridor. The immediately-adjacent housing and commercial/retail uses can act as an incentive for base sector employers to locate within One Paseo.

Connecting the various land uses is an internal circulation network that encourages on-site “walkability” and external pedestrian connections. A main entry will provide vehicular ingress/egress from Del Mar Heights Road. Private Driveway “A,” the primary access, will direct vehicles to ample parking that serves the various uses. An important goal is to guide visitors to park quickly and then walk to the various destinations within One Paseo. Designed with vehicular-calming measures such as a traffic circle, changes in paving material, and generous landscaped medians, Private Driveway “A” discourages vehicles from traveling through the project from Del Mar Heights Road to El Camino Real. Paseos, sidewalks, or pathways are available on all four sides of the project for community members who want to walk to One Paseo.

1.3 PURPOSE & AUTHORIZATION

The implementation section of the Carmel Valley Community Plan establishes that precise plans be approved for each identified development unit prior to approval of zoning changes, planned development permits, subdivision maps or issuance of grading/building permits. Community plans are intended to provide guidelines, proposals and concepts for future development. As a framework, these long-range planning documents allow for a great deal of flexibility in determining exactly how individual development units will take shape. The Carmel Valley Community Plan does not determine net densities, building unit design, final road alignments or the exact location of all public facilities.

Precise plans provide a connection between the broad goals and principles of the Carmel Valley Community Plan and the detailed design plans that are required as part of discretionary permits. The Carmel Valley Community Plan notes that individual precise plans should:

- Conform generally with the Carmel Valley Community Plan objectives and proposals in terms of overall density, neighborhood concept, open space delineation and major and collector street patterns;
- Illustrate the complete circulation system, including local streets and transit, and further indicate how the system will relate to the total Carmel Valley circulation system;
- Describe the timing of necessary public facilities through the assessment district and fees approach to serve the development.

The 23-acre site for the One Paseo Community Village is within the 118-acre Carmel Valley Employment Center Precise Plan. The Precise Plan, also known as Development Unit 2, encompasses the existing business park located between Interstate 5 and El Camino Real and south of Del Mar Heights Road. The Precise Plan's vision for the Employment Center is "a thoroughly planned, tightly controlled business park of the highest quality." The amendment proposed to the Carmel Valley Employment Center Precise Plan for the One Paseo mixed-use development would redesignate the site from Employment Center to Community Village and incorporate project design guidelines. This Precise Plan amendment is formatted as a stand-alone document and incorporated into the Carmel Valley Employment Center Precise Plan by reference.

A primary objective of this precise plan amendment is to articulate overall design concepts and establish guidelines for future development within One Paseo. The intent is to allow design professionals to express their creativity without dictating a particular architectural style or vocabulary. In many instances, more than one proposed solution would be considered acceptable for implementation within the context of the over-arching vision. Figures such as renderings and photographs which illustrate the specific placement of buildings or project-related details in the precise plan amendment are representative interpretations that will be subject to future refinements and ultimate approval by the City.

1.4 REGIONAL & LOCAL SETTING

One Paseo is located within the Carmel Valley community planning area. Located in the northwestern corner of the City of San Diego, Carmel Valley is approximately 22 miles north of the downtown metropolitan core. The community is bordered to the north by the communities of Pacific Highlands Ranch, Fairbanks Ranch and the North City Future Urbanizing Area Subarea II, to the south by Torrey Hills, Los Penasquitos Canyon Preserve and Del Mar Mesa, to the west by the City of Del Mar and Torrey Pines, and to the east by Pacific Highlands Ranch and Del Mar Mesa. The Pacific Ocean is approximately 2½ miles west of One Paseo.

The approximately 23.6-acre precise plan amendment area is situated in the north-central portion of Carmel Valley approximately one-half mile east of Interstate 5, at the intersection of Del Mar Heights Road and El Camino Real. The generally triangular-shaped site is bounded by Del Mar Heights Road, El Camino Real and High Bluff Drive.



Figure 1.4a Regional Setting

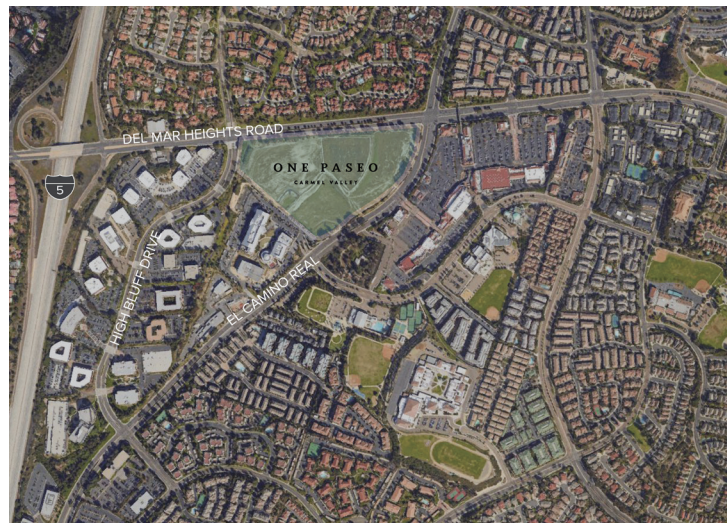


Figure 1.4b Local Setting

1.5 GENERAL PLAN

In 2008, the City of San Diego completed a comprehensive amendment to the General Plan. This document “provides policy guidance to balance the needs of a growing city while enhancing the quality of life for current and future San Diegans.”

A central focus of the updated General Plan is to promote San Diego as a “City of Villages.” According to the General Plan, “a village is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. All villages will be pedestrian-friendly and characterized by inviting, accessible, and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Individual villages will offer a variety of housing types affordable for people with different incomes and needs. Over time villages will connect to each other via an expanded regional transportation system.”

The General Plan establishes goals, policies and a strategy for developing and sustaining a hierarchy of mixed-use village types that complement the existing fabric or help achieve desired community character.

Policies and objectives established for One Paseo reflect the General Plan. Within the Precise Plan Amendment, references from the various elements of the General Plan have been cited in parenthesis to demonstrate conformance. In some instances, more than one General Plan policy is applicable so the primary one is noted.

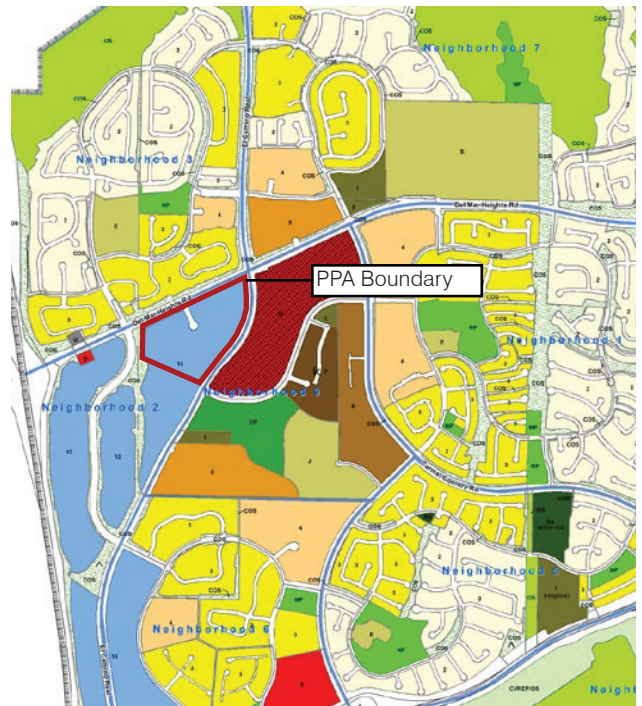
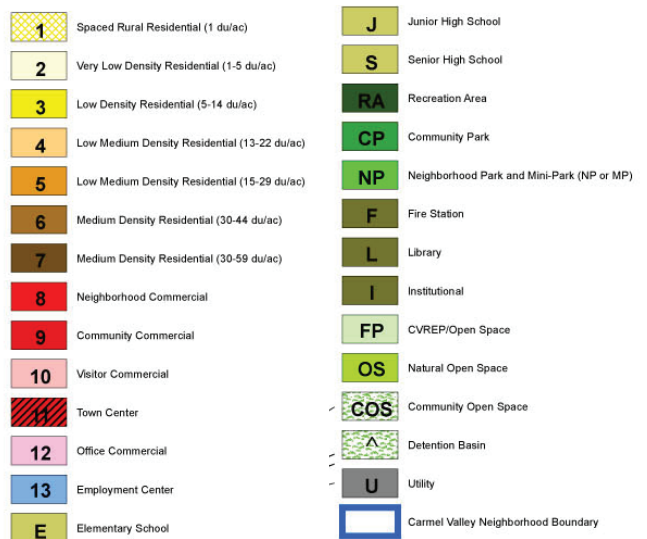


Figure 1.5a Existing Carmel Valley Community Plan



NOTE:
This map standardizes land use categories across neighborhood boundaries. Density ranges within the same land use category also often overlap between neighborhoods. For detailed land use refer to the adopted Precise Plan document for each neighborhood.

1.6 CARMEL VALLEY COMMUNITY PLAN

In February 1975, the City Council approved the North City West (now known as Carmel Valley) Community Plan for approximately 4,300 acres. The community plan proposed to reduce sprawl by confining development to mesa tops while leaving the canyons untouched. Planned development would be centered on a more intense core surrounded by decreasing residential densities.

The vision of the original community plan has served the area well. In 2010, Carmel Valley had approximately 36,000 residents and approximately 13,000 homes. The City of San Diego characterizes Carmel Valley as a “...newer, master-planned community that has matured into a place where people can live, work and play. Families with children are attracted by the large houses and award-winning schools. Area amenities and easy access to much of San Diego County makes the commercial center of

Carmel Valley ideal for corporate offices, shopping and restaurants.” Households are affluent compared to the typical household in the city, with average household incomes twice the citywide average.

In October 1981, the North City West (Carmel Valley) Development Unit Number Two Precise Plan was adopted for an area described by Interstate 5, Del Mar Heights Road and Camino Real Road. The Employment Center Precise Plan envisioned this area becoming a “tightly controlled business park of the highest quality.” As Carmel Valley grew, the industrial-office park envisioned in the community plan began to take shape. Carmel Valley has become a major employment area and a center for the technology industry and the professionals that service that sector. The proposed amendment for One Paseo would add a new section to the Employment Center Precise Plan.

Five years later, the City Council approved the North City West (Carmel Valley) Town Center Development Unit 9 Precise Plan for an area consisting of approximately 168 acres. Located southeast of the intersection of Del Mar Heights Road and El Camino Real, the precise plan provides for a variety of commercial, residential and community facilities. One of the focal points of the Town Center neighborhood is the existing Del Mar Highlands Town Center, which consists of a supermarket, drugstore, movie theatre and approximately 70 shops and restaurants. Other significant uses within Unit 9 include an 18-acre community park, public library, middle school, elementary school and approximately 2,000 multi-family dwelling units.

Existing Land Use Designation

The City General Plan land use designation for the amendment area is “Industrial Employment.” The Carmel Valley Community Plan designates the site as a portion of the much larger “Employment Center.”

Figure EP-1 of the Economic Prosperity Element of the City’s General Plan identifies the Employment Center in Carmel Valley (which includes the precise plan amendment area) as an “Area Where Other Industrial Land Policies Apply” rather than being considered a protected Prime Industrial Area.

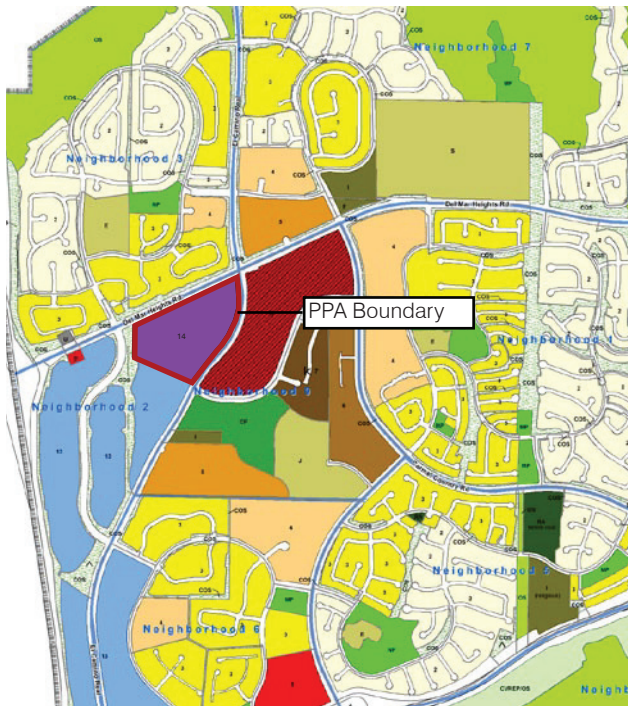
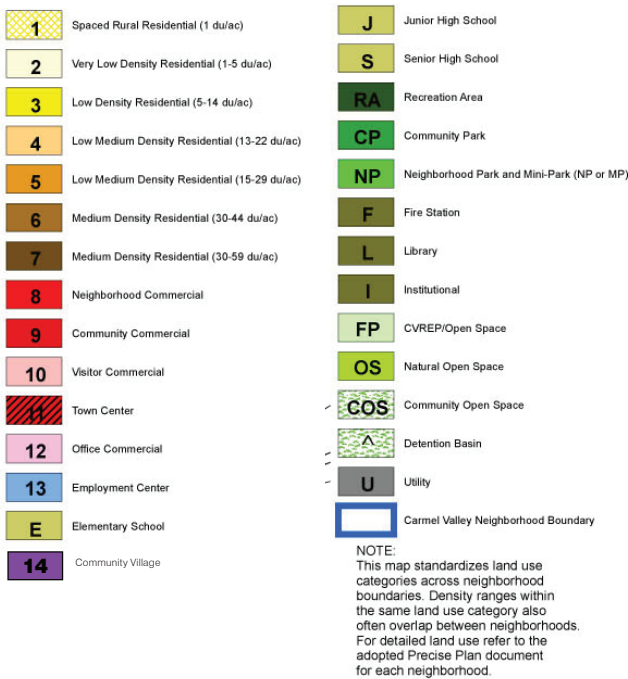


Figure 1.6a Amended Carmel Valley Community Plan



Proposed Land Use Designation

On July 23, 2009, the City of San Diego Planning Commission approved initiation of amendments to the General Plan and Carmel Valley (North City West) Employment Center Precise Plan. To accommodate the mix of uses proposed for One Paseo, an amendment to the Carmel Valley Community Plan is being proposed from “Employment Center” to “Community Village.” As described in the General Plan, villages will differ depending on community needs. Table LU-4 of the General Plan identifies Multiple Use as a General Plan Land Use Designation and identifies several corresponding community plan land use designations depending on uses, service radius and residential density.

A Community Village provides, “Housing in a mixed-use setting and serves the commercial needs of the community-at-large, including the industrial and business areas. Integration of commercial and residential use is emphasized, civic uses are an important component, retail, professional/ administrative offices, commercial recreation facilities, service businesses, and similar types of uses are allowed.”

The General Plan states that Community Village and Neighborhood Village Centers, which range in size from just a few acres to more than 100 acres, should be located in almost every community planning area. Community Villages are intended to serve a larger area and may have an employment component.

1.7 CARMEL VALLEY PLANNED DISTRICT

Existing Zoning

Zoning regulations for the site are governed by the Carmel Valley Planned District (CVPD) and the City’s Land Development Code. The purpose of the Planned District is to implement the Carmel Valley Community Plan and the various precise plans that have been adopted for particular neighborhoods. If the citywide Land Development Code and the CVPD conflict, the regulations of the Planned District apply.

The current zoning of the property is “CVPD-MC” (Carmel Valley Planned District-Mixed-Use Center). The purpose of the Mixed-Use Center Zone is to create a compact, multi-functional, pedestrian-oriented mixed-use Community Village. The CVPD-MC zone provides for a wide diversity of uses including retail sales, commercial services, offices and residential multiple dwelling units.

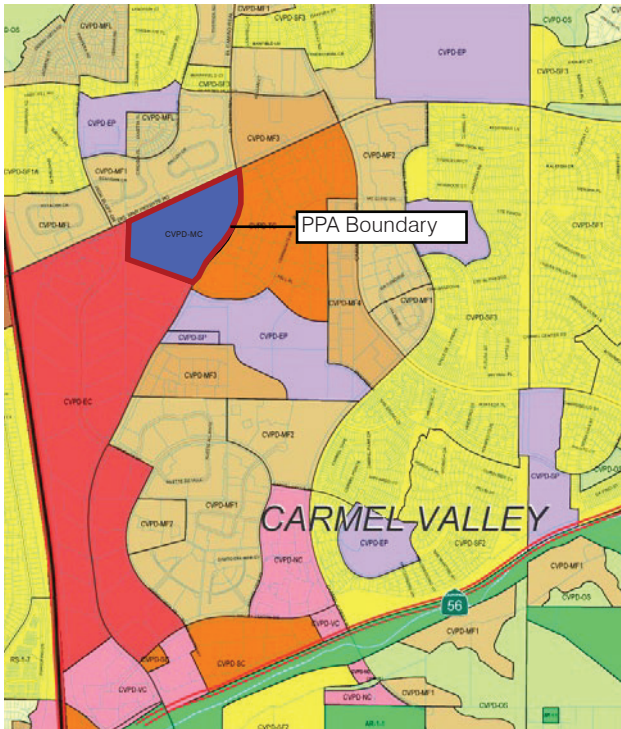
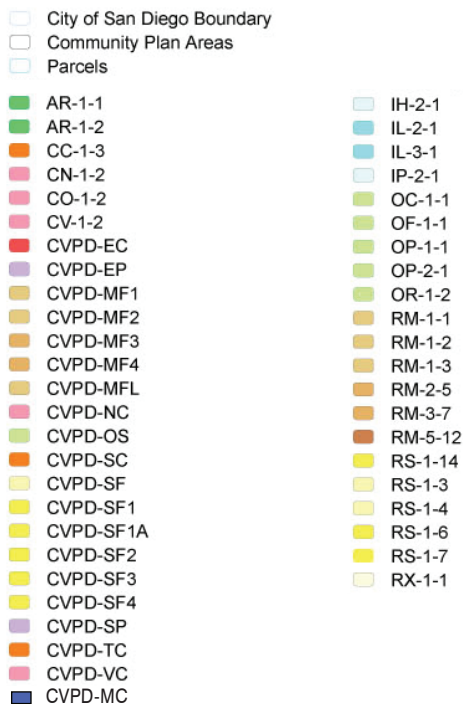


Figure 1.7a Existing Carmel Valley Zoning



1.8 EXISTING SITE TOPOGRAPHY

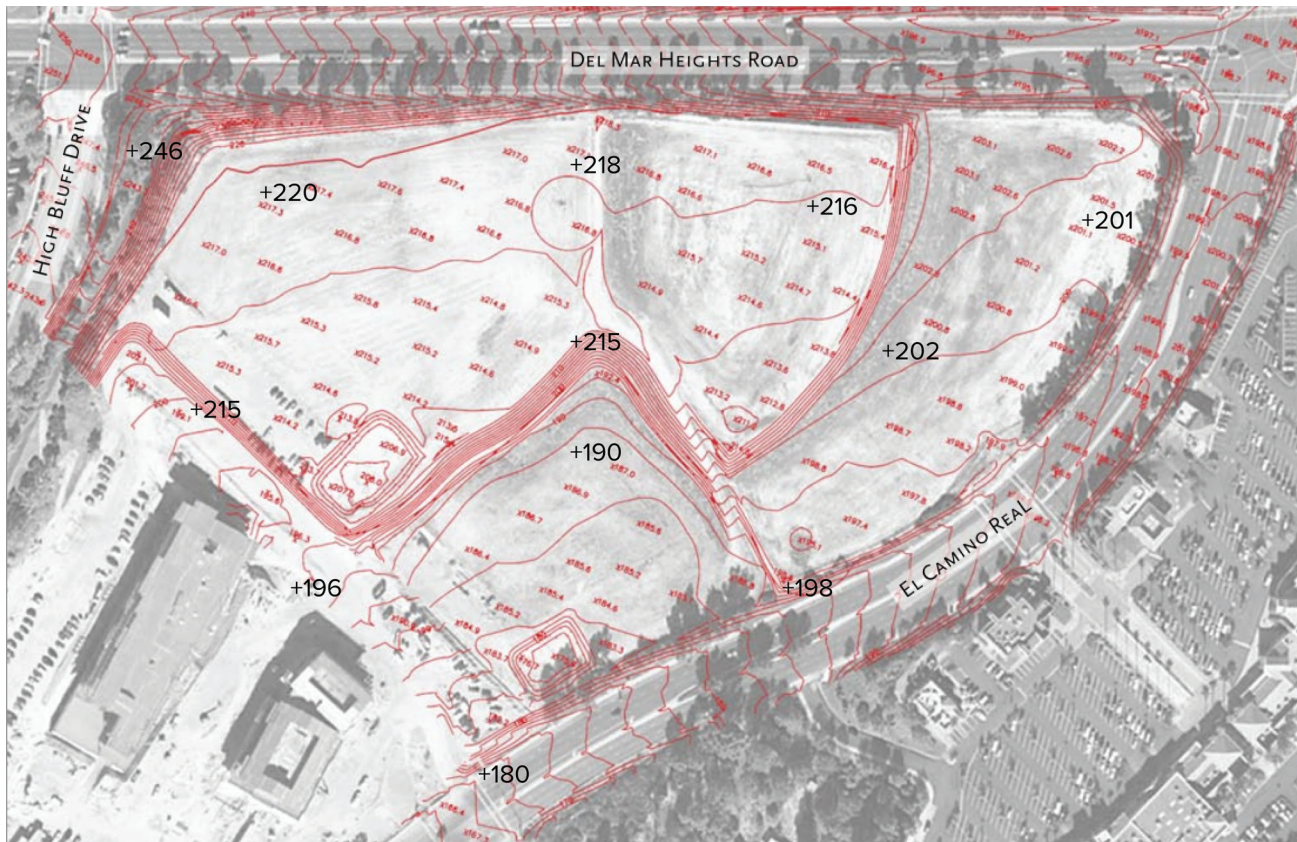


Figure 1.8a Site Topography

The property was graded a number of years ago into three terraced pads to accommodate industrial/office uses. Reconfiguring the property will need to respect the needs of pedestrians. With a significant difference in topography of 66 feet, this site requires specific attention to make vertical connections. These vertical opportunities afford the development of an architectural massing that provides overviews and viewsheds that link program elements together.

Major grade changes along the property lines are as follows:

- A 66-foot change in elevation from the corner of High Bluff Drive and Del Mar Heights Road, sloping down to the corner of the site boundary along El Camino Real.
- A 45-foot change in elevation along Del Mar Heights Road, from the intersection of High Bluff Drive and Del Mar Heights Road, sloping down to the corner of El Camino Real and Del Mar Heights Road.
- A 19-foot change in elevation along El Camino Real, from the intersection of Del Mar Heights Road and El Camino Real, sloping down to the corner of the site boundary.

1.9 SITE CONTEXT

One Paseo represents one of the last in-fill opportunities in Carmel Valley. The site is located in a transitional area between the office/ industrial development of the Employment Center and residential neighborhoods to the north and east. The immediate area surrounding One Paseo is marked by a wide diversity of uses (commercial retail, employment, residential and a cluster of civic uses including a community park/recreation center, library, and several schools).



Figure 1.9a Site Context



Figure 1.9b Site Aerial



Figure 1.9c Site Aerial

1.9 SITE CONTEXT (CONTINUED)

West

A Interstate 5

Interstate 5, which has a length of almost 800 miles, is a major north-south route of the Interstate Highway System. The southern-most portion of Interstate 5 starts at the San Ysidro Port of Entry at the U.S.-Mexico border and proceeds north through San Diego, through the length of California and crosses into Oregon. Interstate 5 provides regional access to the site from north- and south-bound interchanges at Del Mar Heights Road.

B Del Mar Heights Road Shell Station

A full-service gas station located at 3015 Del Mar Heights Road.

C Highlands Corporate Center

A series of two- to six-story Class-A office buildings is located along Del Mar Heights Road and High Bluff Drive. Among major occupants are Hydrologic Research Center, Modis Recruiting Services, James J. Reynolds Law Offices and Sequel Pharmaceuticals.

North

D Carmel Valley-Neighborhood 3

The 290-acre Neighborhood 3 Precise Plan provides for a maximum of 1,199 dwelling units, open space, a neighborhood park and elementary school. The overall density of Neighborhood 3 is 6.8 dwelling units per residential acre. The housing mix includes single-family detached (up to 5 du/per acre), lower density attached (5-10 du/per acre) and higher density attached (10-14 du/per acre).

Northeast

E Carmel Valley-Neighborhood 7

Carmel Valley-Neighborhood 7 is located across from the Del Mar Highlands Town Center. A pedestrian bridge links Neighborhood 7 to the commercial center. Signature Point, a luxury apartment complex, is located east of El Camino Real and north of Del Mar Heights Road. This multi-family community has been developed at approximately 26 du/per acre. The project offers one, two and three bedroom apartments. The complex includes a number of amenities including a swimming pool, tennis courts, saunas, sand volleyball courts, tot lot, fitness center, locker rooms, basketball courts, BBQ area, and a media center. Further to the east and north along Del Mar Heights Road is City of San Diego Fire Station 24 and Torrey Pines High School.

East

F Del Mar Highlands Town Center

This approximately 30-acre open air shopping center features a major grocery and drug store, movie theater, shops, restaurants, plaza, and amphitheater. Primary access to the commercial center is from El Camino Real and Del Mar Heights Road. Opened in 1989, the Del Mar Highlands Town Center is undergoing a major renovation.

G Carmel Valley Community Park and Recreation Center

Located on Townsgate Drive, the Carmel Valley Recreation Center includes outdoor courts, tot lot, playground, picnic areas, a multi-purpose athletic field, tennis courts, a full size gymnasium, meeting room, game room, craft room, and a swimming pool.

H Carmel Valley Middle School

The San Dieguito Unified School District operates the Carmel Valley Middle School which is located east of the site. The award-winning school opened in 1999 and serves more than 1,300 students.

I Pell Place

Built in 2005, Pell Place includes 316 one- and two-bedroom condominiums which are located off Townsgate Drive by the community park.

J Carmel Valley Library

A City of San Diego branch library located at 3919 Townsgate Drive.

Southeast**K The Heights at Del Mar**

Initially developed in 2004, this office complex of approximately 13.8 acres is located at 12770 and 12790 El Camino Real. The original campus included a three-story office building and three-story laboratory/office building occupied by Neurocrine Biosciences, as well as a cafe, gym, library, two subterranean parking garages and an outdoor amphitheater with a water feature. A three-story, LEED Gold-targeted office building was being constructed in 2015.

L Northwestern Police Substation

This single-story facility is located at 12592 El Camino Real. The six-acre site contains an approximately 22,000-square-foot building, light vehicle maintenance area, fueling and car wash.

M Carmel Valley Skate Park

This municipal recreational facility includes an in-place concrete bowl, railings, stairs, banks, ledges and night lighting. It is located on El Camino Real, adjacent to the police substation and across from the community park.

N Residential Neighborhood - Elijah Court

Consisting of one-, two- and three-bedroom condominium units ranging from 700 to 1,400 square feet.

O Pell Property

The address of the site is 12805 El Camino Real. It is located east of El Camino Real, north and west of Townsgate Drive. The Pell property is bordered by the two streets and the Del Mar Highlands Town Center (DNHTC). Aerial photographs indicate the heavily vegetated property supports several structures which have a rural character. The Pell property is within the Town Center Precise Plan (Development Unit 9). It is designated as Town Center (Commercial/Office).

1.10 REGIONAL & LOCAL CIRCULATION

Regional vehicular access to the site is available from:

- Interstate 5, an eight-lane freeway, that runs north-south with a posted speed limit of 65 miles per hour. Interchanges have been constructed at I-5 north and south at Del Mar Heights Road.
- SR-56, a four-lane freeway, that runs east-west, south of the project site. SR-56 provides access between I-5 to the west and I-15 to the east. The posted speed limit is 65 miles per hour.
- Significant roadways in the immediate vicinity include:

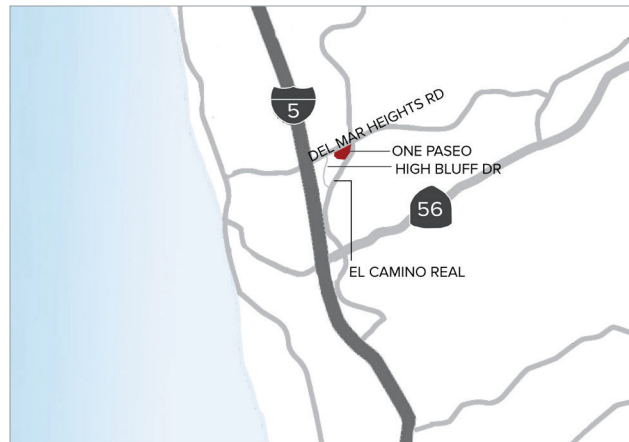


Figure 1.10a Regional Circulation

- Del Mar Heights Road is generally an east-west trending roadway between Mango Drive and Carmel Canyon Road. This portion of the roadway has a functional classification of a five-lane major roadway. From Portofino Drive to the I-5 northbound ramps, it has a functional classification of a five-lane prime arterial and a six-lane major roadway between the I-5 northbound ramps to High Bluff Drive. From High Bluff Drive to Carmel Canyon Road, Del Mar Heights Road is functionally and ultimately classified as a six-lane prime arterial. The roadway section includes 102 feet with a posted speed of 40 miles per hour. Parking is not allowed along this section of the roadway. Bike lanes are located on both sides of the road.
- El Camino Real generally runs in a north-south direction. It has a functional classification of a two-lane collector from Via de la Valle to Derby Downs Road, an ultimate classification of a four-lane major from Derby Downs Road to Del Mar Heights Road, a functional classification of a six-lane major from Del Mar Heights Road to Valley Centre Drive, and a functional classification of a five-lane major from Valley Centre Drive to Carmel Valley Road. El Camino Real varies in width from 40 to 102 feet. The posted speed limit is 50 miles per hour for most of the roadway. Bike lanes are available along both sides of the road near the site.
- High Bluff Drive is a generally north-south trending roadway and is constructed with three lanes on the north-bound side of the roadway and as a four-lane collector on the south-bound side of the roadway. The posted speed is 30 miles per hour. No parking is allowed along High Bluff Drive. Bike lanes are available along both sides of the road.

1.11 OPPORTUNITIES



Figure 1.11a Adjacent Community Amenities

The amendment area is:

- Sufficiently sized to provide a multiplicity of land uses.
- Adjacent to a wide variety of private and public land uses that are complementary to a mixed-use environment.
- Close to important components of the regional and local circulation network.
- Near existing community amenities located in the Town Center including a community park, schools, fire station and library.

The amendment area will:

- Implement the community plan objective of a balanced community by offering an on-site mixture of land uses.
- Provide a pedestrian-friendly environment that promotes a healthy and walkable lifestyle for existing and future residents and visitors.
- Offer an identifiable place for public gathering and social interaction.
- Retain and expand existing employment opportunities and new revenues for the City.
- Implement sustainable practices.
- Enhance Carmel Valley as “a place to live, work, and play.”

1.12 FUNDAMENTAL PRINCIPLES

According to the San Diego Association of Governments, Smart Growth is a compact, efficient and environmentally-sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas, and close to existing and planned job centers and public facilities.

Based on the experience of communities around the nation that have used smart growth approaches to create and maintain great neighborhoods, the Smart Growth Network (listed on the EPA Website) developed a set of ten basic principles:

1. Mix land uses.
2. Take advantage of compact building design.
3. Create a range of housing opportunities and choices.
4. Create walkable neighborhoods.
5. Foster distinctive, attractive communities with a strong sense of place.
6. Preserve open space, farmland, natural beauty, and critical environmental areas.
7. Strengthen and direct development towards existing communities.
8. Provide a variety of transportation choices.
9. Make development decisions predictable, fair, and cost-effective.
10. Encourage community and stakeholder collaboration in development decisions.

The following principles, which align with the Smart Growth Principles, reflect the underlying vision for One Paseo:

- Emphasizing the pedestrian experience and overall public realm through thoughtful planning and design.
- Providing a strong commercial base, which creates a diversity of employment opportunities, while enhancing and promoting economic activity.
- Attracting a wide range of individuals through a multi-functional environment, including: housing, work, shopping and public space.
- Providing a connected system of private driveways and paths both internally and to surrounding uses, allowing people to choose from a variety of transportation modes including walking and biking.
- Offering a variety of pedestrian-friendly public and private spaces.
- Incorporating sustainability principles into the project.
- Upholding positive relationships to Carmel Valley and its adjacent neighborhoods by respecting and understanding the context and overall community goals.
- Affording new opportunities for social interaction and community cohesiveness.

1.13 ORGANIZING CONCEPT PLAN

A number of important “big-picture” considerations guided the design of One Paseo from the earliest concept sketches. These considerations were informed by an extensive community engagement process. The organizing concept plan is based around a mix of uses and public spaces which provide the activity and diversity that promotes a true “place.” One Paseo has streets, plazas and paseos that are both walkable and human-scaled, each with its own character and function. These streets connect and tie into the fabric of the existing community,

providing for convenient community access. The mix of uses creates a live-work-play atmosphere vital in creating vibrant and sustainable places. A low-scale retail area is situated at the intersection of Del Mar Heights Road and El Camino Real. Residential uses are placed adjacent to existing residential areas. Office buildings are located at the lower elevations to minimize the visual impact. Careful planning is used throughout One Paseo, and the following plan illustrates the various underlying concepts:

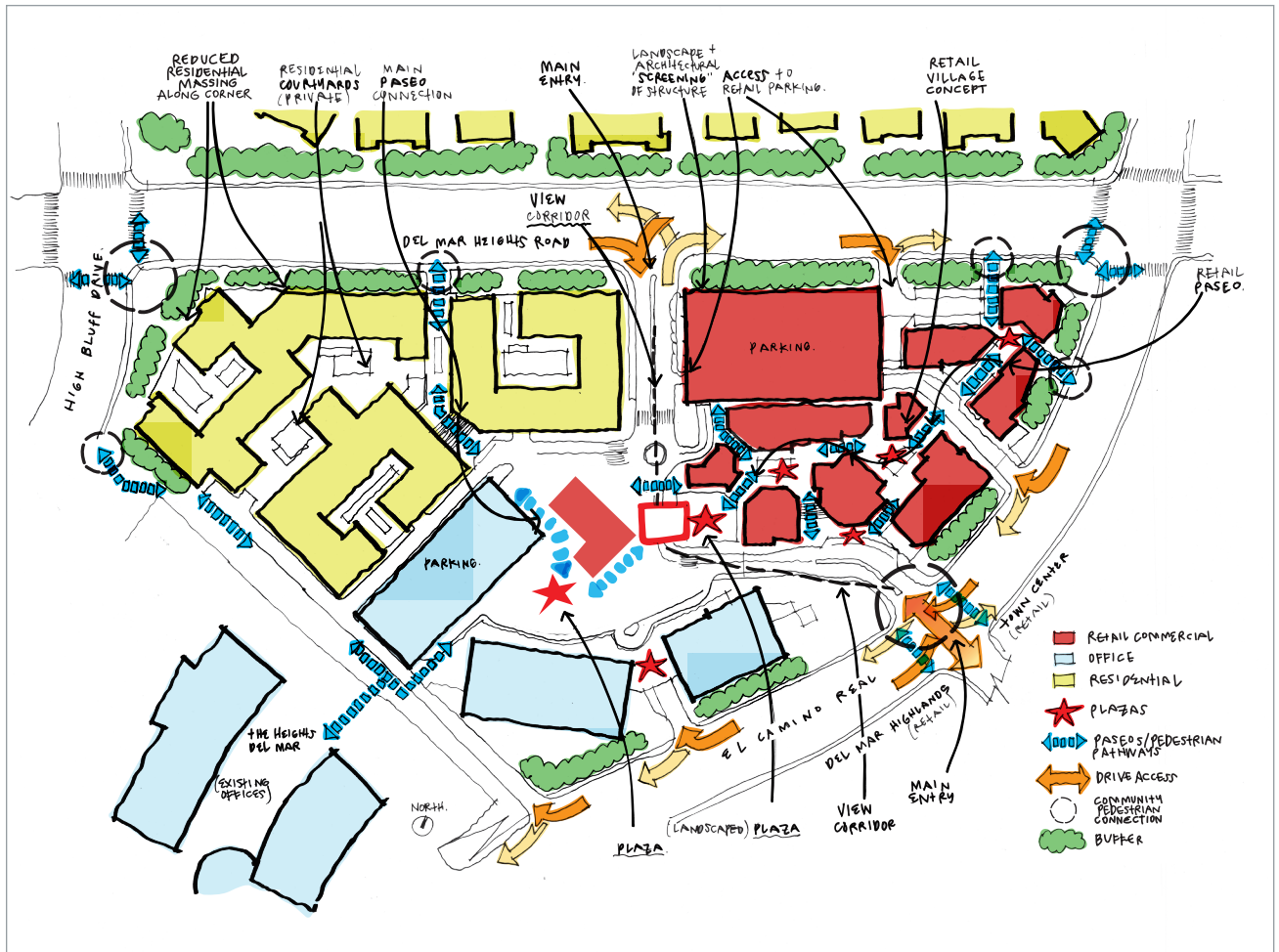


Figure 1.13a Organizing Concepts



Chapter Two: Land Use

ONE PASEO LAND USE PLAN AND SUMMARY

LAND USE COMPONENTS

OPEN SPACE

PUBLIC SPACE

ADDITIONAL OPEN SPACE



INTRODUCTION

The One Paseo land use element responds to the opportunities which are intrinsic to the site, community aspirations, and the identified vision, goals and objectives of the General Plan and Community Plan. The One Paseo Land Use Plan and Summary Table define the various land use components and development intensities which are combined to create the optimal integration of jobs, homes, shopping, dining, and public gathering areas linked by an efficient network of pedestrian sidewalks, bicycle routes and vehicular circulation.

Goals

Promote a variety of land uses that benefit Carmel Valley and are convenient for future residents, visitors and employees of One Paseo.

- The placement of land uses within One Paseo is compatible with existing adjacent off-site land uses.
- Land uses are situated to encourage pedestrian activity.
- Land uses emphasize a sense of community, visual diversity, choice of lifestyle, and opportunities for social interaction.

2.1 ONE PASEO LAND USE PLAN & SUMMARY

The Land Use Plan supplements the overall Community Village land use designation with more detail. The graphics, table, and narrative included in this chapter collectively act as the land use plan for the Community Village. The Land Use Plan, which is illustrated below, identifies land use, circulation, and open space in a diagrammatic form. It creates the spatial relationships which promote

a cohesive pattern of mixed-use development. The accompanying text includes a definition for the various land use designations. Maximum development limits for residential and non-residential development within the approximately 23.6-acre site are established by the Summary Table. Figure 2.1a illustrates the key land use components that comprise One Paseo.



Figure 2.1a Land Use Plan and Summary Table

2.2 LAND USE COMPONENTS

Retail and Commercial Sales

This land use category allows a variety of facilities for the sale and purchase of commodities and professional and personal services. It is intended to create community and neighborhood shopping opportunities that will satisfy the residents of Carmel Valley and One Paseo. Stores for clothing, toys, home furnishings, eating/drinking establishments and other comparable uses permitted by the applicable zone, may locate within the Community Village. Retail and commercial sales/restaurants may be combined in buildings, stand-alone structures, kiosks/pushcarts or as an ancillary use within an office building.

Offices

This land use category includes the type of administrative/professional business and corporate offices that are currently found within the Employment Center. Office buildings may accommodate multi- and single-tenants. Sectors that may be housed within this designation could include legal, engineering, technology, scientific research, financial services, insurance, real estate, marketing, medical, and other health care-related fields.

The ground level of the offices, particularly those adjoining the adjacent plaza area, will be encouraged to accommodate business support services and retail/food services for visitors and employees to One Paseo. These support and retail/food services would be considered accessory uses to the office.

Multi-Family Residential

This designation provides for multiple dwelling units at a maximum overall density of 29 du/acre. The total number of permitted dwelling units shall be calculated on the gross acreage of the precise plan

amendment area and distributed without regard to lot boundaries.

Buildings in this category may include for-sale and rental housing including condominiums, traditional apartments, townhouses, and other multiple-family-style buildings. Housing within One Paseo will be accompanied by private amenities, such as on-site recreational areas for common use and private open space.

As illustrated on the One Paseo Land Use Plan, multi-family residential adjoins Del Mar Heights Road, High Bluff Drive and portions of the internal circulation network.

Civic

Civic refers to areas designated and used by the public for common purposes. This use type includes publicly accessible gathering places such as plazas and paseos. Civic spaces will generally be located at the intersection of important streets, and anchor prominent locations.

Perimeter Open Space

Definition and description of perimeter open space may be found in section 2.3 Open Space.

Parking

A Parking designation is reserved for areas containing building(s) that meet the following criteria: 1) The predominant use of the structure is for the temporary storage of motor vehicles, 2) the structure is intended to offer parking for multiple non-residential buildings. Other types of parking (surface, below-grade, partially below-grade and structures that serve single uses) are considered accessory to other land uses and are not covered within the designation.

2.3 OPEN SPACE

The proper planning and design of open space plays an essential role in a successful mixed-use neighborhood. Open Space types are defined by a combination of certain physical constants, including

the relationship between their intended use, size, landscaping and adjacent buildings. Open space can have many forms and functions, and be categorized into areas used for public or private purposes.



Figure 2.4a Open Space Plan

2.4 PUBLIC SPACE

Consistent with the City General Plan, One Paseo will encourage the provision of approximately 10 percent of a project's net site area as public space. Public space may be provided in the form of plazas, paseos, greens, gardens, pocket parks, amphitheaters, community meeting rooms, public facilities and services, and social services (refer to General Plan Policies UD-C.1(c); UD-E.1). These areas may be privately owned and maintained provided they are open to the public for a shared purpose. Information about population-based parks may be found in Section 6.10.

Plazas

Plazas are intended to provide a formal open space to serve as a gathering place for civic, social, and commercial purposes. Plazas are usually located in areas where land uses are more diverse and there is potential for a greater level of pedestrian activity and movement. They are spatially defined by building frontages or landscape/hardscape, and typically consist of formal and naturalistic landscape, combining paths, lawn, and tree planting.

Plazas can accommodate a combination of active uses (playgrounds, informal or unstructured recreation) and passive uses (seating, strolling, relaxing).

Paseos

Paseos are spaces specifically for pedestrians integrated into the overall circulation network, and connect to the larger more public open spaces. They extend retail and dining opportunities, and reinforce the pedestrian scale at sidewalk level (refer to General Plan Policies UD-C.6d). These types of spaces offer connections to residential lobbies, parking facilities or other types of open spaces throughout the project.

2.5 ADDITIONAL OPEN SPACE

Landscape Buffer

This land use category encompasses landscaped areas located on the boundaries of One Paseo. Landscape buffers, which are located along Del Mar Heights Road and El Camino Real, serve to define edge conditions and provide separation and screening for adjoining off-site land uses.

Private Amenity Area

Open space that is not publicly accessible or is available only to limited users and is not available to the public on a regular or constant basis is defined as "private." Private terraces, balconies, and courts that contain both passive and active uses, such as pools, leisure areas, and semi-private dining opportunities that meet the residents' needs will be provided throughout the residential zones of the project. The terraces and courts will be raised from sidewalk level to provide an element of privacy from the public zone. Well-designed landscapes will inhabit these spaces and soften the hardscape, providing shade to certain areas.



Chapter Three: Mobility

PEDESTRIAN CIRCULATION

VEHICULAR CIRCULATION

BICYCLE CIRCULATION

PARKING MANAGEMENT

TRANSIT

TRANSPORTATION DEMAND MANAGEMENT



INTRODUCTION

The overall circulation network for One Paseo has been planned to achieve a high degree of compatibility between pedestrians, bicyclists and vehicles. Connection to the existing community will encourage forms of mobility other than automobiles. One Paseo is planned as a “park once” environment, where people are encouraged to park in one place and then make stops on foot, rather than driving from one destination to another. Creating the type of environment where it’s easy for people to walk between destinations requires design principles that reinforce the pedestrian experience.

Goals

- Private driveways balance the needs of automobiles with the needs of pedestrians, bicyclists, and transit.
- Defined multiple connections to the existing street network offer walking and biking from off-site areas through pedestrian-oriented design at site perimeters.
- Mobility components recognize the importance of a walkable, bicycle- and pedestrian-friendly village for overall public health.
- Minimized traffic speeds, volumes, and through-traffic by appropriate street planning and design.
- Safety and security for all motorized and non-motorized modes of transportation.
- A “park once” policy and shared parking opportunities between specific uses.

3.1 PEDESTRIAN CIRCULATION

Discussion

A comfortable, safe, and inviting walking environment is essential for a successful public realm. The pedestrian circulation network throughout One Paseo will provide several opportunities for social interaction, including generous and inviting sidewalks, public open spaces, and streetscape amenities that encourage pedestrian use. A vibrant

and active streetscape will be achieved through the careful programming and placement of land uses. In addition to street-side walkways, paseos will provide pedestrian access to lobbies, courts, open spaces and parking facilities. These pedestrian connections, intimate in scale, will add to the overall architectural quality and expand retail opportunities and outdoor space for restaurants.

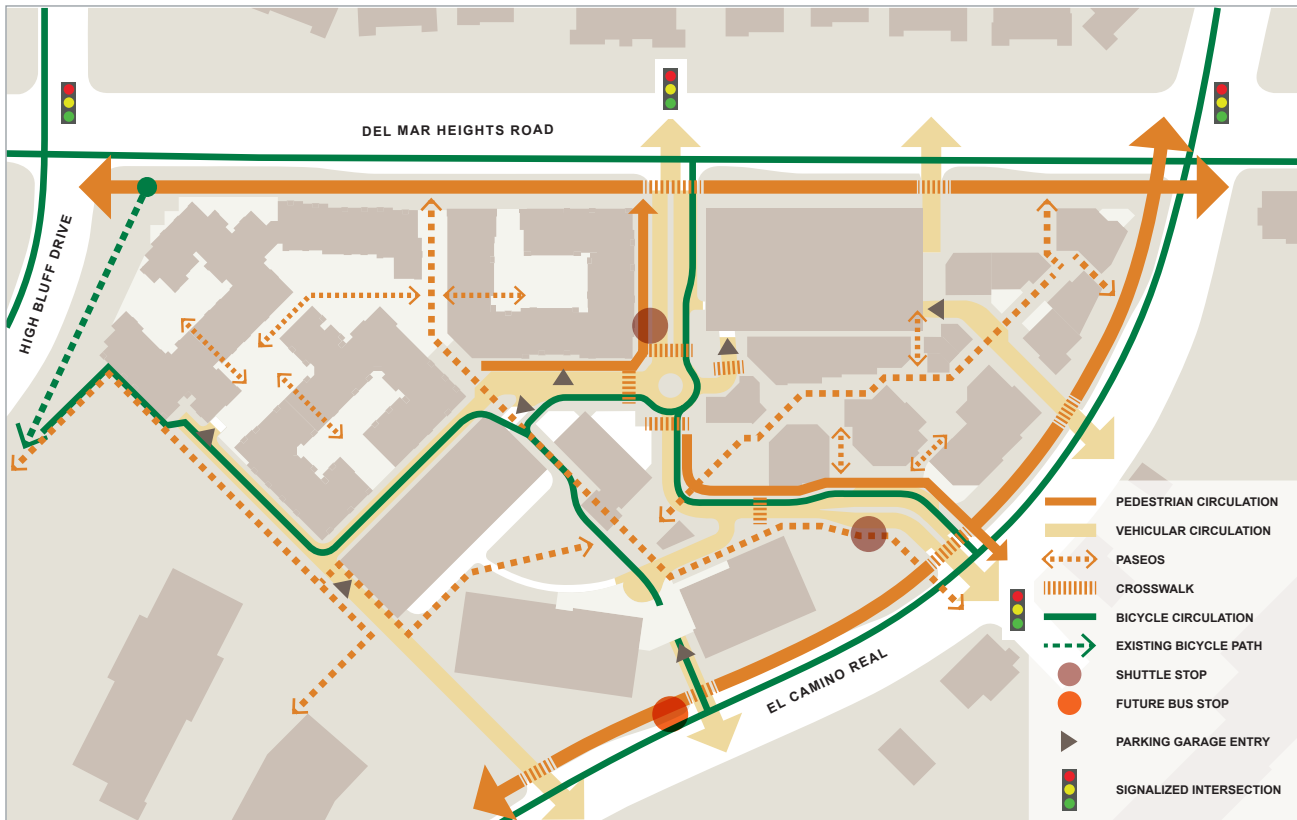


Figure 3.1a Mobility Plan

Policies & Objectives

- 3.1-1 Provide direct and multiple sidewalk connections to neighboring projects, and to the community at large (refer to Policy ME-C.3 of General Plan).
- 3.1-2 Improve walkability through the use of pedestrian-oriented design elements such as curb ramps, marked crosswalks, lighting, trees and benches (refer to Table ME-1 of General Plan).
- 3.1-3 Locate sidewalks and paseos where motorists can anticipate pedestrians and react accordingly. Design these elements to give the pedestrian a full view of oncoming vehicles.
- 3.1-4 Provide convenient, safe, well-marked and attractive pedestrian connections (refer to Table ME-1 of General Plan). Delineate pedestrian walkways that cross vehicular paths by a change in pavement texture, pattern or color to maximize pedestrian safety (refer to General Plan Policy UD-C.6e).
- 3.1-5 Design building entries using architectural or landscape elements to make destinations clear to pedestrians. See Design Guidelines for specific recommendations (refer to General Plan Policy UD-A.6).



Figure 3.1b Conceptual Plan of Crosswalk Enlargement

3.2 VEHICULAR CIRCULATION

Discussion

Streets are an important aspect of the organizing structure of our communities. In addition to their role as transportation corridors, they are also vital public spaces that provide a strong sense of place and orientation. The private driveway system for One Paseo is organized with a primary connector, and secondary and tertiary routes that facilitate vehicular and non-vehicular mobility to different destinations. The planning area will be accessible through a limited number of identifiable entry points and convenient and direct connections to parking facilities. Clearly visible routes and visual clues will

make the project easy to navigate. Controlled speeds will be enforced and facilitated through enhanced crossing opportunities, traffic calming elements, and way-finding signage. Vehicular circulation will emphasize internal circulation and discourage “cut-through” trips between Del Mar Heights Road and El Camino Real.

This document generically uses the term “street” to describe vehicular circulation. It should be noted that private internal driveways within One Paseo are not classified as streets by the City of San Diego Street Design Manual.

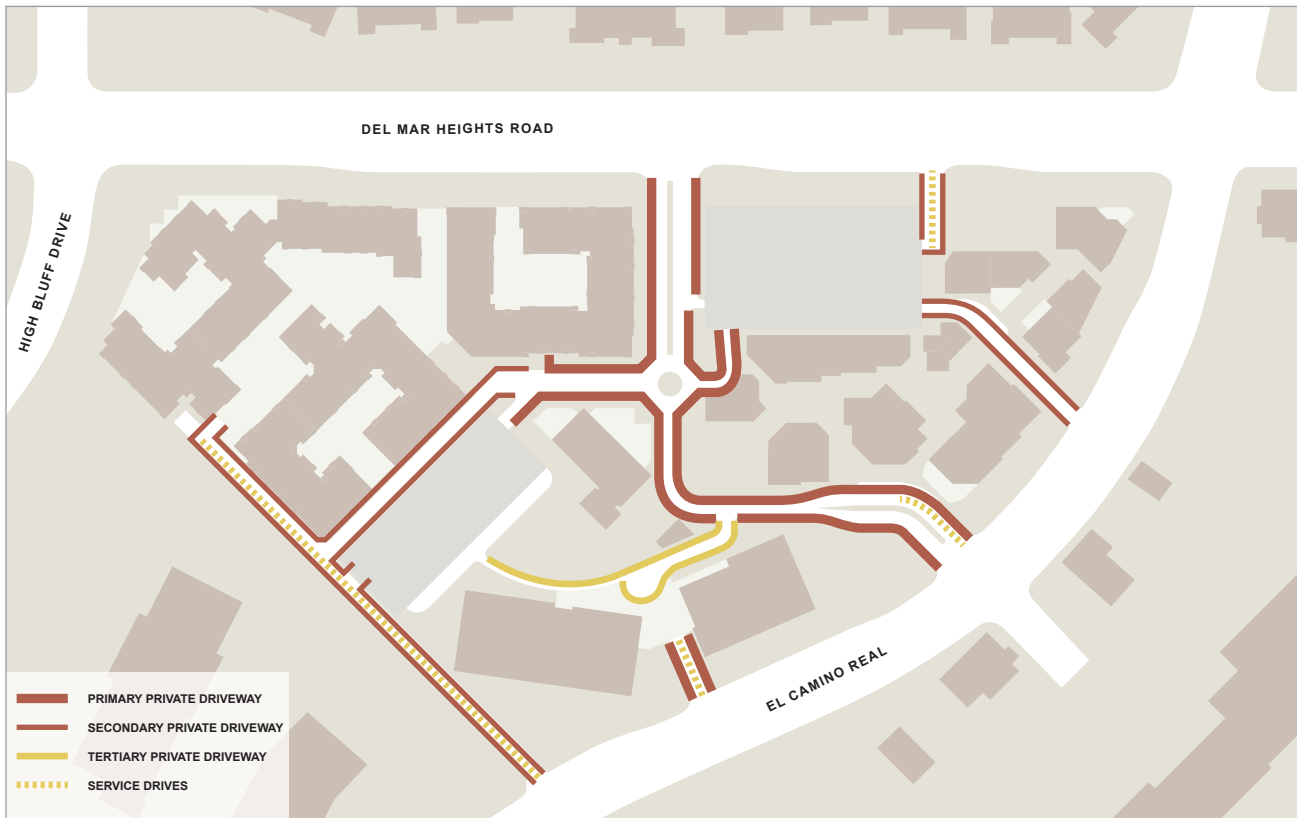
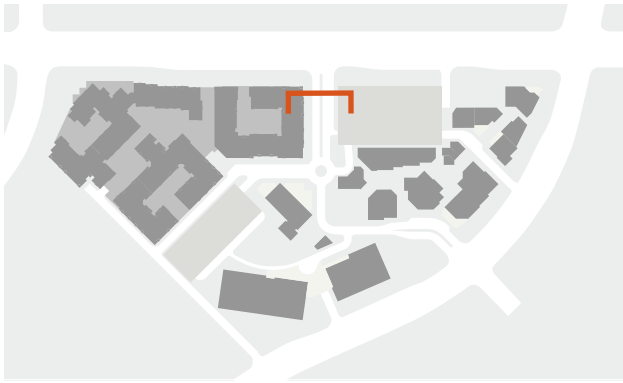


Figure 3.2a Private Driveway Hierarchy

Policies & Objectives

- 3.2-1 Plan the Private Driveway system to connect to the perimeter public street system, providing multiple direct connections to and between local destinations (refer to General Plan Policy ME-C.3).
- 3.2-2 Minimize the number of curb cuts and access points onto private drives for increased vehicular and pedestrian safety in accordance with the City of San Diego Street Design Manual.
- 3.2-3 Utilize traffic-calming techniques, such as street-side plantings, neck-downs and curbed islands, to reduce vehicle speeds and discourage short-cutting traffic (refer to the City of San Diego Street Design Manual and General Plan Policy ME-C.5).
- 3.2-4 Separate service drives from internal walkways, parking areas or other pedestrian areas by landscaped islands and/or grade changes.

3.2 VEHICULAR CIRCULATION (CONTINUED)



Private Driveway “A”, which has five travel lanes, acts as the primary entryway to One Paseo from a signalized intersection with Del Mar Heights Road. Bordered by homes and the parking structure for the retail component, this portion of the circulation network provides connections to several other private driveways. Significant traffic-calming features such as a traffic circle, generous median and sidewalk improvements will promote pedestrian use while conveying vehicles to conveniently-located parking.

Characteristics

- Curb-to-curb: 74’ (varies)
- Building-to-building: 106’ (varies)
- Number of lanes: 5
- On-street parking: no

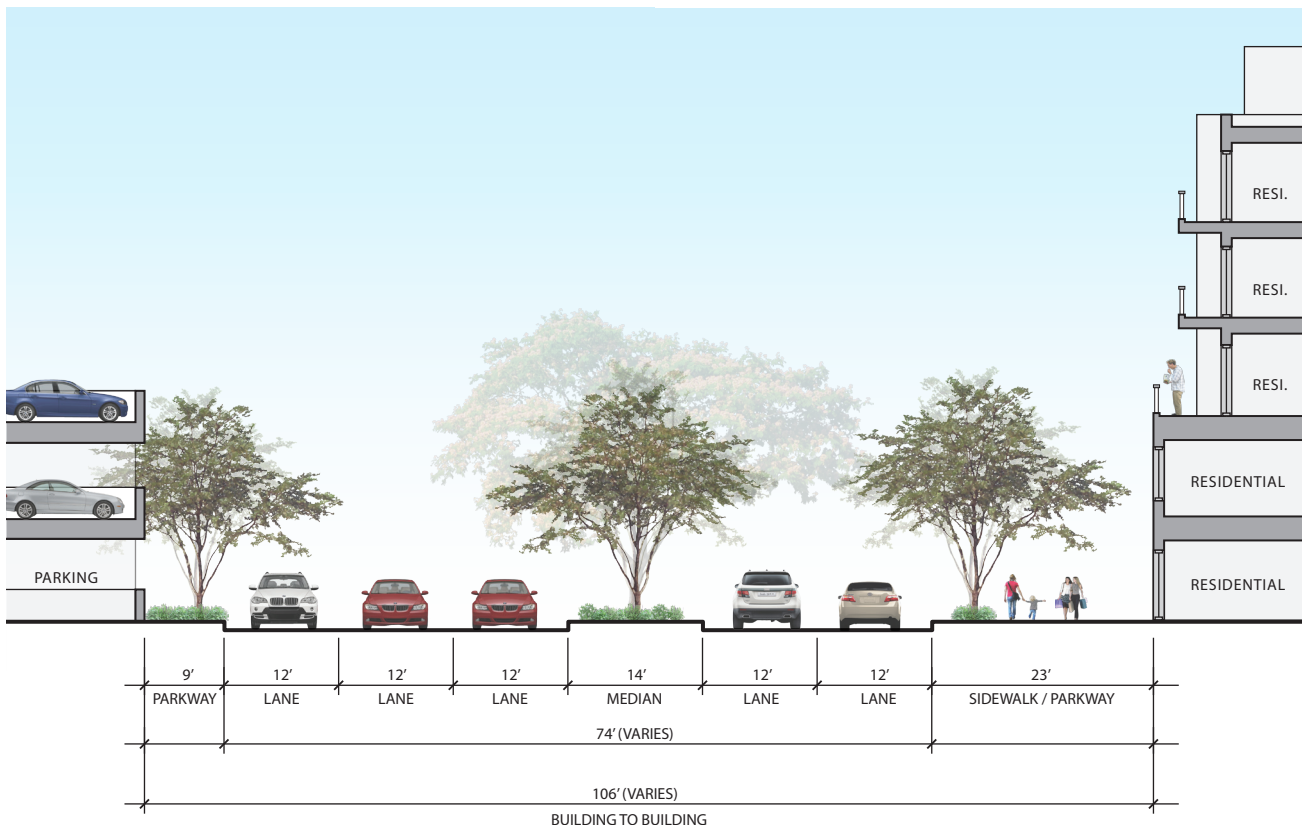


Figure 3.2b Private Driveway “A” Section



Private Driveway “B” provides a right-in, right-out access from Del Mar Heights Road to a small surface parking lot for commercial/retail uses. The street will also accommodate service vehicles rather than mixing deliveries with autos on Private Driveway “A”.

Characteristics

- Curb-to-curb: 26’
- Building-to-building: N/A
- Number of lanes: 2
- On-street parking: no

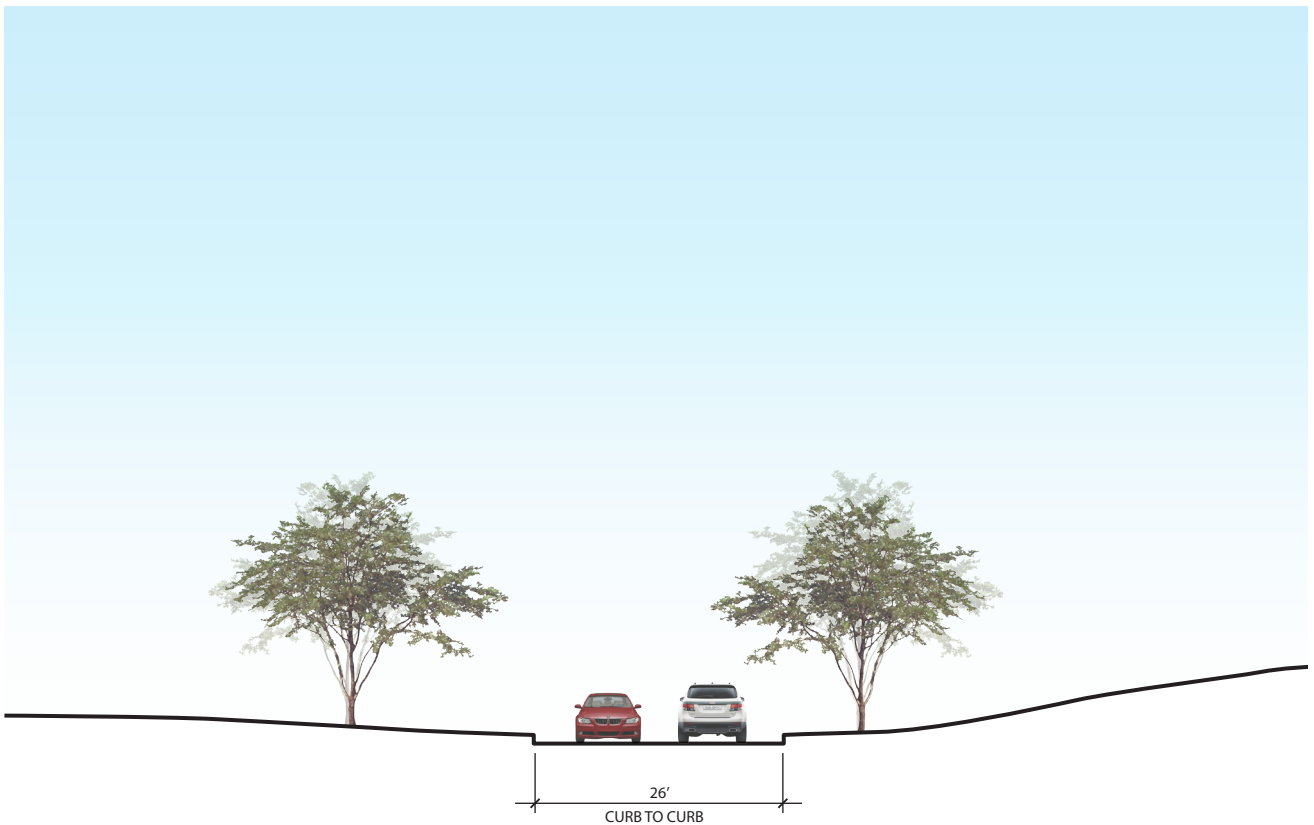
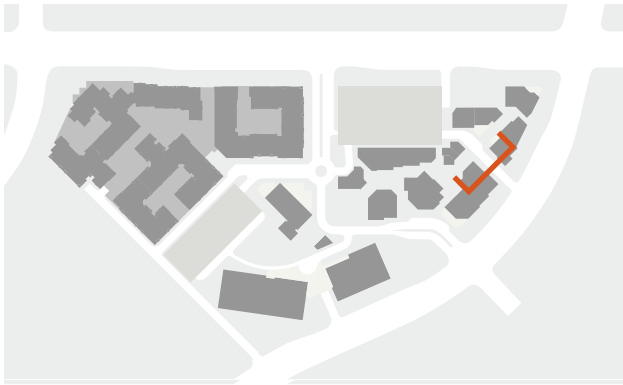


Figure 3.2c Private Driveway “B” Section

3.2 VEHICULAR CIRCULATION (CONTINUED)



Private Driveway “C” offers a right-in, right-out access from El Camino Real. This entry point represents a secondary means for vehicles to reach parking which is being provided for retail/commercial uses. Private Driveway “C” is bordered by retail uses on each side. Pedestrian use is facilitated by the width of the street, sidewalks, traffic-calming measures and a connection to a key paseo.

Characteristics

- Curb-to-curb: 26’ (varies)
- Building-to-building: 56’ (varies)
- Number of lanes: 2
- On-street parking: no

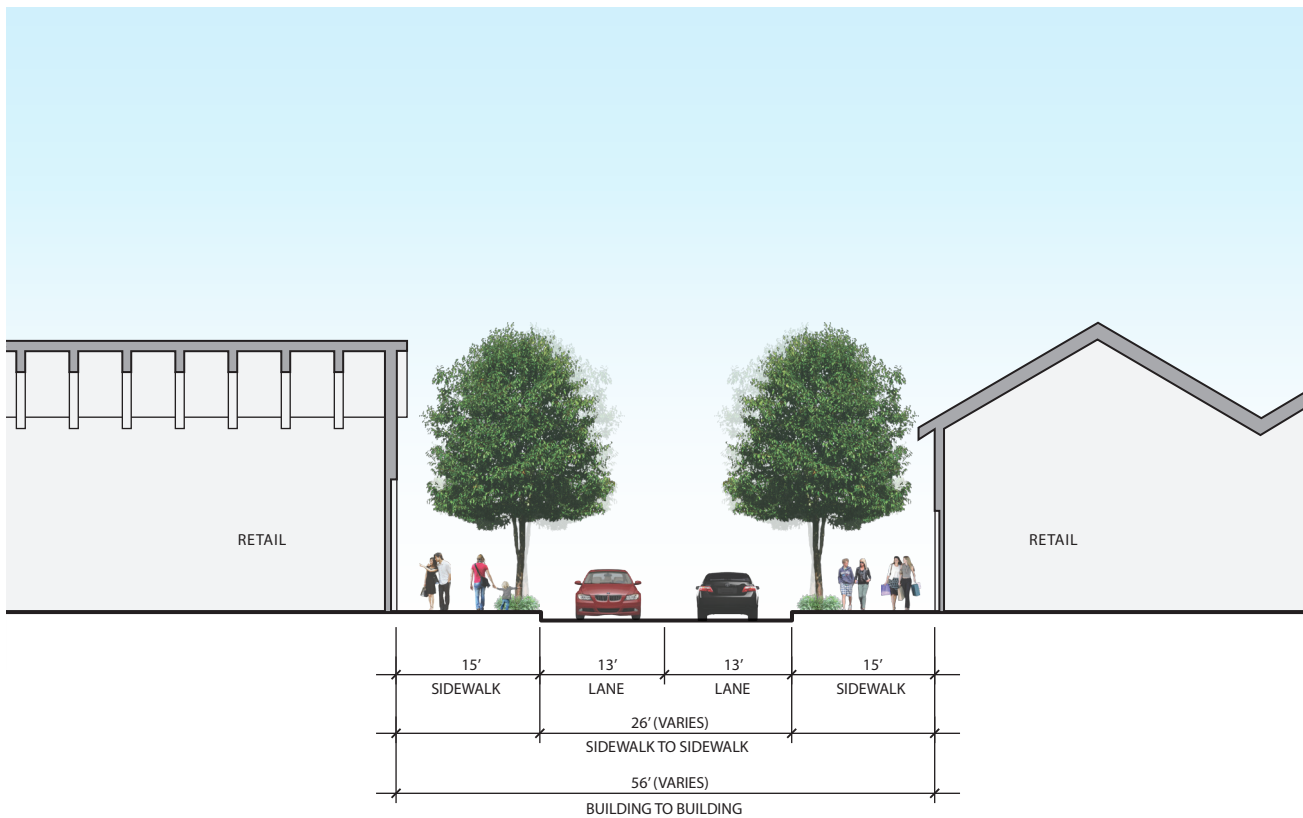
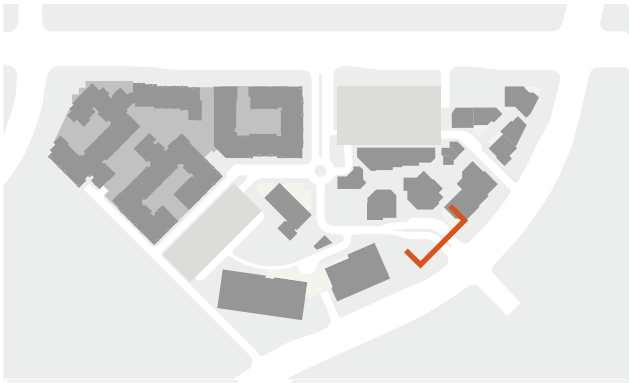


Figure 3.2d Private Driveway “C” Section



Private Driveway “D” originates at a signalized intersection with El Camino Real and terminates at the centrally located traffic circle. The street will primarily serve office users but can be used to access other portions of One Paseo. Private Driveway “D” narrows from four to two travel lanes as the street approaches the traffic circle. The reduction in lanes and other traffic-calming measures will slow traffic that has exited El Camino Real.

Characteristics

- Curb-to-curb: 57’ (varies)
- Building-to-building: 76’-6” (varies)
- Number of lanes: 4
- On-street parking: no

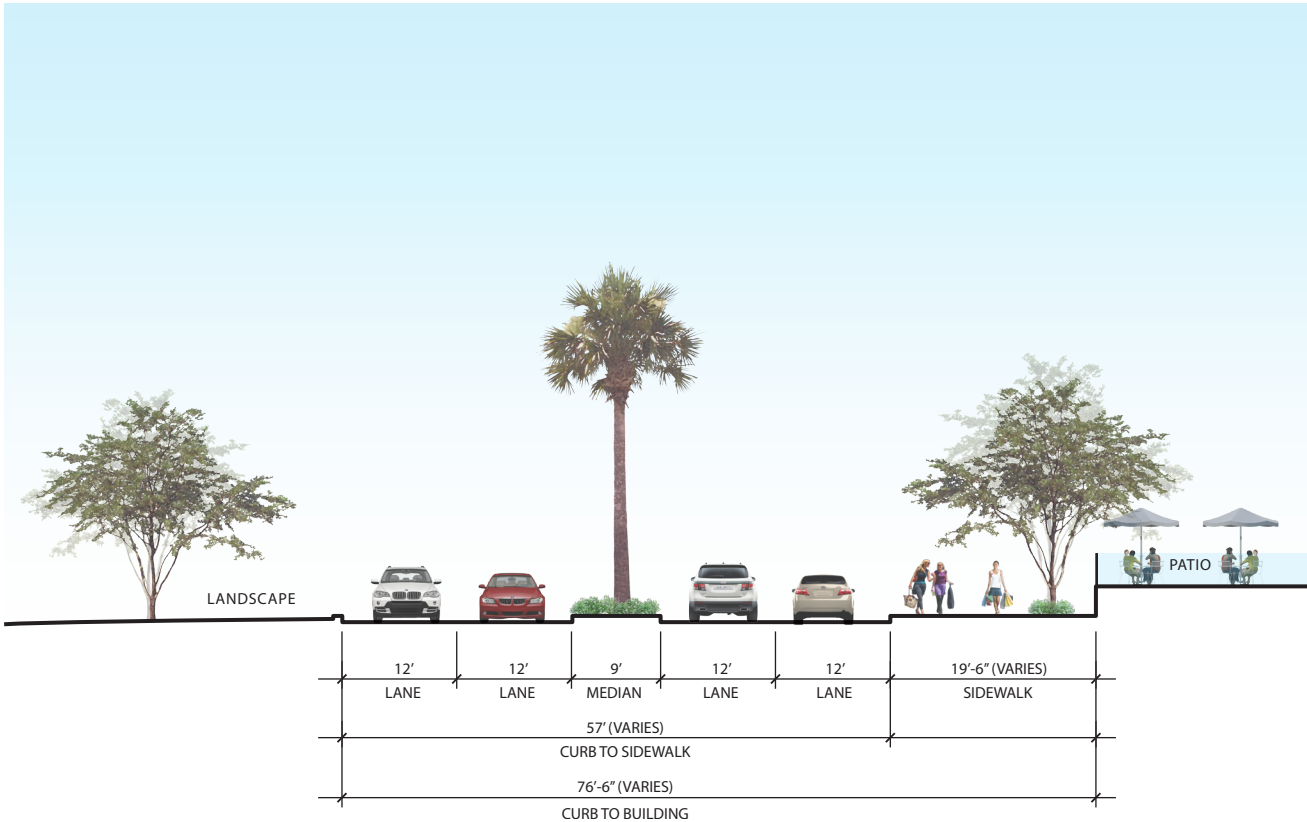


Figure 3.2e Private Driveway “D” Section

3.2 VEHICULAR CIRCULATION (CONTINUED)



Private Driveway “E” has limited access from El Camino Real. The street will convey autos to parking below the adjacent office buildings and accommodate a staging area for emergency vehicles and personnel. A dedicated right lane is being added to El Camino Real to aid traffic flow into this portion of One Paseo.

Characteristics

- Curb-to-curb: 26’ (varies)
- Building-to-building: 94’-6” (varies)
- Number of lanes: N/A
- On-street parking: no

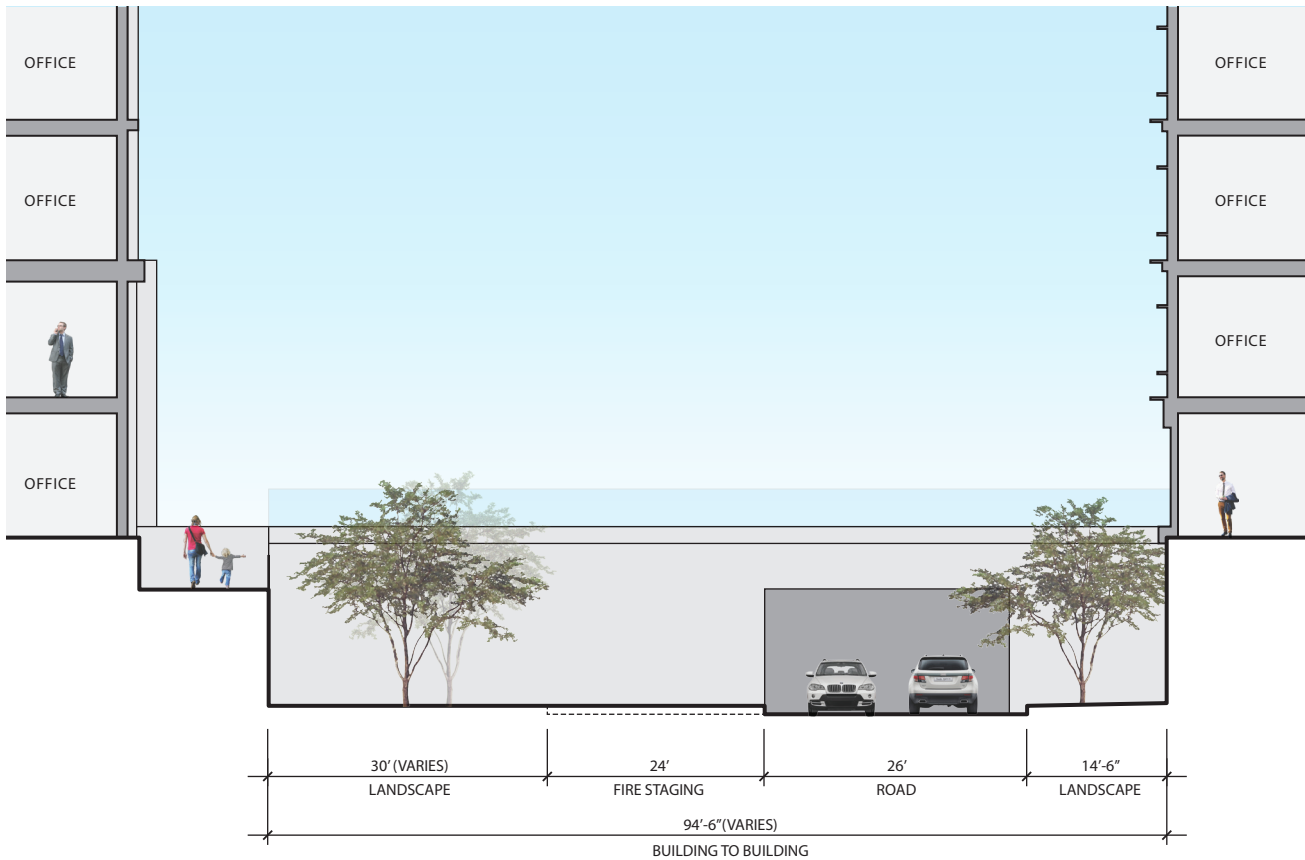


Figure 3.2f Private Driveway “E” Section



Private Driveway “F”, which intersects with El Camino Real, borders The Heights, an existing office complex along One Paseo’s southern border. The street will allow vehicles to access the above-ground parking facility, connect to the traffic circle or park in one of the residential buildings. Although Private Driveway “F” is intended primary for motor vehicles, it will also allow for bicyclists.

Characteristics

- Curb-to-curb: 26’ (varies)
- Building-to-building: N/A
- Number of lanes: N/A
- On-street parking: no

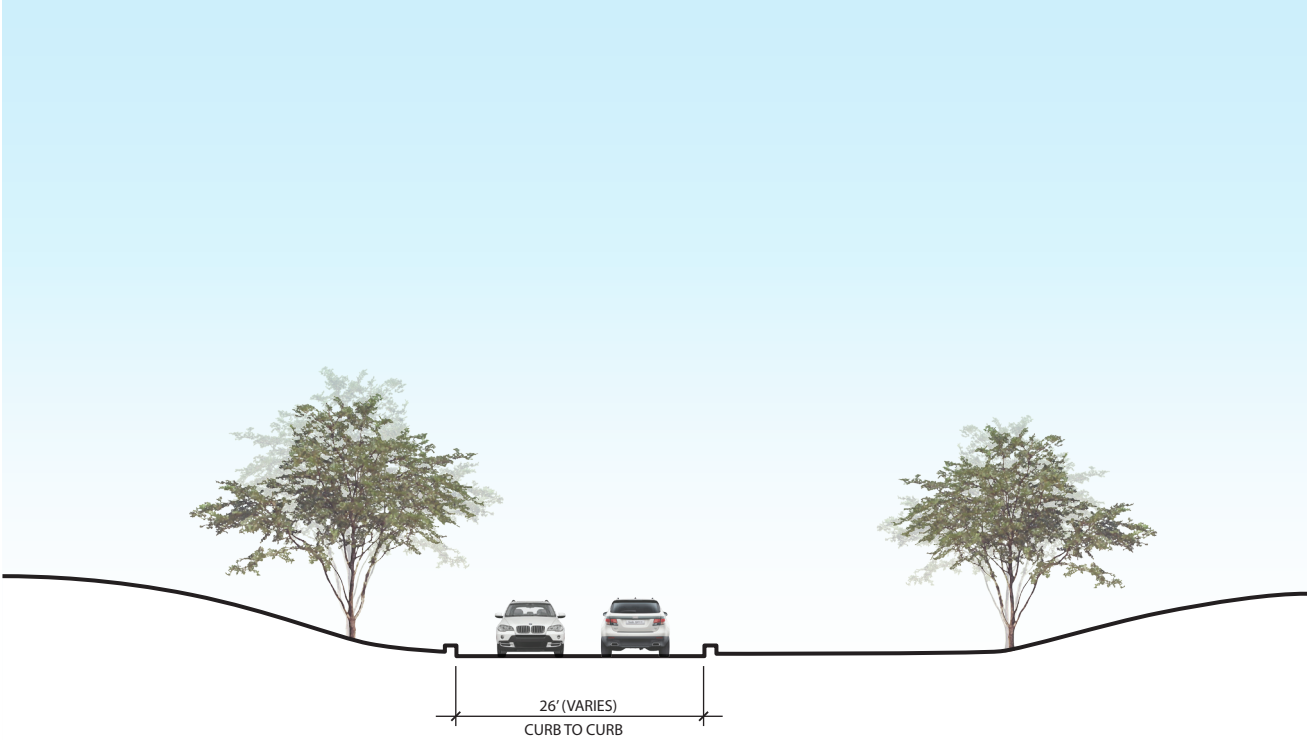
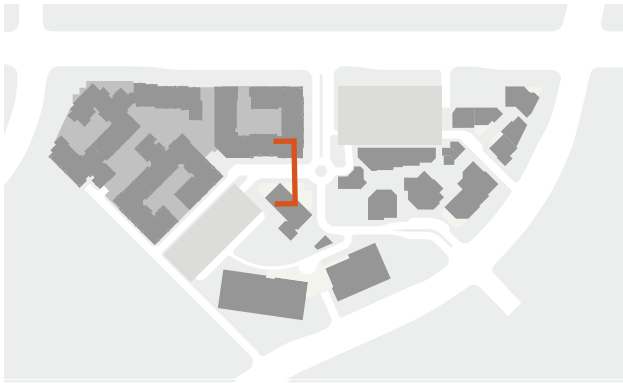


Figure 3.2g Private Driveway “F” Section

3.2 VEHICULAR CIRCULATION (CONTINUED)



Private Driveway “G” links to Private Driveway “F” and the traffic circle. It will primarily serve residents and office employees who want to connect to Del Mar Heights Road or El Camino Real.

Characteristics

- Curb-to-curb: 44’
- Building-to-building: 74’
- Number of lanes: 4
- On-street parking: no

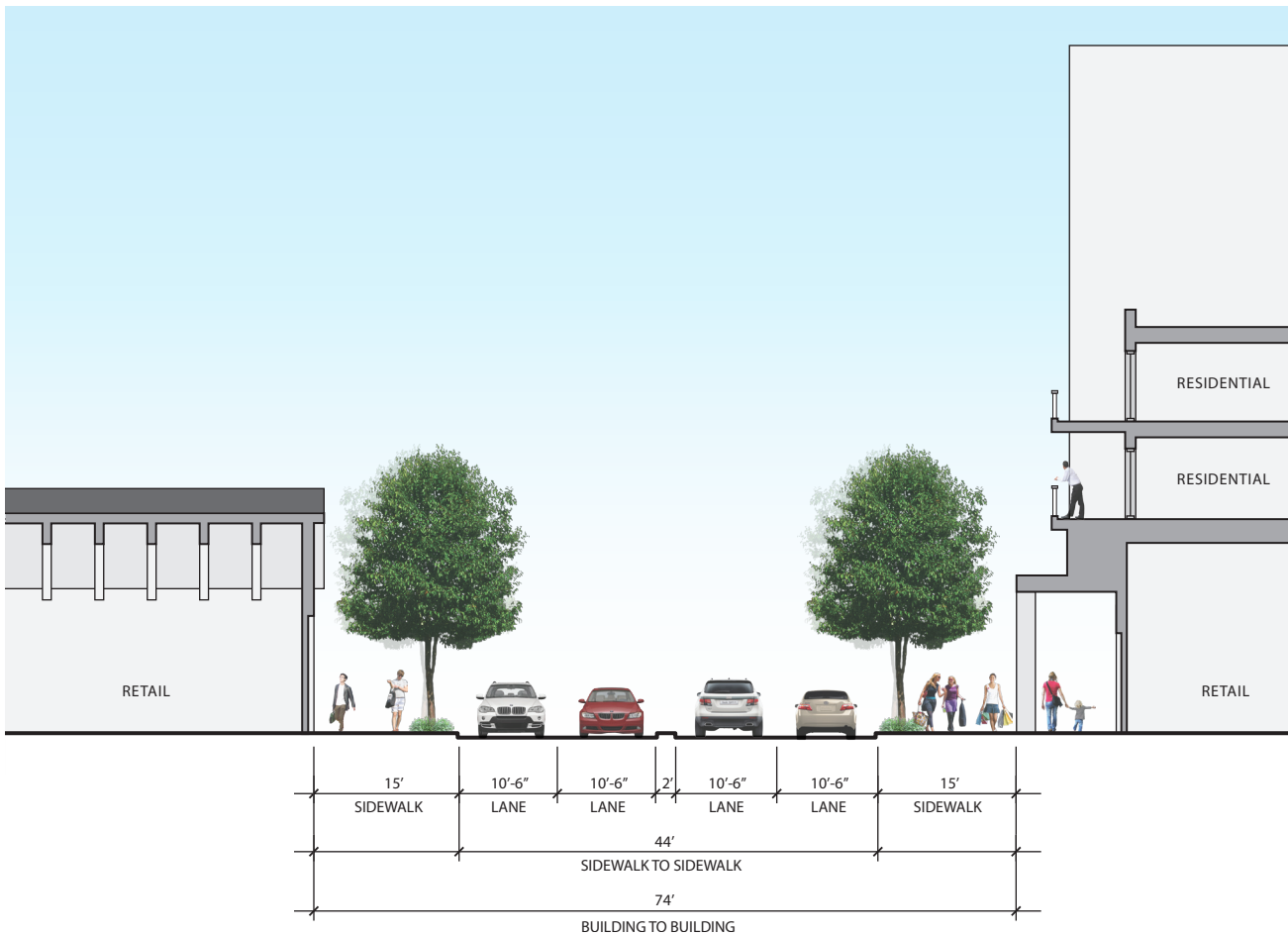
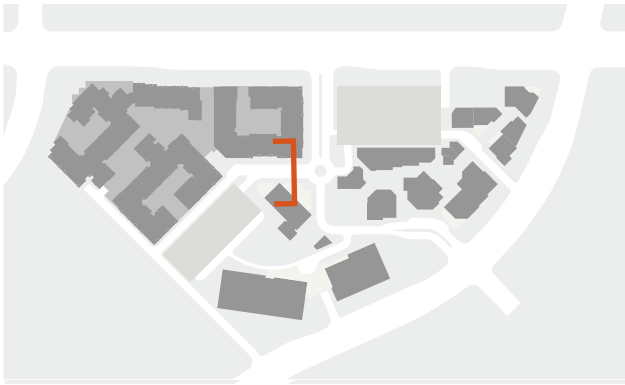


Figure 3.2h Private Driveway “G” Section



Private Driveway “H” will act as a visitor drop-off for the office buildings, provide access to office parking and become a service road for deliveries.

Characteristics

- Curb-to-curb: 24’
- Building-to-building: 54’ (varies)
- Number of lanes: 2
- On-street parking: no

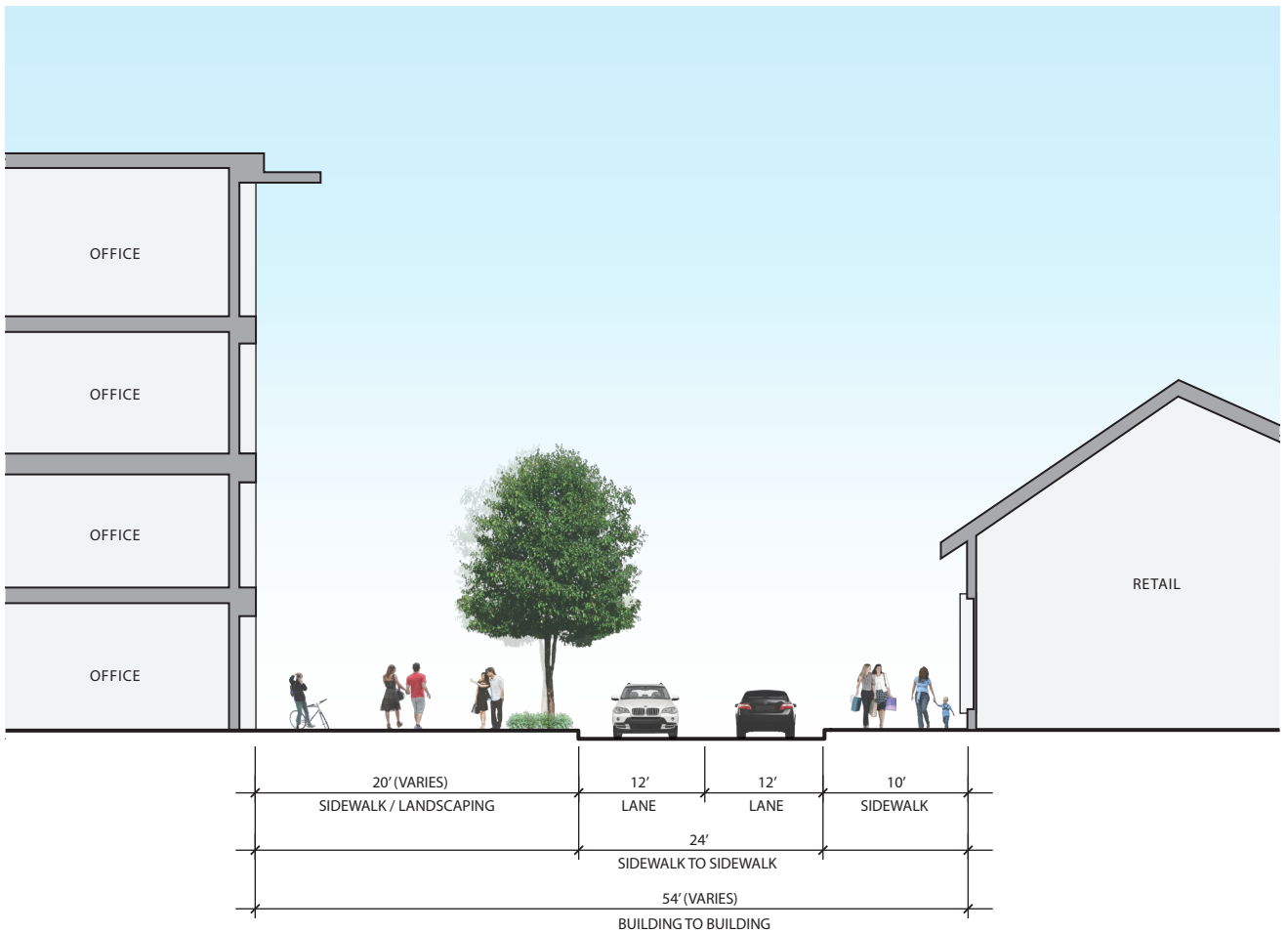


Figure 3.2i Private Driveway “H” Section

3.3 PARKING MANAGEMENT

Discussion

Adequate parking is essential to the success of both commercial and residential land uses. Improperly handled, it can have a negative impact on the pedestrian-friendly environment that the precise plan promotes. A “park once” policy and shared parking strategies will be guiding principles to ensure high parking efficiency throughout weekdays, evenings and weekends. In addition to multiple parking structures throughout the project, limited on-street parking will create an effective buffer separating pedestrians on the sidewalk from motor vehicle traffic on the adjacent roadway. Surface parking shall orient in a way that reduces its visual and environmental impact.

Policies and Objectives

- 3.3-1 Incorporate the use of shared parking to reduce the overall area of pavement and increase parking efficiencies.
- 3.3-2 A shared parking study shall be approved for One Paseo concurrent with the Site Development Permit. This study shall consider all proposed development on the entire site and establish parking requirements for One Paseo.
- 3.3-3 Break up surface parking with planting areas featuring canopy trees to reduce glare and provide shade.
- 3.3-4 Provide accessible spaces in compliance with the requirements of Federal Law. Accessible spaces required by this law shall count toward fulfilling on-site parking requirements.
- 3.3-5 Allow interim surface parking in order to make temporary use of lands that are not under development. This interim parking can also be used for and during construction.

3.4 BICYCLE CIRCULATION

Discussion

The bicycle is an important alternative means of transportation to the automobile. A well-planned bicycle network can promote a low-cost, quiet, non-polluting, and healthy mode of transportation. The project's vision aims to provide a safe and convenient bicycle route network that encourages bicycle use and provides ample amenities for cyclists.

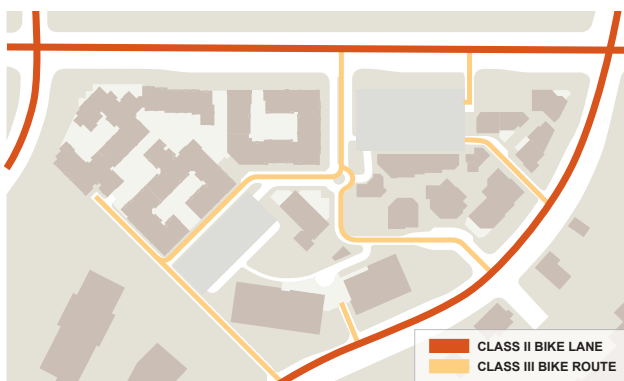


Figure 3.4a Bicycle Circulation Type Designation

Bikeway Definitions

Class II Bike Lane: These facilities are often referred to as bike lanes. Bike lanes provide a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the visibility of bicyclists.

Class III Bike Route: Generally referred to as a bike route, it provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing. This is recommended when there is enough right-of-way for bicyclists and motorists to safely pass.

Policies and Objectives

- 3.4-1 Provide adequate and easily-accessible bicycle parking in buildings, in open spaces, and along streets and shared pathways.
- 3.4-2 Place bicycle parking in preferential locations closest to street.
- 3.4-3 Locate bicycle parking in visible, active, and well lit areas near building entries, convenient to primary bicycling access, and not encroaching on pedestrian walkways. If possible, locate racks where parked bicycles are visible from the inside of adjacent buildings.
- 3.4-4 Provide a bicycle network with continuous direct routes and convenient connections between destinations on- and off-site.

3.5 TRANSIT

Discussion

A primary strategy of the General Plan is to reduce dependence on the automobile in order to achieve multiple and inter-related goals including: increasing mobility, preserving and enhancing neighborhood character, improving air quality, reducing paved surfaces, and fostering compact development and a more walkable village.

In October 2015, the San Diego Association of Governments approved *San Diego Forward*, which incorporates the Regional Comprehensive Plan (adopted in 2004) and replaces the 2050 Regional Transportation Plan/Sustainable Communities Strategy (adopted in 2011). *San Diego Forward* includes a peak hour rapid bus route 473 which links Oceanside to UTC via Highway 101 Coastal Communities and Carmel Valley. The 2050 Unconstrained Transportation Network evaluated in the study includes: 1) a new Light Rail Transit connection from UTC to Del Mar Heights Road via UTC-Campus Point and Sorrento Valley; and 2) a rapid bus route 103 that runs from Solana Beach to Sabre Springs along Del Mar Heights Road and Carmel Valley Road.

Policies and Objectives

- 3.5-1 Provide a convenient transit stop that is accessible to pedestrians and bicyclists.
- 3.5-2 Provide a shuttle stop, where appropriate, to encourage the connecting of transit stops with job locations, and commercial uses.
- 3.5-3 Provide an attractively designed transit stop adjacent to active uses, recognizable by the public, that reflects the desired village design character.
- 3.5-4 Locate a transit stop and any facilities in areas that facilitate transit ridership.

3.6 TRANSPORTATION DEMAND MANAGEMENT

Discussion

Transportation Demand Management, called “TDM” for short, is a strategy designed to reduce traffic impacts by limiting traffic during the morning and evening peak hours of the day. Since most commuting and congestion occur during peak hours, TDM seeks to shift commuters to transportation modes other than cars as well as eliminate peak hour trips by encouraging commuting in non-peak periods, or eliminating the need to travel by providing commercial support uses on-site.

The Transportation Demand Program for the precise plan amendment area provides a complete discussion of strategies which are intended to improve the efficiency of the existing transportation system by encouraging use of alternate travel modes to the single-occupancy vehicle (SOV):

- Ridesharing, Preferential Carpool Parking and Parking Strategies,
- Pedestrian and Bicycle Circulation Improvements,
- Bicycle Parking,
- Electric Vehicle Charging Stations,
- Shuttle Program,
- Transportation Coordinator/TDM Sustainability Coordinator,
- Tenant/Resident/Staff Resources,
- Transit Enhancements,
- Carsharing/Bikesharing, and
- Trip Reduction Membership Program.

Policies And Objectives

- 3.6-1 Incorporate rideshare programs to encourage alternative transportation programs and/or public transit available in the area. Bike racks will be provided to visitors and residents of the project to encourage bicycling.
- 3.6-2 Incorporate a shuttle stop on-site as shown on Figure 3.1a Mobility Plan.
- 3.6-3 Other TDM measures which One Paseo shall incorporate include the following:
 - A TDM association / coordinator for the tenants of One Paseo.
 - Priority parking spaces for carpoolers.
 - Informational newsletters to residents and tenants discussing Ride Link and other tools for carpooling, bicycling, and alternative modes of transportation.

Chapter Four: Design Guidelines

OVERALL DESIGN PHILOSOPHY & CONSIDERATIONS:

Character

Site Planning

Building Massing and Scale

DESIGN STANDARDS—ORGANIZING ELEMENTS:

Plazas

Paseos

DESIGN STANDARDS—LAND USES:

Retail/Commercial

Multi-Family Residential

Office

DESIGN STANDARDS—ADDITIONAL ELEMENTS



INTRODUCTION

The following guidelines outline the overall design philosophy and development concepts of One Paseo, which are reinforced through specific standards. These development standards will ensure the design meets the overall goals.

The purpose of the design guidelines is to promote a quality environment that is sustainable, pedestrian-friendly and aesthetically pleasing, that is consistent with the vision of the City of San Diego and the Carmel Valley Community Plan. The quality of this environment depends on these elements contained in the following pages to be coordinated throughout the precise plan amendment area.

Goals

- Create usable, active, and thriving public spaces, surrounded by a diverse mix of uses.
- Designs which enhance a sense of identity and place.
- Innovative and context-sensitive design solutions that lay a framework of sustainability that endures for the life of the project.
- Objectives of the precise plan amendment are met with solutions responsive to characteristics of the site, the design influences of the region, and the surrounding context.
- Building superior architectural and visual interest and quality, while recognizing the need for a balance between form and function.

4.1 OVERALL DESIGN PHILOSOPHY & CONSIDERATIONS

Character

Discussion

The design intent is to produce an ensemble of buildings and spaces that reflect the culture and climate of southern California. Buildings shall be designed to provide human scale, interest and variety, while maintaining an overall sense of relationship with adjoining or nearby buildings. Buildings should incorporate innovative and context-sensitive design solutions that will endure for the life of the project and improve the overall quality of life for the entire community.



Design buildings specifically for the overall context and character of the project.

Figure 4.1a Character sketch showing variation in styles and building forms

“...establish a unified character while allowing for individual architectural expression...”

Policies and Objectives

- 4.1-1 Design buildings specifically for the overall context and the character of the project. “Iconic” building design may be allowed in certain locations, if the overall architectural consistency of the project is not significantly diminished in character.
- 4.1-2 The design character of an individual building should be compatible with its neighbors, but also include other features or characteristics that are different (refer to General Plan Policy UD-C.3).
- 4.1-3 Design buildings that recognize the internal organization and divisions of a building. Integrate an expression of architectural or structural modules.
- 4.1-4 Promote architectural creativity by employing a variety of styles. Structures should incorporate:
- a. Variation in building form such as recessed or projecting bays and/or offsetting planes.
 - b. Variations of material, details, surface relief, color, and texture.
 - c. Long-lasting, low maintenance materials such as metal, glass, stone, brick, plaster and/or concrete.

4.1 OVERALL DESIGN PHILOSOPHY AND CONSIDERATIONS (CONTINUED)

Site Planning

Discussion

Creating the type of environment where it's easy for people to walk between destinations requires the careful placement of land uses. The location and "footprint" of an individual structure and the relationship with nearby buildings, open space, and

properties are critical to the overall character and vitality of any project. In addition, appropriate site planning can de-emphasize the vehicle, creating a safe pedestrian environment without ignoring the required needs of vehicular traffic.



Figure 4.1b Illustrative site plan showing various focal points that shall be emphasized through building expression and landscape elements

“...creates a safer pedestrian environment and stresses the importance of the public realm...”

Policies and Objectives

- 4.1-5 Encourage a mix of uses to be clustered in order to develop a stronger sense of place and to provide a more sustainable development pattern (refer to General Plan Policy UD-C.1).
- 4.1-6 Cluster stores to create nodes of activity, such as around plazas, and along continuous street fronts.
- 4.1-7 Focal points such as buildings, building features, and landscaping should be provided at intersections to create a visual attraction.
- 4.1-8 Provide well-defined pedestrian walkways from parking areas and link sidewalks throughout the site (refer to General Plan Policy UD-A.5j).
- 4.1-9 Garage, service, and driveway entries shall generally not be located at the terminus of an important street or view corridor.
- 4.1-10 Encourage site planning that places parking within the block.
- 4.1-11 Encourage the use of underground or above-ground parking structures, and limit surface parking lots, to reduce land area devoted to parking (refer to General Plan Policy UD-A.11).
- 4.1-12 Locate buildings to help breakup or mitigate building mass and include architectural scaling elements.
- 4.1-13 Provide a pedestrian-friendly site design with opportunities for courtyards, plazas, outdoor dining and landscaped pathways that promote safe and convenient pedestrian movement.
- 4.1-14 Ensure that buildings line a street at or near the street edge, with the exception of creating public open space.

4.1 OVERALL DESIGN PHILOSOPHY AND CONSIDERATIONS (CONTINUED)

Building Massing and Scale

Discussion

Compact, walkable, pedestrian-friendly environments may result in varying building heights and scales. Thoughtful massing, articulation and the use of architectural scaling elements should be employed to successfully address transitions between buildings and overall character with respect to existing uses in the community. The massing of a building has a significant impact on how the size of that building is perceived by a person at the ground level. Therefore, adequate and proper massing of buildings will be critical to achieving a successful pedestrian environment at One Paseo.



Figure 4.1c Character sketch showing a difference in scale of adjacent buildings

“...is critical to achieving a successful pedestrian environment.”

Policies and Objectives

- 4.1-15 Encourage designs that are sensitive to the scale, form, rhythm, proportions, and materials proximate to commercial areas and residential neighborhoods that have a well-established, and distinctive character (refer to General Plan Policy UD-A.5b).
- 4.1-16 Incorporate focal points at the building corner for buildings at street intersections to accentuate the building’s prominent location.
- 4.1-17 Introduce elements at primary building façades that provide a change in plane and create interest through the interplay of light and shadow (refer to General Plan Policy UD-A.5f):
- a. Recessed entries and doors
 - b. Projecting sills
 - c. Recessed or projecting balconies
 - d. Projecting pilasters, columns, bays
- 4.1-18 Break up large buildings into smaller masses, reducing the building’s apparent bulk, forming a more interesting and varied street wall (refer to General Plan Policy UD-C.4e).
- a. Maintain consistent massing and perceived building height at the street level, regardless of the overall bulk or height of the building.
 - b. Façades will be broken up with offsets, fenestration and other articulations to avoid long unbroken walls, while incorporating where feasible a variety of window types and patterns to break up building mass.
 - c. Use color variation to break up the mass of a building and provide visual interest.
- 4.1-19 Establish scale relationships between taller buildings adjacent to lower buildings through methods such as:
- a. Compatible horizontal alignment of architectural features and fenestration.
 - b. Height and form transitions from one building to another.

4.2 DESIGN STANDARDS—ORGANIZING ELEMENTS

Plazas

Discussion

Plazas are encouraged to emphasize a pedestrian-friendly environment by creating locations within the development that allow for people to gather. These community outdoor spaces establish a sense of place and identity, and provide space for participating in public life. Plazas within One Paseo shall vary in size.



Figure 4.2a Character sketch showing a plaza space with a variety of landscape elements and buildings that form a sense of enclosure

“...provide space for participating in public life.”

Policies and Objectives

- 4.2-1 Design public open spaces and plazas with particular attention to security, a sense of containment, solar exposure, and relationship to neighboring uses and circulation patterns (refer to General Plan Policies UD-E.1).
- 4.2-2 Provide ample lighting to pedestrian paths, plazas, and public open spaces with pedestrian-scaled fixtures with warm lighting.
- 4.2-3 Integrate plazas where appropriate in highly visible locations to encourage use and discourage unwanted activity.
- 4.2-4 Locate the plaza in an area that receives exposure to the sun. Building walls facing a plaza should be occupied by retail uses, street vendors, or other active uses.
- 4.2-5 Articulate plaza edges (buildings, benches, landscaping, etc.) where feasible to provide visual interest and additional seating along the edges of the plaza where people may linger out of the traffic flow.
- 4.2-6 Provide ample space for outdoor seating along buildings fronting the plaza, and also within the greater space itself.
- 4.2-7 Design plazas to accommodate a range of desired activities such as sitting, eating, strolling, gathering, entertainment, and festivals.
- 4.2-8 Accommodate space in the plaza for various moveable retail merchandising units such as carts, kiosks, and stands.

4.2 DESIGN STANDARDS—ORGANIZING ELEMENTS (CONTINUED)

Paseos

Discussion

Paseos are pedestrian passageways that improve connections to the overall pedestrian network and link off-site. Walkability is achieved by a network of paseos that connect the street system, courtyards, and plazas, while providing a comfortable, visually interesting, and secured environment. They can expand retail opportunities by allowing side entrances to commercial spaces, and by providing outdoor space for residents, restaurant patrons and office users (refer to General Plan Policy UD-C.6d).



Figure 4.2b Conceptual plan of a paseo

“...improve connections to the overall pedestrian network.”

Policies and Objectives

- 4.2-9 Keep paseos publicly-accessible and not gated.
- 4.2-10 Illuminate paseos with nighttime lighting, and ensure the paseo has clear visibility (without hidden corners or hiding areas) so as to be safe for pedestrians at all hours.
- 4.2-11 Provide trees, landscaping, street furniture, and pedestrian lighting to create a sidewalk environment along the length of the paseo.
- 4.2-12 Integrate wayfinding graphics as a part of provided amenities and as unique elements to enhance the pedestrian experience.
- 4.2-13 No vehicular access shall be permitted within paseos, except limited loading and occasional maintenance activities.



Figure 4.2c Character sketch showing a retail paseo connecting two small plazas

4.3 DESIGN STANDARDS—LAND USES

Retail/Commercial

Discussion

The existence of commercially viable retail is an essential part of a walkable, healthy, and active community. Retail should be designed with a pedestrian scale and experience in mind, to create places where people want to linger and spend time.



Figure 4.3a Retail precedent images

Retail Typologies

It will be important to provide a variety of retail typologies that can house the necessary tenants to make the development successful. Therefore, a variety of retail types will be incorporated into the overall development.

Multi-Tenant Retail Buildings

The combination of goods and services characterized by interesting storefronts in several low-rise buildings will be an important component in defining One Paseo. These elements, which may offer national and/or local retailers, will appeal to residents of One Paseo and Carmel Valley.

Stand-Alone Retail/Commercial

The stand-alone retail component offers a variety in product type which may in some cases appeal to certain tenants who prefer not to be grouped with other uses. By providing this typology, it allows a broader scope of retail tenants.

Kiosk Retail/Pushcarts

A kiosk is a free-standing structure that affords smaller outfit retailers to display and sell products, while contributing to the overall public realm along sidewalks and plazas. Pushcarts are wheeled, non-motorized vehicles used by vendors for selling food and beverages, and/or other products and services.

“...is an essential part of a walkable, healthy and active community.”

Policies and Objectives

- 4.3-1 Provide storefronts which have ample amount of transparency in order to foster a visual relationship between the walkway and the retail uses inside.
 - a. Dark tinted, reflective or opaque glazing is discouraged for any required wall opening along street level façades.
 - b. Where functionally appropriate, at least 60% of the ground floor, street-facing façade shall be made of transparent materials.
- 4.3-2 Encourage retail frontages to express a distinct image, engaging the customer and contributing to place-making.
- 4.3-3 Discourage themed building ensembles.
- 4.3-4 Design retail space with flexibility to adapt to market changes over time.
- 4.3-5 The primary entrance to each street-level tenant that does not have its frontage along a street shall be provided from a pedestrian paseo, or plaza, which ultimately connects to the street.
- 4.3-6 Encourage the design of awnings and canopies above storefronts to be constructed of high quality, durable, fade-resistant, and fire-retardant materials.
- 4.3-7 Awnings and canopies should respond to the level of solar exposure the storefronts and façades receive.
- 4.3-8 Parking for stand-alone retail shall comply with the One Paseo Shared Parking Plan.
- 4.3-9 Encourage the use of pushcarts and kiosks within plazas or other areas which attract pedestrians and generate activity.
- 4.3-10 Locate kiosks at key locations along sidewalks and within plaza areas. Kiosk design should be consistent with the architectural character of the development and other site furnishings.

4.3 DESIGN STANDARDS—LAND USES (CONTINUED)

Multi-Family Residential

Discussion

The residential component of a mixed-use community creates a unique vitality throughout the day by linking residents to working, shopping and dining opportunities. The proximity of these essential uses supports a convenient, pedestrian-friendly and livable environment. Ultimately, the intent is to energize the community with a variety of demographics by providing a choice in housing types that are essential in creating a vibrant social fabric.



Figure 4.3b Site plan showing location of residential component

Contextual Design for Residential

The design of the housing shall respond to the nature of the street it fronts.

Del Mar Heights Road Residential

The housing along Del Mar Heights Road will be 3 and 4 stories above two levels of parking. Two-story townhomes are planned along Private Driveway “A”, a prime entryway to One Paseo. This housing type will consist of stacked flats and/or townhomes with a likely mix of junior one-, one-, two- and three-bedroom units.

Interior Residential

Interior housing will be 3 to 6 stories of residential units above two levels of parking lined along the ground floor with residential amenities. This housing type will consist of stacked flats with a likely mix of junior one-, one-, two- and three-bedroom units.



Figure 4.3c Character sketch showing units above a residential streetscape

“...provides the critical mass needed to sustain a vibrant environment”

Policies and Objectives

- 4.3-11 Create variation in the overall building massing with vertical and horizontal plane breaks to provide a village character.
- 4.3-12 Articulate dominant building corners to define vistas, mark gateways or provide visual interest at edges.
- 4.3-13 Encourage building lobbies, active residential amenities and arcades to face internal circulation.
- 4.3-14 Provide a hierarchy of public and private open space to allow residents to experience the outdoor environment in a variety of ways. Private balconies, resident-oriented courtyards and street, or public park-like space provides the integrated usable open space necessary for quality of life in a residential community.
- 4.3-15 Create interest within the façade openings by varying window types, sizes and operation. Romeo and Juliette balconies are encouraged, as are traditional balconies, to provide interest and discourage uniformity of appearance.
- 4.3-16 The multi-family residential that faces Del Mar Heights Road shall include the following provisions:
- Provide a generous landscaped buffer from the street to offset noise impact and to visually minimize height, mass and bulk.
 - Exposed structured parking shall be architecturally integrated into the overall building to minimize negative visual impacts.
 - To blend with the adjacent residential neighborhood, step building heights and design building masses with sufficient articulation to break up building volumes and promote a human-scale environment.
- 4.3-17 Ground-floor units should be raised at least two feet above street level.
- 4.3-18 Exterior entrances to individual dwelling units are encouraged to have stoops.
- 4.3-19 Residential units adjacent to any street should be designed to provide a level of privacy while maintaining visibility to that street.



Figure 4.3d Character sketch showing townhomes and flats along Del Mar Heights Road.

4.3 DESIGN STANDARDS—LAND USES (CONTINUED)

Office

Discussion

The inclusion of commercial office space is an important component of a vibrant mixed-use community that will support employment and promote diverse economic activity. Commercial office buildings will be integrated into the overall development, and office tenants and visitors will have the opportunity to enjoy the live, work, dine and shop amenities all within a comfortable walking distance.

Flexible Class “A” office buildings will accommodate a diversity of single- and multi-tenant users who are engaged in the type of industries currently found within the Carmel Valley Employment Center.



Figure 4.3f Character sketch of office buildings viewed from plaza

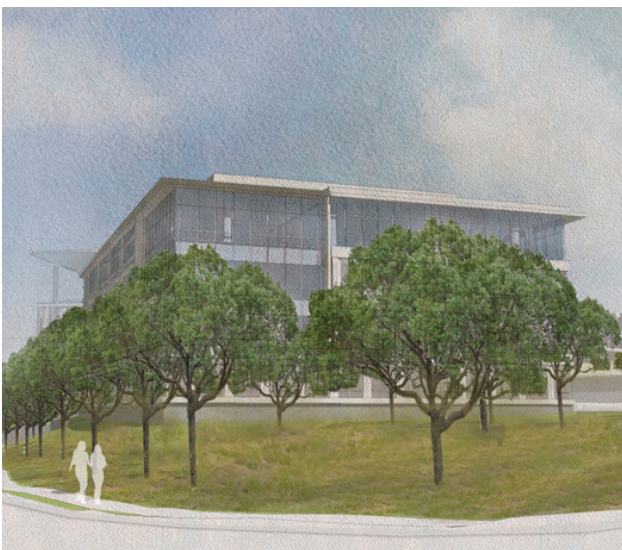


Figure 4.3e Character sketch of office building (northeast perspective)



Figure 4.3g Character sketch of office buildings (southeast perspective)

“... an important component of a vibrant mixed-use community that will create jobs and promote diverse economic activity.”

Policies and Objectives

- 4.3-20 Pedestrian entrances at ground-level plazas, paseos, walkways, and other amenities are encouraged.
- 4.3-21 Locate building entrances so they are readily identifiable and distinguished from other retail storefront or restaurant entrances. Building entrances may be differentiated through the use of architectural canopies, lighting, and special materials.
- 4.3-22 Design building façades to reinforce a sense of quality and permanence. The material palette may include a variety of materials including stone, architectural precast, concrete, glass curtain wall, and metal panel.
- 4.3-23 Discourage uninterrupted windowless walls facing sidewalks or other public spaces. Where they are functionally necessary, they should be treated with visually interesting architectural relief and material texture, shallow visual display windows, or vertical landscaping.
- 4.3-24 Incorporate plane offsets, recesses, balconies, and projections to continuous long façades to reduce the appearance of massiveness or uniformity.
- 4.3-25 Attention should be paid to all sides of the structure that will be visible, acknowledging both sightlines from the street and public spaces as well as the viewshed of surrounding residential areas. Rear façades, where they exist, should be as well-detailed and visually interesting as the front elevation.
- 4.3-26 Design the tops of buildings to be visually appealing and relate to overall building massing. Changes in actual or apparent building height are encouraged and may be reinforced through the use of setback or use of alternate materials.
- 4.3-27 Encourage horizontal variation and incorporation of shadow relief to provide visual interest across façades.
- 4.3-28 The siting of office buildings should provide a strong connection by use of gateway openings to the adjacent plaza.
- 4.3-29 Architectural corners of buildings that face El Camino Real shall reinforce openings into the project.
- 4.3-30 Ground floor uses facing El Camino Real shall be transparent unless used for parking entries or to screen service areas.

4.4 DESIGN STANDARDS—ADDITIONAL ELEMENTS

Building Entries

Discussion

Building entries enhance the scale, activity, and function of building façades along the sidewalks and plazas of One Paseo. External, street-oriented entries to ground floor pedestrian-active uses provide convenience and circulation along the street.



Figure 4.4a Precedent photo of building entry

Policies and Objectives

- 4.4.1 Building entries shall be located in a manner in which they activate the streetscape (refer to General Plan Policy UD-C.4a).
- 4.4.2 Entries should be prominent features of the base. Entries should be different from the standard building bay through articulation, elaboration and materials.
- 4.4-3 Entries shall be protected from the elements, with canopies, arcades, recesses, or roof overhangs.
- 4.4-4 De-emphasize service entry courts and design them to be minimally visible by pedestrians.
- 4.4-5 Service access for buildings shall be located out of sight from the primary building entry.

Roof Treatments

Discussion

A visually appealing roof can make a positive contribution to the streetscape and skyline, as well as provide screening and noise mitigation of rooftop mechanical equipment.

Policies and Objectives

- 4.4-6 Design roofs to be visually appealing when visible from public vantage points.
- 4.4-7 Vary the roof lines of large buildings to reduce their apparent mass and scale.
- 4.4-8 Rooftop building systems shall be incorporated in a manner that is consistent with the architectural character and composition of the building.
- 4.4-9 Mechanical, electrical and telecommunications systems should be screened from view of surrounding street, public open space and structures.
- 4.4-10 Equipment shall be made of durable, permanent materials that are compatible with the primary building materials.
- 4.4-11 Encourage reduction in heat island effect. High reflectance/low emissivity roofing is encouraged.

4.4 DESIGN STANDARDS—ADDITIONAL ELEMENTS (CONTINUED)

Structured Parking

Discussion

If properly designed and screened, parking facilities can make a positive contribution to the overall character and provide an attractive pedestrian environment. Parking facilities should be integrated into the overall site plan and designed in a consistent manner for efficient access and enhancement of the appearance of the site. The design of parking facilities should receive special attention to ensure harmonious blending with adjacent buildings and public gathering spaces (refer to General Plan Policy UD-A.11).

Policies and Objectives

4.4-12 Exposed structured parking façades shall include architectural and landscape elements that effectively screen vehicles, lighting, garage ceilings, and slab edges (refer to General Plan Policy UD-A.11e).

4.4-13 The design of the architectural screening layer shall complement the overall building design.

4.4-14 Visibility should be maximized for vehicles entering individual parking spaces, circulating within a parking facility and entering and exiting a parking facility.

4.4-15 Entrance drives to structured parking (including underground parking) should be located and designed to minimize interference with pedestrian movement.

4.4-16 Queuing spaces or queuing areas shall not interfere with parking spaces, parking aisles, loading areas, internal circulation or driveway access.

4.4-17 There should be a convenient, clear, safe and efficient internal circulation system within parking structures for both vehicular and pedestrian traffic including appropriate signage and placement of pedestrian circulation cores.

4.4-18 Parking structures should be screened with a combination of architectural elements, vertical planting and on-grade planting that, combined, create a pleasant landscaped edge to the generously designed walking connections.

Surface Parking

Discussion

The principal design objective for all surface parking is the provision of safe pedestrian and vehicular circulation, efficient layout, and minimal negative visual impacts on the public realm.

Policies and Objectives

- 4.4-19 Provide continuous circulation throughout the parking area and avoid dead-end driveways and turn-around spaces where possible.
- 4.4-20 Surface parking should be split into smaller parking lots to reduce the size and visual impact of expansive parking areas and asphalt.
- 4.4-21 Pedestrian and automobile conflict should be minimized by incorporating a common pedestrian pathway through the parking lot.

4.4 DESIGN STANDARDS—ADDITIONAL ELEMENTS (CONTINUED)

Signs

Discussion

Signs will play an important role in creating the visual images for One Paseo and its tenants. Signs should make a positive contribution and complement the site’s architecture, streets, and area in which they are located. One Paseo is a multi-use project consisting of commercial retail, office, and multi-family residential uses. In an effort to culminate each use and establish a comprehensive family of signs within One Paseo, planned signs facing public right of ways shall refer to the Carmel Valley Signage Guidelines and Criteria adopted by the City of San Diego Planning Department and City Council in December 1990.

Policies and Objectives

4.4-22 Refer to the Carmel Valley Sign Guidelines as the basis of planned signs at One Paseo in addition to General Plan Policy UD-A.14.

Lighting

Discussion

The use of light should be integrally designed as part of the built environment and should reflect a balance for the lighting needs with the contextual ambient light level of the surrounding area. Proper lighting at the pedestrian level, in terms of quality, placement, and sufficiency, can greatly enhance a nighttime experience as well as create a safe environment for pedestrians (refer to General Plan Policy UD-A.13).



Figure 4.4b Example of street lighting that is appropriate to the style of architecture

Policies and Objectives

- 4.4-23 Lighting intensities should be controlled to ensure that light spillage and glare are not directed at adjacent properties, neighboring areas, motorists, or the night sky.
- 4.4-24 Building lighting should be utilized to highlight special architectural features, building entries, and to illuminate sidewalk areas and paseos.
- 4.4-25 Sidewalk and paseo lighting shall be designed for an average illumination of one-foot candle horizontally and vertically, as measured six feet above ground, and shall maintain a uniformity ratio not to exceed 5:1 (Note: this data is in accordance with the Illumination Engineering Society of North America Handbook, Ninth Edition).
- 4.4-26 Lighting fixtures should be appropriate to the style of architecture or aesthetically concealed from view. Full cut-off fixtures and shielding shall be utilized to effectively control glare and light trespass.

4.4 DESIGN STANDARDS—ADDITIONAL ELEMENTS (CONTINUED)

Service Areas

Discussion

Building service locations are important to individual building functions and to service circulation patterns to and through the project. Service, trash collection, equipment storage, utilities, and loading zones within One Paseo shall be carefully planned and sited where they will have the least visual and noise impact, while allowing for safe and convenient access.

Policies and Objectives

- 4.4-27 Service areas (loading docks, refuse collection areas and similar facilities) which could be sources of odor, noise and smoke, or be visually objectionable, should not be located in highly traveled areas, and are encouraged to be located an acceptable distance from an incompatible use.
- 4.4-28 Whenever possible, service areas should be located away from public spaces and residential uses. Appropriate screening of the service areas includes: decorative walls, overhead latticework, berms, landscaping and fencing.
- 4.4-29 Mechanical equipment and exposed utilities should be located on building roofs or within the building envelope whenever possible to preserve the public realm. These elements should be incorporated into the overall building design.
- 4.4-30 Intake louvers that are absolutely necessary for retail systems may be permitted if integrated with the sign band.
- 4.4-31 Consider Crime Prevention Through Environmental Design (CPTED) principles to enhance safety and security at One Paseo.

Transit Stop

Discussion

The 2050 Regional Transportation Plan, which has been approved by the San Diego Association of Governments (SANDAG), will serve Carmel Valley in the future with Rapid Bus Transit service referenced as Route 473. Therefore, One Paseo shall incorporate a transit stop as part of the overall project. Transit stops provide patrons comfort and protection from the elements in the form of benches, schedule and route information. Integrating a transit stop into the streetscape as an attractive element will enhance the general awareness of transit by making it a more prominent visual element along the street.

Policies and Objectives

- 4.4-32 Locate transit stop near activity zones.
- 4.4-33 Locate transit stop near major building entries and provide convenient pedestrian access between the transit stop and any building entries.
- 4.4-34 The transit stop shall be compatible with the overall streetscape, and have a standard theme to promote instant recognition.



Chapter Five: Landscape Design Guidelines

LANDSCAPE DESIGN INTENT & OBJECTIVES

LANDSCAPE MASTER PLAN

LANDSCAPE COMPONENTS

PERIMETER CONDITIONS

PLAZAS

PRIVATE AMENITY OPEN SPACE

PRIVATE DRIVEWAYS

HARDSCAPE & SITE FURNISHINGS

IRRIGATION

MAINTENANCE



INTRODUCTION

The landscape and hardscape design play a critical role in establishing the overall identity of the project and visually distinguishing various areas within the property. When layered with architecture, landscape establishes the unique character of the outdoor spaces and guides their use. These outdoor spaces will serve as the community’s “living rooms” – stages of various scales for different events, social encounters and life experiences. These guidelines provide an overall organization for the project’s spaces and describes landscape’s role in defining them. This section establishes a strong landscape vision and framework for the project that still allows for creative flexibility in design and plant material selection. The landscape design and plant material selection will build a rich fabric of architecture and landscape.

Goals

- Landscape character on the perimeter fits in well with the surrounding community.
- Planting and/or berms buffer incompatible views to and from adjacent roads/land uses, and soften the bulk and scale of the buildings on the perimeter.
- Project entries are well-articulated, and easily identified.
- Pedestrian spaces with shaded sidewalks, separated from the automobile by planted parkways.
- Private Driveways leading to plazas, open spaces and retail activity orchestrated for pedestrian enjoyment, with comfortable seating, rich plantings and landscape art and/or graphics.
- Landscape and hardscape in public plazas and paseos accommodating gatherings and programmed events.
- Private amenities and recreation areas landscaped with raised planters and pots, and shaded with umbrellas and/or trellises to create intimate areas and space definition.

5.1 LANDSCAPE DESIGN INTENT & OBJECTIVES

Discussion

The precise plan amendment area has a diverse mixture of uses and activities for the benefit of the Carmel Valley community. Spaces that are well designed define the project's character and experiential quality.

The following landscape guidelines and plant list ensure a thematic character to different portions of the project, while allowing for the diversity that stimulates a mixed-use environment. The guidelines are intended to provide enough direction to inform landscape character and establish consistent themes while allowing flexibility in the selection of individual plant species. In the case of street trees, the list is more specific, while a general list of shrub, groundcover and vine species that may be used in all areas has been provided.

Policies and Objectives

Complementing the outdoor spaces defined by building architecture, the landscape design approach will:

- 5.1-1 Weave the project into the fabric of the surrounding community through the use of familiar plant material and landscape design elements (refer to General Plan Policy UD-A.5).
- 5.1-2 Emphasize view corridors into the project from the surrounding community (refer to General Plan Policies UD-C.4 & C.6).
- 5.1-3 Aesthetically define and unify distinct areas within the project through the use of landscape layering (refer to General Plan Policy UD-A.8).
- 5.1-4 Have a framework for the landscape design of different portions of the project as they develop (refer to General Plan Policy UD-C.3).
- 5.1-5 Work in conjunction with the building architecture to create a unique sense of place in outdoor spaces (refer to General Plan Policy UD-C.3).
- 5.1-6 Define vehicular and pedestrian edges, corridors, and pathways and focus views toward key architectural features, and soften hard edges and the mass of the built environment (refer to General Plan Policy UD-A.5).
- 5.1-7 Soften hard edges, bulk and mass of the built environment.
- 5.1-8 Provide shade for cars and pedestrians in open areas (refer to General Plan Policies ME-A.7 & UD-A.8 & C.7).
- 5.1-9 Use low-water use plants and water-conserving irrigation systems as a part of the project's sustainability techniques (refer to General Plan Policies UD-A.4 & A.8).

5.2 LANDSCAPE MASTER PLAN

Discussion

The Landscape Master Plan is an organizing framework of landscape corridors, edges, and pedestrian spaces and their general treatments. In the next sections, areas are described in the order one would experience the project (from the perimeter inward). This plan depicts how the landscape defines the various spaces within the project as well as how the project relates to the broader community at its perimeter edges.

Policies and Objectives

- 5.2-1 Promote a balance of formal internal streets with informal perimeter.
- 5.2-2 Allow for a rich display of striking accent plants as surprises within the project.
- 5.2-3 Plazas, paseos and patios shall have paving up to a maximum of 85% to allow for gathering and events, but still have shade and rich plant diversity.
- 5.2-4 Encourage a minimum of 10% of gross site area to be designated for public space, such as plazas and paseos (refer to General Plan Policy UD-C.5).

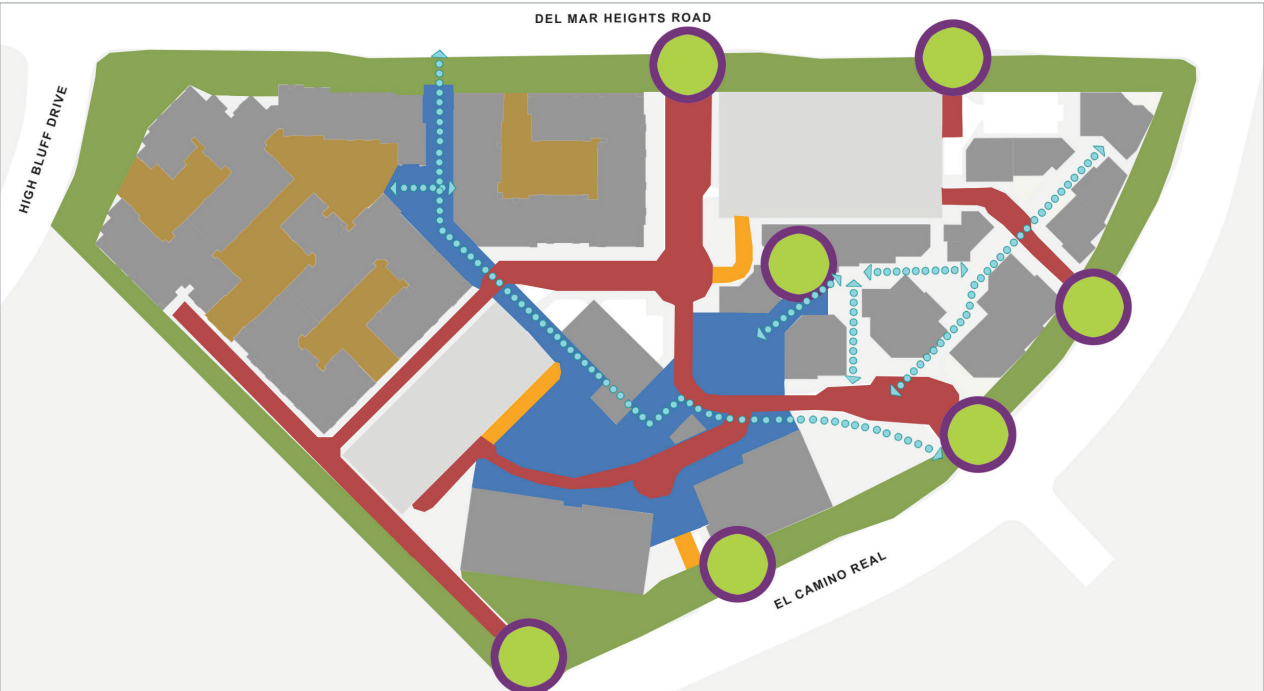


Figure 5.2a Landscape Organizing Structure

- PERIMETER
- ENTRIES
- PRIVATE DRIVEWAYS
- INTERNAL DRIVES (Vehicular Use Areas)
- PRIVATE AMENITY AREAS
- PLAZAS
- PEDESTRIAN PASEOS

5.3 LANDSCAPE COMPONENTS

Discussion

All landscape and irrigation shall conform to the requirements of the Carmel Valley Planned District Ordinance and the standards set forth in the City of San Diego Land Development Manual and other applicable City and regional standards. *See the Appendix for plant lists by area.*

Policies and Objectives

- 5.3-1 Screen unsightly utilities and waste/recycling areas, wherever possible.
- 5.3-2 Achieve botanical diversity.
- 5.3-3 Achieve point and area requirements established for Private Driveways, Private Amenity Areas and Plazas, as well as areas and point requirements for the remaining yard, street yard and vehicular use areas, per the Appendix.

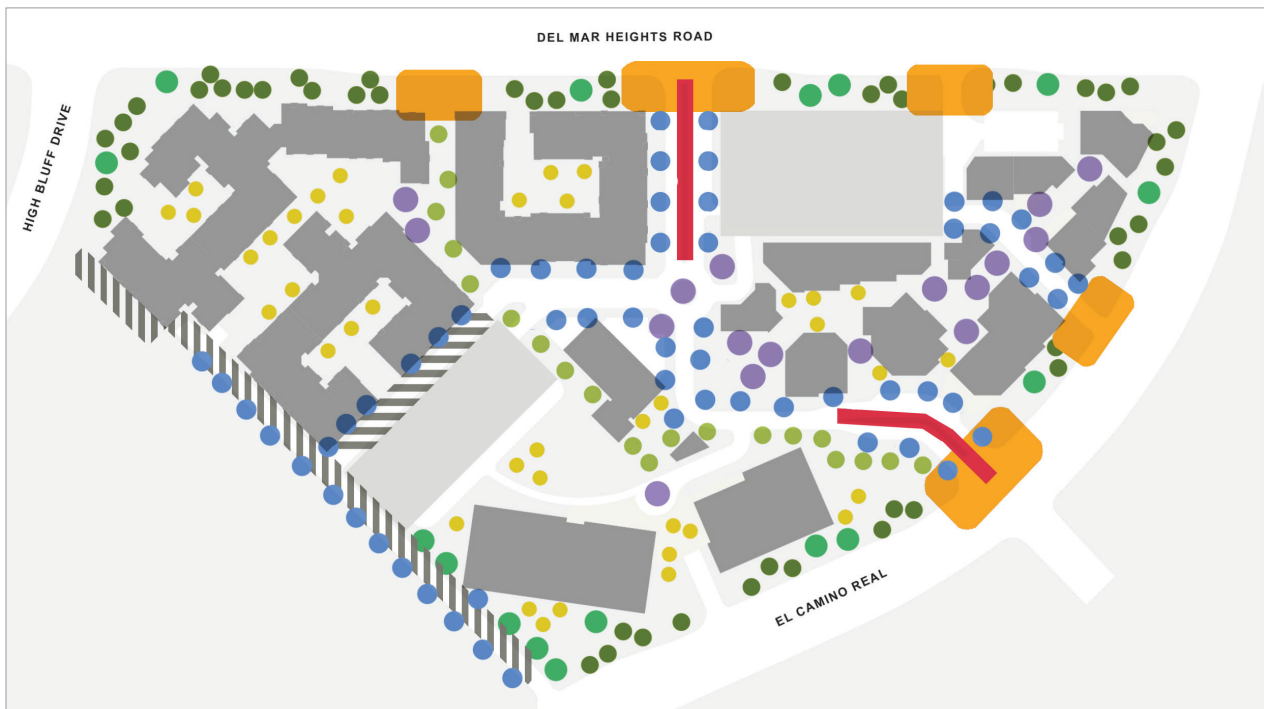


Figure 5.3a Street Trees

	View Corridor Street Trees & Median Palms		Heritage Trees		Perimeter Screening Trees
	Entry Accents		Informal Perimeter Canopy Trees		Paseo Trees
	Internal Driveway Street Trees		Community Accents		Internal Trees & Accents

5.4 PERIMETER CONDITIONS

Discussion

The project's perimeter is the place where the community fabric weaves into the proposed project landscape character. The design both blends with the surrounding public landscape and introduces the project architectural vocabulary at the key corners and entrances. The proposed plan implements key landscape design components envisioned in the original Unit 2 Precise Plan of the Carmel Valley Employment Center for parkway areas within the public right of way and building setbacks – such as the following:

- Low berming
- Low ground-plane plantings
- Informal groupings of tall trees that allow visual access to commercial frontages

While the project has multiple building uses and heights along its perimeter, landscape is the vehicle that will provide a visual consistency. Open branching, informal canopy trees will be planted at an irregular spacing to match the tree canopy in the neighborhoods across the street and further down Del Mar Heights Road and High Bluff Drive. Tall, broad-canopied Torrey Pine trees are identified in the Carmel Valley Community Plan as a signature tree, and Torrey Pines will be used as Community Accent Trees to match the existing trees at the corner of High Bluff Drive and those used across Del Mar Heights Road.

Policies and Objectives

- 5.4.1 Planting at the perimeter shall be informal in character, with loose groupings of accent plants, low shrubs and groundcovers.
- 5.4.2 Trees shall be grouped and not at a regular spacing.
- 5.4.3 Openings between tree groupings will allow views into the interior, to signs and to key architectural features.

5.5 PLAZAS

Discussion

Plazas will provide for multiple uses and are places where residents, office employees and visitors can gather. As stated elsewhere, the plazas will allow for multiple uses. In addition, plazas may be located above subterranean parking or other structures. As such, much of the space in the plazas is hardscape for functions such as dining, seating, performances, and events. However, greenery will soften the spaces and provide “visual relief.” The spaces will contain usable lawn, shrub beds and plants in containers. Shade trees and stately palms will provide shade. Shade will also be provided by canopies and umbrellas. Planting and hardscape design elements will help define the look and feel of plazas. Landscaping components such as lighting, street furniture and pots create repetition and strengthen and define the form and function of the pedestrian paseos. For a discussion of paseos, please refer to section 4.2.

Policies and Objectives

- 5.5-1 Plaza planting area shall be a minimum of 15% of the total plaza area.
- 5.5-2 Plants shall be provided at 0.02 points per square foot, based on the Plant Point Schedule, as referenced in the Carmel Valley Planned District Ordinance. Points for shrubs and vines can contribute to the point requirement, in addition to trees and palms.
- 5.5-3 At least one-half of the required planting points shall be achieved with trees and/or palm trees.

5.6 PRIVATE AMENITY OPEN SPACE

Discussion

Private amenity open spaces, as defined in this section, refer to private open spaces serving multi-family residential uses. These spaces will be intended for the recreation of the residents, and will have one or more functions, including the following: passive-use sitting; recreation; swimming/sun-bathing; outdoor cooking and/or dining. Given that the spaces are usually atop structures, such as subterranean parking, most of the space is hardscape. Therefore, the amenity areas will rely on umbrellas and other architectural features for shading. Plants will typically be in free-standing containers and/or on-structure planters.

Policies and Objectives

- 5.6-1 In private amenity open spaces, planting area shall be a minimum of 5% of the total area of the private amenity open spaces.
- 5.6-2 Plants shall be provided at 0.02 points per square foot, based on the Plant Point Schedule, as referenced in the Carmel Valley Planned District Ordinance. As set forth in the City of San Diego Development Manual, points for shrubs and vines can be used in tabulations, in addition to trees and palms.
- 5.6-3 Given the constraints of applications where there is limited soil depth on-structure, the required planting areas and required points can be achieved for plantings in pots that have a minimum inside diameter of 24 inches.
- 5.6-4 There is no requirement to achieve required planting points through the use of trees only.

5.7 PRIVATE DRIVEWAYS

Discussion

Private driveways are those vehicular areas of private ownership on the site that connect public rights of way to various points within the project. Like public streets, private driveways may have parallel or angled parking contiguous with the internal street. Private driveways are unlike typical vehicular use areas, as they are not physically integral to a surface parking lot.

Policies and Objectives

- 5.7-1 The number of required private driveway trees for each private driveway frontage shall be calculated at the average rate of one tree for every 40 feet of private driveway frontage.
- 5.7-2 The installed tree spacing may be varied to accommodate site conditions or design considerations. However, the number of trees required for each private driveway frontage shall be planted along the corresponding private driveway.
- 5.7-3 Trees will be planted between the curb and the internal street wall. Where site conditions do not readily allow the installation of the private driveway trees required by this section in the area between the curb and the pedestrian zone, trees may be located within 12 feet of the curb-line along that private driveway frontage.
- 5.7-4 Palm trees may be used to satisfy a maximum of 50% [one-half] of the requirement of this section. When used to satisfy the requirement of this section, at a minimum palms shall have a minimum average size of 10-feet of brown trunk height.

5.8 HARDSCAPE & SITE FURNISHINGS

Discussion

Hardscape treatments and landscape furnishings will be used to reinforce pedestrian comfort and support the activities/uses that occur in each area. When combined with building architecture and plant material, these items help achieve the goal of making this place a comfortable environment and a place where you will want to return again and again. Hardscape treatments will include concrete or asphalt pavers, a variety of concrete finishes, and may include natural stone used as an accent in key areas. Natural gray concrete may be used in “back of house” areas not viewed by the public. Permeable pavement will be considered where appropriate and not in conflict with high pedestrian traffic. Landscape furnishings will include benches, litter receptacles, patio tables and chairs, bike racks, tree grates, decorative railings and bollards. Moveable tables and chairs will be used in the plaza and in some paseos to support surrounding restaurant uses, while benches and trees in tree grates or planting “cut-outs” will be the dominant furnishings used in streetscape situations with high-volume pedestrian traffic.

Policies and Objectives

- 5.8-1 Create a pedestrian zone that has a rich paving finish and is populated with landscape furnishings.
- 5.8-2 Allow for liberal use of seating in a variety of functions.

5.9 IRRIGATION

Discussion

All plantings will be irrigated efficiently by a network of irrigation systems that are designed under compliance of the City of San Diego Water Conservation Codes, which are in turn in compliance with the State of California AB 1881 water conservation laws. The systems will be controlled by automatic irrigation controllers that will be connected to weather-sensing equipment.

Policies and Objectives

- 5.9-1 Plant material will be grouped according to Water Use Classifications of Landscape Species [WUCOLS] categories and be of similar water use and maintenance requirements.
- 5.9-2 All landscape areas shall be irrigated by automatic irrigation systems run by controllers that respond to local climatic conditions. These systems will also include flow sensing capability to monitor potential breakages to ensure that water is not wasted. Irrigation systems will be designed so that separate areas of maintenance responsibility are metered and controlled separately.
- 5.9-3 Irrigation equipment, including backflow preventers, booster pumps, and remote control valve boxes, shall be located to minimize visual impact and shall be coordinated with the planting design.

5.10 MAINTENANCE

Discussion

A project, to be considered successful, should be kept in a clean and well-groomed state, consistent with the City of San Diego Landscape Regulations and Standards. The landscape areas shall be maintained free of debris and litter, and plant material will be maintained in a healthy growing condition.

Policies and Objectives

- 5.10-1 All landscape areas shall be maintained either by the respective lot owner or the project owner's association.
- 5.10-2 A master association will control common areas.



Chapter Six: Public Facilities, Services and Safety

PUBLIC FACILITIES FINANCING PLAN &
FACILITIES BENEFIT ASSESSMENT

WATER SERVICE

SEWER SERVICE

STORM DRAINS

ELECTRICAL, GAS, TELEPHONE & CABLE TELEVISION

POLICE SERVICE

FIRE SERVICE & EMERGENCY SERVICES

LIBRARY

PUBLIC SCHOOLS

PARK & RECREATION FACILITIES

65

INTRODUCTION

The Carmel Valley Community Plan was approved by the City of San Diego in February 1975. Initially, the Public Facilities Financing Plan for Carmel Valley was divided into two areas; the northern portion located north of SR-56 and the southern portion located south of SR-56. The Fiscal Year 2009 Carmel Valley Public Facilities Financing Plan and Facilities Benefit Assessment (FBA) no longer splits the community.

An inventory of land uses contained in the currently adopted plan indicates that approximately 90% of residential, commercial, industrial and institutional acres within the community are developed. The Facilities Plan/FBA, developer-funded projects and other financing mechanisms have provided Carmel Valley with needed public improvements phased with development. The quality and quantity of public facilities that are found within Carmel Valley (transportation, parks and recreation, police, fire, library, water and sewer) have generally been provided concurrent with the community's development. As described in this chapter, numerous significant public facilities are concentrated within the Town Center Precise Plan Area adjacent to the site.

One Paseo shall not burden existing public facilities and services within Carmel Valley. Future development within the precise plan amendment area will make identified infrastructure improvements prior to, or concurrent with, need. Public improvements are encouraged to reflect sustainable practices. Public improvements shall be sequenced in conformity with phasing plans. One Paseo shall make fair-share contributions to improve community and regional infrastructure.

Goals

- Adequate improvements to serve the mixed-use project;
- New development that does not burden existing infrastructure; and
- Fair-share contributions are made prior to building permit issuance.

6.1 PUBLIC FACILITIES FINANCING PLAN & FACILITIES BENEFIT ASSESSMENT

The primary objective of these financing mechanisms is to equitably spread costs consistent with the procedures specified in City Council Ordinance 0-15318, as adopted on August 25, 1980. Assessments are calculated and levied against each undeveloped or under-developed parcel based on the projected type and size of development. An FBA results in a lien being levied on each parcel of property located within an area of benefit. Liens are released after payment of the FBA fee, which is required in conjunction with building permits. The amount of the lien/ultimate fee will be re-assessed for the mixed-use project after an evaluation of the public facilities and infrastructure needs.

The FBA fees that are collected may be used for a variety of community-serving improvements including transportation projects, park and recreation, libraries, police and fire facilities, and water/sewer infrastructure. The payment of FBA fees prior to building permit issuance will be used to satisfy the project's population-based park requirements.

6.2 WATER SERVICE

A water study has been prepared for One Paseo to identify the on-site facilities required to provide domestic water and fire service to the site. The analysis determines potable water demands and recommends facility sizes for the on-site domestic water and fire systems required to serve buildout of the development.

The precise plan amendment area is located in the City's 470 Pressure Zone (PZ) which primarily serves the Carmel Valley area through pressure reducing facilities from the City's 610 North City Pressure Zone. The 470 PZ provides water service to the site from multiple sources. The primary sources are the 610/470 pressure reducing station at Del Mar Heights Road and El Camino Real, which supplies existing 470 PZ pipelines in both Del Mar Heights Road and El Camino Real, thereby providing redundant sources. In addition, the 610/470 pressure reducing station at Carmel Country Road and Townsgate Drive provides another source of 470 PZ water supply via Townsgate Drive to El Camino Real.

6.3 SEWER SERVICE

One Paseo is located within the City of San Diego sewer service area. Future development will be served by a private on-site sewer collection system sized to convey peak flows in accordance with the Uniform Plumbing Code. Wastewater will drain by gravity to an existing 18-inch sewer main in El Camino Real (known as the El Camino Real Trunk Sewer). The sewage would be conveyed to the North City Wastewater Reclamation Plant (NCWRP) via a system of trunk and interceptor sewer and pumping stations. The NCWRP is the first large-scale water reclamation plant in the City's history with a treatment capacity of 30 million gallons per day.

A sewer study has been approved by the City of San Diego Water & Sewer Utility Department. The objective of the study is to evaluate if the existing downstream capacity is sized appropriately to accommodate the maximum buildout of the precise planning area. The study concludes that: 1) the existing El Camino Trunk Sewer can accommodate the ultimate projected flows, 2) existing facilities are sufficient to meet the project's projected wastewater needs in conformance with City standards, and 3) no new off-site sewage infrastructure will be required.

6.4 STORM DRAINS

Storm water runoff from the existing graded site outlets into the public storm drain system in El Camino Real. The public storm drain system in El Camino Real discharges into a regional detention basin, which is maintained by the Retention Basin Maintenance Association, of which the project is a member. That Association annually cleans and maintains the two existing detention basins that serve the San Diego Corporate Center. The detention basins were designed to mitigate the flows for a ten-year storm back to the pre-existing conditions as a requirement of the Coastal Commission at the time the Community Plan was first approved. Before leaving the site, storm flows will be treated to comply with the current regulations of the City of San Diego's Storm Water Standards Manual for water quality, and will be in accordance with the approved Water Quality Technical Report for the project. Best management practices will be incorporated to mitigate the pollutants of concern identified for the project, and will be maintained by the developer or subsequent community association.

6.5 ELECTRICAL, GAS, TELEPHONE & CABLE TELEVISION

Existing electrical infrastructure owned by San Diego Gas & Electric Company are immediately adjacent to the site in Del Mar Heights Road and El Camino Real. Adequate capacity exists to serve the proposed project. A high-pressure gas main is located in Del Mar Heights Road. Adequate capacity exists to serve the proposed site. Existing underground telephone service in Del Mar Heights Road and El Camino Real is available from AT&T to serve the site. Time Warner Cable Television has existing underground facilities in El Camino Real to serve the site.

6.6 POLICE SERVICE

The City of San Diego has responsibility for providing service to the Carmel Valley area. The Northwestern Division Police Substation, located at 12952 El Camino Real, is approximately 1,200 feet south of the project, and serves as the primary location for law enforcement services within the community.

6.7 FIRE SERVICE & EMERGENCY SERVICES

The City of San Diego has responsibility for providing fire protection to Carmel Valley. Fire station number 24 is located at 13077 Hartfield Street, which is 0.3 miles northeast of the precise plan amendment area. Equipment at this station includes one engine, one brush engine and one medic/rescue. Eight additional fire stations, located within an approximately 10-mile radius of the site, would be available to provide backup. The City's Fire - Rescue Department has Automatic Aid Agreements with the surrounding communities of Del Mar, Solana Beach and Rancho Santa Fe.

6.8 LIBRARY

Library services are provided by the City of San Diego. The Carmel Valley Branch Library is located approximately one-half mile east of the site at 3919 Townsgate Drive. Additional libraries in the vicinity are the County of San Diego branch libraries located in Del Mar and Rancho Santa Fe.

6.9 PUBLIC SCHOOLS

The amendment area is located within the jurisdiction of the Solana Beach School District and the San Dieguito Union High School District. The Solana Beach School District operates several elementary schools near the site including Carmel Creek Elementary School (K-4), Solana Highlands Elementary School (K-4) and Solana Pacific Elementary School (5-6). All three of the elementary schools are located less than one-half mile from the site. The School District will determine which schools students will attend.

The San Dieguito Union High School District would provide educational services for students after elementary school. Carmel Valley Middle School, located at 3800 Mykonos Lane, will be the school for 7th and 8th grade students. The school is approximately 0.2 miles east of the amendment area. Middle school students may be assigned to Earl Warren Middle School at the discretion of the School District. Students from 9th-12th grade would attend Torrey Pines High School, located at 3710 Del Mar Heights Road. The school is approximately one-half mile east of the site. High school students may request to attend Carmel Crest Academy.

California Senate Bill 50, which was approved in 1998, authorizes the collection of developer fees for the construction of school facilities. The legislation establishes a maximum cap on the amount of fees. The payment of developer fees collected pursuant to SB 50 are “deemed to be full and complete mitigation” for impacts related to providing adequate school facilities.

Private pre-school and day care facilities are located in the Del Mar Highlands Town Center on the east side of El Camino Real.

6.10 PARK & RECREATION FACILITIES

The Recreational Element of the General Plan recommends a minimum of 2.8 acres of population-based park land per 1,000 residents. This standard results in Neighborhood Parks of 3-13 acre, serving a population of 5,000 within an approximately 1-mile radius, and Community Parks of a minimum of 13 acres, serving a population of 25,000. Recreational guidelines contained in the General Plan also recommend a minimum 17,000 square-foot recreation center for every 25,000 residents or within 3 miles, whichever is less, and a community swimming pool complex for every 50,000 residents, or within 6 miles, whichever is less.

The City of San Diego operates 13 population-based parks within a 1.5-mile radius of the precise plan amendment area. The two closest neighborhood parks to the project are the 12-acre Solana Highlands Park located on Long Run Drive (approximately 0.2 miles north of the site) and the 12-acre Carmel Creek Park located at the corner of Carmel Creek Road and McGuire Drive (approximately 0.5 miles east of the site). A portion of both parks is subject to a joint use agreement with the Solana Beach School District. The Carmel Valley Recreation Center is located at 3977 Townsgate Drive, less than 0.2 miles southeast of the amendment area. This 18.7-acre community recreation center has approximately 13 useable acres which are devoted to a wide variety of recreational amenities, including a recreation center and swimming pool.



Chapter Seven: Implementation

CEQA COMPLIANCE

ZONING

OTHER REQUIRED APPROVALS



INTRODUCTION

This chapter provides a description of the planning, regulatory, and environmental review process for proposed developments within the precise plan amendment area.

One Paseo includes a request for City approval of the following for the entire site:

- General Plan Amendment (GPA) to modify the land use designation from “Employment Center” to “Multiple Use”
- Carmel Valley Community Plan Amendment (CPA) to change the land use designation from “Employment Center” to “Community Village”
- One Paseo Precise Plan Amendment to the Carmel Valley Employment Center Unit 2 Precise Plan
- Carmel Valley Planned District (CVPD) Amendment to the CVPD-MC (Mixed Use Zone)

Approval of these planning and zoning actions collectively establishes a regulatory framework for implementing more specific development projects. Implementation of the project will also include a number of amendments to previously approved discretionary permits.

In accordance with the Land Development Code, the project submittal for One Paseo is a Process Five decision which requires the City Council hold a public hearing and act as the final decision-maker. Before the City Council action, the Planning Commission shall review and provide recommendations.

The planning and permit approvals for One Paseo define the mix of land uses, maximum allowable development intensity, regulatory and design standards, lot configuration, circulation and infrastructure requirements.

CHAPTER 7

7.1 CEQA COMPLIANCE

The City of San Diego is considered the lead agency under the California Environmental Quality Act (CEQA) because it has the principal responsibility for approving the proposed project. On February 23, 2015, the City Council certified a Final Environmental Impact Report (FEIR) which analyzed a previous One Paseo project. The FEIR (SCH No. 2010051073) evaluated the land use plan, circulation and infrastructure improvements associated with implementing the larger original project. Prior to approval, the City Council will be required to determine if any revisions to the project associated with the new reduced One Paseo project or changing conditions will cause the need for additional environmental review.

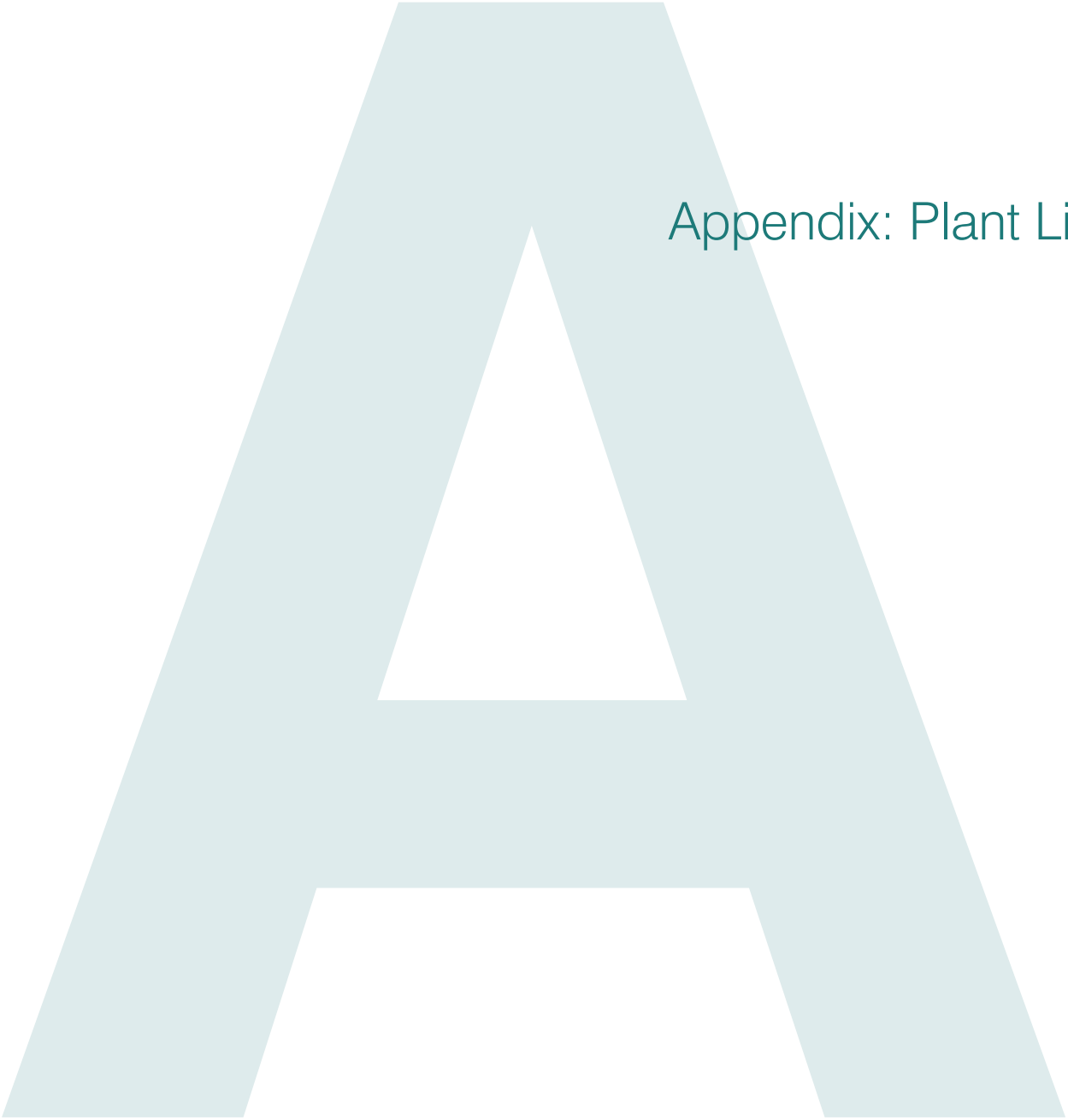
7.2 ZONING

On March 9, 2015, the San Diego City Council established the CVPD-MC (Mixed-use Center) zone which provides use and regulatory standards for development within the One Paseo Precise Plan Amendment area. As with other zones in the Carmel Valley Planned District Ordinance, the CVPD-MC zone will take precedence over the citywide Land Development Code (Chapters 11-14), in the event of any conflicts.

7.3 OTHER REQUIRED APPROVALS

A number of other discretionary approvals will also be required to modify the approvals granted by the San Diego City Council in 2015 for the original project:

- Vesting Tentative Map (VTM) Amendment – An amended VTM will serve to reconfigure the existing parcels to accommodate the proposed mixed use project. Project proponents may file a single final map or a series of phased final maps.
- Site Development Permit (SDP)/Carmel Valley Development Permit Amendment – This permit amendment is required per the Carmel Valley Planned Development Ordinance.
- Neighborhood Development Permit (NDP) Amendment – An amended NDP is required to allow the limited use of tandem commercial parking.
- Conditional Use Permit (CUP) – The original project approvals included a CUP for a proposed cinema. The CUP will be cancelled with the new One Paseo project.
- Street and Easement Vacations – Vacations were previously approved with the original project for a street that was never constructed (Del Mar Heights Place) and for associated utilities on the proposed site. These actions will become effective with recordation of the Final Map.



Appendix: Plant List

APPENDIX

Botanical Name	Common Name	Ht. / Spread	Water Use
BOTANICAL ACCENTS			
Aloe bainesii	King Palm	30'- 40' x 15'	Moderate
Butia capitata	Pindo Palm	15'- 25' x 12'	Moderate
Cercidium 'Desert Museum'	Palo Verde	30'- 40' x 35'- 40'	Low
Dracena draco	Dragon Tree	10'- 20' x 15'- 20'	Low
Erythrina coralloides	Naked Coral Tree	25'- 40' x 25'- 35'	Low
Tecoma stans	Yellow Bells	12'- 20' x 12'- 20'	Low
HERITAGE TREES			
Olea europea	Olive	25'- 35' x 40'- 45'	Low
Platanus racemosa	California Sycamore	40'- 60' x 30'- 40'	Moderate
Quercus virginiana	Southern Live Oak	30'- 40' x 20'- 25'	Moderate
FLOWERING ENTRY ACCENT TREES			
Cercis canadensis 'Forest Pansy'	Forest Pansy Redbud	20'- 25' x 20'- 25'	Moderate
Lagerstroemia cultivars	Crape Myrtle	20'- 30' x 15'- 25'	Moderate
Magnolia grandiflora	Southern Magnolia	30'- 40' x 25'- 35'	Moderate
Spathodea campanulata	African Tulip Tree	30'- 40' x 20'- 25'	Moderate
Tabebuia impetiginosa	Pink Trumpet Tree	25'- 30' x 20'- 25'	Moderate
PRIVATE DRIVES - CANOPY TREES IN 5' MIN. PARKWAYS			
Arbutus 'Marina'	Marina Madrone	25'- 35' x 15'- 30'	Moderate
Koelreuteria bipinnata	Chinese Flame Tree	30'- 40' x 35'- 40'	Moderate
Lagerstroemia cultivars	Crape Myrtle	20'- 30' x 15'- 25'	Moderate
Magnolia grandiflora	Southern Magnolia	30'- 40' x 25'- 35'	Moderate
Pistachia chinensis	Chinese Pistache	30'- 40' x 35'- 40'	Moderate
Pyrus calleryana 'Aristocrat'	Aristocrat Flowering Pear	25'- 30' x 15'- 30'	Moderate
Ulmus parvifolia	Chinese Evergreen Elm	40'- 60' x 50'- 70'	Moderate
PLAZA & PASEO VERTICAL ACCENTS			
Butia capitata	Pindo Palm	15'- 25' x 12'	Low
Phoenix dactylifera 'Medjool'	Medjool Date Palm	40'- 50' x 25'	Low
Roystonea regia	Royal Palm	40'- 50' x 20'	Moderate
Washingtonia robusta	Mexican Fan Palm	80' x 16'	Low

Botanical Name	Common Name	Ht. / Spread	Water Use
PEDESTRIAN PATHWAY			
Arbutus 'Marina'	Marina Madrone	25'- 35' x 15'- 30'	Moderate
Butia capitata	Pindo Palm	15'- 25' x 12'	Moderate
Erythrina coralloides	Naked Coral Tree	25'- 40' x 25'- 35'	Low
Phoenix dactylifera 'Medjool'	Medjool Date Palm	40'- 50' x 25'	Low
Roystonea regina	Royal Palm	30'- 40' x 20'	(Info not available)
INTERNAL ACCENT TREES			
Brahea species	Mexican Blue/Guadalupe Palm	20'- 30' x 12'	Low
Cercis canadensis 'Forest Pansy'	Forest Pansy Redbud	20'- 25' x 20'- 25'	Moderate
Dalbergia sissoo	Indian Rosewood	30'- 40' x 20'- 25'	Low
Elaeocarpus decepiens	Japanese Blueberry Tree	15'- 20' x 15'- 20'	Moderate
Lagerstroemia x fauriei	Crape Myrtle	20'- 30' x 15'- 25'	Low
Spathodea campanulata	African Tulip Tree	30'- 40' x 20'- 25'	Moderate
INFORMAL STREET TREES			
Arbutus 'Marina'	Marina Madrone	25'- 35' x 15'- 30'	Moderate
Koelreuteria bipinnata	Chinese Flame Tree	35'- 40' x 35'- 40'	Moderate
Pistachia chinensis	Chinese Pistache	30'- 40' x 35'- 40'	Moderate
Platanus racemosa	California Sycamore	50'- 60' x 30'- 40'	Moderate
COMMUNITY ACCENT TREES			
Pinus torreyana	Torrey Pine	50'- 60' x 40'- 50'	Low
Platanus racemosa	California Sycamore	50'- 60' x 30'- 40'	Moderate
SCREEN & BUFFER TREES AND TIMBER BAMBOO			
Arbutus 'Marina'	Marina Madrone	25'- 35' x 15'- 30'	Moderate
Bambusa spp.	Timber Bamboo	25'- 50' X 10'- 20'	Moderate
Dalbergia sissoo	Indian Rosewood	30'- 40' x 20'- 25'	Moderate
Feijoa sellowiana	Pineapple Guava	15'- 20' x 15'- 20'	Low

APPENDIX

Botanical Name	Common Name	Ht. / Spread	Water Use
TURF			
Paspalum spp.	Seashore Paspalum Sod	-	Moderate
PERIMETER SHRUBS			
- Taller			
Arbutus unedo 'Compacta'	Dwarf Strawberry Tree	8' x 8'	Low
Bougainvillea spp.	Bougainvillea (shrub form)	4'- 6' x 8'- 12'	Low
Callistemon spp.	Bottlebrush	3'- 12' x 3'- 8'	Low
Phormium tenax hybrids	New Zealand Flax	3'- 6' x 3'- 6'	Low
Pittosporum tenuifolium hybrids	Hybrid Kohuhu	4'- 20' x 4' - 8'	Moderate
Raphiolepis umbellate minor	Yeddo Hawthorn	3'- 4' x 3' 4'	Low
Westringea spp.	Coast Rosemary	2-8' x 4-8'	Low
- Shorter			
Abelia prostrata	Dwarf Abelia	3' x 5'	Moderate
Ceanothus cultivars	Carmel Creeper	3'- 5' x 5'- 12'	Low
Coleonema pulchrum 'Compacta'	Dwr. Pink Breath of Heaven	3' x 4'	Moderate
Cotoneaster 'Lowfast'	Lowfast Cotoneaster	2' x 8'	Moderate
Dianella spp.	Flax Lily	2'- 3' x 2'- 3'	Low
Hemerocallis spp.	Daylily	2'- 3' x 2'- 3'	Moderate
Lantana spp.	Lantana	3'- 4' x 4'- 8'	Low
Lomandra longifolia	Dwarf Mat Rush	3' x 3'	Moderate
Senecio spp.	Senecio	2' x 3'- 5'	Low
Trachelospermum spp.	Star Jasmine	2' x 3'- 5'	Moderate

Botanical Name	Common Name	Ht. / Spread	Water Use
CORE AREA PLANTINGS			
- Taller			
Bambusa spp.	Timber Bamboo	25'- 50' X 10'- 20'	Moderate
Chondropetalum tectorum	Cape Rush	4' x 5'	Low
Duranta repens hybrids	Sky Flower	2'- 6' x 2'- 5'	Moderate
Phormium tenax hybrids	New Zealand Flax	3'- 6' x 3'- 6'	Low
Pittosporum tenuifolium hybrids	Hybrid Kohuhu	4'- 20' x 4' - 8'	Moderate
Raphiolepis ssp.	Yeddo/India Hawthorn	3'- 5' x 3' 5'	Low
- Shorter			
Annual / Perennial color accents	seasonal/to be determined	1-3' x 1' 3'	High
Agapanthus africanus hybrids	Lily of the Nile	2'- 4' x 2'- 4'	Moderate
Aloe spp.	Aloe	2'- 5' x 2'- 5'	Low
Dietes spp.	Fortnight Lily	3'- 4' x 3'- 4'	Moderate
Liriope spp.	Lily Turf	2'- 3' x 3'	Moderate
Lomandra longifolia	Dwarf Mat Rush	3' x 3'	Moderate
Rosa spp.	Shrub Rose	2'- 4' x 3' 4'	Moderate
Strelitzia reginae	Bird of Paradise	4' x 3'- 5'	Moderate
Trachelospermum spp.	Star Jasmine	2' x 3'- 5'	Moderate
- Vines			
Distictis spp.	Trumpet Vine	-	Moderate
Ficus pumila	Creeping Fig	-	Moderate
Parthenocissus Ttricuspidata	Boston Ivy	-	Moderate