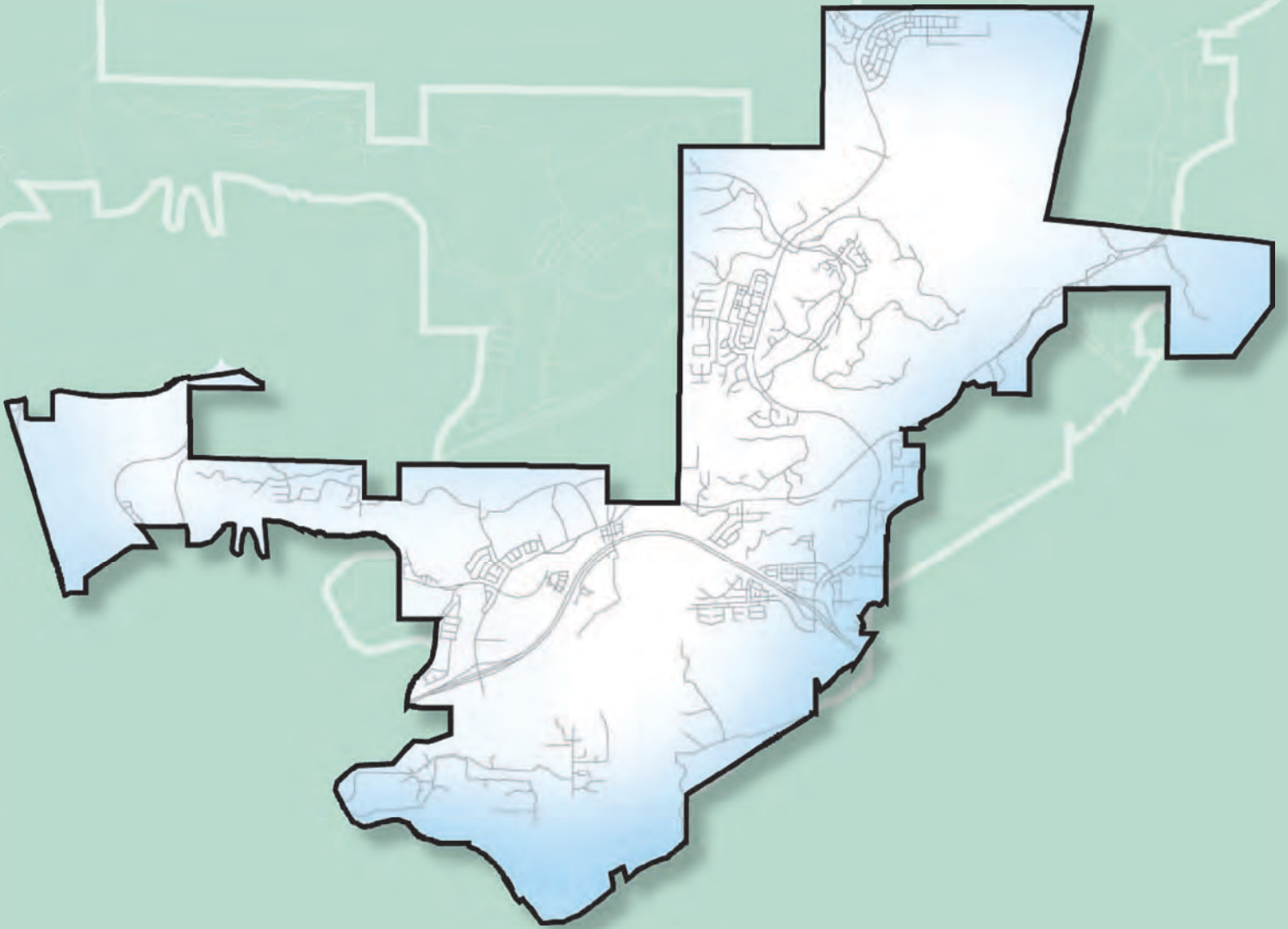


North City Future Urbanizing Area Framework Plan



THE CITY OF SAN DIEGO

**NORTH CITY FUTURE
URBANIZING AREA
FRAMEWORK PLAN**

NORTH CITY FUTURE URBANIZING AREA FRAMEWORK PLAN

City of San Diego Planning Department
202 C Street, MS 4A
San Diego, CA 92101



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NORTH CITY FUTURE URBANIZING AREA FRAMEWORK PLAN

The following amendments have been incorporated into this October 2014 posting of this Plan:

Amendment	Date Adopted by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Adoption of North City Future Urbanizing Area Framework Plan	September 10, 1992		October 1, 1992	R-280787
Amendment to implement the Coastal Act			October 26, 1993	R-282898
Amendment to exempt a 26-acre parcel from the NCFUA Framework Plan Implementing Principle 2.54			February 22, 1994	R-283446
Amendment to allow a public vote on a phase shift to precede completion and adoption of subarea plans			March 7, 1994	R-283515
Amendment to change Section 4.8g (gated communities) of the NCFUA Framework Plan	June 26, 1997		August 5, 1997	R-289034
On August 14, 2014, amended the City of San Diego Local Coastal Program – Coastal Land Use Maps to include the North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (NCC PWP/TREP) Project Overlay Map and Project Overlay Improvements Map.				PWP-6- NCC-13- 0203-1



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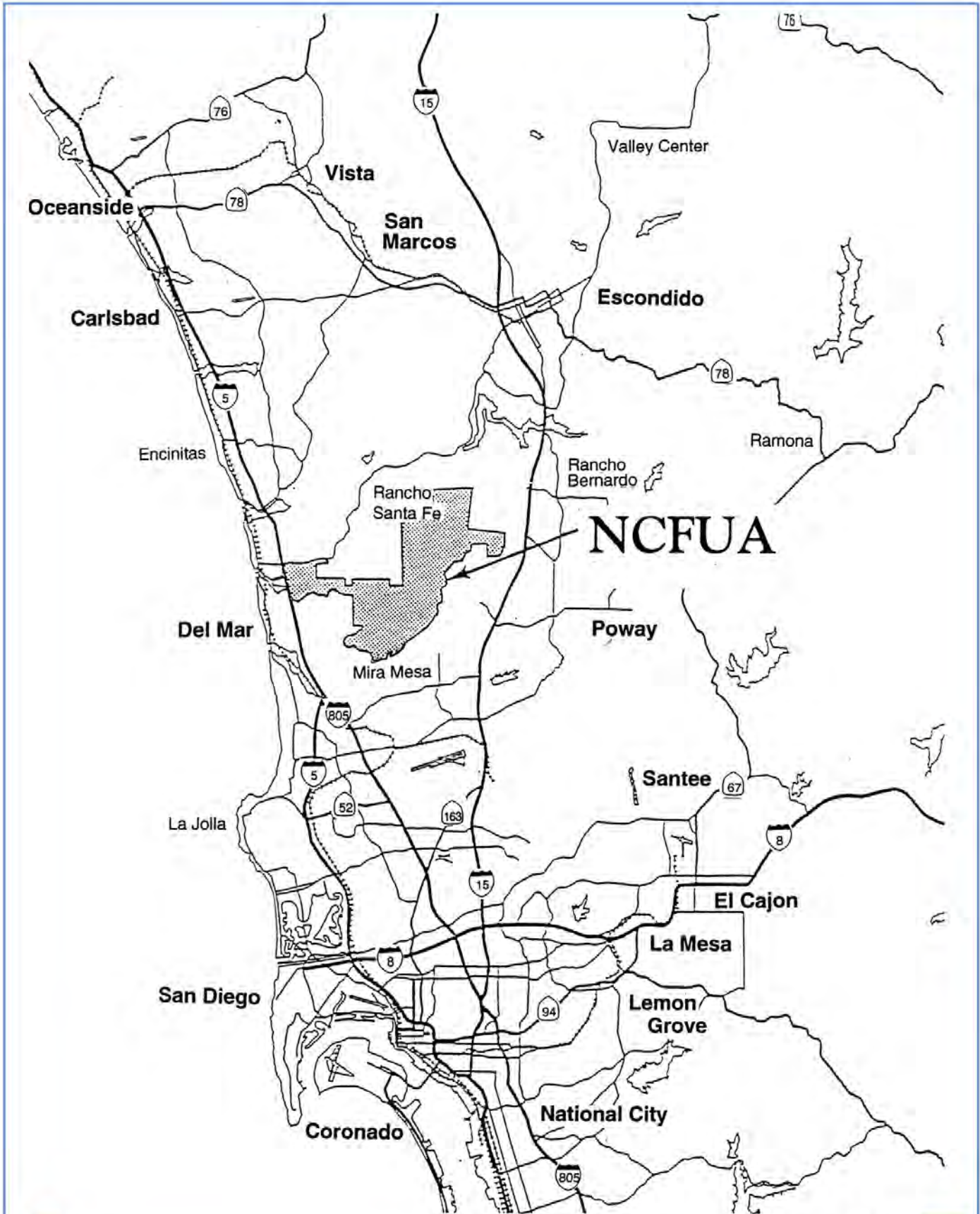
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1. Framework Plan Overview



Location Map **1-1**
 North City Future Urbanizing Area Framework Plan **FIGURE**

1. FRAMEWORK PLAN OVERVIEW

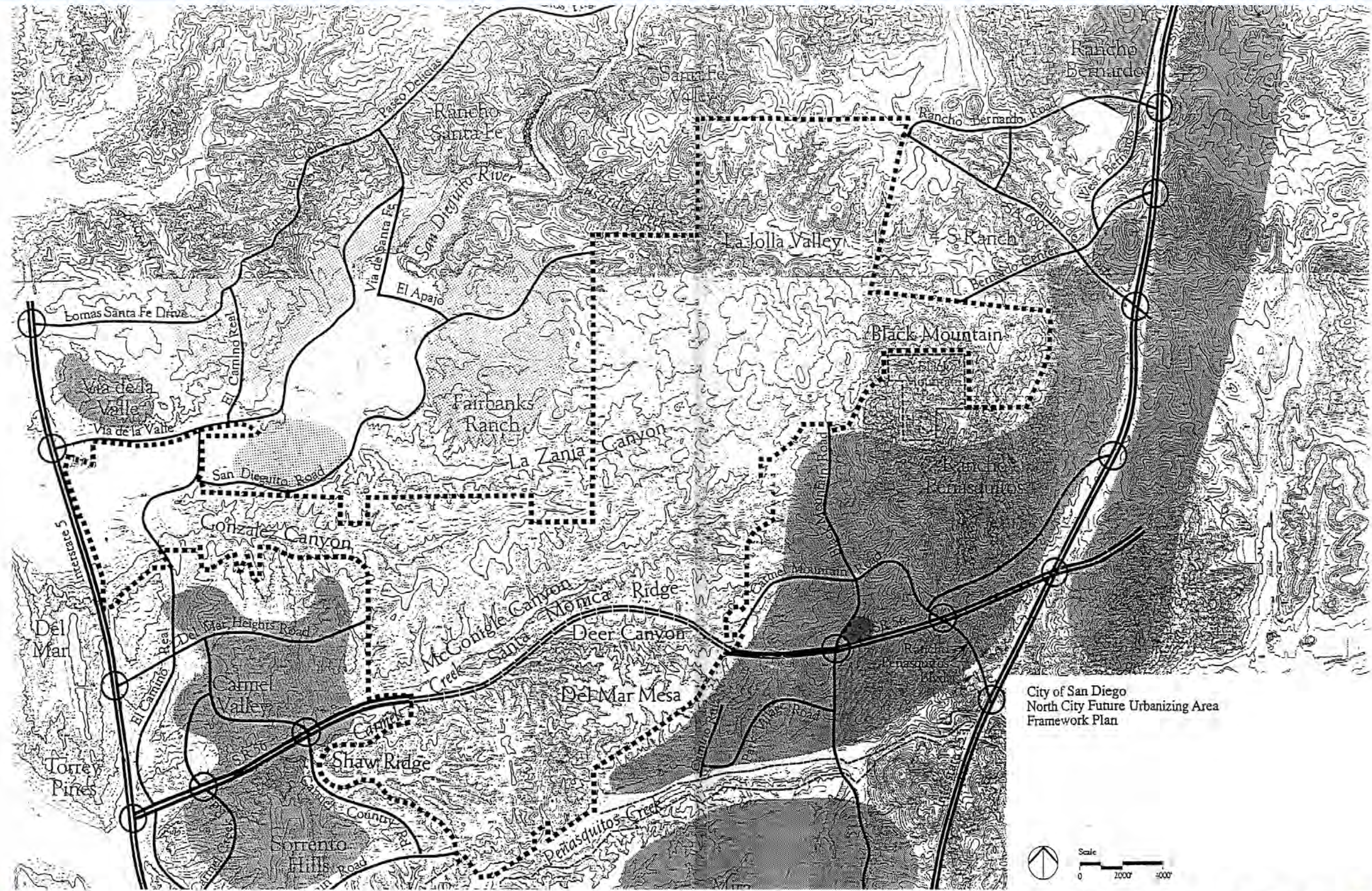
1.1 BACKGROUND

The North City Future Urbanizing Area (NCFUA) is a 12,000-acre area with a range of natural features that rivals the diverse environment of San Diego as a whole. Stretching from Interstate 5 (I-5) on the west almost to Interstate 15 (I-15), with Los Peñasquitos Canyon at the southernmost edge and the Santa Fe Valley to the north, the NCFUA's irregular boundary reflects the natural features and urbanized communities that surround it (see **Figures 1-1** and **1-2**). On clear days, the ocean and Black Mountain are visible from many locations. Major open spaces will always adjoin the NCFUA; already in public ownership are Los Peñasquitos Canyon Preserve and Black Mountain Park (see **Figure 1-3**). Public acquisition efforts for parts of the San Dieguito River Valley are underway.

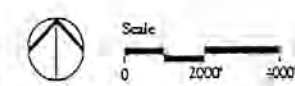
With a location between I-5 and I-15, the NCFUA might be thought to have ideal transportation connections. Instead, severe congestion on the freeways during peak travel periods and a limited circulation network combine to restrict the intensity of NCFUA uses that can be well served. Long-range projects including trolley extensions and commuter rail service, as well as near-term operational projects such as ramp metering and HOV lanes on I-15, will promote alternatives to drive-alone automobile use. The Framework Plan is designed to increase travel by modes other than the private car.

Largely undeveloped, in 1992 the NCFUA is home to a variety of activities. Large nurseries, commercial agriculture, grazing, large-lot single-family residences, and temporary encampments used by migrant workers and day laborers are found in the NCFUA. But despite the designation of "Future Urbanizing Area," the regulations in effect in 1992 would allow a dramatic change in the area's character, even without any amendments to the City's Progress Guide and General Plan (General Plan). City Council Policy 600-29, "Maintenance of Future Urbanizing Area as an Urban Reserve," lists four development alternatives for properties in the FUA that are designated A-1 (in 1992, A-1 zoning applies to the entire NCFUA). These are development pursuant to the A-1 zone regulations (one dwelling unit per ten acres in most of the plan area), rural clustering at the same density, conditional uses which are non-urban in character, or clustered residential development at a density of one dwelling unit per four acres.

Concern about the possibility of the NCFUA being uniformly developed at low densities consistent with Planned Residential Development (PRD) regulations but without an overall plan reflecting current community priorities was one of the factors that led the City Council to appoint an Advisory Committee for the North City Future Urbanizing Area in October 1990. Other factors included widespread dissatisfaction with the nature and impacts of recent large-scale developments in San Diego and enthusiasm about the prospects of planning something different and better.



City of San Diego
 North City Future Urbanizing Area
 Framework Plan



NCFUA Vicinity Map 1-2

North City Future Urbanizing Area Framework Plan **FIGURE**



In June 1991, the Advisory Committee submitted to the City Council a final report that recommended preparation of an areawide Framework Plan. The committee expressed its conclusion that “this may be the last opportunity to plan, obtain, preserve, and maintain regionally significant interconnected and functional open space systems,” and that development under the prevailing regulatory framework could “inhibit the planning and implementation of open space corridors and the possibility of community designs which lessen transportation and other facility impacts.” Based on the recommendations of the Advisory Committee, preparation of the NCFUA Framework Plan (Framework Plan) was initiated in the Fall of 1991.

The committee defined the Framework Plan as a statement, in graphic and narrative form, which guides the achievement of community goals and objectives. One element of the Framework Plan is identification of major subareas that will receive subsequent planning.

1.2 THE FRAMEWORK PLAN VISION

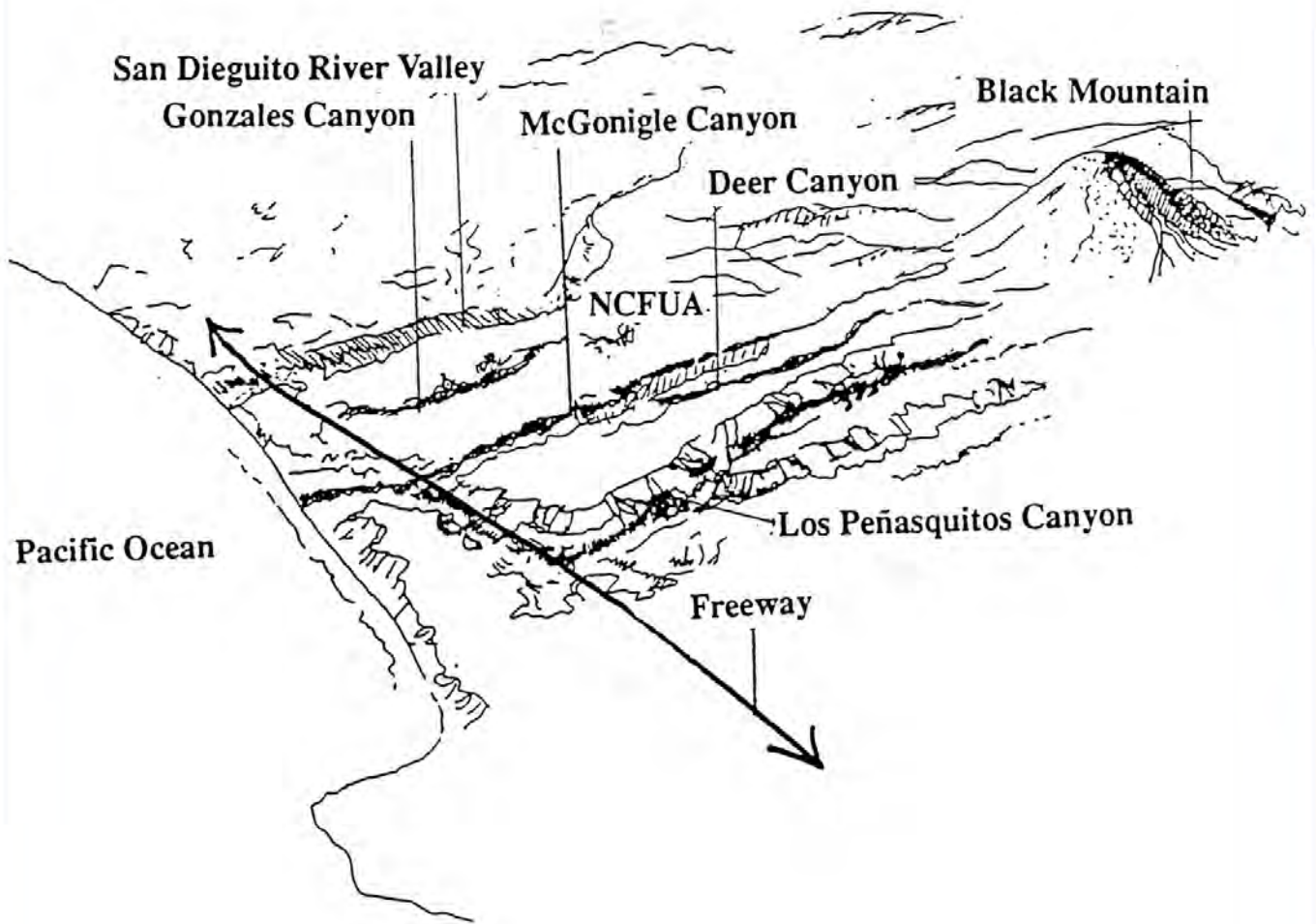
The North City Future Urbanizing Area is a largely undeveloped area defined physically by canyons, valleys, and streambeds, and punctuated by steep gorges and rolling hillsides. In the north, the La Jolla Valley and Lusardi Creek create a scenic focus for the surrounding uplands. In the central part of the NCFUA, McGonigle, Deer, Gonzales, and La Zanja Canyons give the landscape a rich visual texture (see **Figure 1-4**). In the south, Del Mar Mesa is penetrated by dozens of finger canyons.

The NCFUA contains most of the major plant communities endemic to coastal San Diego. Rich stands of threatened plant communities persist, including coastal sage scrub; southern mixed, chemise, and coastal mixed chaparral; scrub oak chaparral and forest; native grasslands; and riparian woodland. The majority of the area, however, has been grazed or farmed, and supports non-native species. Wildlife use is high in the canyons and densely vegetated areas.

This Framework Plan provides a vision or a blueprint for development of the future urbanizing area. This blueprint takes advantage of the natural features of the plan area by preserving scenic value and biological resources and incorporating these features into human landscapes. Open space areas separate and give form to developed areas, providing a visual break and opportunity for recreational pursuits.

The vision for development includes small urban nodes, where cultural facilities will exist, and where shopping is accomplished along old-style Main Streets. This is a community where people should live as neighbors, where human contact can occur through walks to the corner store. And yet, the area will use the best of modern engineering to create scenic roadways and safe, attractive buildings.

The vision for the North City Future Urbanizing Area embodies diversity of building types, public amenities, and people. The NCFUA should in its very essence be different, not just another new community. It should be, at once, distinctive in character and a good neighbor to adjacent areas. This area should combine the best of rustic, picturesque development with the best of tightly arranged, fine-grained, modern villages, all tied together with an extensive open space system.



NCFUA Setting
North City Future Urbanizing Area Framework Plan **1-3**
FIGURE

1.3 USING THE FRAMEWORK PLAN

Each of the eight Plan sections following this overview includes three parts:

1. Introductory text, which describes existing conditions or constraints, and describes the land use plan and the process by which the Plan was developed;
2. Guiding principles, which are broad goals, or policy statements to be used in evaluating future planning efforts in the NCFUA; and
3. Implementing principles, which are more specific standards or criteria intended to implement the guiding principles. Implementing principles may be supplanted by zoning after the Zoning Code Update project has been completed and new zones have been applied to the NCFUA.

Tables and figures supplement the text and should be interpreted in combination with the Plan principles. The three parts of the Framework Plan—diagrams, text, and tables—together convey the full intent of the Framework Plan.

Section 2, Framework Plan Implementation, establishes the basic requirements for the preparation of subarea plans and phasing requirements. Guiding principles throughout this document should be used to guide subarea planning efforts.

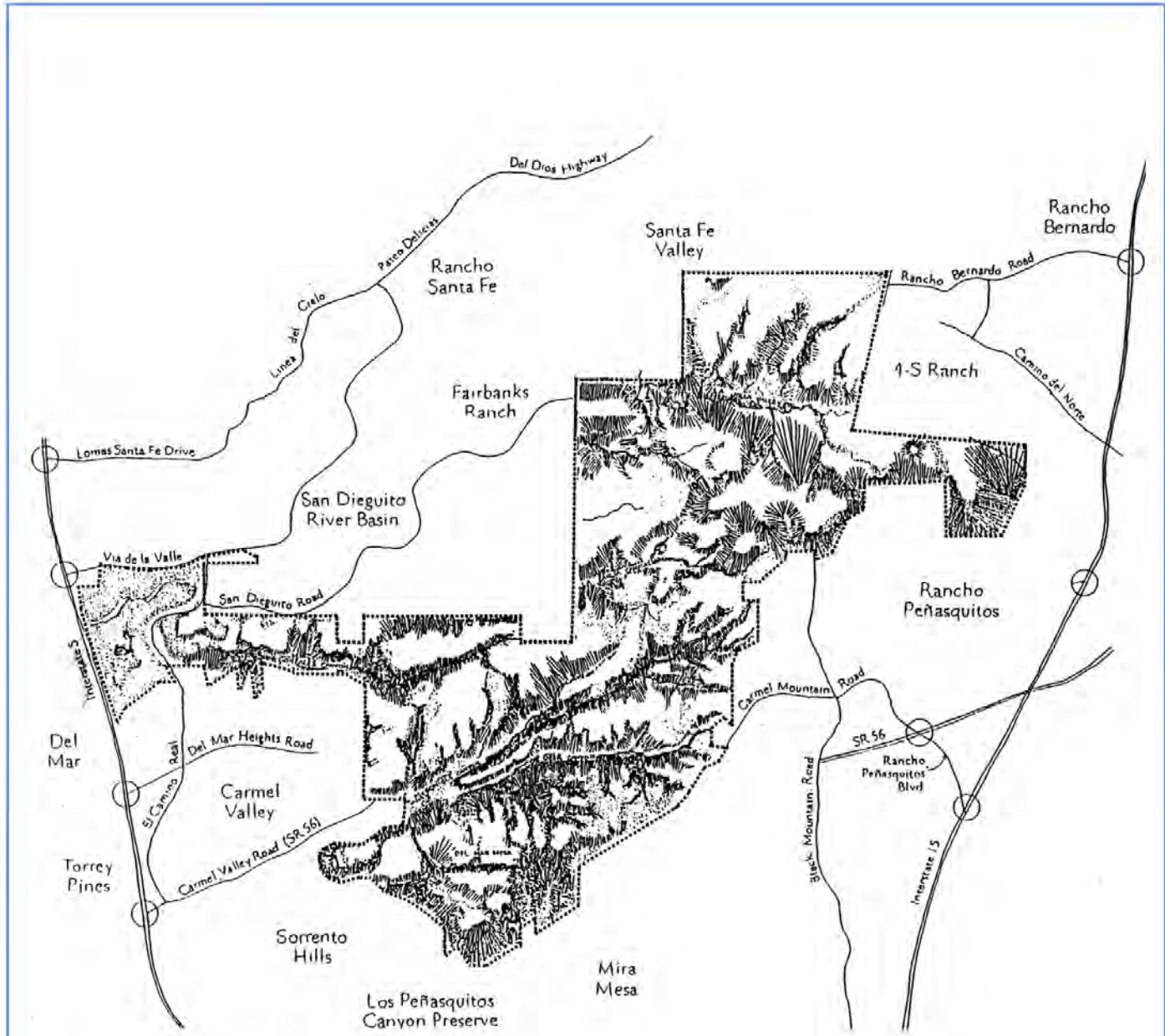
Accompanying the Framework Plan is an Environmental Impact Report (EIR) that assesses the potential impacts of Framework Plan adoption and analyzes alternatives designed to reduce adverse impacts. Certification of a final EIR by the City Council is required with adoption of the Framework Plan.






Appendix C is a glossary of terms and abbreviations used in this document.

1.4 PUBLIC PARTICIPATION IN PREPARING THE PLAN

The Citizens Advisory Committee that made its final report to the City Council in July 1991 led the first phase of public participation in the Framework Plan. A second Citizens Advisory Committee was appointed by the City Manager in the Fall of 1991 to work with City staff and consultants during preparation of the Framework Plan. The committee's efforts intensified after initial planning stages during which issues were identified and planning options analyzed.

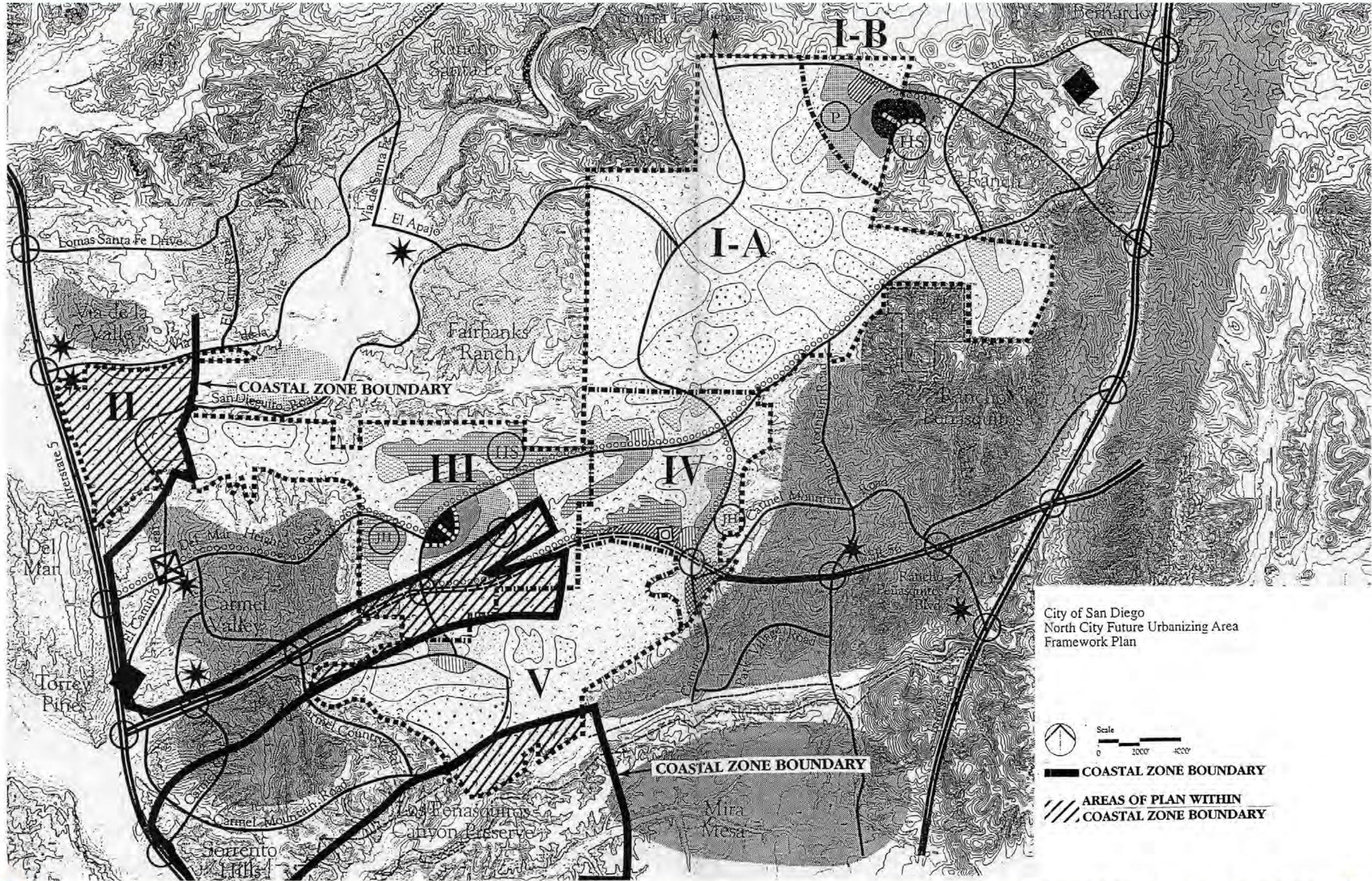
Broad participation from members of the public was invited at three community workshops during Framework Plan preparation. Many property owners and residents of the NCFUA attended committee meetings as well as the workshops. Additional opportunities for public comment were provided at Planning Commission and City Council sessions during the preparation of the Framework Plan.



-  Areas with Hillside Character
-  Areas of High Scenic Value
-  Areas of Medium Scenic Value
-  Prominent Ridgeline
-  Mesa Areas or areas with little or no sloping topography



Visual and Scenic Resources
North City Future Urbanizing Area Framework Plan **1-4**
 FIGURE



City of San Diego
North City Future Urbanizing Area
Framework Plan

Scale
0 2000' 4000'

▲ COASTAL ZONE BOUNDARY

▨ AREAS OF PLAN WITHIN
COASTAL ZONE BOUNDARY

Coastal Zone Boundary 1-5
North City Future Urbanizing Area Framework Plan **FIGURE**



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2. Framework Plan Implementation

2. FRAMEWORK PLAN IMPLEMENTATION

City regulations and policies shape the content of the Framework Plan and establish basic requirements for its implementation. This Section first describes pre-existing City regulations and policies, and then establishes overall goals for Framework Plan implementation and measures necessary to implement them.

THE FUTURE URBANIZING DESIGNATION

The Future Urbanizing Area (FUA) designation was established in the City's 1979 General Plan and refined in subsequent City Council Policies. The 1979 plan classifies all land in the City as belonging in one of three tiers: urbanized, planned urbanizing, and future urbanizing. The tier designations reflect the City's desire to manage urban expansion and to allocate private and public resources efficiently. The designations and implementing council policies are intended not only to regulate the type and timing of development in urban expansion areas, but also to strengthen the older and geographically central parts of the City that comprise the urbanized area. The FUA designation is an interim designation designed to prevent premature urban development. The 1990 guidelines describe the City's objectives for future urbanizing areas as "to avoid premature urbanization, to conserve open space and natural environmental features, and to protect the fiscal resources of the City by precluding costly sprawl and/or leapfrog urban development."

In the 1990 Guidelines for Future Development, which amended the General Plan, the City established the basis for a fourth designation to be applied to selected areas of the City: the environmental tier. The addition of the environmental tier to the three designations previously established conveys the City's objective of long-term preservation of some lands in a natural state. The concept is implemented for the NCFUA in the Framework Plan. (**Section 5** provides background and principles for the environmental tier.)

2.1 IMPLEMENTATION OF THE FUTURE URBANIZING DESIGNATION AND PHASE SHIFTS

The goal of the Future Urbanizing Area designation is to prevent premature urbanization of these areas until it has been determined that they are needed to accommodate the City's growth. The A-1 zone implements this designation and Council Policy 600-29, "Maintenance of Future Urbanizing as an Urban Reserve," lists four development alternatives for properties in the FUA. These are:

- Development pursuant to A-1 regulations. In most of the NCFUA, this could result in a maximum development intensity of one housing unit per ten acres. Other allowable uses are churches, private stables, commercial riding, training or boarding horse stables, and most agricultural uses;

- Development pursuant to the Rural Cluster Development regulations at the density permitted by the A-1 zone, which would result in the same maximum development intensity, but with development clustered to promote retention of open space and future development opportunities;
- Development pursuant to conditional use permit regulations “provided that the conditional uses as natural resource dependent, non-urban in character and scale, or are of an interim nature which would not result in an irrevocable commitment of the land precluding future uses,” or
- Development pursuant to the Planned Residential Development (PRD) regulations at a density not to exceed one dwelling unit per four acres.

The General Plan recognizes that the FUA designation is interim in nature and that land will be shifted from the future urbanizing to the planned urbanizing tier to accommodate the demand for growth. While this idea is a simple one, its interpretation and implementation are complex. To date, no criteria for defining “premature” have been established. Review of relevant City policies and documents reveals several key policy ideas:

Growth is to be accommodated and managed citywide, not limited (i.e., an ultimate or buildout population for the City is not envisioned). This idea, which is conveyed by Council Policy 600-30, suggests that the City’s land use policies should accommodate San Diego’s share of regional growth as projected by the San Diego Association of Governments (SANDAG) or the State Department of Finance.

The release of future urbanizing area land for urbanization should be related to land use in the urbanized and planned urbanizing areas. The General Plan (Guidelines for Future Development) establishes that “Expenditures or plans for future urbanization of these (future urbanizing) areas should not be made until the need for urbanization of these lands has been evaluated based on the extent of utilization and redevelopment of existing urbanized and planned urbanizing areas.”

There is a need to have a “viable market.” This phrase, included in Council Policy 600-30, suggests that, at any given time, land should be available in excess of the minimum necessary to meet housing demand. This idea is echoed in the General Plan, which states that some future urbanizing area land “may need to be shifted to the planned urbanizing area in order to meet presently unanticipated demands to enable the land market to operate more freely.”

Council Policy 600-30 outlines a procedure in which the City or a private property owner can apply for a “threshold determination” which is a determination by the City Council of whether there is a reasonable basis to initiate a General Plan amendment to “phase shift” land from the future urbanizing to planned urbanizing area designation based on the following findings. Only one finding must be made in order to approve the threshold determination.

1. The amendment is needed to provide additional land for development, based on City monitoring of the amount, rate, character and location of growth and development or in order to maintain a viable market.
2. The amendment may be responsive to population and growth rates which demand increased land availability.
3. Due to the limited size of the area in question and the nature of the proposed development, the amendment may not contribute to, encourage or induce urban sprawl, leapfrog development or premature development of the land.
4. The amendment may provide the City with substantial and unique public benefit.

Following the threshold determination approval, a land use plan for the area and an environmental impact report would be prepared. Upon considering the recommendation of the Planning Commission, the City Council would approve or deny a General Plan amendment shifting the land from the future urbanizing to the planned urbanizing tier. If approved by the council, the amendment would then be brought to the voters in a citywide election for final action.

2.2 FRAMEWORK PLAN AND RELATION TO THE THRESHOLD DETERMINATION

Implementation of the Framework Plan achieves two of the above findings necessary to make the threshold determination. The Framework Plan's goal of defining the built environment with the environmental tier and concentrating development in specific areas reduces urban sprawl. The majority of the NCFUA is contiguous with existing urban areas and its development would not constitute leapfrog development since public services and infrastructure could be reasonably extended there. Finally, the implementation of a functional and interconnected open space system that complements the San Dieguito River Park and Peñasquitos Preserve can be seen as a substantial and unique benefit to the citizens of San Diego.

However, the question remains as to whether the land within the NCFUA is needed to accommodate the projected growth within the City. Estimates by SANDAG based on the adopted Series 7 growth forecast, indicate that the region may experience a shortfall of developable land for future growth by the year 2010. Additional data from the Series 8 forecast will provide more current and detailed information regarding the City's ability to accommodate its share of regional growth. (**Section 2.3 - 2.7** are implementation principles.)

2.3 GUIDING PRINCIPLES: IMPLEMENTATION

- 2.3a The Framework Plan shall be adopted as an amendment to the General Plan. All General Plan policies will apply in the NCFUA. Where Framework Plan policies are more detailed than policies in the General Plan, Framework Plan policies will govern.
- 2.3b Within the coastal zone, the Framework Plan requires certification by the California Coastal Commission in order to become effective.
- 2.3c Adoption of the Framework Plan itself does not constitute a phase shift to planned urbanizing area, nor does it guarantee voter approval of a phase shift.
- 2.3d Proposition A, an initiative approved by San Diego voters in 1985, amended the General Plan to require a majority vote at a citywide election prior to any change in the future urbanizing designation or provisions restricting development in the FUA.
- 2.3e Land use designations in the Framework Plan that permit greater intensities of land use than existing zoning require a phase shift and voter approval in order to become effective.
- 2.3f The City should strive to reduce the uncertainty for property owners and the public regarding the ultimate implementation of the Framework Plan.
- 2.3g The uncertainty about future land use intensity and location due to the requirements of Proposition A, makes it difficult to size, locate, and finance an urban level of facilities and services prior to a comprehensive phase shift to the Planned Urbanizing designation.
- 2.3h Existing zoning is not effective in producing desirable land use patterns which efficiently support public facilities and public services, and which avoid premature urbanization and sprawl. This was demonstrated by the fact that at the time of the Interim Zoning Ordinance, approximately two-thirds of the 12,000 acres of the NCFUA had active development applications in process based on the one dwelling unit per four-acre clustering option in the PRD ordinance and A-1 zone.
- 2.3i Piecemeal development in accordance with the underlying zoning does not assure reservation of sites needed for facilities to serve the local population.
- 2.3j The Framework Plan fulfills the threshold determination requirements in Council Policy 600-30 because it discourages sprawl, leapfrog development and promotes a regionally significant open space system.
- 2.3k The Framework Plan also satisfies the recommendation in Council Policies 600-29 and 600-30 that a land use plan be prepared prior to a phase shift being placed on the ballot. Further analysis by the council of proposed phase shifts should focus on consistency with the Framework Plan, other adopted General Plan policies and regional growth management policies.

2.4 IMPLEMENTING PRINCIPLES: PHASE SHIFTS

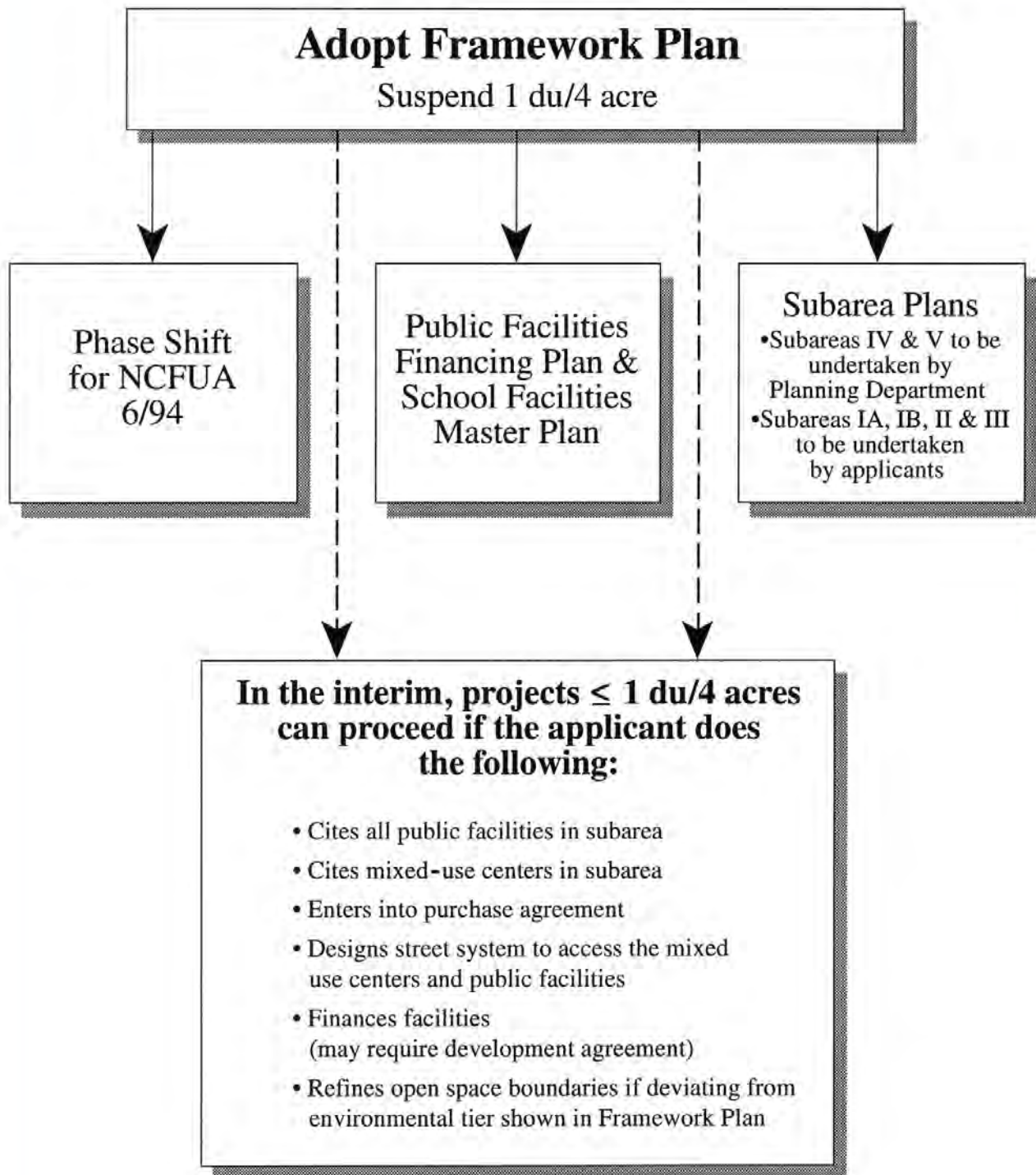
- 2.4a A phase shift shall occur for the entire North City Future Urbanizing Area to the Planned Urbanizing designation. The City Council shall consider this phase shift and, after considering appropriate ballot language, place it on the ballot for voter approval in the Statewide Primary Election in June 1994.
- 2.4b A phase shift of all the subareas delineated on the Framework Plan diagram (**Figure 3-3**) from Future Urbanizing to Planned Urbanizing may occur without subarea plans having been adopted for any subarea.
- 2.4c If the voters do not approve a phase shift for the entire NCFUA, phase shifts shall be presented to the voters by subarea after subarea plan approval as designed in the Framework Plan diagram.
- 2.4d Prior to a phase shift, development projects are subject to all Plan policies except the land use designations that provide for development at a greater intensity than that permitted by the underlying A-1 Zoning.

2.5 REQUIREMENTS FOR PREPARATION OF SUBAREA PLANS

- 2.5a A single, unified subarea plan is to be prepared and adopted for each of the subareas delineated on the Framework Plan diagram prior to development approval of density greater than one dwelling unit per ten acres except if consistent with the requirements in **Principle 2.5f** below (see **Figure 2-1**).

However, since the major property owner in Subarea II will be planning its property, approximately 250 acres, independently of the subarea planning process, the owners of the approximately 26-acre parcel at the southeast quadrant of Via de la Valle and El Camino Real may also prepare and submit a separate Subarea Plan-level document for their property instead of preparing a single, unified Subarea Plan for Subarea II. The separate plan shall meet the requirements for a Subarea Plan provided in **2.5b** below, to the extent that it is reasonable and appropriate for a parcel of this size which encompasses a small portion of Subarea II.

- 2.5b Subarea plans will be required to do the following, in conformance with the Plan:
- Locate specific land uses to achieve the average intensities and land use patterns in the Framework Plan;
 - Finalize boundaries of the open space system;
 - Align roads shown in the Framework Plan;
 - Include a school facility financing plan as described in **Section 8**;



Implementation Flow Chart **2-1**
 North City Future Urbanizing Area Framework Plan FIGURE

- Designate corridors for non-motorized transportation including bikeways and equestrian trails;
- Describe how development in the area will satisfy housing requirements as stated in **Section 7**; and,
- Locate public facilities and identify roads necessary to provide access to them.
- Include a facilities financing plan as may be required by the NCFUA Public Facilities Financing Plan and a fiscal analysis to analyze long-term operational costs to the City and the long-term revenue stream;
- Describe how the land uses and policies in the subarea plan and Framework Plan will be implemented;
- Provide a purchase agreement for public facilities sites as described in **8.2c**; and
- Conform to other City policies and ordinances including the Resource Protection Ordinance, Street Design Manual, Landscape Technical Manual, and Transportation System Management Program.

2.5c Subarea plans will be required to conform with Council Policy 600-40, requiring an analysis for conformance with the City's Resource Protection Ordinance (see **Appendix B, Resource Protection Element**).

2.5d Some regional programs may establish requirements applicable to NCFUA Subarea Plans. These include, but are not limited to:

- The Congestion Management Program for San Diego County, which, among other things, requires enhanced California Environmental Quality Act (CEQA) review for large projects, emphasizing analysis of project impacts on the regional transportation system.
- The Air Pollution Control District's Indirect Source Review Program. (Rules for this program are expected to be prepared by late 1992 for 1994 implementation); and,
- The Multiple Species Conservation Program (MSCP), which is a plan to preserve biodiversity in the central San Diego region.

2.5e Because of the large number of property owners and diversity of land use in Subareas IV and V, the City should take an active role in preparation of subarea plans for these areas. Upon adoption of the Framework Plan, the City should initiate preparation of subarea plans for Subareas IV and V. The cost of this planning effort shall be recouped by mutual agreement between the property owners and the City or by fees imposed at the time of development approval.

2.5f Development consistent with the underlying zoning (including the one dwelling unit per four acres clustering option provided by the PRD ordinance) at a density greater than one dwelling unit per ten acres may proceed prior to adoption of a subarea plan provided that the property owners do the following:

- Locate public facilities for the subarea and streets necessary to provide access to them as discussed in **Section 8**;
- Show relationship of these facilities to land use and open space designated in the Framework Plan consistent with the principles in **Section 8**;
- Show location of the mixed-use community core and/or local mixed-use center as designated in the Framework Plan and identifies major road access to these areas;
- Adjust open space boundaries if development plans substantially deviate from the environmental tier shown in the Framework Plan;
- Provide a purchase agreement for public facilities sites as described in **Policy 8.2c**; and,
- Finance public facilities as described in **Section 8**.

This is necessary to ensure sufficient sites for public facilities, and establish the location of mixed-use centers, open space corridors and a circulation network prior to development consistent with the underlying zones that may preclude future planning options. Development consistent with the underlying zoning at a density less than or equal to one dwelling unit per ten acres is not subject to this requirement.

2.5g Portions of Subareas II, III, and V are located within the coastal zone (see **Figure 2-2**) and are governed by the North City Local Coastal Program (LCP), adopted by the City Council in 1981 with amendments in 1985, 1987, 1988 and 1990 and certified by the California Coastal Commission. This document constitutes the land use plan segment for the North City area within the City's LCP. While the Framework Plan is intended to provide general guidance for the preparation of subarea plans, it is supplemented by the more specific policies in the North City LCP. These policies address filling and development within the 100-year floodplain, the treatment of sensitive and scenic slopes, and other issues, and shall be incorporated into a LCP segment of the subarea plans. Certification of the subarea plans by the California Coastal Commission is required in order for them to become effective in the coastal zone areas.

2.6 PHASING OF NCFUA PLANNING AND DEVELOPMENT

- 2.6a Because of the importance of other planning efforts to the future of several NCFUA subareas, the following principles will govern timing of completion of subarea plans for individual subareas:
- Subarea IB: The Santa Fe Mesa Subarea Plan will not be approved prior to the adoption by San Diego County of a plan for the 4-S Ranch area that indicates land uses at a level of detail similar to or more precise than the level of detail in the Framework Plan, or 18 months following the adoption of the Framework Plan, whichever occurs first.
 - Subareas III and IV: The City will undertake an alignment study for State Route (SR-56). Subarea plans for these areas may be approved, provided sufficient corridors are designated for alternative alignments for SR-56. However, discretionary approval for development in these subareas shall not be approved prior to the adoption of the City's final alignment for SR-56.
 - Subarea V: The Shaw Ridge/Del Mar Mesa Subarea Plan will not be approved until the identification of a preliminary preserve system by the City's Multiple Species Conservation Program (MSCP).
- 2.6b Rezoning and other changes to the provisions restricting development necessary to implement the subarea plans is subject to the requirement for a phase shift and majority voter approval.
- 2.6c Following adoption of subarea plans and approval of needed phase shift(s), if all Framework Plan principles are addressed, timing of development may proceed based on market demand and developer ability to proceed.

2.7 IMPLEMENTATION OF THE GENERAL PLAN, RELEVANT CITY COUNCIL POLICIES AND DEVELOPMENT REGULATIONS

- 2.7a The Framework Plan shall be adopted as an amendment to the General Plan. The General Plan circulation element shall be amended to show the road corridors in the Framework Plan and the environmental tier lands shall be designated open space.
- 2.7b Amend the PRD Ordinance, A-I Zone and Council Policy 600-29 to suspend the option for increased density up to one dwelling per four acres in the NCFUA prior to the adoption of a subarea plan or compliance with the provisions of **Principle 2.5f**.
- 2.7c Amend Council Policy 600-30 to exclude the North City Future Urbanizing Area from the Threshold Determination requirements. Also, the provision should be added that subarea plans shall be prepared consistent with the Framework Plan prior to phase shifts within the NCFUA.

- 2.7d Amend Council Policy 600-30 to state that the City will assume the cost of placing the phase shift application on the ballot in statewide primary or statewide general elections held in June and November, respectively, in even-numbered years. Also delete the option that the City will assume the cost of placing phase shift applications on the ballot for general municipal elections in odd-numbered years since these elections no longer include the entire City electorate.
- 2.7e The North City Local Coastal Program shall be amended to reflect the environmental tier boundaries as open space. This requires certification by the California Coastal Commission to become effective.

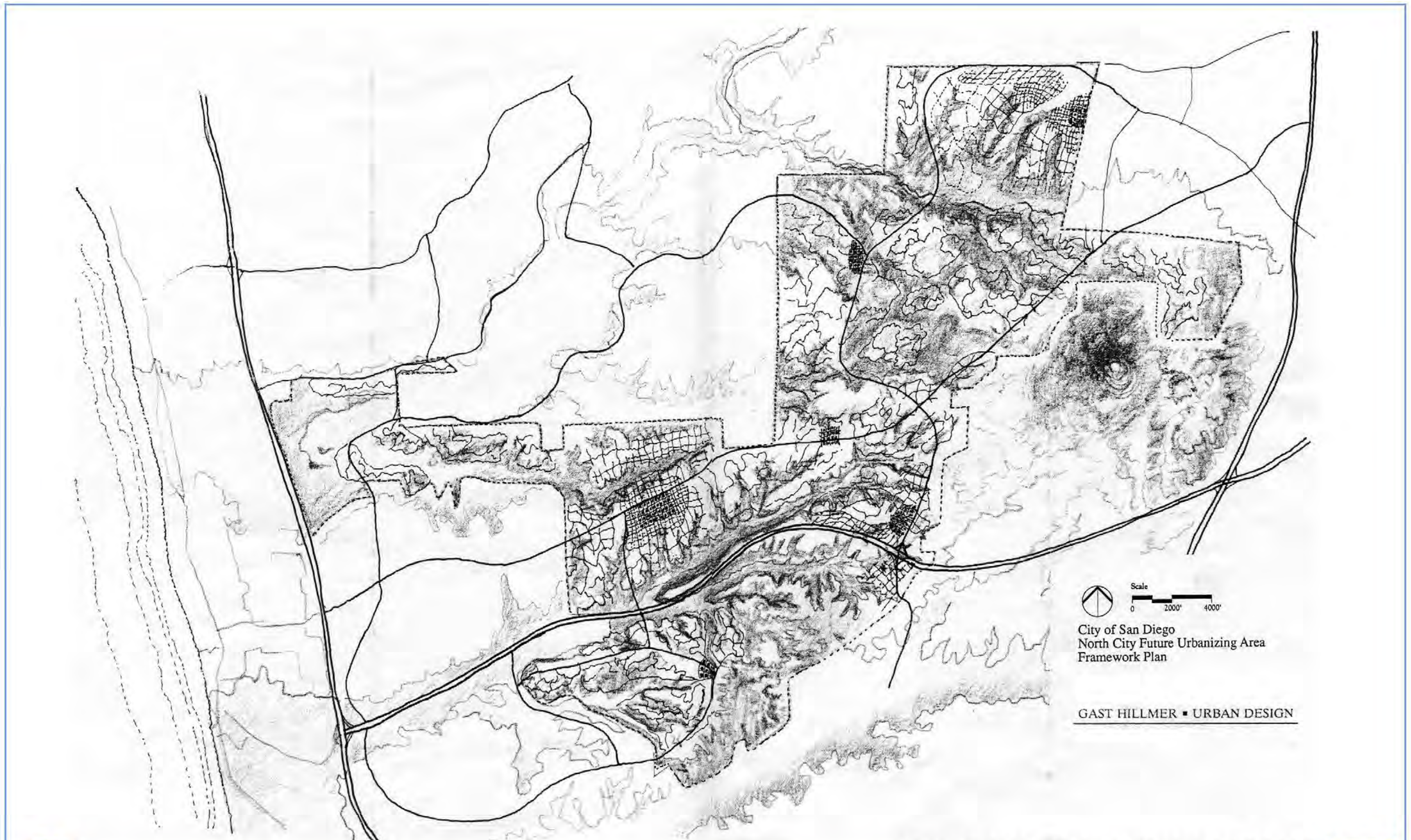
3. Land Use


3. LAND USE

The Framework Plan envisions a dramatic change in the NCFUA's land use pattern, introducing urban densities and a wide spectrum of activities. About half of the area's land is to be retained in open space, with most of the remainder in residential use. Higher intensity uses, including mixed-use community cores and employment centers, cover relatively small land areas but will be of great importance in establishing the future identity and function of the NCFUA.

3.1 GUIDING PRINCIPLES: LAND USE

- 3.1a Create a pattern of land use and conservation that is clearly distinguishable from surrounding communities and that fosters appealing and enjoyable neighborhoods and business districts (see **Figure 3-1**).
- 3.1b Incorporate into the NCFUA a permanent environmental tier of open space lands with high natural resource value that function as natural habitat, form connections to surrounding open spaces, and give shape and definition to surrounding built areas. Use natural resources as a foundation for designing the area's land use plan.
- 3.1c Concentrate residential development in specific areas to create compact communities that have an urban character and that include varied types of housing and a range of affordability supported by a mix of shops, services, employment and public activities that can be reached by foot, bicycle and transit.
- 3.1d Designate employment centers in locations that are near shops, services, housing and transportation.
- 3.1e Integrate facilities for non-automobile travel into the NCFUA transportation system, and support alternatives to automobile use through land use and urban design principles.
- 3.1f Limit adverse impacts on surrounding communities by providing needed public facilities within the NCFUA, coordinating planning with surrounding areas, and restricting land use intensity to avoid severe traffic impacts in neighboring communities.
- 3.1g Include in the NCFUA public facilities that will be needed by area residents, in order to meet their needs, to provide for convenience and community identity within the NCFUA and to minimize impacts on services outside of the NCFUA.
- 3.1h Implement Framework Plan principles through preparation of a series of subarea plans that conform to the Framework Plan, provide needed detailed studies, and are coordinated with other planning efforts undertaken by the City, San Diego County, SANDAG and other public agencies.




 Scale
 0 2000' 4000'
 City of San Diego
 North City Future Urbanizing Area
 Framework Plan

 GAST HILLMER ■ URBAN DESIGN


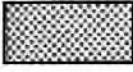

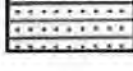
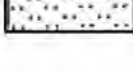
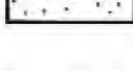



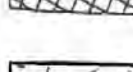



Framework Plan Concept Sketch **3-1**
 North City Future Urbanizing Area Framework Plan **FIGURE**
















3.2 LAND USE PATTERN

- 3.2a Locate two compact communities with mixed-use cores in the NCFUA. Each compact community is to contain three primary components:
- A Mixed-Use Community Core containing neighborhood retail shops and commercial services, a transit stop, employment, multifamily and group housing, daycare center, restaurants and public facilities.
 - A Core Residential Area containing a mix of housing types with average net densities of 16 dwelling units per acre.
 - A Peripheral Residential Area of primarily single-family dwellings surrounding the core residential area. The peripheral residential areas help support the commercial core and are designed for clear pedestrian, bicycle and auto access to the core.
- 3.2b On areas of level or gently sloping topography, provide limited areas of low-density residential development near local and community mixed-use centers to provide an additional population base to support commercial and public services.
- 3.2c Locate compact communities outside the environmental tier to minimize grading and disruption of natural landforms.
- 3.2d Locate compact communities so that they are served but not disrupted by major transportation facilities.
- 3.2e Establish compact communities of sufficient size to support viable commercial areas.
- 3.2f Provide significant public open space and very low-density development as breaks between the compact communities.
- 3.2g Designate most of the developable land area within the NCFUA for very low-density residential neighborhoods which will create the interface between development and sensitive lands. Very low-density and estate residential neighborhoods are located in areas with the following characteristics: sloping terrain, locations where construction of roads would be difficult without disruption of natural features or major grading of hillsides, and areas where a visual break is needed between higher-density compact communities.
- 3.2h Define commercial recreation as including equestrian facilities, golf courses, sports fields, private clubs, cultural facilities, exercise centers and other compatible activities.

Compact Community Uses

	Mixed-Use Community Core retail and service office public and semi-public uses residential 32 du/gross acre average (with density bonus, up to 40 du/gross acre)
	Core Residential 11 du/gross acre average (with density bonus, up to 14 du/gross acre)
	Peripheral Residential 7 du/gross acre average (with density bonus, up to 8.7 du/gross acre)
	Low Density Residential 4 du/gross acre average (with density bonus, up to 5.2 du/gross acre)
	Moderately Low-Density Residential 1.6 du/gross acre average (with density bonus, up to 2 du/gross acre)
	Very Low-Density Residential 0.8 du/gross acre average (with density bonus, up to 1 du/gross acre)
	Estate Residential 0.2 du/gross acre average (with density bonus, up to .25 du/gross acre)
	Local Mixed-Use Center local-serving retail public and semi-public uses residential 14 du/gross acre average (with density bonus, up to 17.2 du/gross acre)
	Employment Center
	Service Commercial
	Environmental Tier

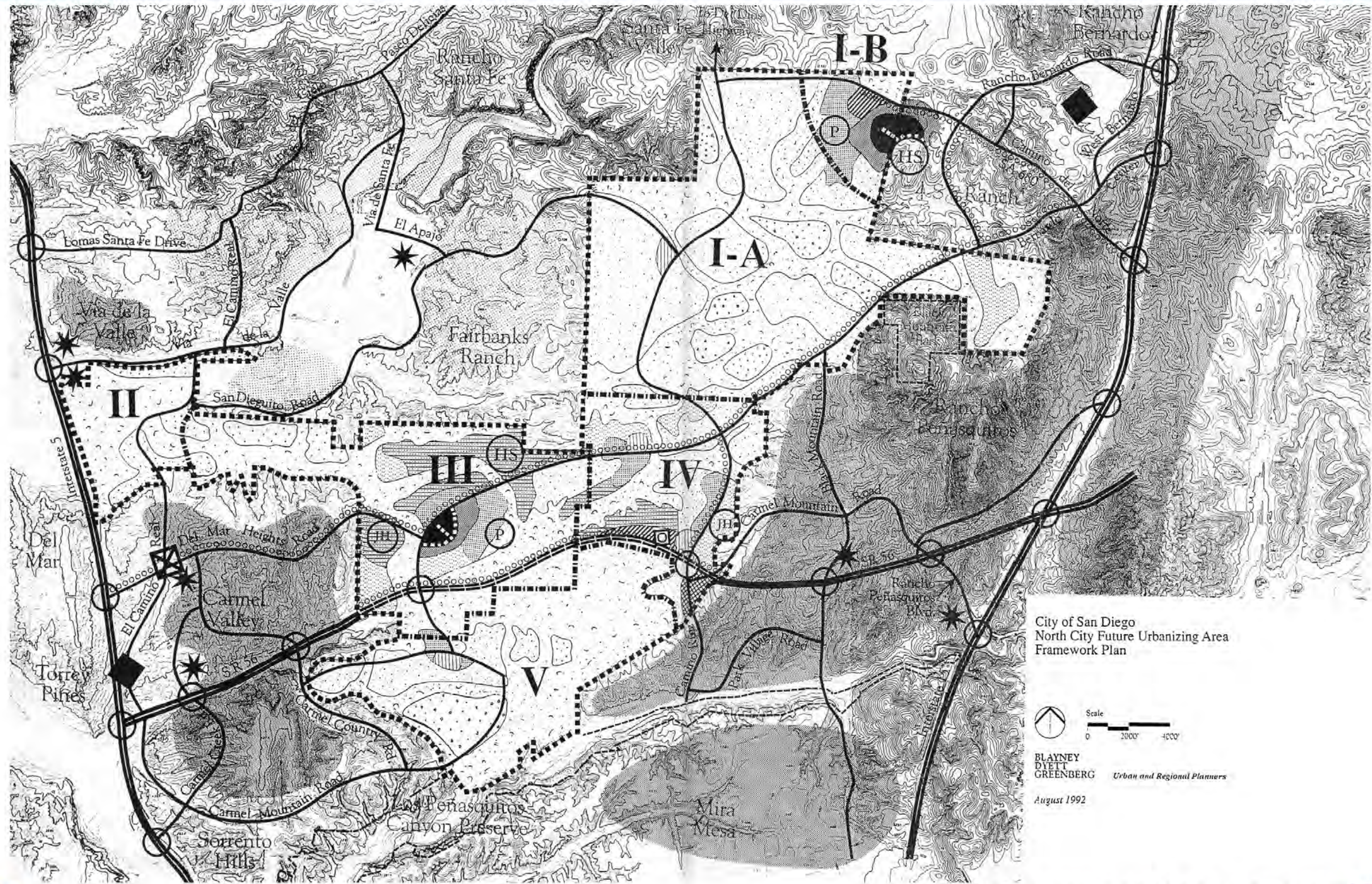
Circulation Network

	Major Roadway (Generalized Alignment)
	Freeway
	Proposed Freeway
	Interchange
	Transit Emphasis
	Transit Exclusive Right-of Way
	High School
	Junior High/ Middle School
	Community Park
	City Operations Station
	NCFUA Boundary
	Subarea Boundaries
	Retail Center (outside NCFUA)
	Major Employment Center (outside NCFUA)
	Regional Transit Terminal



Draft Framework Plan Diagram Legend
North City Future Urbanizing Area Framework Plan

3-2
FIGURE



Draft Framework Plan Diagram

3-3

North City Future Urbanizing Area Framework Plan

FIGURE



3.3 FRAMEWORK PLAN DIAGRAM

Future land uses and transportation corridors in the NCFUA are depicted on the Framework Plan diagram, **Figure 3-3**. The diagram, in combination with text and tables throughout this document, comprises the Framework Plan. Neither the diagram nor the text can be interpreted alone.

The Framework Plan diagram depicts the generalized location and distribution of land uses and shows general alignments for major streets and transit routes. The land use categories shown on the diagram legend are defined in greater detail in **Tables 3.3-A** through **3.3-E**. **Table 3.3-F** shows the distribution of land use by acre to each of the six subareas delineated on the Framework Plan diagram.

Development at the maximum densities permitted by the Framework Plan is dependent on voter approval, market demand characteristics, constraints to development in some locations, and other factors. Housing units and population that can be accommodated by the Framework Plan are shown in **Table 3.3-G**, while **Table 3.3-H** estimates commercial development and resulting jobs at NCFUA buildout.

**TABLE 3.3-A
ALLOWABLE RESIDENTIAL DENSITIES**

Residential Category	Average Net Density¹	Average Gross Density²	Average Density with State-Mandated Density Bonus³
Housing in Mixed-Use Community Cores	40 du/net acre	32 du/gross acre	50 du/net acre 40 du/gross acre
Core Residential	16 du/net acre	11 du/gross acre	20 du/net acre 14 du/gross acre
Peripheral Residential	10 du/net acre	7 du/gross acre	12.5 du/net acre 8.7 du/gross acre
Housing in Local Mixed-Use Centers	20 du/net acre	14 du/gross acre	25 du/net acre 17.2 du/gross acre
Low-Density	6 du/net acre	4 du/gross acre	7.5 du/net acre 5.2 du/gross acre
Moderately Low-Density	2.3 du/net acre	1.6 du/gross acre	2.8 du/net acre 2 du/gross acre
Very Low-Density	1 du/net acre	.8 du/gross acre	1.2 du/net acre 1 du/gross acre
Estate Residential	.3 du/net acre	.2 du/gross acre	.4 du/net acre .25 du/gross acre

1. Net density is defined as the number of dwelling units per net acre, exclusive of all non-residential uses.
2. Gross density is defined as the number of dwelling units per gross acre, inclusive of roads, public facilities and other non-residential uses within areas designated for residential use.
3. See also Section 7.2.

du = dwelling unit

Source: Blayne Dyett Greenberg

**TABLE 3.3-B
APPROPRIATE HOUSING TYPES AND COMPATIBLE
ACTIVITIES BY RESIDENTIAL CATEGORY¹**

Residential Category	Appropriate Housing Types	Compatible Activities
Housing in Mixed-Use Community Cores	Attached Townhouses, 15-25 du/net acre Multifamily Courtyards, 25-50 du/net acre Residential over retail or office uses	See Tables 3.3-D for description of other uses in mixed-use community cores.
Core Residential	SF small lot, 8-12 du/net acre SF w/second unit, 10-17 du/net acre Duplex-Triplex, 12-18 du/net acre Attached Townhouses, 15-25 du/net acre Multifamily Courtyards, 25-50 du/net acre	Neighborhood and pocket parks, public and private elementary schools, places of religious assembly, daycare and other compatible activities identified in subarea plans.
Peripheral Residential	SF conventional lot, 2-7 du/net acre SF small lot, 8-12 du/net acre SF w/second unit, 10-17 du/net acre Duplex-Triplex, 12-18 du/net acre Attached Townhouses, 15-25 du/net acre	Neighborhood or community parks, public and private elementary schools, places of religious assembly, daycare, group housing and other compatible activities identified in subarea plans.
Housing in Local Mixed-Use Centers	Duplex-Triplex, 12-18 du/net acre Attached Townhouses, 15-25 du/net acre SF w/second unit, 10-17 du/net acre SF small lot, 8-12 du/net acre	Neighborhood parks, local-serving retail, public and semi-public services.
Low-Density	SF conventional lot, 2-7 du/net acre SF small lot, 8-12 du/net acre SF w/second unit, 10-17 du/net acre	Neighborhood or community parks, public and private schools (all levels), places of religious assembly, daycare, group housing and other compatible activities identified in subarea plans.
Estate Residential Moderately Low-Density Very-Low Density	SF estate lots, less than 1 du/net acre SF clustered	Neighborhood or community parks, public and private schools (all levels), places of religious assembly, daycare, group housing, commercial recreation and accessory hotel accommodations ² , park-and-ride lots, agriculture and other compatible activities identified in subarea plans.

1. Housing types are illustrated in Appendix A.

2. See **Principle 6.3c**.

du = dwelling unit

Source: Blayney Dyett Greenberg

**TABLE 3.3-C
INTENSITIES AND ALLOWABLE USES
IN COMMERCIAL DEVELOPMENT AREAS**

Activity	Appropriate Uses	Average Floor Ratio¹	Comments
Retail and Services in Community Core (MXC)	Retail, restaurants and food stores, personal and financial services	.4	Ground floor retail with offices or housing above and structure parking is desired. Auto-dependent and religion-serving retail is prohibited.
Retail and Services in Local Mixed-Use Core (LMX)	Retail, restaurants and food stores, business and professional offices	.33	Pedestrian-scale uses are desired.
Office in Community Core (MXC)	Administrative and professional offices	.4	Multistorey office with ground floor retail and structure parking is desired.
Employment Centers	Scientific research, research and development, light industrial, warehousing, city operations facility	.3	Site design should favor transit vehicles, bicycles, pedestrians and provide landscape setbacks adjacent to arterials and residential areas.
Service/Commercial	Automotive uses, equipment maintenance and repair, commercial recreation, wholesale sales, retail activities consisting primarily of outdoor sales	.25	Offices are excluded. Landscape setbacks adjacent to arterials and residential areas should be provided.

1. See Section 4.

Source: Blayne Dyett Greenberg

**TABLE 3.3-D
DEVELOPMENT PROGRAMS FOR MIXED-USE COMMUNITY CORES**

	Subarea IB and County (Santa Fe Mesa)¹	Subarea III Gonzales Canyon/ Lower McGonigle Canyon)
Mixed-Use Core Area	20 acres (in City)	45 acres
Retail and Services	75,000 square feet	250,000 square feet
Office	65,000 square feet	150,000 square feet
Multifamily Housing (including group housing)	100 dwelling units	500 dwelling units
Public and Semi-Public Uses	7 acres	20 acres

1. Amounts shown are for the portion of the community core in the City. Land in the county could add another 20 acres and an equal amount of development if a full-sized, mixed-use community core is to straddle the City/County border as shown in the Framework Plan diagram.

Note: Assumes average FAR of .4 for retail, services and offices. Uses may be combined in mixed-use buildings or located in single-use structures.

Source: Blayne Dyett Greenberg

**TABLE 3.3-E
LOCAL MIXED-USE CENTER DEVELOPMENT PROGRAMS**

	Acres	Maximum Amount
Retail (average FAR = .33)	4.5	60,000 square feet
Dwelling Units (17.2 du/gross acre)	11.5	200 dwelling units
Public and Semi-Public Uses	.4	varies
Local Center Total	20	

Source: Blayney Dyett Greenberg

**TABLE 3.3-F
ESTIMATED LAND USE BY ACRE BY SUBAREA¹**

Land Use	IA	IB	II	III	IV	V	Total	Percent
Estate	352	0	25	172	0	249	798	
Very Low	2,071	76	220	147	437	356	3,307	
Moderately Low	156	0	0	231	213	0	600	
Low	0	0	0	409	109	0	518	
Peripheral	32	123	0	161	177	25	458	
Core residential	0	79	0	56	0	0	135	
Local Mixed-Use	20	0	0	0	40	20	80	
Mixed-Use Core	0	41	0	46	0	0	87	
Service/Commercial	0	0	0	0	32	0	32	
Employment	0	42	0	0	80	0	122	
Community Park	0	35	0	35	0	0	70	
School	0	0	0	90	30	0	120	
Subtotal	2,630	400	250	1,350	1,060	650	6,340	52%
Open Space	2,050	100	580	1,300	270	1,640	5,940	48%
Total	4,680	500	830	2,640	1,330	2,290	12,270	100%

Totals rounded to nearest ten.

1. These figures are depicted for analytic purposes. Minor revisions are expected to occur through subarea and project planning.

Note: Residential areas include uses such as neighborhood parks, elementary schools and fire stations.

Source: Blayney Dyett Greenberg

**TABLE 3.3-G
ESTIMATED HOUSING UNITS AND POPULATION BY SUBAREA¹**

Subarea	Single-Family	Multifamily	Total Units	Population 2.6 persons/hh
IA	2,640	310	2,950	7,670
IB	940	1,510	2,450	6,370
II	230	0	230	600
III	3,780	1,690	5,460	14,200
IV	2,040	810	2,850	7,410
V	550	290	840	2,180
Total	10,180	4,610	14,780	38,430
Percent	69%	31%	100%	

Totals rounded to nearest ten.

Assumes that state-mandated density bonus is granted for all housing projects.

0. These figures are depicted for analytic purposes. Minor revisions are expected to occur through subarea and project planning.

Source: Blayney Dyett Greenberg

**TABLE 3.3-H
PROJECTED COMMERCIAL SPACE AND JOBS AT NCFUA BUILDOUT**

Land Use	IA	IB	II	III	IV	V	Total
Retail and Services							
Square Feet	60,000	75,000		250,000	120,000	60,000	565,000
Jobs	100	100		400	200	100	900
Office							
Square Feet		65,000		150,000			215,000
Jobs		300		600			900
Employment Centers							
Square Feet		450,000			870,000		1,320,000
Jobs		1,500			2,900		2,900
Service Commercial							
Square Feet					350,000		350,000
Jobs					600		600
Job Total	100	1,900	0	1,000	3,700	100	6,800

Employment Densities extrapolated from San Diego Traffic Generators, SANDAG, January 1990 (for retail and services, 600 s.f./employee; for office, 250 s.f./employee; for employment, 300 s.f./employee; and for service commercial, 600 s.f./employee).

Note: Table does not include employment from hotels or public and semi-public activities, or employment in San Diego County adjoining Subarea I.

Source: Blayney Dyett Greenberg

3.4 PLANNING SUBAREAS

Subarea plans consistent with the Framework Plan will be adopted by the City prior to approval of most NCFUA development permits and tentative subdivision maps. These plans are to be prepared for each of the subareas delineated on the Framework Plan diagram and described below. The subarea descriptions in this section are intended to provide an overview of land uses and key issues for each subarea. Subarea boundaries were delineated based on property lines, natural and man made landscape features, and land use designations. Some refinements to these boundaries may be made by the City during subarea planning. Policies specific to each subarea are included as needed throughout the Framework Plan. An index of subarea policies follows the list of figures. **Section 2, Framework Plan Implementation** provides phasing criteria for the subareas; **Section 8** provides principles for facility siting and financing.

SUBAREA IA: BLACK MOUNTAIN WEST/LA JOLLA VALLEY

The Framework Plan designates Subarea IA largely as a very low-density area, with a local mixed-use center providing an opportunity for some multifamily housing and for local-serving stores and services (See **Table 3.3-E**).

- 3.4a Densities near the Camino Ruiz/San Dieguito Road intersection can be somewhat higher than surrounding density. The Black Mountain West area also includes some low-density areas east of the Camino Ruiz/Del Mar Heights Road intersection.
- 3.4b Within the very low-density areas, golf courses are permitted. Hotels are permitted, but their size is to be limited based on traffic impacts (see **Section 6.3**).
- 3.4c This subarea includes substantial areas dedicated to open space uses. Adjacency to the City's Black Mountain Park, as well as to very low-density areas in the county, provides an opportunity for hiking, biking and equestrian trails.

SUBAREA IB: SANTA FE MESA

The Santa Fe Mesa is to include one of the NCFUA's two compact communities. Located in the northeast of the NCFUA to take advantage of proximity to roads and to nearby job centers (Bernardo Business Park and 4-S Ranch), this area can have almost 6,500 residents. Along with workers from nearby employment centers, area residents will help support a mixed-use community core that includes stores, personal and business services, offices and public semi-public uses. Compact community size will depend in part on decisions made by San Diego County that will be reflected in its 4-S Ranch General Plan Amendment, being prepared in 1992.

The northern boundary of the Santa Fe Mesa Subarea is the City's boundary. Coordination with county planning efforts and recognition of established uses in the unincorporated area is particularly important in this subarea. Adjoining lands in the Santa Fe Valley to the north and the 4-S Ranch to the east are the focus of county planning efforts initiated in 1992. The City's Rancho Bernardo and Rancho Peñasquitos communities and county residents living west and northwest of the NCFUA will experience benefits and impacts from development in Subarea IB as well as in the 4-S Ranch and Santa Fe Valley.

- 3.4d The Santa Fe Mesa Subarea Plan should not be approved until after the county has adopted a plan for the 4-S Ranch indicating land uses at a level of detail similar to the Framework Plan, or 18 months after adoption of the Framework Plan, whichever comes first. Subarea plan preparation can proceed concurrent with specific planning for the 4-S Ranch.
- 3.4e If uses approved by the county for the 4-S Ranch do not provide for commercial core, the core should be located entirely in the NCFUA. If the county approves a more intense core than envisioned by the Framework Plan, the uses in this subarea should be down-sized accordingly. The buildout potential within the NCFUA will depend on total traffic generation for Subarea IB and the 4-S Ranch.
- 3.4f The northern portion of the compact community is designated for a 40-45 acre employment center. The Framework Plan does not specify the type of employment to be located in the area, allowing that decision to be made after completion of market studies assessing relative demand for different types of space. Ideally, the employment center would offer jobs that might be occupied by residents of the NCFUA or surrounding areas (see **Table 3.3-C** for permitted uses).
- 3.4g Residential densities adjacent to 4-S Ranch may be re-evaluated during subarea planning.

SUBAREA II: SAN DIEGUITO

- 3.4h Outside the compact community, a variety of low-intensity uses are envisioned. Along El Camino Real and Via de la Valle, very low-density residential development is shown on the Framework Plan diagram. However, sites in these locations are less suitable for residential use than for public and semi-public uses that are also allowed. The developable area on the south side of Via de la Valle east of El Camino Real may be considered for other uses during subarea planning. Along El Camino Real, public and semi-public activities would ideally be uses where buildings take up a relatively small portion of the site, and where architecture can be in harmony with surrounding open space.

- 3.4i Any buildings for interpretive/educational activities related to the San Dieguito River Valley would appropriately be located in this area.
- 3.4j On Via de la Valle, commercial recreation (including balloon rides and equestrian uses) would be consistent with adjoining open space and would continue present activities. More intensive commercial recreation (e.g., fitness clubs) would be consistent, provided traffic impacts on Via de la Valle are not significant.
- 3.4k The majority of Subarea II is located within the coastal zone, and the subarea plan for this area shall incorporate the policies in the North City Local Coastal Program (LCP) to limit filling and development of the 100-year floodplain of the San Dieguito River and the grading of scenic slopes on the southern end of the valley. The subarea plan shall also address buffering wetlands adjacent to development, the maintenance of viable habitats in this area and other issues consistent with the LCP.

SUBAREA IV: GONZALES CANYON/LOWER MCGONIGLE CANYON

Gonzales Canyon/Lower McGonigle Canyon is a diverse subarea adjoining development at most of its edges. It includes the gateway to the proposed San Dieguito River Valley Regional Open Space Park, the Pardee Construction Company's Pacific Ranch Property, and the existing subdivision of Rancho Glens Estates. In addition to significant open space areas to the west, Subarea III will include a large compact community, the single largest activity center in the FUA. Open space areas surround the compact community, with a community park serving as a bridge to the regional open space system.

- 3.4l Portions of Subarea III are in the Coastal Zone. Policies of the City's Local Coastal Plan apply, and coastal development permits will be required for most types of projects as part of the development review process.
- 3.4m North of Gonzales Canyon, several estate residential areas would be served by collector roadways not shown on the Framework Plan diagram. These areas would desirably be served by two cul-de-sacs to minimize the number of open space crossings. Further east, the Rancho Glens Estates subdivision, approved and partially constructed prior to preparation of the Framework Plan, would not change as a result of the Framework Plan's adoption.
- 3.4n Portions of Subarea III are located within the coastal zone, and the subarea plan shall incorporate the policies in the North City Local Coastal Program (LCP) and specifically address treatment of the Carmel Creek floodplain and the grading of slopes greater than 25 percent grade.

SUBAREA IV: UPPER MCGONIGLE CANYON

This subarea includes a great diversity of uses in a relatively small area with many property ownerships, with development north and south of the McGonigle Canyon system. Subarea IV is adjacent to the Rancho Peñasquitos community.

Because of proximity to other neighborhoods and to major roads, the Framework Plan designates land in Subarea IV south of the SR-56 interchange with Camino Ruiz for commercial uses that are auto-oriented and for residential uses. Commercial uses such as auto service, retailers with mainly outdoor sales, and appliance repair are needed but will not be welcome in the compact communities elsewhere in the NCFUA.

3.4o Subarea IV includes an 80-acre employment center west of the Camino Ruiz/SR-56 interchange. Like the employment center in Subarea IB, specific uses are not prescribed by the Framework Plan (see **Table 3.3-C** for permitted uses).

3.4p A municipal golf course should be located in this subarea.

SUBAREA V: SHAW RIDGE/DEL MAR MESA

Almost all of the NCFUA south of SR-56 is the Shaw Ridge/Del Mar Mesa Subarea. (The exception is the area immediately south of the SR-56 interchange with Camino Ruiz, which is in Subarea IV.) This subarea has a multitude of property ownerships. The area is designated for very low-density development and extensive open space. Inclusion of a local mixed-use center with peripheral residential areas provides a focus for community activity. Existing scattered low-density residences are consistent with the Framework Plan.

Because of the low density of uses planned for the Del Mar Mesa, an extensive street system is not needed. Camino Santa Fe is shown connecting the Del Mar Mesa to SR-56 and north, but it may not be necessary.

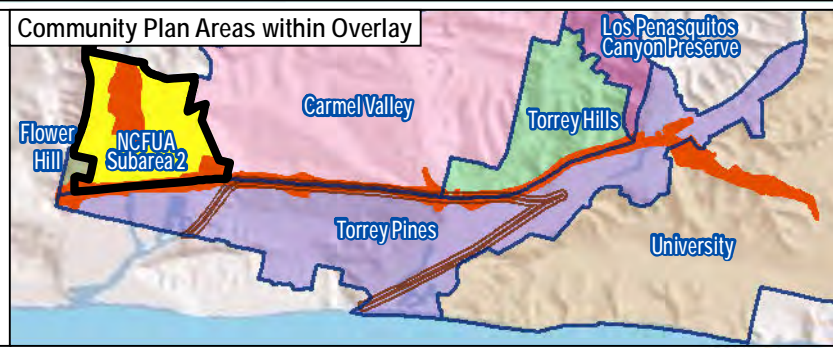
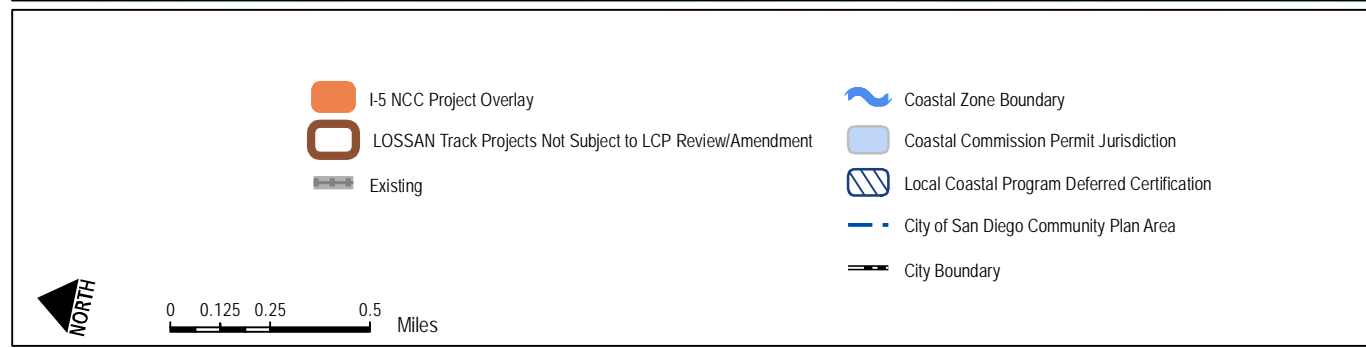
3.4q A plan for Subarea V should not be approved until the Multiple Species Conservation Program (MSCP) identification of a preliminary preserve system is completed (estimated Fall 1992). Portions of the Del Mar Mesa are under detailed study to determine whether they will be included in preserve areas as part of the MSCP.

3.4r Development plans should seek to preserve sensitive areas shown on **Figure 5-1. Section 5.3** discusses open space preservation mechanisms that can be used in this and other parts of the NCFUA.

3.4s Portions of Subarea V are in the Coastal Zone. Policies of the City's Local Coastal Plan apply. Coastal development permits will be required for most types of projects as part of the development review process.

- 3.4t Hiking and biking trails should be coordinated with area plans for other parts of the NCFUA, and precise plans for adjoining portions of the Carmel Valley, Sorrento Hills and Rancho Peñasquitos communities. The Master Plan for Los Peñasquitos Canyon Preserve should be consulted during subarea planning.
- 3.4u The northwest corner of Subarea V is located within the coastal zone, and the policies in the North City Local Coastal Program (LCP) shall be incorporated into the subarea plan. This Framework Plan shall specifically address the grading of significant slopes in the Del Mar Mesa area and encroachment of development into sensitive wildlife habitats consistent with the LCP.
- 3.4v The approval of the North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (NCC PWP/TREP) by the California Coastal Commission in 2014 (Doc. No. PWP-6-NCC-13-0203-1) amended the City's Local Coastal Program, and requires that subsequent regulatory reviews of projects encompassed by the NCC PWP/TREP be processed under the framework and guidance provided within the NCC PWP/TREP. This amendment of the City of San Diego Local Coastal Program included amendments to the Coastal Land Use Maps contained within the North City Future Urbanizing Area Plan to include the NCC PWP/TREP Project Overlay Map (Map 1E) and Project Overlay Improvements Map (Map 2A). The NCC PWP/TREP Project Overlay provides the applicable standard of review for the NCC PWP/TREP, which authorizes the development, operation, and maintenance of specific rail, highway, transit, bicycle, pedestrian, community and resource enhancement projects defined therein. The City of San Diego Local Coastal Program NCC Project Overlay Improvements Map identifies those specific rail, highway, transit, bicycle, pedestrian, community and resource enhancement projects envisioned to occur within the jurisdictional boundaries of the North City Future Urbanizing Area Plan pursuant to the NCC PWP/TREP. To the extent any other provisions of the community plan conflict with the NCC PWP/TREP, the provisions of the NCC PWP/TREP shall prevail.

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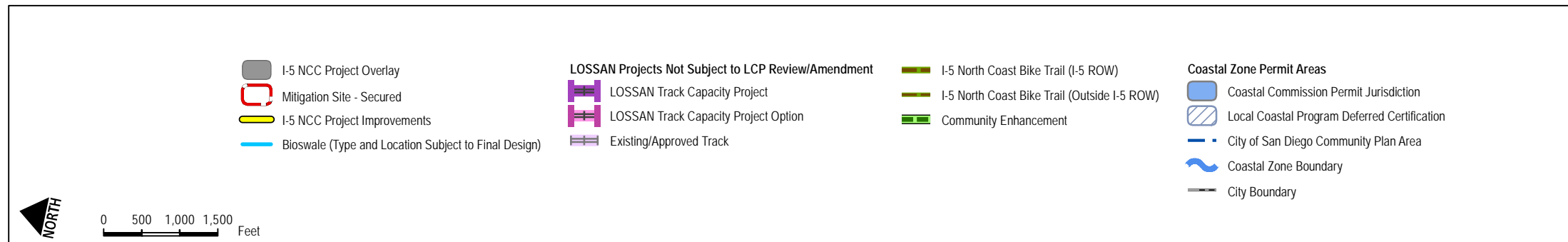
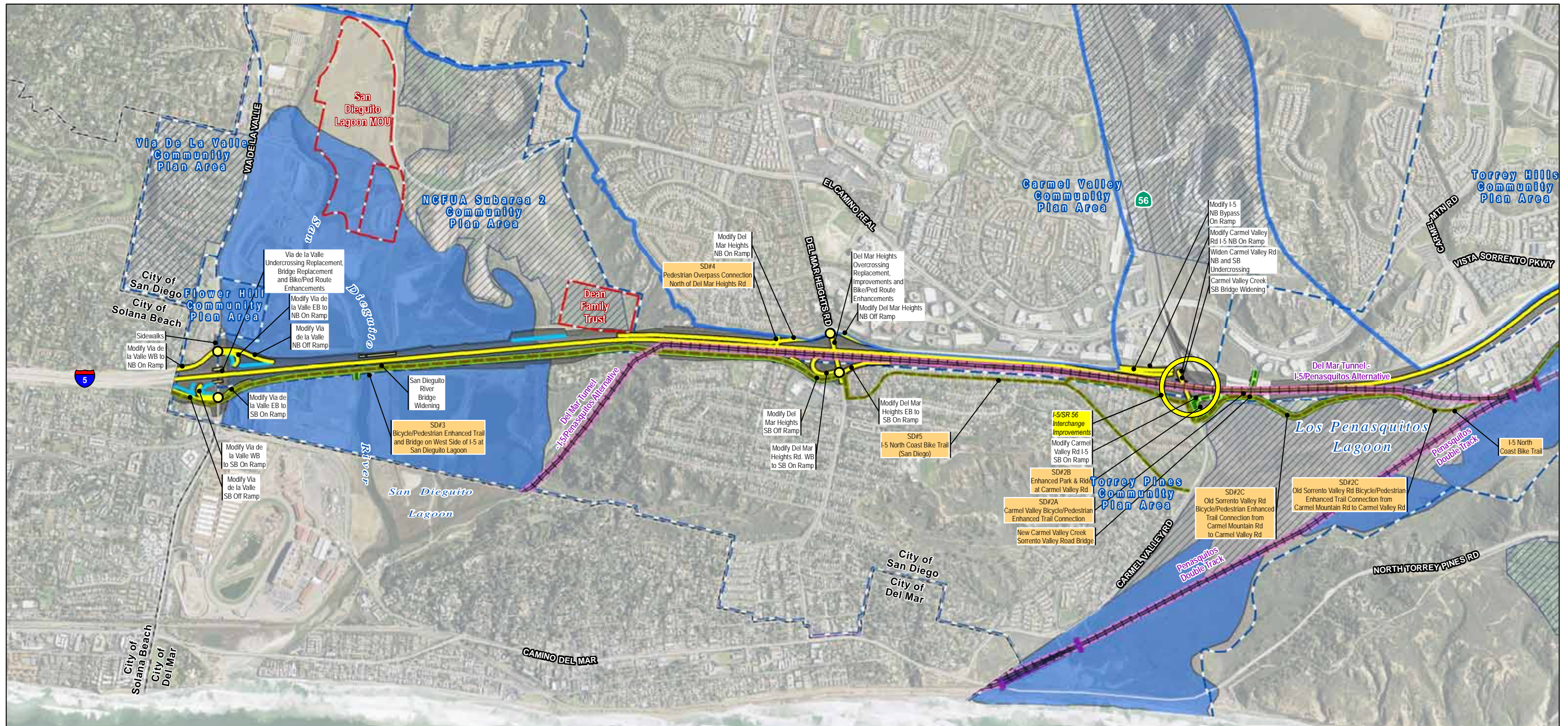


DATA SOURCES: Caltrans, California Coastal Commission, Local Jurisdictions, SanGIS, SANDAG, Imagery: DigitalGlobe March 2008

The Coastal Zone boundary, jurisdiction and Local Coastal Program data in this map are for planning and engineering study purposes only. Data are derived from multiple sources. The digital Coastal Zone boundary, jurisdiction and Local Coastal Program data in this map have not been adopted by the Coastal Commission, and do not supersede the official versions certified by the Coastal Commission as may be amended from time to time. Disclaimer: The State of California makes no representations or warranties regarding the accuracy or completeness of the files or the data from which they were derived. The State shall not be liable under any circumstances for any direct, indirect, special, incidental or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of these Coastal Zone boundary, jurisdiction and Local Coastal Program files or the data from which they were derived. Because the Coastal Zone boundary, jurisdiction and Local Coastal Program data files are merely representational, they and the data from which they were derived are not binding and may be revised at any time.

**MAP 1E - NCFUA Subarea 2 Community Plan Area
City of San Diego**

North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (PWP/TREP) Project Overlay



DATA SOURCES: Caltrans, California Coastal Commission, Local Jurisdictions, SanGIS, SANDAG, Imagery: DigitalGlobe March 2008

The Coastal Zone boundary jurisdiction and Local Coastal Program data in this map are for planning and engineering study purposes only. Data are derived from multiple sources. The digital Coastal Zone boundary jurisdiction and Local Coastal Program data in this map have not been adopted by the Coastal Commission, and do not supersede the official versions certified by the Coastal Commission as may be amended from time to time. Disclaimer: The State of California makes no representations or warranties regarding the accuracy or completeness of the files or the data from which they were derived. The State shall not be liable under any circumstances for any direct, indirect, special, incidental or consequential damages with respect to any claim by any user or any third party on account of or arising from the use of these Coastal Zone boundary, jurisdiction and Local Coastal Program files or the data from which they were derived. Because the Coastal Zone boundary, jurisdiction and Local Coastal Program data files are merely representational, they and the data from which they were derived are not binding and may be revised at any time.

MAP 2A

City of San Diego (North)

North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (PWP/TREP) Project Overlay Improvements

4. Urban Design

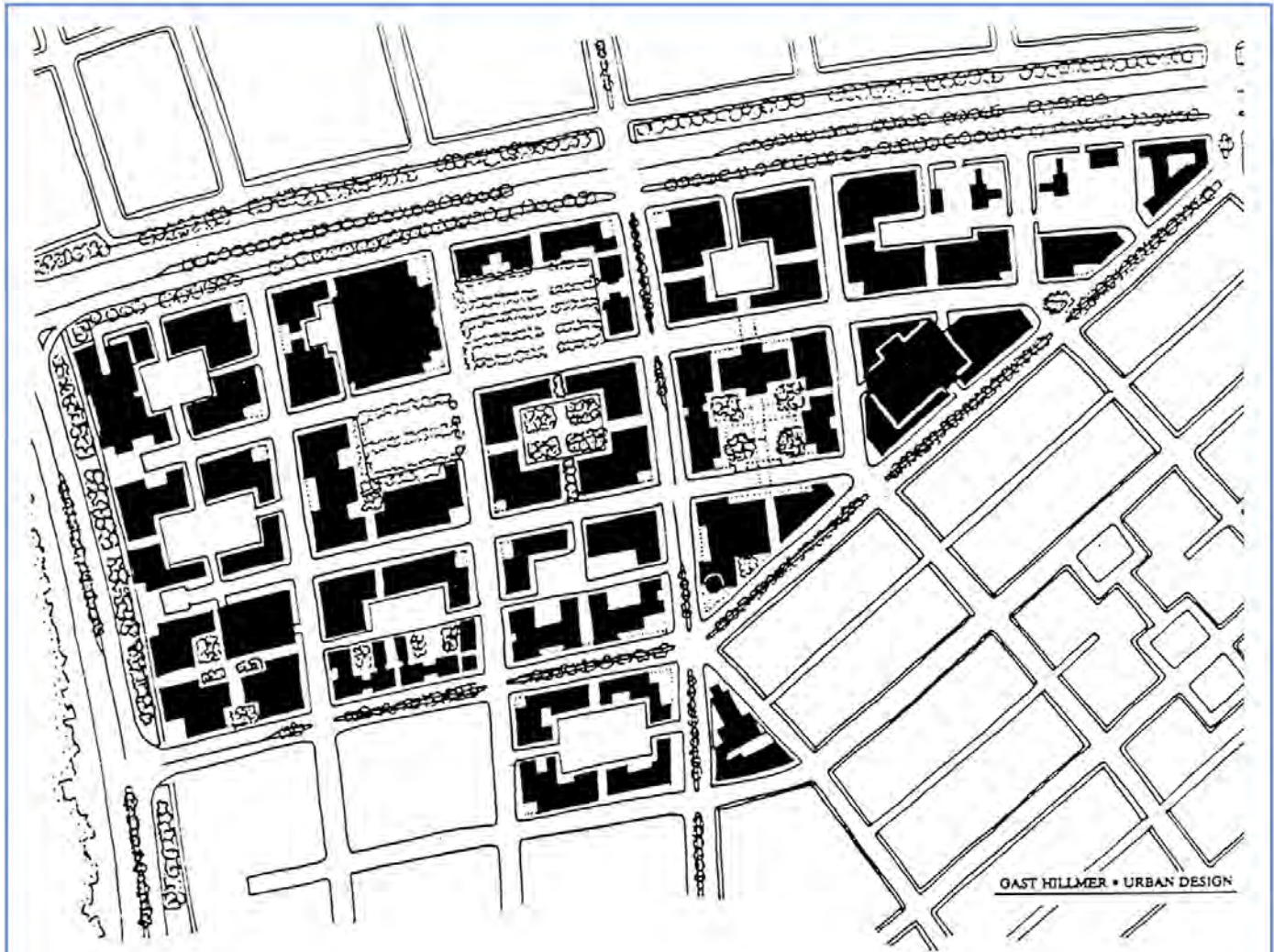
4. URBAN DESIGN

The Framework Plan's urban design principles establish policies for the development pattern and character of the built environment. Detailed development standards and design guidelines for subareas of the NCFUA must follow the general principles outlined in this section. Principles related to urban design are also included in **Sections 2** and **5**.

The urban design principles build on citywide policies of the General Plan, as well as recent work on the City's Land Guidance System. The implementing principles in this section may be refined by the City prior to adoption of the Framework Plan, and may subsequently be revised without amendment to the Framework Plan. These principles will be assembled into a separate document used to review subarea plans and development proposals.

4.1 GUIDING PRINCIPLES: URBAN DESIGN

- 4.1a Develop two compact communities in designated areas with densities that promote pedestrian activity and transit use. The compact communities must have a relatively dense, urban character that emphasizes mixed-use development, residences within walking distance of shops and transit, and accessible public places. This pattern will be an alternative to uniform low-density suburban development that creates monolithic communities and consumes large land areas.
- 4.1b Design the mixed-use community cores to create high-quality pedestrian environments with building densities sufficient to support walkable shopping districts (see **Figures 4-1** and **4-2**).
- 4.1c The core residential areas should contain a mix of housing types within walking distance of the community core. The planning and design of all development in these neighborhoods must create a high-quality pedestrian environment with a horizontal mixed-use pattern of small project and parcel sizes. **Figures 4-3** and **4-4** illustrate urban design principles for the core residential areas.
- 4.1d Peripheral residential areas should contain a mix of duplex, triplex and attached townhouses integrated with single-family detached units to achieve a diversity of house types and affordability. The peripheral residential areas should have direct pedestrian and bicycle linkages to the community core. Normally, peripheral residential areas should be within one mile of the community core. **Figure 4-5** illustrates design principles for peripheral residential areas.
- 4.1e Local mixed-use centers should follow the same design principles for access, streetscapes, building frontages, pedestrian emphasis, mixed-use development, and parking as the mixed-use community cores. Design principles for local mixed-use centers are illustrated in **Figure 4-6** and explained in **Implementing Principles 4.6a-4.6c**.



- Retail shops and commercial services.
- Employment center.
- Multifamily dwellings (multifamily courtyards, attached townhouses, dwellings over shops).
- Public plaza or focus park.
- Child care center.
- Local transit center with regional trunkline stop.
- Public facilities (e.g., community center, post office, library, churches).
- Street system is a grid or modified grid similar to traditional urban blocks. Adjust grid to topography to minimize grading.
- Locate major arterials to the edge or outside of the mixed-use core.

- Pedestrian emphasis in all site and building design. Locate buildings along public sidewalks at front of sites.
- Mixed-use development on small parcels with “fine-grain” character.
- Provide linked network of pedestrian open spaces (courtyards, plazas, patios).
- Parking district with shared parking facilities. Structured parking encouraged where feasible.
- Locate parking facilities to interior of blocks.
- Prohibit drive-in and auto-oriented land uses.
- Provide a transit-exclusive right-of-way.



Mixed-Use Community Core Illustrative Plan
North City Future Urbanizing Area Framework Plan

4-1
FIGURE

- 4.1f The many canyon and valley views are primarily local, short range views that can be seen from existing public roads, public open spaces and private lands. The location of the freeway, streets and roads throughout the study area will effectively "open up" an extensive network of public view corridors.

4.2 IMPLEMENTING PRINCIPLES: MIXED-USE COMMUNITY CORES

- 4.2a The mixed-use community cores should be organized with a grid or modified grid street system, similar to traditional urban blocks. The blocks should be limited in size (preferably 400 feet or less in dimension) in order to create small parcel sizes with a "fine-grained" development pattern. The street grid should be carefully adjusted to topography so that grading is minimized.
- Alternatives to the grid/modified grid organization may be considered if they result in a superior pedestrian environment and fine-grained, mixed-use development pattern.
 - Larger blocks and project areas that do not fit within the 400-foot grid may be considered for developments containing a retail anchor store.
- 4.2b Clear pedestrian, bicycle and transit access must be provided to the community core from the core residential and peripheral residential areas.
- Sidewalks are to be provided on both sides of all streets. Where the distance between streets is greater than 400 feet, internal walkways should be provided. Use connecting trails, pedestrian bridges, public steps and other pedestrian linkages in locations where natural features separate the community core from residential areas.
 - A bikeway system must directly link the community core to all core residential and peripheral residential areas. Bikeways should connect with surrounding communities and be designed as recreational features. Bikeways and bike lanes should not be located on major arterial streets. Instead, designated bikeway systems should use the residential access and collector streets, and/or bike paths with exclusive rights-of-way.
 - The community cores should contain dedicated transit right-of-ways for bus or light rail service providing access to the regional transit system. Where feasible, local feeder bus or shuttle service should be provided to connect the residential areas with the community core. Development of a local transit center where trunk line and feeder bus service connect is encouraged and should be located in the community core adjacent to commercial services.
 - The street pattern should reinforce pedestrian circulation and not bisect mixed-use community cores.



GAST HILLMER • URBAN DESIGN



Mixed-Use Community Core Illustration
North City Future Urbanizing Area Framework Plan

4-2
FIGURE

- 4.2c General categories of permitted land uses and densities for mixed-use community cores are listed in **Table 3.3-C**. Appropriate housing types for the community cores are listed in **Table 3.3-B**. **Table 4.2-A** specifies maximum allowable densities.
- 4.2d Building heights in the mixed-use community core should generally not exceed three stories, with a mix of heights desired in each block or development area. Parking which is fully below grade shall not be counted against maximum floor area ratios (FAR) or the three-story height limit.
- 4.2e The planning and design of the mixed-use community core shall place emphasis on creating a high-quality pedestrian environment. Sidewalks with street trees shall be provided along all public and private streets. The siting of buildings, layout of streets location of parking areas, and design of building frontages, public streetscapes and other public spaces shall result in a compact, walkable district directly linked to the community's residential neighborhoods.

All elements of the mixed-use community core shall address pedestrian needs and develop creative approaches to improving pedestrian interest, access and enjoyment. **Figure 4-2** illustrates design principles for public streetscapes and building frontages.

**TABLE 4.2-A
MIXED-USE COMMUNITY CORE: MAXIMUM ALLOWABLE DENSITIES**

General Land Use	Average Net Density (FAR)	Maximum Net Density (FAR)	Maximum Net Dwelling Unit Density
Retail and Services	.4	2	—
Offices and Employment Centers	.4	2	—
Housing (See Appendix A)			
Residential over Retail, Services or Offices ¹	—	—	40 du/acre
Multifamily Courtyards	—	—	50 du/acre
Attached Townhouses	—	—	15 du/acre

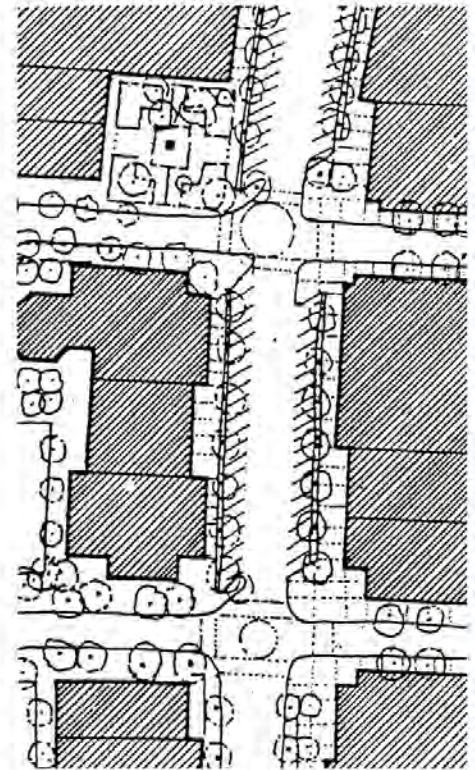
1. In vertical mixed-use projects that place residential over retail, service or office uses, the residential shall not be counted against the non-residential FAR. This will provide an incentive for residential development in the core.

Source: Blayne Dyett Greenberg



GAST HILLMER ■ URBAN DESIGN

- Place the front elevation of the building on or within ten feet of the front property line to maintain the continuity of the street edge.
- Create continuous pedestrian activity in an uninterrupted sequence. Avoid blank walls and other “dead” spaces at the ground level.
- Provide active building frontages with large window openings at ground level.
- Provide frequent street-facing pedestrian entrances.
- Locate parking to the rear of the buildings, or to the side when rear parking is not possible.
- Minimize spatial gaps created by parking or other non-pedestrian areas.
- At select corner and mid-block locations, widened sidewalk spaces may be provided for street furniture and planting.
- Create small-scale building frontages by dividing building facades into smaller parts.



Mixed-Use Community Core Design Principles

North City Future Urbanizing Area Framework Plan

4-3
FIGURE

- 4.2f Provide continuous building frontages along all public streets and sidewalks. Buildings should be placed at or near the public sidewalk.
- Design active building frontages that create inviting indoor and outdoor spaces visible from the sidewalk, and provide frequent building entrances along the street. If rear or side entrances to buildings are used, they should be accompanied by a street-facing entrance.
 - Buildings may be set back from the public sidewalk if a plaza, patio, courtyard or other pedestrian space is provided between the building and the sidewalk.
 - Do not locate parking facilities, blank walls, service areas or other “dead” activities along street and sidewalk frontages.
 - In larger projects with private streets, the building-street edge should be designed with similar pedestrian-oriented characteristics as public streets. Private streets should not significantly reduce pedestrian activity along public streets. Inward-oriented developments separated from public streets shall be avoided.
- 4.2g Site planning and building design should provide a network of public, semi-public and private pedestrian spaces throughout the community core.
- Courtyards, patios, plazas, covered walkways, enclosed gardens and other spaces that create opportunities for outdoor activities should be provided in all projects. Planted building setbacks, large turfed lawn areas and other open spaces that do not contribute to the pedestrian environment should not be used.
 - Within each community core, a highly visible central public plaza or other public place should be provided. The plaza should be located at, or near the center of the core, surrounded by shops, commercial services, public/semi-public buildings or other activities that create an active visual and social center of the community.
- 4.2h Mixed-use development accompanied by small parcel sizes that create a “fine-grained character” is encouraged throughout the community core. Horizontal and vertical mixed-use developments are encouraged.
- “Horizontal” mixed-use development is a land use pattern that locates different uses side-by-side, on adjacent parcels or on the same parcel. Commercial facilities, offices, public buildings and housing may be located in close proximity to each other. The mixing of uses will create a more balanced pattern of street activity during different times of the day, evening and week, and will also reduce parking demand by balancing the peak use periods associated with different activities.

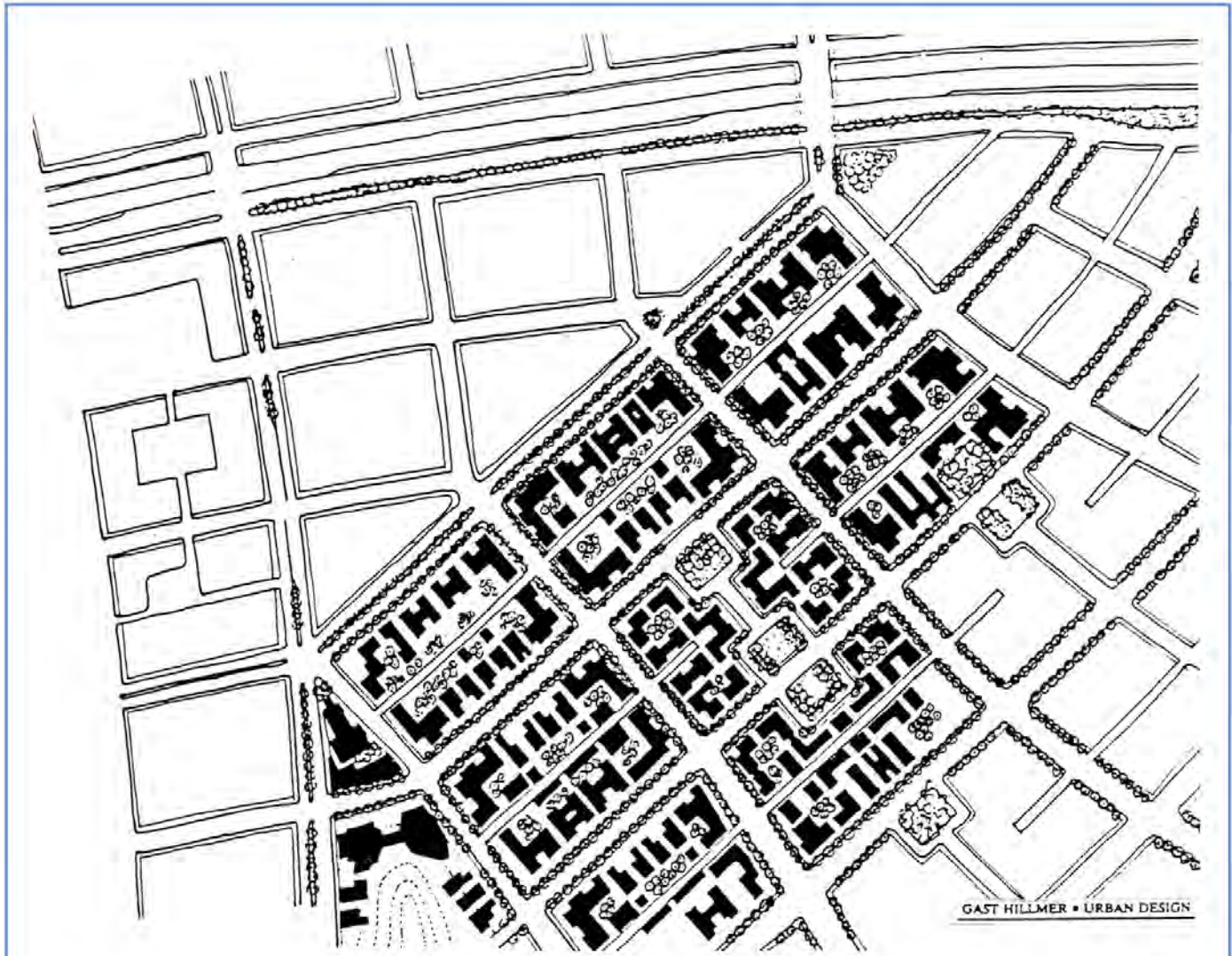
- “Vertical” mixed-use development locates different uses in the same building, over one another. Common examples are offices located above ground floor retail, and housing above ground floor retail. While the design and financing of vertical mixed-use, opportunities may exist at selected locations in the community cores.
- 4.2i “Fine-grained character” strives for relatively small parcel and building sizes that create pedestrian interest and a diverse land use pattern. Fine-grained land use is closely associated with horizontal mixed-use development, and is a desired characteristic of planning throughout the community core.

A fine-grained development pattern may be achieved by:

- Reducing the size of parcels and development projects, avoiding large single-use developments.
 - Dividing building masses into smaller parts providing frequent street-facing entrances, and varying building masses and heights.
- 4.2j Within the community core, minimize the visual impact of all parking facilities by locating them to the rear or interior portions of building sites. Parking should not be located between the front elevation of a building and the public street, nor at the corner of two public streets.
- Parking districts and other common parking arrangements with shared facilities should be provided within the community core. This will significantly reduce the number of required parking spaces and create a more compact, pedestrian-oriented district.
 - Structured parking is encouraged to achieve a more compact community core. If not feasible in the immediate development program for a site, planning should provide for future conversion to structured parking accompanied by an expansion of building space.
 - Structured parking will not be counted against a site’s maximum floor area ratio.
 - Locate parking structures to the rear or interior portion of building sites. When a parking structure must be located facing a street, minimize its dimension along the street and provide shops or other commercial activities along the ground floor street frontage.
 - Alleys or rear service drives should be used, where appropriate to minimize the visual impact of parking, loading areas and garages.
 - Surface parking lots should be located to the rear or interior portion of development sites. When a parking lot must be located adjacent to a street and sidewalk, its dimension along the street should be kept to a minimum, with a planted setback used to fully screen the parking area from the street.

- Curb cuts for driveways opening to public streets should be limited. Corner properties with more than one street frontage should locate an access driveway on the street with least traffic volume. Larger projects with anchor stores that require a high-volume entrance may locate one access driveway on a collector or local street.
- Private driveways opening on arterial streets are prohibited.

4.2k Automobile-oriented land uses such as drive-in and drive-through facilities are prohibited in the mixed-use community core.



- Multifamily Dwellings:
Multifamily Courtyards
Attached Townhouses
Duplex-Triplex
- Single-Family Dwellings with second units
- Group Dwellings
- Neighborhood Parks and Recreation Facilities
- Child Care Centers
- Schools
- Churches, Clubs
- Grid or modified grid street system with streets adapted to topography

- Provide mix of housing types with clear walking and biking access to the Community Core
- Pedestrian emphasis in all site and building design. Locate buildings near public sidewalks with minimal setbacks
- Locate parking to interior of sites and minimize garage door openings on street. Provide alleys in developments with densities over 8 units per net acre
- Create public spaces scaled to the size of each neighborhood
- Locate major arterials to the edge or outside of the Core Residential Areas



Core Residential Areas Illustrative Plan
North City Future Urbanizing Area Framework Plan

4-4
FIGURE

4.3 IMPLEMENTING PRINCIPLES: CORE RESIDENTIAL AREAS

- 4.3a A grid or modified grid street system, as described for the mixed-use community core in **Principle 4.2a**, should be used as the organizing framework for the area. The grid/modified grid should be carefully adjusted to topography in order to minimize grading. Variations from the grid may be made to take advantage of urban design opportunities. For example, a street may be designed to vary from the grid to achieve visual emphasis, align with an important natural feature, or parallel the edge of a canyon.
- 4.3b Clear pedestrian transit and bicycle access from the core residential areas to the community core should be provided (see **Principle 4.2b**).
- Local feeder bus, shuttle loop or other localized transit service is encouraged to provide transit connections between the core residential neighborhoods and community core. Planning should anticipate and provide for future local transit service even if the service is not feasible at the time of project plan preparation.
- 4.3c The street system should emphasize connecting local streets, and minimize internal drives within projects so as to avoid closed enclaves. Larger projects must provide a public street system within them, with clear through linkages to adjacent developments. Gated projects restricting public access are prohibited.
- 4.3d Major arterial streets should be designed for less traffic capacity than is the current practice in the City and county. Instead, more choices of alternative routes within the community should be provided. This pattern creates more smaller collectors, instead of high-speed arterials. This slows traffic speeds and reduces the need for noise attenuation walls.
- 4.3e General categories of permitted land uses and net densities within the core residential areas are listed in **Table 3.3 B**. Non-residential uses not listed as “Compatible Activities” in **Table 3.3 B** may be considered if they are integrated into mixed-use projects.
- 4.3f Building heights within the core residential areas generally should not exceed three stories, with a mix of heights desired within each block, development area and neighborhood.
- 4.3g Wide sidewalks are encouraged on arterial, collector and important local residential streets.
- 4.3h A fine-grained mix of housing types should be achieved by providing small project and parcel sizes. If larger projects or parcels are developed, they must contain a mix of different housing types. Maximum areas for a single-housing type are two acres for multifamily housing and four acres for single-family types. Development proposals exceeding these acreage limits shall incorporate at least two different housing types from the list of appropriate housing types in **Table 3.3-B**.

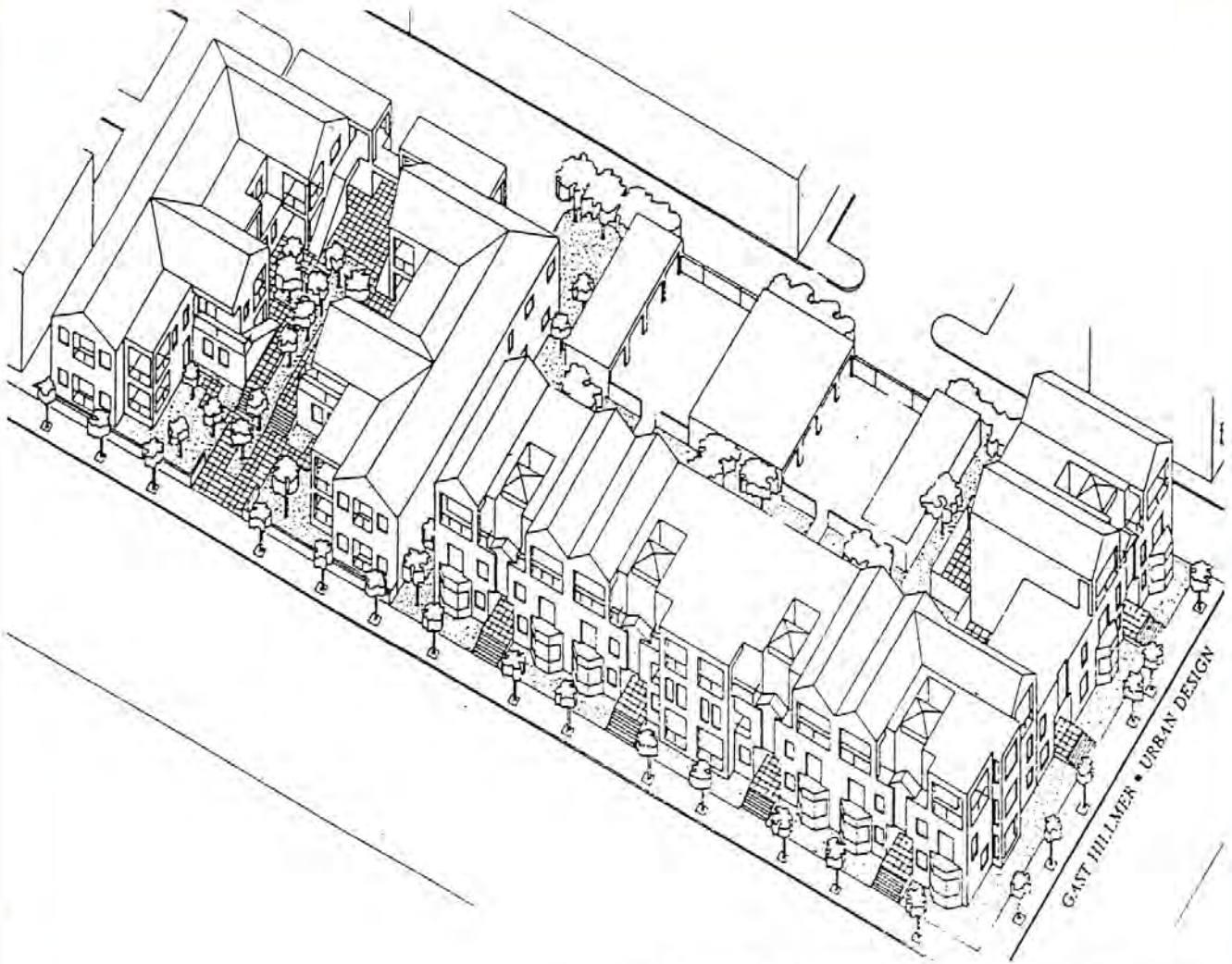


Illustration of Townhouse and Courtyard Dwellings

- Orient buildings and individual dwelling units to the street, an interior courtyard or garden spaces on the site
- Each dwelling unit should have a “sense of address,” either toward the street or directly to an open space on the site
- When an outdoor courtyard or garden is used as an entrance to dwellings, open the courtyard directly to the street



Residential Courtyard



- 4.3i All development shall carefully study adjacent existing buildings and sites. The fine-grained land use mix should be achieved in site planning, building height and scale among neighboring developments.
- 4.3j Create small-scale public open spaces in each neighborhood, and carefully integrate the public spaces with neighborhood planning. Neighborhood-scale public spaces may serve as points of visual orientation, social gathering and recreation.
- 4.3k All site and building design in the core residential neighborhoods should create street frontages with architectural and landscape interest for both pedestrians and neighboring residents. Site planning should provide direct pedestrian access from buildings to public sidewalks, with principal building or courtyard entrances facing the public sidewalk and street.
- Building setbacks from public sidewalks may be kept to a minimum if buildings and plantings are carefully designed for pedestrian interest. Building setbacks may range from five to 20 feet. The setback area should contain a courtyard, garden, patio, covered walkway or other outdoor space visible to pedestrians from the public sidewalk.
 - As a general rule, higher building elements should be located toward the mid or rear portion of a site, with street frontages carefully scaled to the pedestrian. Normally, street frontages should be two stories or less, with taller elements stepped back from the public sidewalk. Exceptions to this principle may be made for accent elements, corner features or other elements that improve the diversity of street frontages.
- 4.3l Multifamily buildings should be oriented to public streets, with individual dwelling units fronting the public sidewalk, interior courtyards or garden spaces on the site.
- If most dwellings are oriented to open spaces within a site, some units should front the public street and sidewalk. When a courtyard or other outdoor space is used as an entrance to dwellings, the courtyard should open directly to the street and sidewalk.
- 4.3m Developments with private circulation systems should avoid creating isolated enclaves separated from the neighborhood. Within the core residential areas, private streets should be used primarily for service and parking access, not as an alternative to the public street system. Private streets which are not exclusively used for service and parking access should follow the same streetscape, pedestrian orientation and building frontage design principles as public streets, and should be accessible to the general public.

4.3n The visual impacts of parking areas and garage doors should be minimized on public streets. Enclosed parking is encouraged in residential projects.

- Alleys or rear drives should be provided for access to parking and services in all developments with net densities over eight dwelling units per net acre.
- Surface parking should not be located between the front elevation of a building and the public street. Parking areas should be placed to the rear, interior side or at an internal location on the site.

4.4 IMPLEMENTING PRINCIPLES: PERIPHERAL RESIDENTIAL AREAS

4.4a The peripheral residential areas should contain a grid or modified grid street system in areas of relatively level terrain where natural features do not intervene. In areas of sloping terrain, the street system must be designed to meet existing topographical conditions and minimize grading to the maximum extent feasible.

- “Enclosed loop” subdivisions are to be avoided. Instead, connectivity of streets is desired to integrate the peripheral residential areas and avoid isolated enclaves.
- Principles for designing street systems in relation to topography and natural features are listed in **Section 4.8, “Very Low-Density and Estate Residential Neighborhoods.”**

They should strive for the same streetscape quality and pedestrian orientation as the community core and core residential areas. Design principles for peripheral residential areas are illustrated in **Figure 4-6**.

4.4b General categories of permitted land uses and average densities of peripheral residential neighborhoods are listed in **Table 3.3-B**. Public and quasi-public facilities may be located in these areas, but other non-residential uses are not permitted. Building heights within peripheral residential areas should be primarily one and two stories, with third stories permitted in selected locations.

4.4c All site and building frontages should be designed to create architectural and landscape interest for pedestrians and residents. Follow the principles for streetscape character outlined in **Section 4.2e**. A high-quality pedestrian environment should be achieved on all residential streets.

4.4d A fine-grained mix of dwelling types and designs with small project sizes is desired in the peripheral residential areas.

- Development proposals exceeding four acres shall incorporate at least two different housing types from the list of appropriate housing types listed in **Table 3.3-B**.
- Requirements listed in **Principle 4.3n** for reducing the visual impacts of parking areas and garage doors, including provisions for alleys and rear service drives, must be followed in peripheral residential areas.

4.4e Public open spaces scaled to the size of each neighborhood should be provided in the peripheral residential areas. These may include parks and mini-parks, playgrounds, public gardens and other small open spaces.

4.4f The principles outlined in **Section 4.31** should be followed for site planning of larger developments.

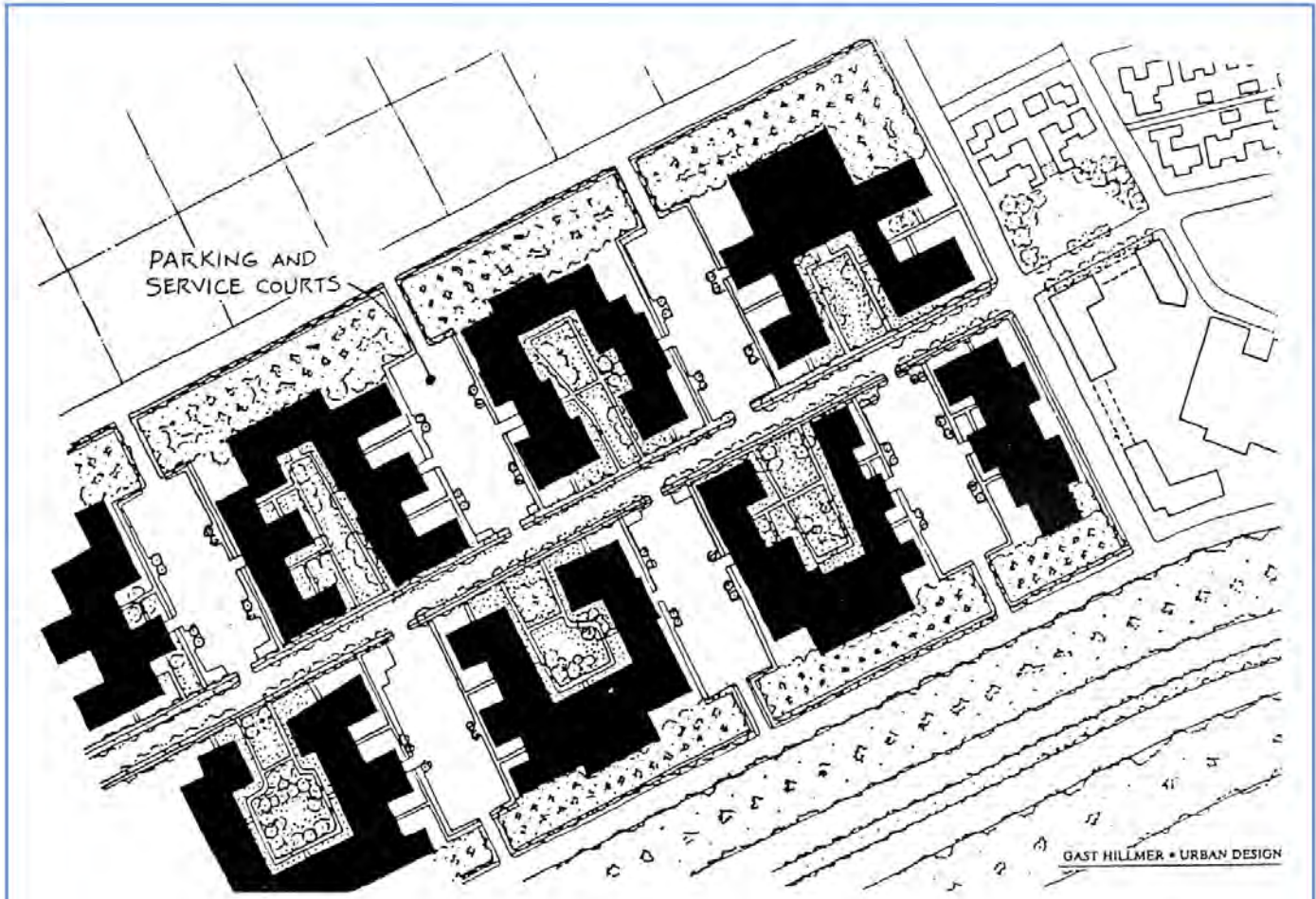


- Multifamily Dwellings:
Attached Townhouses
Duplex-Triplex
- Single-Family Dwellings with Second Units
- Single-Family Dwellings with Small Lots
and Conventional Lots
- Child Care Centers
- Schools
- Neighborhood Parks and Recreation Facilities
- Mix of single-family and attached housing types in small
development areas
- Modified grid street system, with streets adapted to
topography
- Pedestrian emphasis in site and building design
- Provide alleys in projects over 8 units per net acre
- Create public spaces scaled to the size of each
neighborhood



Peripheral Residential Areas Illustrative Plan
North City Future Urbanizing Area Framework Plan

4-6
FIGURE



- Locate Employment Centers along freeway and major arterial edges as acoustical and visual buffers between arterials and residential neighborhoods
- Provide restaurants, child care and business support services for centers not located adjacent to Community Cores or Local Mixed-Use Cores
- Provide local transit service and feeder shuttles to the Community Core and regional trunk line transit stop

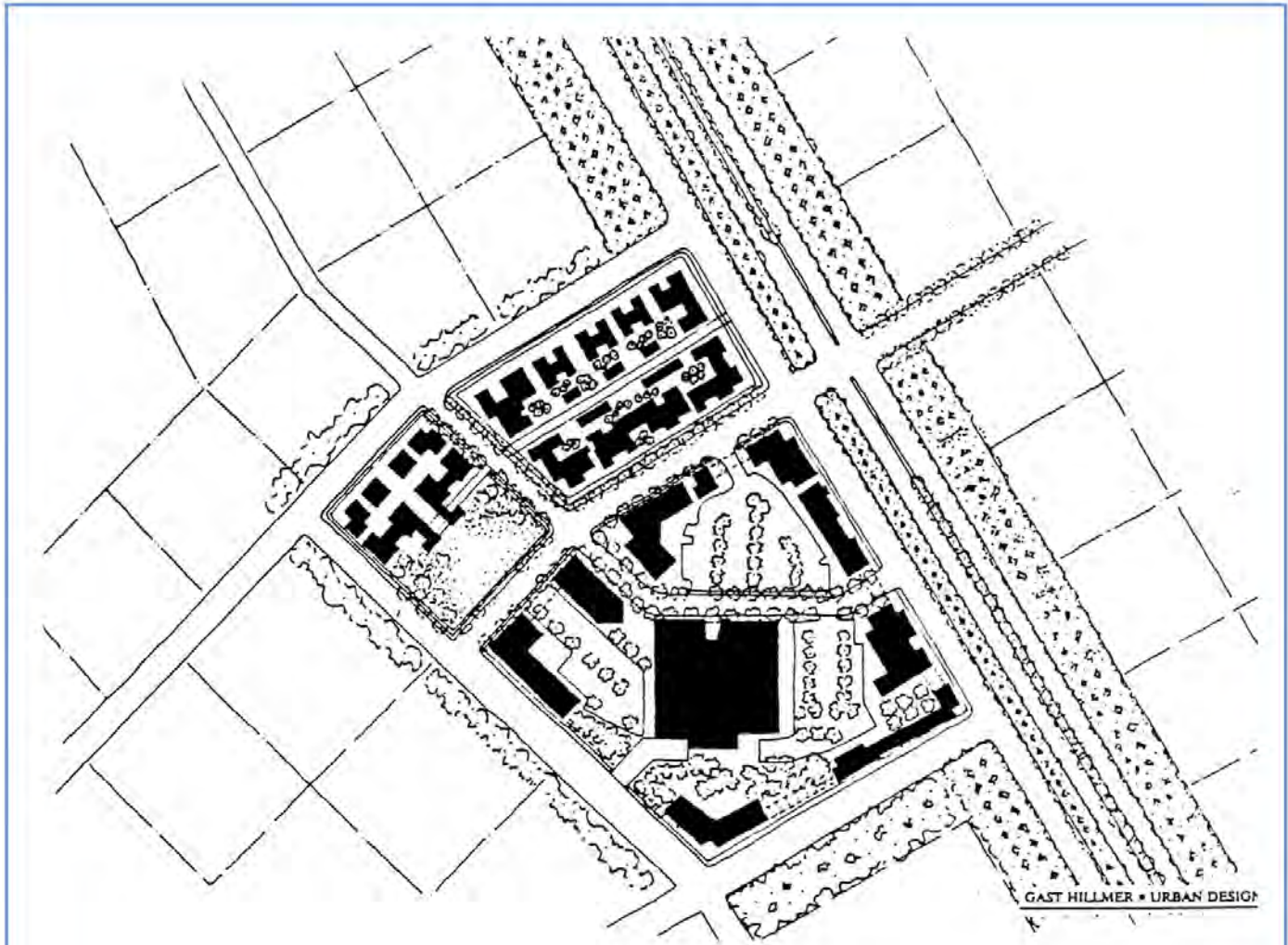


Employment Centers Illustrative Plan **4-7**
 North City Future Urbanizing Area Framework Plan **FIGURE**

4.5 IMPLEMENTING PRINCIPLES: EMPLOYMENT CENTERS

This section applies to employment centers located outside the mixed-use community cores. Employment centers within community cores should follow the principles outlined in **Section 4.2**. Design principles for employment centers are illustrated in **Figure 4-7**.

- 4.5a Employment centers that are not adjacent to community cores or local mixed-use centers should provide services such as restaurants, child care, business support, and other facilities that reduce the need for trips out of the centers.
- 4.5b Employment centers should provide street and trail connections to the mixed-use community cores and nearby local mixed-use centers.
- 4.5c The planning of employment centers should provide for transit service. A local transit stop should be located within walking distance of all development sites. In some instances, a local shuttle or feeder bus may be appropriate to link the center to a regional trunk line transit stop or a nearby community core.
- 4.5d Sites in employment centers may be developed at densities up to a maximum floor area ratio (FAR) of 1.0 with an overall average FAR not exceeding .3. Below grade parking shall not be counted against FAR.
- 4.5e Planted building setbacks in a range of ten to 20 feet should be provided along public streets. In instances where a building provides pedestrian interest, such as a shop or restaurant placed adjacent to a sidewalk, a setback is not required.
- 4.5f Scientific research, corporate office or other developments that desire large sites with landscaped open spaces should locate along the edges of SR-56 or major arterial streets. These uses provide effective acoustical and visual buffers between major arteries and residential neighborhoods.
- 4.5g Storage yards, parking areas, service areas, and other ground level paved areas should be screened from off-site views by perimeter and tree canopy planting. Special attention should be given to views from distant hillsides.
- 4.5h Large, flat-roofed areas and rooftop equipment should also be screened from off-site views.



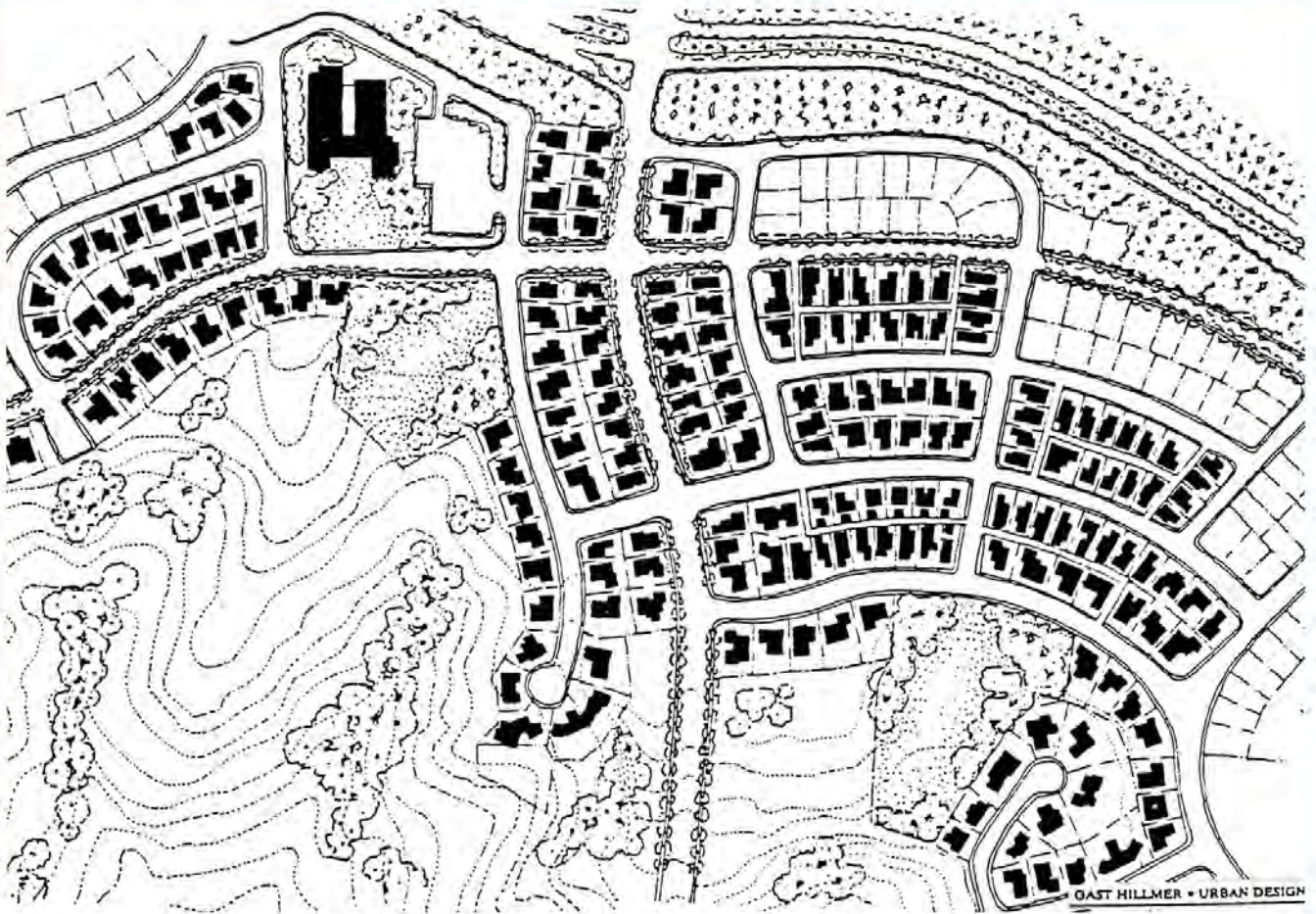
- Retail shops and commercial services, with non-residential uses limited to 60,000 square feet
- Multifamily Dwellings:
Attached Townhouses
Duplex-Triplex
Group Housing
- Public and quasi-public facilities
- Local feeder transit stop

- At least 150 dwelling units must be provided
- Pedestrian emphasis in all site and building design. Locate buildings along public streets, and parking areas to interior of sites
- Provide direct pedestrian and bicycle access to adjacent neighborhoods
- Drive-thru facilities prohibited



Local Mixed-Use Centers Illustrative Plan
North City Future Urbanizing Area Framework Plan

4-8
 FIGURE



- Single-Family Small Lot and Conventional Lot Dwellings at 2-12 dwelling units per acre
- Child Care Centers
- Schools
- Neighborhood Parks and Recreation Facilities
- Lot and street configurations adapted to topography and natural features
- Local streets linked with adjacent neighborhoods—avoid closed loop subdivisions
- Clustering encouraged to preserve natural features and minimize grading. Clustering required in hillside areas over 25% slope
- Alleys required in developments with densities over 8 units per net acre



Low-Density Residential Neighborhoods Illustrative Plan

North City Future Urbanizing Area Framework Plan

4-9
FIGURE

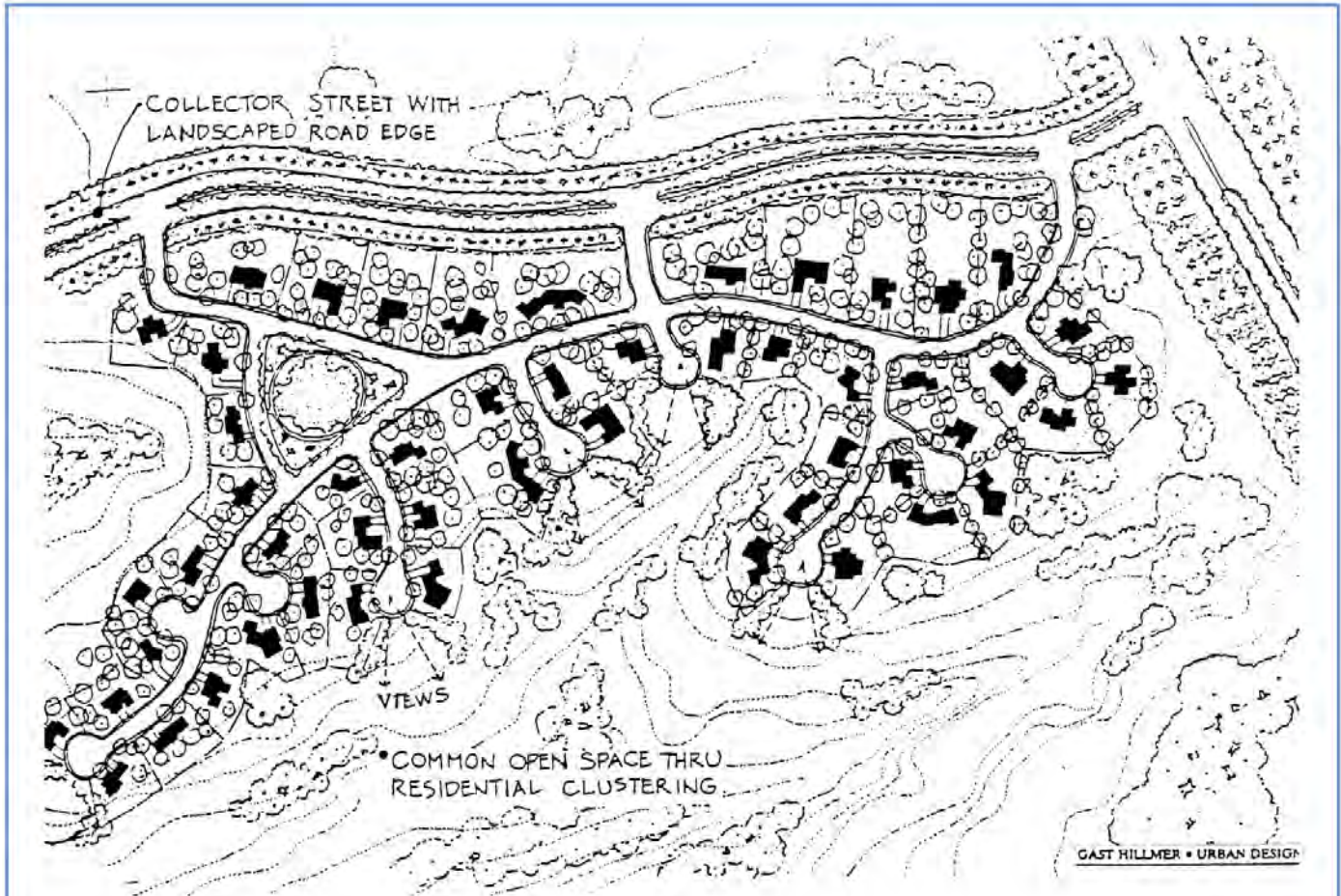
4.6 IMPLEMENTING PRINCIPLES: LOCAL MIXED-USE CENTERS

- 4.6a Each local mixed-use center must contain at least 150 dwelling units. Appropriate housing types within the local mixed-use center include duplex-triplex, attached townhouses, group housing and multifamily dwellings over commercial uses.
- 4.6b Local mixed-use centers are limited to 60,000 square feet of non-residential space (see **Table 3.3-E**).
- 4.6c One automobile service station is permitted in each local mixed-use center; drive-through businesses are prohibited.

4.7 IMPLEMENTING PRINCIPLES: LOW-DENSITY RESIDENTIAL NEIGHBORHOODS

Principles for design of low-density residential neighborhoods are illustrated in **Figure 4-8**.

- 4.7a Low-density residential neighborhoods should be organized in small blocks of lots with a local system of connected streets.
- 4.7b Local street systems that establish linkages with adjacent neighborhoods should be used. Closed loop subdivisions should be avoided. Extensive cul-de-sac systems are discouraged.
- 4.7c General categories of permitted land uses and average densities of low-density residential neighborhoods are listed in **Tables 3.3-A** and **3.3-B**. Public and quasi-public uses may be located in these areas, but other non-residential uses are not permitted.
- 4.7d Provide neighborhood parks, children's play areas and other public spaces scaled to the size of each neighborhood. These open spaces present opportunities to strengthen the sense of community and neighborhood identity.
- 4.7e Develop clear pedestrian linkages within and between neighborhoods. A trail system for walking, biking and jogging should be developed for access to the community core, adjacent residential neighborhoods, schools, playgrounds, parks and recreational opportunities. Trail systems should be designed in consultation with the Parks and Recreation department.
- 4.7f Principles for residential clustering (**Section 4.8d**), and street layout (**Section 4.8g**), outlined for very low-density and estate residential neighborhoods should be followed.
- 4.7g The visual dominance of garages on streets should be minimized by locating garages to the rear of the lot, recessing the garage or using tandem parking. Alleys or rear drives should be provided for access to parking and services in all developments over eight dwelling units per net acre.



Illustrative Plan. Very Low-Density and Estate Residential Neighborhoods

- Single-Family Estate lots with net densities less than 1 dwelling per acre
- Clustering required in hillside areas over 25% slope
- Clustering encouraged in other areas to preserve natural features
- Layout of lots derived from natural form of the land. Lot and street configurations adapted to topography and natural features. Avoid standard, repetitive lot shapes
- Create a wide landscaped roadway edge along arterial streets



4.8 IMPLEMENTING PRINCIPLES: VERY LOW-DENSITY AND ESTATE RESIDENTIAL NEIGHBORHOODS

Very low-density and estate residential neighborhoods occupy most of the developable land area within the NCFUA. Design principles for very low-density and estate residential neighborhoods are illustrated in **Figures 4-9** and **4-10**.

4.8a Very low-density and estate neighborhoods are normally organized in one of two ways:

- The first and most typical is that of large estate residential lots of one acre or more. Large portions of the individual lots remain as open space.
- The second organization, more appropriate for hillsides and areas adjacent to protected habitat areas, is clusters of smaller individual lots that preserve significant canyons, hillsides, ridges and other natural features.

4.8b Lot configuration and site design should emphasize canyons, hillsides and ridges as the visual focus points of neighborhoods. The layout of lots in these neighborhoods should adapt to existing topography and natural features, avoiding standard repetitive lot sizes and shapes.

4.8c Lot lines shall not enter, infringe upon, or be made part of any portion of the environmental tier. In addition, a landscaped transition area of 25-50 feet in width shall be placed behind lots adjacent to the protected open space system, and include berming and dense vegetation to deter people from entering the habitat areas. Signage shall direct people to access points for the open space system. (See **Section 4.10** for principles related to the layout of lots, roads and buildings in hillside areas.)

4.8d The General Plan encourages residential clustering in sensitive areas to preserve and protect significant natural features. Properties designated as very low-density and estate residential development areas should follow the principles outlined in the Progress Guide and this section.

- Clustered dwellings in single-family areas are residences designed on smaller lots with higher densities than the underlying zoning would otherwise allow. Clustering allows a portion of the development site to remain as open space and is often useful to preserve significant natural features. Clustered dwellings may share common open spaces, visitor parking, roads and other facilities.

4.8e The large areas of sensitive lands that form the environmental tier surrounding very low-density and estate neighborhoods shall be accompanied by neighborhood-scaled public spaces. Public open spaces may be located to create points of focus, at a hillside edge to take advantage of a prominent view, or at a point of contact between two adjacent neighborhoods.

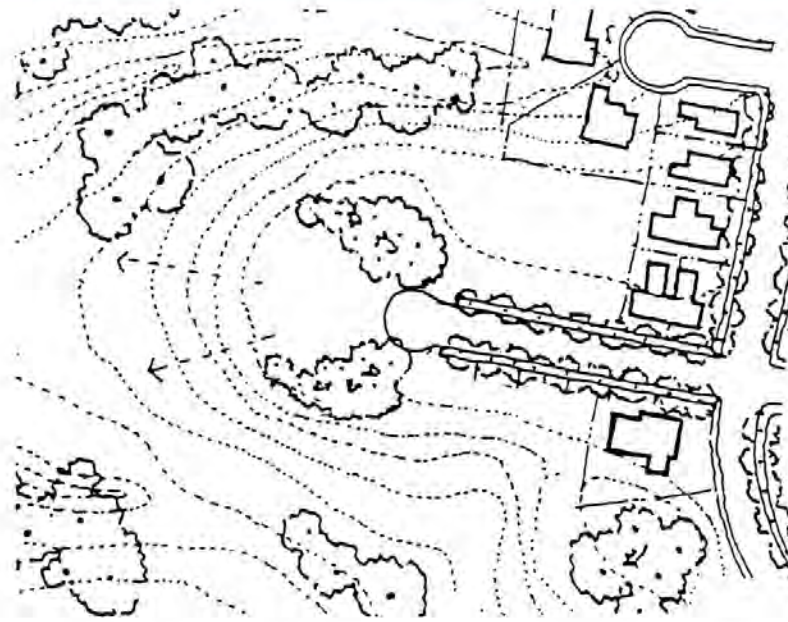


Figure 4-11a: Residential clustering to preserve topography and natural features



Figure 4-11b: Hilltop park on a knoll



Figure 4-11c: Open space views at street ends



- 4.8f Develop clear pedestrian and open space linkages within and between neighborhoods. Trail systems for walking, biking and jogging opportunities encouraged, providing access to the community cores, residential neighborhoods, schools, playgrounds, parks and recreational opportunities. Trail systems should be designed in consultation with the Park and Recreation Department.
- 4.8g Streets, drives, parking and emergency vehicle access should be aligned to conform, as closely as possible, to existing grades and minimize the need for the grading of slopes. Streets and other built improvements should not greatly alter the physical and visual character of the hillside.
- Create a wide landscaped roadway edge along arterial streets, using berms, dense planting and other devices that reduce the need for sound attenuation walls. When sound attenuation walls are necessary, locate them as far as possible from the roadway edge and plant the intervening space.
 - Within the Coastal Zone, gated neighborhoods restricting public access to or along the coast or interfering with identified public views to or along the coast are prohibited.

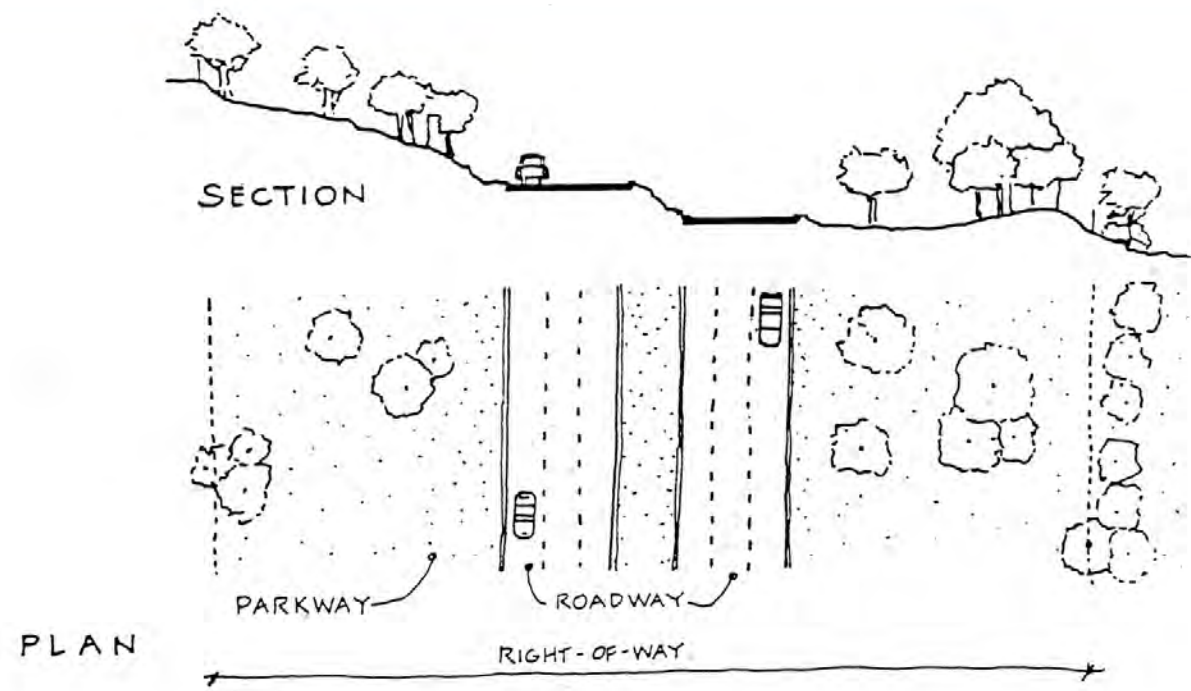


Figure 4-12a: State Route 56 freeway edge

- Establish landscaped parkway along both edges of freeway.
- Where topography permits, locate freeway in excavated and bermed areas to reduce need for sound attenuation walls.



Figure 4-12b

Bridge structures should be used to cross canyons and avoid disturbance of natural features.

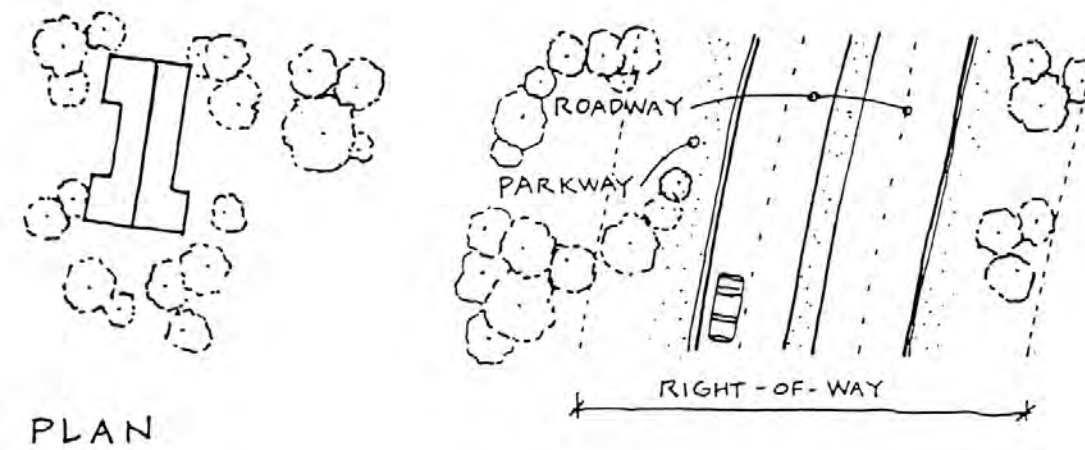


Figure 4-12c: Major arterial and collector street edges outside the compact communities

- Create a landscaped parkway along all major arterial and collector streets.
- Design the street edge to retain land forms, mature trees and other natural features.
- Minimize the use of sound attenuation walls. Instead, use grade changes berms and landscape elements as acoustical and visual buffers.



4.9 IMPLEMENTING PRINCIPLES: THE STREET SYSTEM

The network of visual sequences experienced from the street system will be the most visible part of the environment and will give continuity to the spatial experience of the landscape's interconnected canyons, valleys, mesas and hillsides.

The key view sheds of the NCFUA should play an important role in the design of the paths of movement. Two types of viewsheds exist. First are views to the numerous canyons and valleys of the area. These are both close up and distant, with occasional opportunities for long view corridors along the larger canyon and valley systems. Second are the wide panoramic views across the area to distant natural features, including the Pacific Ocean and Black Mountain.

The many canyon and valley views are primarily local, short-range views that can be seen from existing public roads, public open spaces and private lands. The location of the freeway, streets and roads throughout the study area will effectively open up an extensive network of public view corridors.

This will present opportunities and constraints for the aligning of streets and roads, particularly the major arterials. The new system of roads will greatly increase public opportunities to view the landscape from a variety of vantage points. At the same time, the road system has the potential to disrupt natural features and block public views of the landscape. The most significant issue is the alignment of SR-56. The alignment will be the subject of an environmental document which will investigate a number of alternatives. The relationship of the freeway to Santa Monica Ridge and Deer Canyon, both important natural features and localized viewsheds, should be a major consideration in selecting a final alignment.

The most important panoramic views across the NCFUA are toward the west, north and northeast. These views are experienced from the upland mesas and hillsides, especially from elevations above 300 feet. The viewshed toward the Pacific Ocean through Carmel Valley is the most important of these panoramas. This view can be seen from the plateaus below Black Mountain, the mesas in the central part of the NCFUA, and from several vantage points on Del Mar Mesa.

4.9a The State Route 56 Freeway should be designed as a landscaped parkway that has a unified image and protected view corridors at key locations. The significant view sheds described above establish the framework for view corridor designation.

- The design of the parkway should reflect the character of the native landscape with wide landscaped edge zones. Travel lanes may be separated to adapt the roadway to topography and preserve natural features. Berms and tree groupings should be introduced to emphasize the parkway's relationship to the natural landscape and to reduce the need for sound attenuation walls. Overpass structures should be designed to complement the natural setting

with softened edges and rounded profiles for elevated structures and columns. The design will include the continuation of the bikeway from Peñasquitos to the coast (see **Figure 4-11a**).

- Provide a 100-foot-wide landscaped buffer on each side of the roadway edge. Berms and tree groupings should be introduced to emphasize the parkway's relationship to the natural landscape and reduce the need for sound attenuation walls.
- Where feasible along the parkway edges, locate land uses that open up distant views, strengthen the visual dominance of the landscape, and create acoustical buffers for adjacent residential neighborhoods. Golf courses and other active recreation areas should be considered for parkway-adjacent locations.
- The parkway interchanges should be designed as community entrances with a consistent design vocabulary. Use plant materials that reflect the indigenous landscape character.

4.9b Development should give special attention to the design of street edge conditions, strengthening the landscape character of buildings and open spaces as viewed from the street.

4.9c Outside the compact communities, the street edge should be designed to retain existing natural features and limit site improvements to landscape elements.

- Retain existing land forms, mature trees, and important rock outcroppings. The locations of driveways and utilities should avoid destroying important natural features.
- Where streets cross the open space system, bridge structures should be used to cross canyons (**Figure 4-12b**).
- Minimize the use of sound attenuation walls by careful site planning that employs grade changes, berms and landscape elements to provide acoustical and visual privacy.
- When sound attenuation walls must be used, they should not be visible from major arterial and collector streets. This may be accomplished by use of grade changes, berms and/or planted buffers between the wall and street, with a width of 50-100 feet recommended for the buffer (see **Figure 4-12c**).

4.9d Arterial streets should be designed for limited access to efficiently carry through traffic, while a secondary street system within compact communities should be designed for slower speeds, easy access, and multiple alternative paths between neighborhoods. Connections within a neighborhood should be possible without requiring the use of arterial streets.

- 4.ge Design local-serving roads to balance the demand for automobile travel with the desire to offer a safe, appealing pedestrian and bicycle environment, and to keep road widths to a pedestrian scale acceptable in urban environments.
- 4.9f Locate park and ride lots at locations adjoining transit facilities.
- 4.9g Street design should limit maximum turn lane/median width, in order to minimize the impact of streets on community character.

4.10 IMPLEMENTING PRINCIPLES: DEVELOPMENT ADJACENT TO SIGNIFICANT NATURAL AREAS

These regulations apply to development adjacent to significant natural areas such as the environmental tier, other significant topographic features, and the San Dieguito River Valley Regional Open Space Park Focused Planning Area. These regulations will apply in the focused planning area until more detailed design criteria are established by the City Council for this area as part of the park master plan implementation.

- 4.10a Where it is necessary to floodproof a property, require the least possible alteration of the natural drainage pattern, and minimize impacts to downstream properties.

Within the 100-year floodplain fringe of the San Dieguito River, fill for roads and other public improvements and/or permanent structures will be permitted only if such development is consistent with the policies detailed in the North City Local Coastal Program (LCP).

- 4.10b Protect existing drainageways from encroachment that might affect drainage patterns or water quality through the use of setbacks/buffers (open space buffers described in **Section 5** may serve this function).
- 4.10c Development in hillside areas should conform to the unique natural setting of each area and site, retaining the character of existing landforms and preserving significant native vegetation.

Within the coastal zone, the grading of landforms that consist of slopes of 25 percent grade or more shall be strictly limited and shall only occur if the applicant demonstrates consistency with the applicable policies in the North City Local Coastal Program (LCP). Runoff and erosion control procedures shall be utilized during all phases of project development.

- 4.10d Cluster units, where appropriate, to minimize grading, roadway and driveway intrusion into sensitive habitat areas. Neighborhoods abutting the areas of the environmental tier such as Gonzales Canyon and McGonigle Canyon are areas where clustering of dwellings is encouraged.

- 4.10e The development pattern in hillside areas should be designed so that structures do not stand out prominently when seen from a distance.
- 4.10f Development should not obstruct public views.
- 4.10g In conjunction with project proposals, disturbed areas on a site which are to be retained as open space shall be contoured to blend in with natural slopes and shall be revegetated with native plants.
- 4.10h Mass grading shall be avoided. Grading will be limited to the building footprint, accessory uses, and access corridors essential to the development of the site.
- 4.10i Development adjacent to ridges and bluffs shall minimize visual impacts to these topographic features through setbacks and landscaping, especially near major canyons or valleys.
- 4.10j New development shall be required to minimize erosion.
- 4.10k New development shall not cause an increase in the peak runoff rate when compared with storm runoff under existing conditions.

The following Implementing Principles related to building design apply to development within the San Dieguito River Valley Regional Open Space Park Focused Planning Area. These regulations may be superseded by regulations adopted in the park plan without amendment to the Framework Plan.

- 4.10l Structures located within the view of the park, if within 200 feet vertically and 50 feet horizontally of a ridgeline, shall be set back and be low in profile so as not to be visually prominent from the future park.
- 4.10m The facades of structures shall be angled at varying degrees to follow the natural topography of the site.
- 4.10n All exterior lighting shall be a low-sodium type with horizontal cut-off and shall be shielded downward such that the light would not be visible to the adjacent properties and the proposed park.
- 4.10o Rooflines shall vary in angle and height to provide a changing profile.

5. Open Space

5. OPEN SPACE

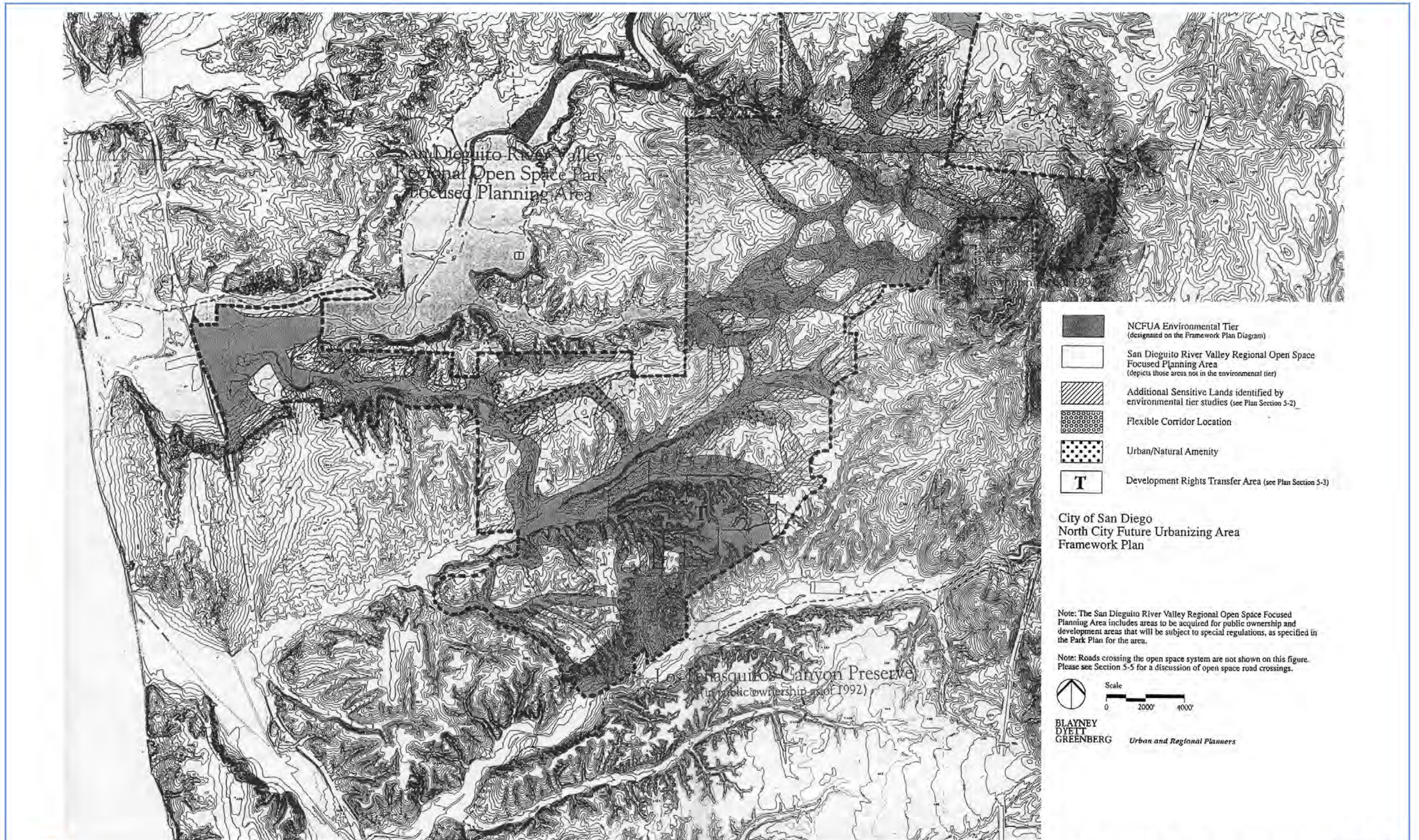
One of the reasons that the NCFUA remained largely undeveloped while surrounding areas became urbanized is its irregular and varied topography and high natural resource value. Retention of these qualities is a key objective of the Framework Plan, which identifies lands to be retained in permanent open space and establishes principles for sensitive treatment of natural features in development areas.

In-depth study of the natural resources of the NCFUA was initiated as part of the Environmental Tier Project called for in the City's General Plan 1990 Guidelines for Future Development. The Environmental Tier Project has the following objectives:

- Identify lands containing significant sensitive resources that need protection, including biologically and culturally sensitive areas, as well as floodplains, unique landscape features, and significant topography that should be retained.
- Identify wildlife movement corridors and other open space connections that are needed to link the major parks, reserves, and significant resource areas within and outside of the future urbanizing area.
- Layout a conceptual open space system that serves to protect and conserve sensitive natural resources of the Future Urbanizing Area and that provides links to the Peñasquitos Canyon Preserve, the San Dieguito River Valley, and Black Mountain Park.
- Create a viable open space system that functions in a multi-faceted, multiple-use manner, and includes or provides for such features as habitat protection and preservation, wildlife and habitat restoration, and recreational opportunities.

The environmental tier effort entailed gathering data on numerous environmental and land use factors, transferring the data onto maps and entering the data into ARC/INFO, a type of computerized Geographic Information System (GIS). Staff members then assigned a rating to each category of data and produced multiple overlays of assorted data layers to analyze various combinations of environmental factors. Based on these overlays and knowledge of landscape ecology and conservation biology principles, initial environmental tier maps were prepared. These maps were used in design of the Framework Plan and were refined to integrate the environmental tier with other planned land uses. **Figure 5-1** is a composite diagram showing the environmental tier with other open space information.

The Environmental Tier Project contributed resource information to the Multiple Species Conservation Program (MSCP). The MSCP addresses habitat preservation needs in the entire metropolitan sewer service area. The MSCP may provide new information or implementation strategies.



Open Space Composite Diagram
North City Future Urbanizing Area Framework Plan

5-1
FIGURE

5.1 GUIDING PRINCIPLES: OPEN SPACE

- 5.1a Create the environmental tier, an interconnected, viable system of natural open space that serves to protect and conserve cultural resources, flora and fauna that occur in the NCFUA.
- 5.1b Conserve biological diversity by setting aside relatively large areas of natural open space/habitat, linked with corridors, and protected from human activities detrimental to this purpose.
- 5.1c Preserve floodplains and significant topographic features such as canyons, ridges and hillsides.
- 5.1d Promote subarea- and project-level planning that preserves as open space significant natural features within development areas (see principles in **Section 4, Urban Design**).
- 5.1e Provide for refinement of the environmental tier as shown on the Framework Plan diagram based on field assessment of resources and detailed land use planning.
- 5.1f Within the environmental tier, provide for some low-impact forms of recreation such as walking, bicycling and nature watching.

5.2 IMPLEMENTING PRINCIPLES: DELINEATION OF FINAL ENVIRONMENTAL TIER BOUNDARIES

- 5.2a The environmental tier shown in the Framework Plan diagram may be refined during subarea and project planning provided such refinements are consistent with the principles of this section.
- 5.2b All linear corridors in the environmental tier must be a minimum of 1/8 mile in width. This may include some transitional areas which permit recreational activity.
- 5.2c Changes to linear corridors in the environmental tier will be allowed as part of subarea plans only if all of the following guidelines are satisfied:
 - Linear corridors may be moved to another location as long as opportunity for wildlife movement is equivalent to the opportunity provided by the corridor shown on the Framework Plan diagram, and the new location provides for as much or more width, native plant habitat, ability for cover, and protection from human activity as the previous location. The corridor must have the same geographic relationship to open space areas being connected, whether they are in or outside of the NCFUA.

- The new location must be in as much of a direct line to the major open space areas as the previous location, with no bottlenecks, winding curves or turns that might inhibit wildlife movement.
- If native habitat is not present or is in a degraded state in the new corridor, the corridor must be revegetated.
- If the designated corridor has sensitive resources that should be preserved on site, changing the location may not be allowed.

5.2d Because of the importance of continuous open space that provides for plant and animal movement, portions of the environmental tier may not be eliminated based solely on an absence of sensitive resources within the area designated. Function as an open space corridor or groundwater recharge area may be sufficient to warrant inclusion in the environmental tier.

5.2e Whenever possible, preserve 100-year flood zones as open space. Where it is necessary to floodproof a property, require the least possible alteration of the natural drainage pattern, and minimize impacts to downstream properties.

5.2f Where feasible, “additional sensitive lands” shown on **Figure 5-1** should be preserved as open space through the site planning process. If preservation is not possible, uses permitted in transition areas would be appropriate (see **Table 5.4-A**).

5.2g Where feasible, the environmental tier should incorporate entire geographic and topographic features (i.e., canyons and drainages shall be preserved from rim to rim or edge to edge).

5.3 IMPLEMENTING PRINCIPLES: SECURING ENVIRONMENTAL TIER LANDS AS PERMANENT OPEN SPACE

5.3a Secure the environmental tier as permanent open space through purchase and conveyance to a public agency or non-profit land trust, or deed restrictions that limit uses. A variety of mechanisms are to be used including the following:

For Parcels Designated Partially as Environmental Tier

- Requirements that projects within the NCFUA dedicate lands shown within the environmental tier on the Framework Plan diagram.
- Implementation of current regulations regarding development of sensitive lands.

For Parcels Designated Entirely as Environmental Tier (app. 5230 acres)

- Preservation of environmental tier lands as mitigation for significant impact on habitat in other locations within or outside of the NCFUA.
- Purchase using development fees.
- Purchase using revenue from future bond issues dedicated to open space preservation.
- Preservation through mechanisms that may be developed by the Multiple Species Conservation Program.
- Transfer of development rights as described in **Policy 5.3b**.
- Option of land by a public or non-profit agency to take land off the market temporarily, providing time for the other preservation strategies, to take effect, as described in this policy.

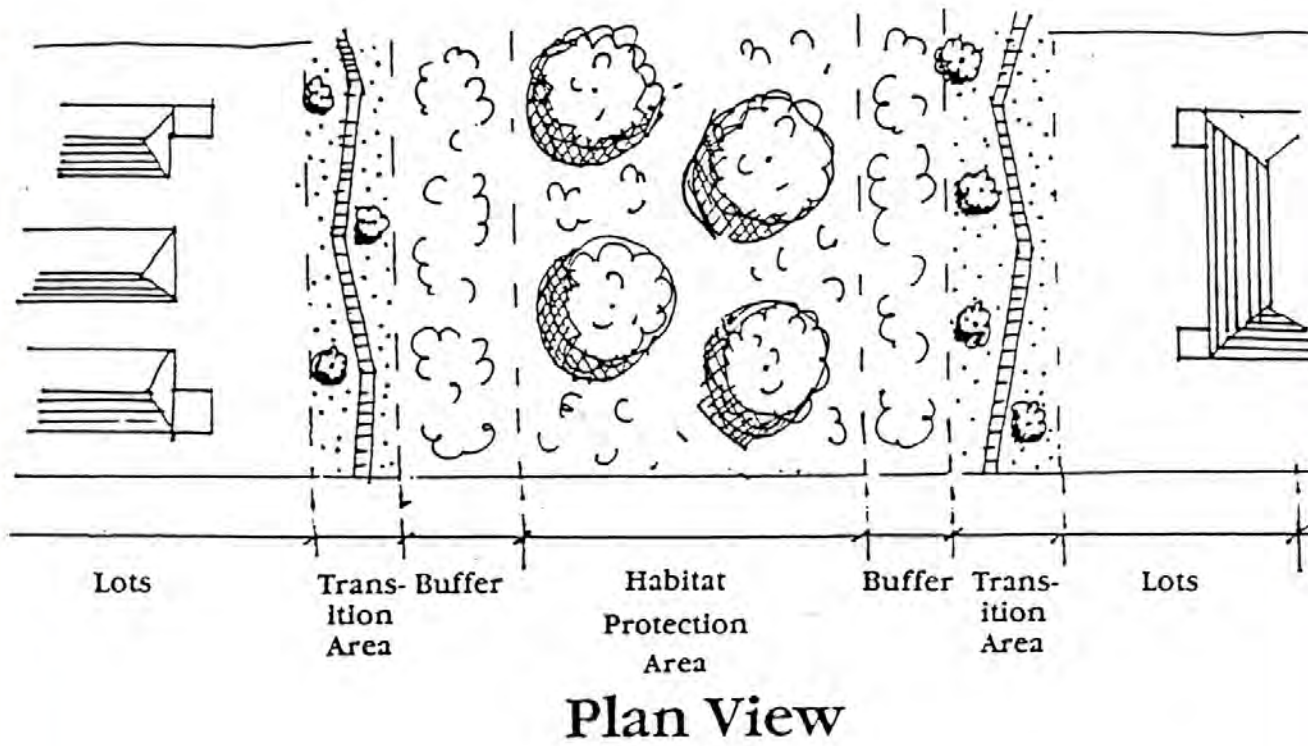
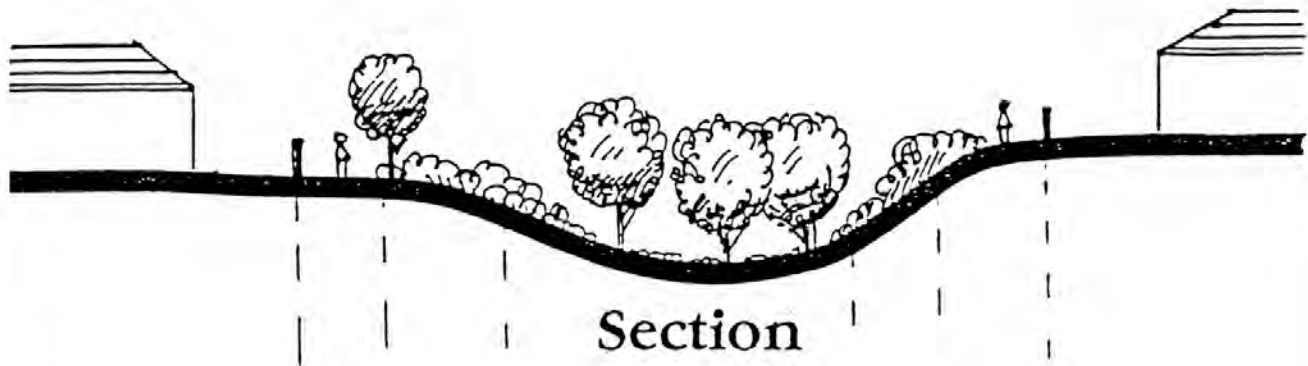
5.3b Establish a voluntary Transfer of Development Rights Program in the NCFUA based on the following guidelines:

- Transfer areas are shown in **Figure 5-1**. All areas designated for estate, very low, and low-density residential use are receiving areas provided that increased densities do not change projected traffic levels of service as shown in **Table 6.3-A**. Purchase of land in identified transfer areas and dedication of title or easement to the City will entitle the purchaser to transfer development rights to any property in receiving areas. The transferred development right would be added to the base land use designation depicted on **Figure 3-2**. The development entitlement to be transferred is one dwelling unit per acre of land preserved.
- The sale of land will be a market transaction. In order to receive the additional density afforded by transferring development rights, applicants seeking approval of a project in a designated receiving area will be required to demonstrate, at the time the application is approved, that they have an option to purchase land in designated transfer areas. Preservation of transfer areas will be required as a condition of project approval.

5.3c Owners of affected land and the City should work together, along with a non-profit land trust, to option the parcels at an agreed-upon value. A priority listing of parcels should be prepared to determine the order in which parcels will be purchased as funds are generated.

5.3d The City will decide on a case-by-case basis whether to accept land in fee or easement. Maintenance and monitoring financing will be required through the discretionary permit review process.

5.3e Development should be clustered on the less sensitive portions of the site.



Open Space Management Zone Concept
 North City Future Urbanizing Area Framework Plan

5-2
 FIGURE

5.4 IMPLEMENTING PRINCIPLES: ENHANCEMENT AND MANAGEMENT OF ENVIRONMENTAL TIER LANDS

5.4a As part of subarea and project planning, environmental tier lands are to be divided into management zones. The zones are defined as follows, with allowable and prohibited uses identified in **Table 5.4-A**. The open space management zone concept is illustrated in **Figure 5-2**.

Habitat Protection Areas. These areas serve to protect and preserve natural resources throughout the NCFUA, providing for habitat and movement needs of the native plants and animals. The environmental tier lands shown on the Framework Plan diagram are, for the most part, expected to be designated as habitat protection areas (see policies in **Section 5.2** relative to changes in environmental tier delineation).

No non-local native vegetation shall be allowed to be planted within these areas. Local native vegetation, if unavailable from on-site, can be obtained from sites with similar soils, slope, aspect, meso- or micro-climates as those on-site, preferably from nearby local sites within a ten-mile radius of the site.

Biological Buffer Areas. These are areas of native habitat where low-impact forms of recreation can occur (such as trails), but which primarily function to provide distance and protection to the habitat protection area from lights, noise, activity, exotic plants and other potential forms of disturbance. Buffer areas will generally be created at the perimeter of development areas shown on the Framework Plan diagram, and shall be a minimum of 100 feet wide.

No non-local native vegetation shall be allowed to be planted within these areas. Local native vegetation, if unavailable from on-site, can be obtained from sites with similar soils, slope, aspect, meso- or micro-climates as those on-site, preferably from nearby local sites within a ten-mile radius of the site.

Transition Areas. These are areas outside of the Buffer and Habitat Protection areas, used for landscaped transitions to developed areas. These areas should generally add an additional 25-50 feet of distance between the open space system and developed areas, in order to provide for the transition from native habitat to the generally non-native, developed areas. Local native vegetation should be used as much as possible; introduced drought-tolerant species may also be acceptable. These areas can provide for trails for pedestrian, bicycle, or equestrian uses.

Transition areas shall use native or drought-tolerant, locally adapted plant species that serve to provide a smooth visual and functional transition between the native buffer zone and landscaped areas. Transition areas should prevent detrimental animal and plant species from invading the buffer and habitat areas, and to additionally protect those areas from the impacts of lighting or noise (especially if the buffer zone is sage scrub).

Transition areas shall not be planted with non-native species invasive to the habitat or buffer zones.

**TABLE 5.4-A
OPEN SPACE MANAGEMENT ZONE USES**

Management Area Category	Allowable Uses	Prohibited Uses
Habitat Protection Area	Wildlife and plant protection (paramount) Scientific Study Ecological tours and nature walks Storm drainage and natural water filtering in specific areas Habitat restoration	Most structures Any new facilities that create barriers between open space units or degrade the quality of the habitat Active recreation facilities, including golf courses and parks
Biological Buffer	Nature walks, hikes, wildlife viewing Picnics in designated areas Bicycling on designated trails only Equestrian uses on designated trails only Storm drainage and natural water filtering Habitat restoration Floodplain	Most structures Any new facilities that create barriers between open space units Active recreation facilities, including golf courses and parks Brush management areas
Transition Area	All uses as in buffer areas, gardens, common landscaped areas, golf courses and parks Brush management	Most permanent structures

Note: All three management zones may include land preserved in open space in order to avoid natural hazards.

Source: Blayney Dyett Greenberg

5.4b In addition to the three management zones described in **Principle 5.4a**, subarea and project plans should identify areas of open space that provide natural components to more developed areas and link to the open space system. These will be within development areas shown on the Framework Plan diagram, and should be delineated using the Open Space Composite diagram (**Figure 5-1**). Activities within these areas may be restricted to emphasize habitat preservation, or may allow community gardening, golf courses, hiking, biking, and equestrian use.

5.4c Wildlife corridors shall be the width required to provide for a continuous space in which animals can move without fear, undisturbed by lighting, noise and intense human activity. The corridor should provide fully functional indigenous habitat throughout. (A minimum width for major wildlife corridors shall be 1/8 mile.)

5.4d Development projects subject to the Resource Protection Ordinance will be required to conform to the ordinance and to subarea plans. When strict compliance with the ordinance is infeasible, mitigation will be required.

Subarea plans must describe how mitigation will be accomplished. The preferred form of mitigation will be the purchase and dedication of land on Del Mar Mesa. Purchase of land shall occur at the project approval stage, and purchases will be market transactions between property owners.

- 5.4e Wildlife corridors shall not have trails and recreation allowed within them where that activity might impede animal movement or other faunal needs for breeding, nesting, foraging, resting, etc., or otherwise detrimentally affect the corridor's function. Recreational trails are permitted in buffer and transition areas, and in natural/urban amenities depicted on **Figure 5-1**.
- 5.4f No concrete, asphalt, riprap, or other channelization structures will be allowed within the open space system's drainage areas or floodplains. Floodplain banks will be revegetated with appropriate native species (riparian scrub or woodland, chaparral, or sage scrub), restoring drainage areas and floodplains to fully functional ecosystems.
- 5.4g Water retention areas and ponded runoff filtering systems may be allowed in portions of the open space system. No water entering the open space system through storm water runoff pipes and facilities shall enter at a speed causing erosion or other detrimental effects to the natural ecosystem. Drainage areas shall be thickly vegetated with native species to prevent erosion and to help filter water. Check dams and sedimentation ponds may be placed within the buffer or transitional areas, to slow water entering as urban runoff, and to catch sediments and help filter water.

5.5 IMPLEMENTING PRINCIPLES: ROADS IN AND ADJACENT TO THE ENVIRONMENTAL TIER

- 5.5a Where it is essential that a road cross the environmental tier, bridge structures shall be required to provide unobstructed wildlife corridors. Structures should be designed and built to minimize the need for alteration of natural landforms.
- 5.5b Road crossings of the environmental tier are to be limited to the roads shown on the Framework Plan diagram and collector streets essential for area circulation. Local streets should not cross the environmental tier except where needed to access isolated development areas or in areas shown as urban/natural amenities in **Figure 5-1**. Subarea transportation planning must minimize environmental tier crossings.
- 5.5c Filling of canyons or valleys shall be avoided, and roads shall not be placed in the bottom of canyons or be allowed to act as barriers or impediments to wildlife movement or the survival of native species.
- 5.5d Where roads enter and traverse portions of the open space system, provisions shall be taken to provide for wildlife movement across the road a minimum of

once every 1/2 mile. Where flat terrain is encountered, an overhead structure for animal crossings may be constructed. A prototype might be built and monitored to see if it is viable as mitigation for road impacts. This structure would be moderately sloping (no steeper than 3:1), with soil and native plant cover, and fenced.

- 5.5e Roads shall be narrowed when they cross the open space system, at a minimum to eliminate parking, turn lanes and median strips. Where topography and resource sensitivity permit, bicycle and pedestrian ways should be within the environmental tier rather than comprising a portion of the road structure. This will both reduce the width of structures and provide a more interesting experience for bicyclists and pedestrians.
- 5.5f Roads which cross the 100-year flood plain shall be constructed above grade, using bridge or causeway structures.

6. Transportation

6. TRANSPORTATION

Design of a multimodal transportation system has been one of the primary purposes of the Framework Plan process. Despite its location between the region's two major north-south freeways, road connections in and out of the NCFUA are few, and existing congestion in surrounding communities limits the intensity of development in the NCFUA.

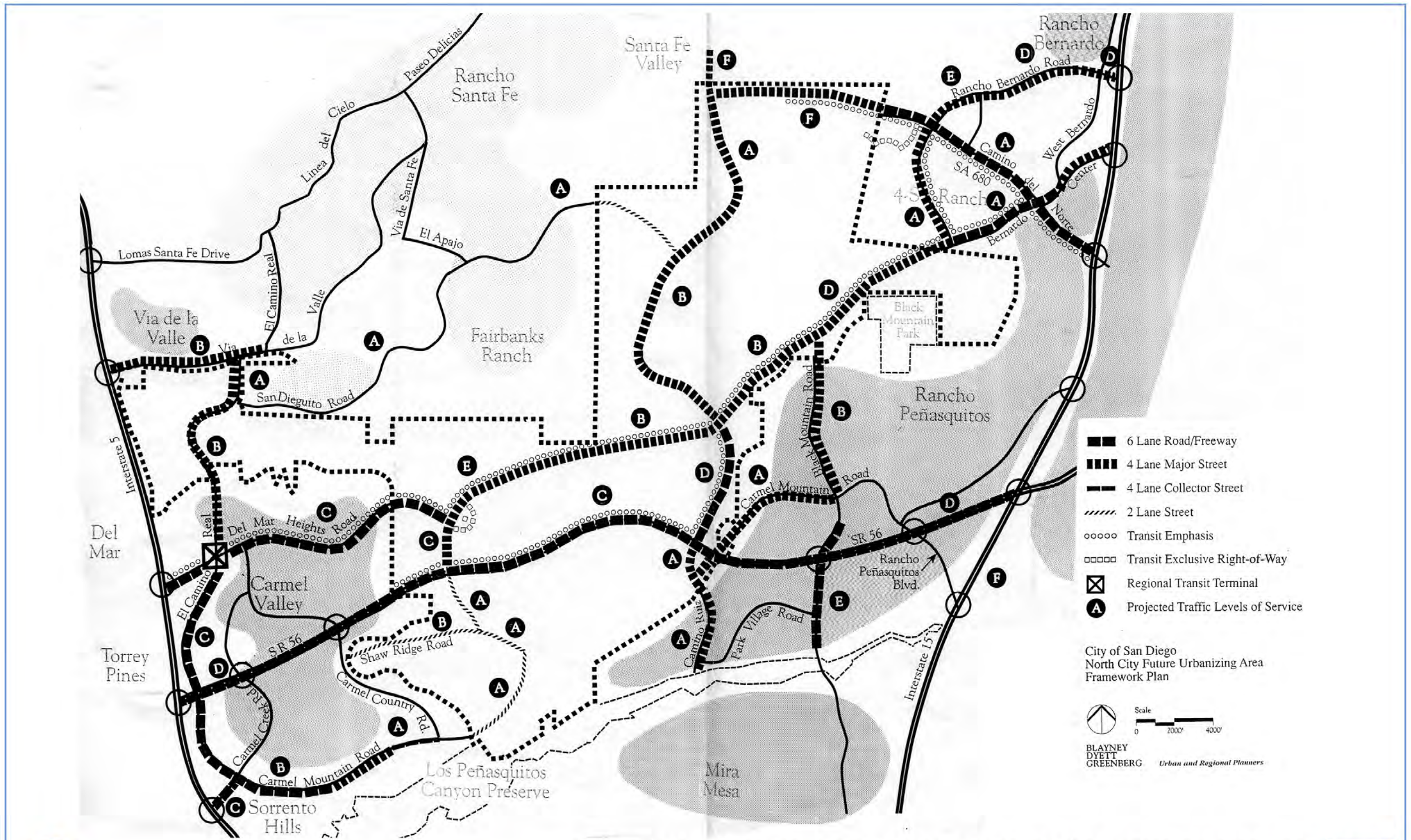
Two transportation objectives have strongly influenced the design of the Framework Plan. First is the need to limit traffic impacts in adjoining neighborhoods. Second is the need to accommodate densities and land use patterns that will support transit use and promote walking and bicycle use. These two objectives sometimes conflict, because on a per-acre basis, the densities needed to support transit use generate more auto trips than do lower densities, even though a higher proportion of trips use alternatives to driving. The Framework Plan addresses the potential conflict by concentrating densities in two major and one lesser concentration (in Subareas IB, III and IV, respectively), all of which are accessible by designated transit preferential streets. Outside of these concentrations, development densities are low and resulting traffic impacts will be minimal.

6.1 GUIDING PRINCIPLES: TRANSPORTATION

- 6.1a Design and construct the NCFUA transportation system so that it will not result in severe impacts to adjoining communities. Development in the NCFUA will add trips to streets in surrounding communities. The Framework Plan has been designed to keep impacts to an acceptable level.
- 6.1b The circulation system shall be designed to meet regional transportation needs by providing major links between existing and planned roads in surrounding communities and jurisdictions.
- 6.1c Create a land use and circulation pattern that supports multimodal travel habits for people living and working in the NCFUA. Give preference to transit on congested road segments.
- 6.1d Control the impact of roads on environmental tier lands by minimizing the number of road crossings of open space and requiring bridge structures to be built in order to allow continuous areas for movement of flora and fauna (see open space principles in **Section 5.5**).

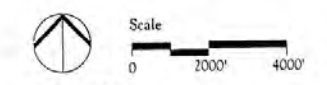
6.2 IMPLEMENTING PRINCIPLES: ROAD ALIGNMENTS

- 6.2a The Framework Plan diagram shows generalized road alignments for major roadways.
- 6.2b Road alignments shown on the Framework Plan diagram will be refined based on subsequent studies. Limitations on the extent to which road alignments are permitted to deviate from the Framework Plan diagram are as follows:



- 6 Lane Road/Freeway
- 4 Lane Major Street
- 4 Lane Collector Street
- 2 Lane Street
- Transit Emphasis
- Transit Exclusive Right-of-Way
- Regional Transit Terminal
- Projected Traffic Levels of Service

City of San Diego
North City Future Urbanizing Area
Framework Plan



BLAYNEY
DYETT
GREENBERG Urban and Regional Planners

Circulation System and Projected Traffic Levels of Service

6-1
FIGURE

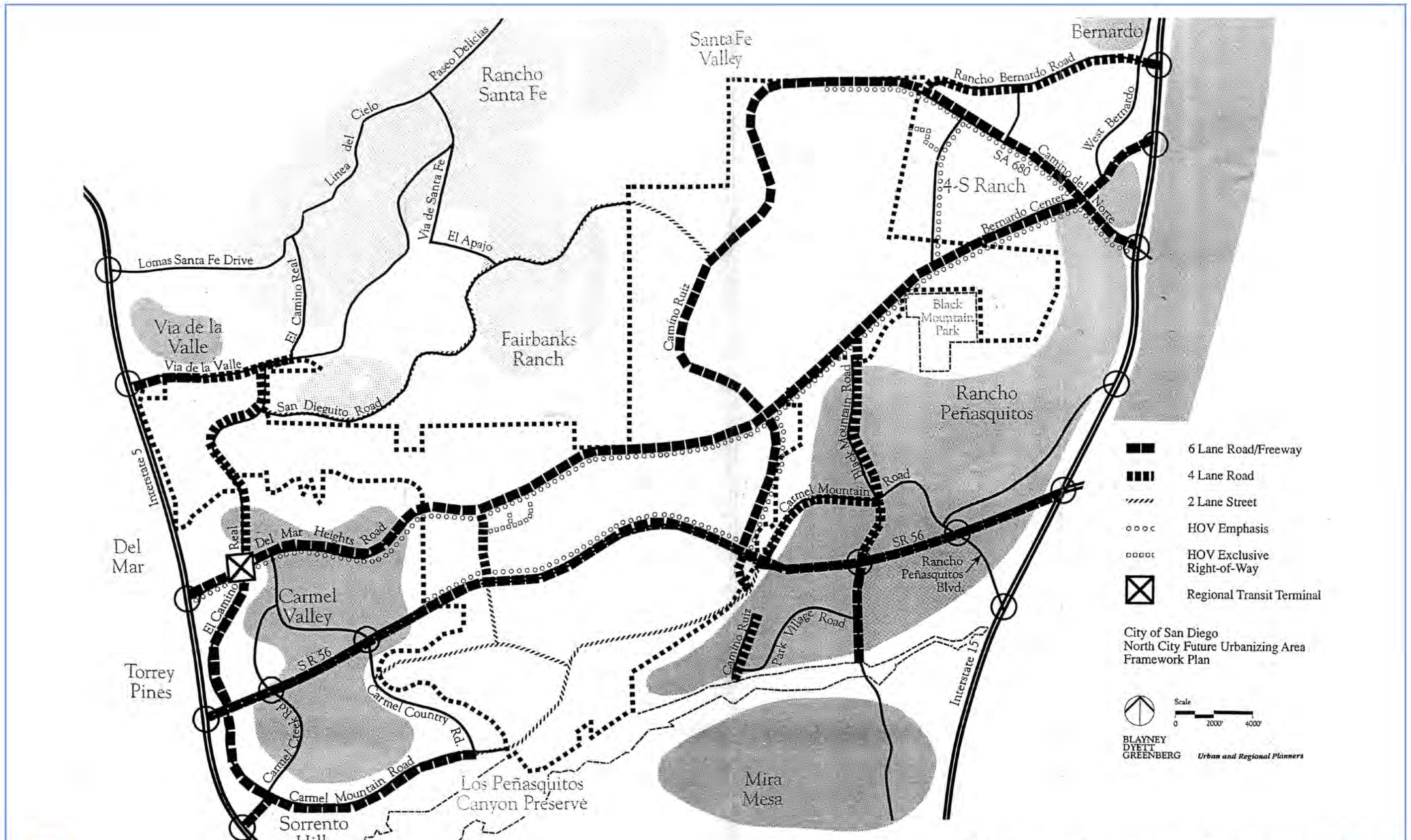
North City Future Urbanizing Area Framework Plan



- Arterial streets shall border mixed-use community core areas, not dissect them so that the cores can be served by a secondary, pedestrian-oriented street system.
 - All road segments must continue to serve the same development areas and land uses as are shown on the diagram.
 - The relationship among NCFUA road network segments may not be changed.
 - Because of the anticipated environmental impact of freeway interchange construction, and Caltrans interchange spacing requirements, the number of interchanges on SR-56 within the NCFUA shall remain at two. Their precise locations are to be determined by subsequent studies.
- 6.2c Alignments should seek to minimize the need for earthwork and should minimize habitat impacts. Intersections and interchanges should be located outside of the environmental tier whenever possible.
- 6.2d Road crossings of the environmental tier are to be limited to the roads shown on the Framework Plan diagram and collector streets essential for area circulation. Local streets should not cross the environmental tier, except in areas shown as Urban/Natural amenities in **Figure 5-1**, which may be crossed if necessary.

6.3 IMPLEMENTING PRINCIPLES: STREET OPERATIONS AND CLASSIFICATIONS

- 6.3a **Table 6.3-A** and **Figure 6-1** indicate projected operations on roads in and around the NCFUA, expressed using level of service (LOS), a measure that uses letter designations A through F to describe peak hour traffic flow, with A representing free-flow operations and F representing highly congested conditions. Projected traffic volumes, shown in **Figure 6-2**, are the basis for determining level of service and roadway requirements. Lane requirements are depicted in **Figure 6-2**.
- 6.3b In determining trip generation, reduced trip generation rates should be used for mixed-use projects incorporating innovative transit and pedestrian-oriented design features.
- 6.3c Hotel and resort facilities associated with commercial recreational uses are permitted in residential areas consistent with **Table 3.1-B** only if subarea transportation analysis demonstrates, based on cumulative analysis, that they can be accommodated without changing projected level of service and roadway requirements as shown in **Table 6.3-A**.
- 6.3d On-street parking should not be provided on major streets.
- 6.3e Where possible, street widths should be limited to four lanes.



Circulation System Diagram 6-2

North City Future Urbanizing Area Framework Plan FIGURE



**TABLE 6.3-A
PROJECTED LEVELS OF SERVICE
AND ROADWAY REQUIREMENTS**

Roadway Segment	Limits	Street Type	LOS*
Del Mar Heights Road	I-5 to westerly NCFUA Boundary	6-Lane Primary Arterial	C
	Westerly NCFUA Boundary to Camino Santa Fe	6-Lane Major Arterial	A
	Camino Santa Fe to eastern limit of Mixed-Use Community Core	4-Lane Major Arterial	E
	Mixed-Use Community Core to Camino Ruiz	4-Lane Major Arterial	B
	Camino Ruiz to Black Mountain Road	4-Lane Major Arterial	B
	Black Mountain Road to easterly NCFUA Boundary	4-Lane Major Arterial	D
El Camino Real	Carmel Mountain Road to Del Mar Heights Road	6-Lane Major Arterial	C
	Del Mar Heights Road to Via de la Valle	4-Lane Major Arterial	B
Carmel Mountain Road	I-5 to El Camino Real	6-Lane Primary Arterial	C
	El Camino Real to Neighborhood 8A north-south 2-Lane Collector	6-Lane Major Arterial	B
	Neighborhood 8A north-south 2-Lane Collector to Carmel Country Road	4-Lane Collector	A
	Carmel Mountain Road to Shaw Ridge Road	2-Lane Collector	A
Black Mountain Road	Del Mar Heights Road to Twin Trails Drive	4-Lane Major Arterial	B
	Twin Trails Drive to Mira Mesa Community	6-Lane Primary Arterial	E
San Dieguito Road	El Camino Real to El Apajo	2-Lane Collector	A*
	El Apajo to Camino Ruiz	2-Lane Collector	A
Camino Ruiz	Carmel Mountain Road to southern terminus	4-Lane Major Arterial	A
	Carmel Mountain Road to SR-56	4-Lane Major Arterial	A
	SR-56 to Del Mar Heights Road	6-Lane Major Arterial	D
	Del Mar Heights Road to San Dieguito Road	4-Lane Major Arterial	B
	San Dieguito Road to Camino del Norte	4-Lane Major Arterial	A
	North of Camino del Norte	4-Lane Primary Arterial	F*
Via de la Valle	I-5 to San Andres Drive	6-Lane Major Arterial	B
	San Andres Drive to El Camino Real	4-Lane Major Arterial	B
Camino del Norte (SA-680)	I-5 to County limits	6-Lane Expressway	A
	County limits to Camino Ruiz	4-Lane Major Arterial	D
Bernardo Center Road	NCFUA to West Bernardo Drive	6-Lane Major Arterial	A
Rancho Bernardo Road	Camino del Norte to Via del Campo	4-Lane Major Arterial	E
	Via del Campo to West Bernardo Drive	4-Lane Major Arterial	D
	West Bernardo Drive to I-15	6-Lane Major Arterial	D

**TABLE 6.3-A
PROJECTED LEVELS OF SERVICE
AND ROADWAY REQUIREMENTS (continued)**

Roadway Segment	Limits	Street Type	LOS*
Camino Santa Fe	Del Mar Heights Road to SR-56	4-Lane Major Arterial	C
	SR-56 to east-west collector Street	2-Lane Collector	A
New east-west street (Shaw Ridge Road)	Carmel Mountain Road to Camino Santa Fe	2-Lane Collector	B
	Camino Santa Fe to westerly terminus	2-Lane Collector	A
New north-south street (Shaw Ridge Road)	Del Mar Heights Road to Camino del Norte	4-Lane Major Arterial	A
Interstate 5	South of Carmel Mountain Road	16-Lane freeway	F
	North of Via de la Valle	10-Lane Freeway w/aux	F
Interstate 15	South of SR-56	8-Lane freeway w/2 HOV	F
	North of Rancho Bernardo Road	8-Lane freeway w/2 HOV	E
State Route 56	East of El Camino Real	6-Lane Freeway w/aux	D
	West of Camino Ruiz	6-Lane Freeway w/aux	C
	West of I-15	6-Lane Freeway	D

* See **Figure 6-2** for Level of Service Definitions
Source: City of San Diego Engineering and Development Department

**TABLE 6.3-B
AVERAGE DAILY TRAFFIC AND LOS (1991 AND BUILDOUT WITHOUT NCFUA)**

Roadway Segment	Limits	Ultimate Classification	1991 ADT	Buildout w/o NCFUA	V/C	LOS*
Del Mar Heights Road	I-5 to FUA Boundary	6-Lane Primary Arterial	32,000	41,000	0.66	B
El Camino Real	Carmel Mountain Road to Del Mar Heights	6-Lane Major Arterial	7,000	14,000	0.28	A
	Del Mar Heights to Via de la Valle	4-Lane Major Arterial	12,000	15,000	0.40	A
Carmel Mountain Road	I-5 to El Camino Real	6-Lane Primary Arterial	2,000	43,000	0.69	B
	El Camino Real to FUA	6-Lane Major Arterial	6,000	16,000	0.32	A
	FUA to Paseo Montalban	4-Lane Major Arterial	16,000	7,000	0.19	A
Black Mountain Road	FUA to Twin Trails Drive	4-Lane Major Arterial	17,000	22,000	0.59	A
	Twin Trails Drive to Rancho Peñasquitos	6-Lane Primary Arterial	17,000	49,000	0.78	C
Camino Ruiz	FUA to Rancho Peñasquitos	4-Lane Major Arterial	23,000	18,000	0.48	A
Via de la Valle	I-5 to San Andres	6-Lane Major Arterial	33,000	27,000	0.54	A
	San Andres to El Camino Real	4-Lane Major Arterial	21,000	19,000	0.51	A
Camino del Norte	I-5 to County limits	6-Lane Expressway	14,000	4,000	0.50	A
Bernardo Center Road	Camino del Norte to West Bernardo	4-Lane Major Arterial	9,000	17,000	0.45	A
	West Bernardo to I-15	6-Lane Major Arterial	33,000	30,000	0.60	A
Interstate 5	South of Carmel Mountain Road	16-Lane Freeway	221,000	398,000	1.32	F
	North of Via de la Valle	10-Lane Freeway w/aux	221,000	260,000	1.11	F
Interstate 15	South of SR-56	8-Lane Freeway w/2 HOV	165,000	200,000	0.85	D
	North of Rancho Beranardo Road	8-Lane Freeway w/2 HOV	146,000	202,000	0.86	D
State Route 56	East of El Camino Real	6-Lane Freeway w/aux	0	117,000	0.76	C
	West of Camino Ruiz	6-Lane Freeway w/aux	0	97,000	0.63	C
	West of I-15	6-Lane Freeway	25,000	80,000	0.67	C

ADT = Average Daily Traffic

V/C = Volume-to-Capacity Ratio

LOS = Level of Service

*See **Figure 6-2** for Level of Service Definitions

Source: SANDAG

6.4 IMPLEMENTING PRINCIPLES: NON-MOTORIZED TRANSPORTATION

- 6.4a Subarea planning and design of development projects should emphasize facilities for pedestrians and bicycles that are safe, direct and attractive.
- 6.4b Mixed-use community cores and local mixed-use cores must be accessible to surrounding residential areas by foot and bicycle. Schools and parks must also have safe and direct pedestrian and bicycle access. Connections should be made to attractions and activity centers outside as well as inside the NCFUA.
- 6.4c All roads shown on the Framework Plan diagram must have sidewalks and bikeways on both sides of the street unless the relevant subarea plan includes a separate system of pedestrian and bike ways that offers equal or greater coverage and satisfies the other principles of this section.
- 6.4d When roads cross the environmental tier and topography permits, pedestrian and bicycle ways should be separated from the road in order to reduce the width of bridge structures and to provide pedestrians and bicyclists with a more appealing open space crossing.
- 6.4e Trail systems should be designed during subarea planning to link with adjacent communities and open space areas.

6.5 IMPLEMENTING PRINCIPLES: TRANSIT AND HIGH-OCCUPANCY VEHICLES

- 6.5a Create transit emphasis streets as shown on the Framework Plan diagram and circulation system diagram. The streets shown in **Figure 6-2** as “four-lane major streets with transit emphasis” shall be constructed as four lanes with right-of-way reserved for two additional lanes for possible future transit service. Funding for improvement of these two lanes shall be provided by development within the NCFUA. Transit vehicles should have signal pre-emption on arterial streets.
- 6.5b During the early phases of NCFUA development and construction, buses are expected to provide transit service. If levels of demand and available technology and financing make trolley service possible in the future, trolleys should provide direct service to NCFUA compact communities and, in particular, to the mixed-use community cores in Subareas IB and III.
- 6.5c Bus routes serving the NCFUA should be designed so that maximum frequency of service is provided in the mixed-use community cores, which should be the location of transit transfer stations. Transit stops and stations in the community cores should not have surface parking.
- 6.5d SR-56 is designated as a Transit/HOV emphasis facility. Transit on SR-56 is likely to have a more regional function than will transit on Del Mar Heights Road.

- 6.5e The Framework Plan diagram and circulation system diagrams show dedicated transit rights-of-way providing access into the center of the mixed-use community cores. The alignment of the right-of-ways may be altered during subarea planning; the intent is to provide fast and direct access into the cores, bypassing signalized intersections on major streets.
- 6.5f Transit service should be provided to high schools and other major community activity centers. High schools should be sited adjacent to planned transportation corridors.
- 6.5g The North City West Community Plan designates a regional transit terminal at El Camino/Del Mar Heights Road. The NCFUA transit service should connect with this and other links to the regional transit network.
- 6.5h Practical and convenient alternatives to the automobile shall be provided at the time of need through the provision of transit stops, buses, signage and other improvements.
- 6.5i Park-and -ide lots should be spaced at frequent (e.g., 1/2 mile) intervals in areas of low residential diversity. In denser areas, transit junctions should be placed within a normal walking distance and be served by peak period connectors to the express bus system.
- 6.5j Development of the compact communities shall be phased with the availability of peak period transit service including feeder bus or van service.

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***7. Affordable Housing and Housing
for Persons with Special Needs***

7. AFFORDABLE HOUSING AND HOUSING FOR PERSONS WITH SPECIAL NEEDS

Section 3, Land Use, defines the location, amount, and type of housing to be built in the NCFUA. Principles for the design of residential areas are included in **Section 4, Urban Design**. The principles in this section address housing needs that are unlikely to be satisfied by the market, but that must be met in order to create diverse communities meeting the needs of San Diego residents.

7.1 GUIDING PRINCIPLES: HOUSING

- 7.1a Include housing affordable to all income levels in the NCFUA.
- 7.1b Provide the area's "fair share" of affordable housing and housing for persons with special needs, consistent with the City's Housing Element and the Regional Fair Share Distribution prepared by SANDAG.
- 7.1c Recognize that market economics will not result in the production of housing units for low-income households without specific requirements that they be included in development projects.
- 7.1d Funds collected by the City in lieu of construction of affordable dwelling units within the NCFUA shall be retained for future construction of affordable units within the NCFUA and shall not be distributed for use citywide.

7.2 IMPLEMENTING PRINCIPLES: INCLUSIONARY HOUSING REQUIREMENTS

- 7.2a Apply to residential development projects the inclusionary requirements in effect for the NCFUA under the City's planned residential development provisions. These requirements specify that residential development projects must provide housing on-site, affordable to low-income families as certified by the San Diego Housing Commission.

This requirement can be fulfilled by: 1) a set aside of no less than 20 percent of the units for occupancy by, and at rates affordable to, families earning no more than 65 percent of median area income, adjusted for family size, or 2) a dedication of developable land of equivalent value. The affordable units must remain affordable for the life of the unit and should be phased proportionate to development of the market-rate units. The bedroom composition of the affordable units should be similar to that of the market-rate units. Developers of projects with ten or fewer housing units and projects falling within the estate and very low-density residential category may, at the discretion of the City, satisfy the requirements of the inclusionary program by donating to the City an amount of money equivalent to the cost of achieving the level of affordability required by the inclusionary program.

- 7.2b Affordable units should be dispersed throughout the NCFUA, primarily in or near the compact communities.
- 7.2c In planning for the NCFUA, recognize that the mandated level of affordability will require that developers be granted a density increase of 25 percent over the otherwise maximum allowable residential density, as well as at least one additional concession or incentive as described in California Government Code section 65913.4. Subarea planning studies should anticipate the awarding of the density bonus in analyzing demand for public facilities and in projecting future population.
- 7.2d If the City of San Diego adopts a citywide inclusionary housing program, the citywide program will take precedence.
- 7.2e If the City of San Diego adopts a citywide inclusionary housing program that includes measures to offset the cost of providing affordable housing, such as incentives relating to permit processing, development standards, and project financing, these offsets should apply in the NCFUA.

7.3 IMPLEMENTING PRINCIPLES: HOUSING FOR PERSONS WITH SPECIAL NEEDS

- 7.3a Consistent with State Law (Welfare and Institutions Code Section 5115 et seq), recognize the 24-hour care of six or fewer mentally disordered or otherwise handicapped persons as residential use. Therefore, facilities caring for such persons in residential structures are not required to obtain conditional use permits. (However, state licensing is required in all cases).
- 7.3b Recognize the need for group housing and housing for persons with special needs or desires. Such housing can include congregate care for elderly persons, single-room occupancy hotels, housing for temporary workers, housing with supportive services such as daycare built into the development, and co-housing (an alternative form of housing which combines individual units with facilities for shared meals, child care and other support services) by establishing that, such uses are welcome in the NCFUA in areas designated by the Framework Plan for buildings and activities of compatible type and intensity. Encourage the siting of such housing during subarea plan preparation.
- 7.3c Encourage developers to work with builders and operators of group housing during subarea and project planning, and to integrate such housing into their projects.

8. Public Facilities Needs and Financing

8. PUBLIC FACILITIES NEEDS AND FINANCING

City policy requires the provision of public services concurrent with demand. The principles in this section require timely provision of public services, and establish basic criteria for financing plans. Public facilities to be located in the NCFUA include all uses whose size or number depend on the population of an area. It is also anticipated that regional or citywide facilities will be located in this area due to the availability of undeveloped land and the shift of the City's center of population northward.

As discussed in **Section 2, Implementation**, the step of obtaining a Proposition A vote to approve a phase shift from future urbanizing to planned urbanizing and to effectuate the proposed uses of the Framework Plan is beyond the normal process of planning and subsequent preparation of a Facilities Financing Plan. It creates uncertainty about the ultimate land use intensities and therefore ultimate facilities needs.

The City of San Diego will provide most public services and facilities in the NCFUA. The most significant exceptions are utilities (gas and electric, provided by SDG&E) and educational services, which are provided by four school districts that serve different parts of the NCFUA. Financing school construction appears to be the most difficult of the implementation issues relating to public facilities needs. Because neither state nor local funding for school construction can reasonably be expected, and because capacity is not available in existing schools, funds for new school buildings must come from new development. However, even when the source of funds is resolved, questions remain about how to time school construction so that new schools can be operated efficiently. Principles in **Section 8.3** are designed to address these questions.

Public facilities for transportation (roads, transit, pedestrian and bikeways) are discussed in **Section 6**.

8.1 GUIDING PRINCIPLES: PUBLIC FACILITIES NEEDS AND FINANCING

- 8.1a Foster convenience, safety, enjoyment and community identity by including in the NCFUA the public facilities and services that will be needed by area residents.
- 8.1b Require provision of public facilities concurrent with need.
- 8.1c Estimate funding costs for public facilities based on full buildout of proposed Framework Plan land use designations.
- 8.1d Require funding from within the NCFUA for all types of facilities required by NCFUA residents, and establish shared funding responsibilities with surrounding communities in the City and county in cases where facilities will serve areas larger than the NCFUA.

- 8.1e Base performance standards for public facilities and services on the policies in the General Plan.
- 8.1f Require developers to work with City departments and special districts during subarea planning and project construction in order to ensure timely site acquisition and construction of adequate facilities meeting City standards at the appropriate time.
- 8.1g Recognizing the importance and difficulty of provision of adequate school facilities at time of need, coordinate Framework Plan implementation closely with area school districts. City and private efforts will be required.

8.2 IMPLEMENTING PRINCIPLES: FINANCING

- 8.2a The City will undertake the preparation of a Public Facilities Financing Plan, which will estimate the total cost of facilities to be funded in full or part by multiple landowners/developers, and will allocate costs to different land uses or geographic areas and will ensure construction of these facilities at the time of need. Such facilities may include but are not limited to: arterial roads and freeways, bridge structures required for environmental tier crossings, transit facilities, libraries, community parks, fire stations, sewer and water pump stations, and open space acquisition. This information is to be used to determine each project's funding obligation for public facilities.
- 8.2b A school facilities financing master plan shall be prepared by the affected school district in cooperation with the City and landowners. The master plan will consider student generation rates, size, location and composition of facilities, school district boundary adjustments, transportation routes, facility costs and funding alternatives.
- 8.2c No subarea plan will be adopted by the City Council without concurrent adoption of a purchase agreement that commits owners of designated school, park, library and fire station sites to sell those sites to the relevant school district(s) or the City. The purchase agreement shall set the price so that it is equal to the market value of the site(s) based on uses allowed by zoning regulations in place prior to the time the subarea plan is adopted, plus interest paid at an agreed-upon rate from the date of the agreement to the date of the actual purchase. The purchase agreement(s) shall specify that if the City or school district(s) purchases the land at the stated price, the owner(s) will be permitted to develop the remainder of their property as specified in the subarea land, subject to relevant City, state and federal regulations.
- 8.2d Any development which proceeds prior to the completion of the public facilities financing plan or the school facilities master plan must pay their estimated share of facilities costs, and may have to contribute additional funds if the financing plans illustrate that they have underpaid.

- 8.2e Any development which proceeds prior to the completion of a Subarea Plan for that area must locate public facilities within the subarea and provide purchase agreements as described in **8.2c**.
- 8.2f Financing mechanisms for NCFUA facilities should be capable of reliably raising revenues needed for construction of facilities identified here and in subarea plans.
- 8.2g Financing mechanisms should minimize the impact of facilities cost on housing affordability by imposing a relatively equal burden on different housing types, measured by evaluating facilities cost as a proportion of housing unit value.
- 8.2h Funding participation from San Diego County landowners and developers should be arranged for those NCFUA facilities that will serve users of their projects.
- 8.2i Owners of environmental tier lands should not be charged for urban services if they retain their entire parcel(s) of land in open space use consistent with the principles of **Section 5**.
- 8.2j Owners/residents of pre-existing homes should not be charged for new urban services in the NCFUA if they are willing to accept deed restrictions that prevent intensification of uses on their land.
- 8.2k Financing mechanisms should minimize financial risk to the City of San Diego by requiring developer outlays for initial costs, with revenue received from subsequent development used for repayment.
- 8.2l Financing techniques to be considered in the public facilities financing plan include: development impact fees, facilities benefit assessment districts, Mello-Roos taxes, and negotiated development agreements. These financing techniques are to be evaluated in relation to their ability to meet the objectives stated in the principles in this subsection. It may be appropriate for the overall financing program to use a number of different techniques. Capital Improvement Program funds or other citywide sources may be needed for full or partial financing of regional facilities such as the City Operations Station.
- 8.2m A variety of funding allocation options will be considered in the NCFUA Facilities Financing Plan, including regional, citywide, subregional, NCFUA area, subarea and project area financing.

8.3 IMPLEMENTING PRINCIPLES: SCHOOLS

- 8.3a Anticipated school needs resulting from NCFUA development are summarized in **Table 8.3-A** with additional detail provided in **Table 8.3-B**.
- 8.3b All public school sites are to be precisely located in subarea plans based on site standards established by the relevant school district and by the State of California. Consultation with school districts must be initiated early in the Subarea planning process. The sites shown on the Framework Plan diagram are located generally. Provided agreement with the relevant District is obtained, and sites remain in the subarea indicated, sites may be altered.
- 8.3c Because State funding is not expected to be available, and fees based on dwelling units and square feet of commercial development are insufficient, developers will be required to fund school construction. In the event that State funding becomes available, this policy may be altered without amendment to the Framework Plan. Developers and property owners should work with school districts to identify financing mechanisms for school site acquisition and construction. Enrollment thresholds may dictate that school construction occurs concurrently with residential construction.
- 8.3d Timing of the completion of school construction is to be dictated by enrollment thresholds established by each school district, with schools suitable for occupancy at the time attendance area student generation reaches the relevant threshold. **Table 8.3-C** indicates thresholds in place as of Spring 1992. These may be changed by the districts without amendment to the Framework Plan.
- 8.3e For the period during which NCFUA housing units are occupied but the minimum enrollment for new schools has not been met, students living in the NCFUA will attend pre-existing schools. In order to make this possible, developer contributions to the cost of adding temporary school facilities and/or providing school transportation may be required.
- 8.3f No subarea plan will be adopted by the City Council without a letter from the relevant school district(s) indicating that the District concurs with siting, phasing and financing plans established by the subarea plan or by a concurrent school facility planning process. No subarea plan will be adopted without an agreement with the respective school district to compensate for any additional impact the development may have on schools.
- 8.3g The Framework Plan diagram depicts a high school in the 4-S Ranch just east of the Santa Fe Mesa Subarea. This site would serve NCFUA students from the Poway Unified School District, and NCFUA developers must contribute to its construction. If a site is not available in the 4-S Ranch, a high school site should be located in the La Jolla Valley subarea.

- 8.3h In Subarea In, the option of combining the two secondary school sites shown on the Framework Plan diagram into a single campus for grades 7-12 may be considered by the San Dieguito Union High School District. If the San Dieguito Union High School District determines that a single campus is appropriate, it should be located east of the Subarea In community core, in the vicinity of the high school site shown on the Framework Plan diagram.
- 8.3i In 1992, the San Dieguito Union High School District does not have sufficient classroom capacity to allow all Carmel Valley junior high school students to attend schools in their community. Carmel Valley students are required to attend junior high in Solana Beach, where additional unused junior high capacity is not available. Therefore, until completion of the District’s Carmel Valley Junior High School, no students from schools in the NCFUA should be added to San Dieguito district enrollment unless the District has identified an alternative way to house them. This condition may have the effect of delaying development in Subareas III and V.
- 8.3j Allow private schools in low- and very low-density residential areas as designated on the Framework Plan diagram.

**TABLE 8.3-A
NCFUA SCHOOL NEEDS**

District	Grade Levels	Schools Needed	Subareas Served
Poway Unified School District	K-12	One high school ¹ , one middle school, four elementary schools	Subareas IA, IB, II and IV; environmental tier (eastern portion of Subarea V)
San Dieguito Union High School District	7-12	One high school and one junior high school (a unified 7-12 campus may be considered)	Subarea III, western portion of Subarea V (development areas)
Del Mar Union Elementary	K-6	One or two elementary schools	Portions of Subareas III and V
Solana Beach Elementary	K-6	One elementary school	Portion of Subarea III

1. May be located in the 4-S Ranch area; see **Principle 8.3g**

Source: Blayney Dyett Greenberg

**TABLE 8.3-B
PROJECTED STUDENT GENERATION¹ BY GRADE LEVEL²
AND SCHOOL DISTRICT**

District	Elementary	Junior High/Middle	High School
Poway Unified School District	2,280	1,200	1,720
San Dieguito Union High School District	na	750	1,600
Del Mar Union Elementary	880	na	na
Solana Beach Elementary	480	na	na

1. Rounded to the nearest ten. Based on each district's student generation rates

2. Grade levels served within each school type vary by district

Source: Blayney Dyett Greenberg

**TABLE 8.3-C
STUDENT ENROLLMENT THRESHOLD FOR NEW SCHOOLS**

District	School Type	District Enrollment Threshold
Poway Unified School District	K-5	360
	6-8	600
	9-12	1,200
San Dieguito Union High School District	7-8	33% of capacity
	9-12	25% of capacity
Del Mar Union Elementary	K-6	400 students
Solana Beach Elementary	K-6	400 students

Note: Enrollment thresholds were not provided by the Solana Beach Elementary School District

Sources: Poway Unified School District Board Policy 6.33; San Dieguito Union High School District Director of Administrative Services, Del Mar Union Elementary School Facility Planning Consultant Blayney Dyett Greenberg

8.4 IMPLEMENTING PRINCIPLES: PARKS AND RECREATION

- 8.4a Precise locations and sizes of neighborhood and community parks are to be identified in subarea plans. Park size should conform to general plan requirements. Precise park sizes will depend on site features, proximity to school sites and other open space, and population anticipated to support each park.
- 8.4b Overall park acreage, and distribution of facilities is to be consistent with the General Plan. Park acreage requirements are expressed in terms of useable acres.
- 8.4c Community parks are to be located in the general area in which they are depicted on the Framework Plan diagram.
- 8.4d Community and neighborhood parks should be sited to take maximum advantage of natural features and the features of the environmental tier, (1) providing access to low-impact recreation opportunities in the environmental tier, and (2) incorporating natural features into active recreation areas. The open space composite diagram (**Figure 5-1**) should be consulted in locating parks.
- 8.4e As discussed in **Section 4**, parks should be used as an urban design tool and shape of the urban environment.
- 8.4f Neighborhood parks must be integrated into residential and mixed-use areas by pedestrian and bikeways (**Principle 6.4b** in the **Transportation Section** also establishes this requirement). Community parks should have good connection to mixed-use cores.

- 8.4g Most neighborhood park sites should be developed as shared facilities with elementary schools in order to reduce costs and provide improved school play areas.
- 8.4h Neighborhood park acquisition and development, which is to be funded through developer contributions, must be concurrent with construction on surrounding properties. Neighborhood park facilities must be in place when occupancy of surrounding properties begins.
- 8.4i Acquisition of sites for community parks is to be funded as prescribed in **Section 8.2.**
- 8.4j Development of community parks is to be funded through developer contributions, with participation reflecting the large service area of community park facilities. Improvements must be timed to correspond to population growth. At a minimum, 30 percent of all facilities and other improvements within each park must be provided by the time 30 percent of the population that will use the park is living in the NCFUA. Additional facilities and improvements shall be provided concurrently with further population growth.
- 8.4k A municipal golf course should be located in the NCFUA, in Subarea IV.
- 8.4l Where parks and schools adjoin one another, the City will seek to be the owner of all of the school and park sites, with the exception of the area of the school building footprint, which is to be owned by the school district.

8.5 IMPLEMENTING PRINCIPLES: LIBRARY

- 8.5a Acquire site(s) of three acres and construct at least one branch library in the NCFUA, to be funded by developer contributions. The projected population of the NCFUA is more than 25 percent above the population of 30,000 needed to support a branch library, as stated in the General Plan.
- 8.5b Locate a branch library clustered with other public uses in the Subarea III mixed-use community core. The library should be opened when NCFUA population reaches 18,000 to 20,000.
- 8.5c Work with San Diego County to investigate the need for a library in the Santa Fe Mesa Mixed-Use Community Core. Such a facility could serve both county and City residents and would require funding from both jurisdictions.

8.6 IMPLEMENTING PRINCIPLES: SAFETY SERVICES

- 8.6a Build and operate two fire stations equipped to fight urban fires, located at sites that will allow the fire department to attain its goal of a maximum response time of six minutes in most cases.

- 8.6b Investigate the possible need for a wildland firefighting facility.
- 8.6c Build and operate a police department substation in the NCFUA, located at a site that will allow the police department to attain its goal of an average response time of seven minutes.

8.7 IMPLEMENTING PRINCIPLES: CITY FACILITIES

- 8.7a A northern operations station for the City's General Services department may be located in any of the areas designated for employment centers or service commercial uses on the Framework Plan diagram. A new location is needed because all of the department's current operations facilities are at capacity. Activities to be housed in a Northern Operations Station would include all or part of the department's Buildings Division, one-third of the Communications and Electrical Division, one-half of the Street Division's personnel and equipment currently stationed at the Chollas Operations Station, a multipurpose facility for the Management Division and Park and Recreation maintenance operations.
- 8.7b The operations station should be designed to minimize visual impacts to surrounding land uses and SR-56 through grading design and landscaping.

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Appendices

APPENDIX A. HOUSING TYPE ILLUSTRATIONS

COMPARISON OF HOUSING TYPES AND DENSITIES

Housing Types	Net Density Dwellings/Acre	Design Characteristics	Locational Considerations
Single Family Detached Dwellings			
Estate Lots	1 or less	<ul style="list-style-type: none"> • Semi-rural character with extensive planting • Most of lot is open space • Buildings 1-2 story with privacy from street • May include golf course 	<ul style="list-style-type: none"> • Hillside areas, areas adjacent to sensitive lands • Less accessible locations where major roads should be avoided • Adjacent to existing low-density communities
Conventional Lots	2-7	<ul style="list-style-type: none"> • Lot sizes 5,000 square feet to 1/2 acre with 60-100 foot frontages • Dwellings 2,000-4,000 square feet covering 1/3 of lot • Streetscapes should minimize visual impact of garages 	<ul style="list-style-type: none"> • Level and gently sloping topography • Could be located in peripheral areas of higher density neighborhood cores
Small Lots (5,000 square feet)	8	<ul style="list-style-type: none"> • Lots conform to minimum City R-1 standard with 50-60 frontages • Dwellings 2,000-3,000 square feet in 1-2 story structures • Need to reduce visual dominance of garages on street 	<ul style="list-style-type: none"> • Level and gently sloping topography • Peripheral areas of higher density neighborhood cores
Small Lots (3,300-5,000 square feet)	8-12	<ul style="list-style-type: none"> • Small “zero lot line” parcels with 40-50 foot frontages • Dwellings typically 1,800-2,500 square feet in 1-2 story structures • Need rear alley to improve streetscapes 	<ul style="list-style-type: none"> • Level and gently sloping topography • May be mixed with attached and multifamily dwellings in neighborhood cores
Small Lots with Second Units	10-17	<ul style="list-style-type: none"> • Dwellings typically 1,800-2,500 square foot primary unit and secondary unit less than 1,000 square feet; 2-story structure • Previous small lot design issues apply 	<ul style="list-style-type: none"> • Level and gently sloping topography • May be mixed with small lot single-family dwellings • Neighborhood cores and peripheral areas

COMPARISON OF HOUSING TYPES AND DENSITIES (continued)

Housing Types	Net Density Dwellings/Acre	Design Characteristics	Locational Considerations
Attached Dwellings			
Duplex, Triplex	12-18	<ul style="list-style-type: none"> • Lots 5,000 to 8,000 square feet with 50-75 foot frontages • Dwellings 1,500-2,500 square feet; 2-story • Small lot design issues apply 	<ul style="list-style-type: none"> • Level and gently sloping topography • May be mixed with single-family houses, row houses and multifamily dwellings • Neighborhood cores
Townhouses arranged in Courtyards	15-25	<ul style="list-style-type: none"> • 1,200-2,000 square foot 2-level dwellings oriented to courtyards • Courtyards should open partially to streets 	<ul style="list-style-type: none"> • Level and gently sloping topography • Neighborhood cores • Mix with small single-family detached and multifamily
Townhouses facing the street	15-25	<ul style="list-style-type: none"> • 1,200-2,000 square foot 2-level dwellings oriented to courtyards • Should have street-facing entrances and porches or stoops 	<ul style="list-style-type: none"> • Level and gently sloping topography • Neighborhood cores • Mix with small single-family, duplex and multifamily • Streets with low traffic volumes
Multifamily Dwellings			
Courtyard Multifamily Buildings	25-50	<ul style="list-style-type: none"> • One or two story dwellings in 2-4 story buildings over garages • Designs must emphasize attractive streetscapes • Courtyards should partially open to street 	<ul style="list-style-type: none"> • Level sites • Residential core areas • Appropriate for major arterial streets
Multifamily Buildings with Internal Corridors	40-75	<ul style="list-style-type: none"> • One story dwellings in 2-4 story buildings over garages • Design of street frontage is critical • Group units around circulation cores to minimize corridors 	<ul style="list-style-type: none"> • Level sites • Residential core areas • Appropriate for major arterial streets

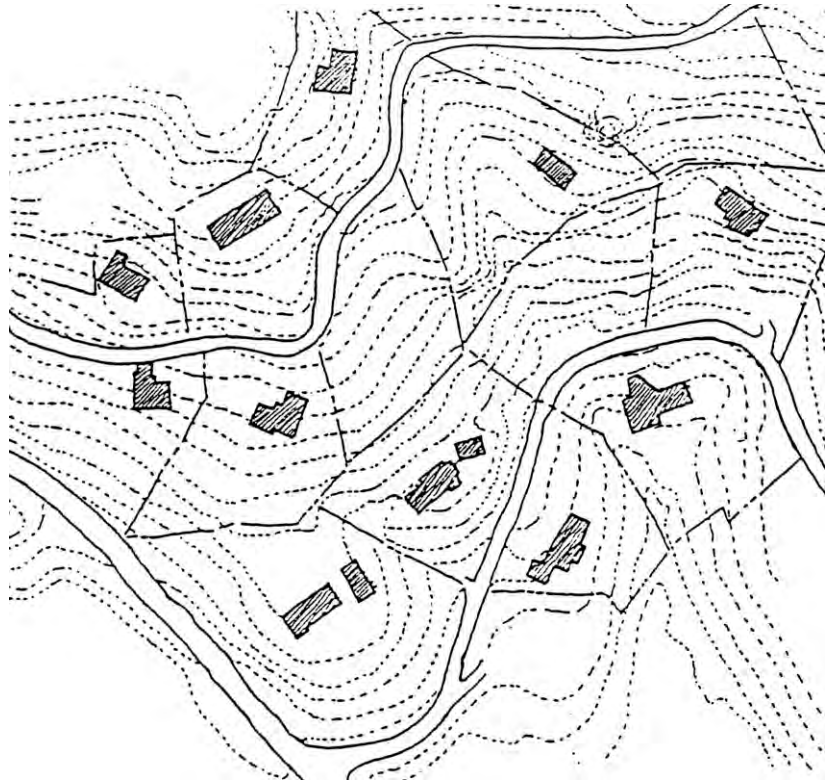
SINGLE-FAMILY DETACHED DWELLINGS

Estate Lots

- Large lots of one acre or more that are designed to maximize privacy. The estate home is a common housing type in communities surrounding the NCFUA on the north-northwest.
- Density: One or fewer units per net residential acre.
- Dwelling Unit Size: Average of 3,000-6,000 square feet.
- Parking: Average of three or more spaces in attached garage.
- Transit Support: Minimal.
- Design Characteristics: The rural character of estate residential development usually includes landscaping with large groupings of trees. Large portions of the individual lots usually remain as open space. Buildings are normally one to two stories.

Larger estate developments are often combined with a golf course and occasionally a resort hotel, similar to the Black Mountain Ranch and Bougainvillea proposals.

- Locational Considerations: Appropriate for hillside sites, areas adjacent to sensitive lands or regional open space systems, areas adjacent to communities with a similar low-density pattern of development.
- Local Examples: Rancho Santa Fe, Fairbanks Ranch, Rancho del Sol.



SINGLE-FAMILY DETACHED DWELLINGS

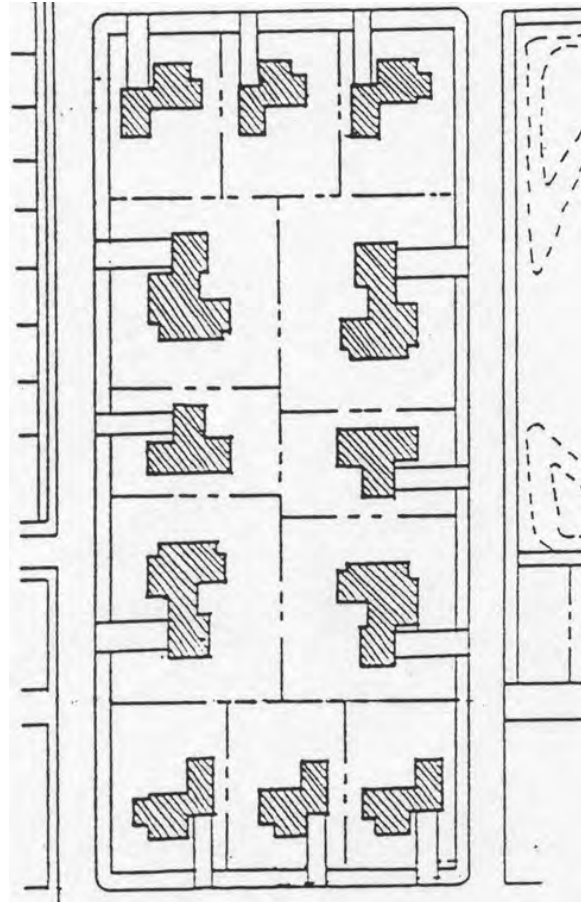
Conventional Lots

- Conventional Lots: Lots range in size from 5,500 square feet to 1/2 acre, and normally have frontages of 60-100 feet.
- Net Density: 2.7 units per acre.
- Dwelling Size: Average of 2,000-4,000 square feet in one- and two-story structures.
- Parking: Average of two to three spaces in attached garages.
- Transit Support: Low.
- Design Characteristics: The neighborhood character of conventional lot development should include street trees, sidewalks and on-street parallel parking. The net densities described requires that most of the land be developed.

Building coverage is normally 1/3 of lot size. A major problem of this development type is the visual dominance of garages on the street. This can be reduced by locating garages toward the rear of the lot (with longer driveways), by recessing the garages or using tandem parking for three-car garages.

Another problem of this development type is the predominant practice of creating closed loop subdivision enclaves which are not connected to adjacent areas and the community. This can be avoided with more local through streets.

- Locational Considerations: Appropriate for level or gently sloping topography where land can be subdivided into streets with blocks of lots. The lower range of this density may be feasible for hillside areas (less than 25 percent slope) if hillside design review policies are implemented.
- Local Examples: Del Mar Highlands—Carmel Center Road, Graydon Road areas.



SINGLE-FAMILY DETACHED DWELLINGS

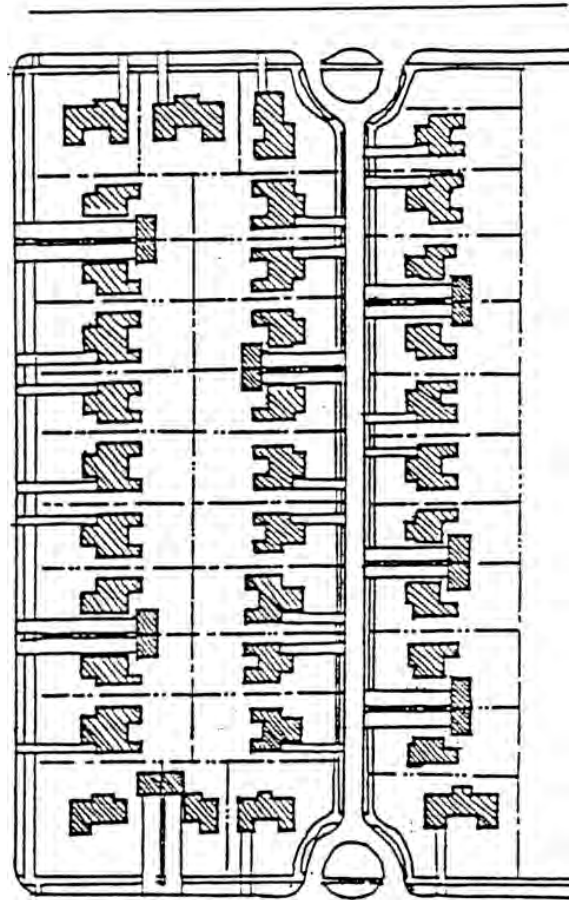
Small Lots—5,000 Square Feet

- Small lots of 5,000 square feet are sized to the City's R-1 minimum, with typical 50-60-foot frontages.
- Net Density: Eight units per acre.
- Dwelling Size: Average 2,000-3,000 square feet in one- and two-story structures.
- Parking: Typically two to three spaces in attached garages.
- Transit Support: Low-Medium. Appropriate for peripheral areas of higher-density neighborhood cores.
- Design Characteristics: The neighborhood character should include street trees, sidewalks and parallel on-street parking. The net densities require most land to be developed, and that private yards be small. Building coverage is typically 1/3 to 1/2 of lot size.

With higher densities, the problem of garage doors dominating the streetscape becomes more aggravated. The use of rear alleys and garages located at the rear of the lot becomes advisable.

- Location Considerations: Appropriate for level and gently sloping topography where land can be subdivided into streets with blocks of lots.
- Local Examples: "Valencia" on Camino Franche in University City, areas of Del Mar Highlands and Rancho Peñasquitos.

Note: Many older residential neighborhoods of the City were developed with this pattern, particularly the modest starter homes of the postwar period. These houses were typically 1,200-1,500 square feet. As house sizes grew and the number of garage spaces increased, yards became smaller and garage doors increasingly dominated streets.



SINGLE-FAMILY DETACHED DWELLINGS

Small Lots—3,300-5,000 Square Feet

- Small lots of 3,300-5,000 square feet with typical 40-50-foot frontages. Usually “Zero Lot Line” units developed as Planned residential Developments.
- Net Density: Eight to twelve dwellings per acre.
- Dwelling Size: Average 1,800-2,500 square feet in one- and two-story structures.
- Parking: Typically two spaces in attached garages.
- Transit Support: Medium. Appropriate for peripheral areas of higher-density neighborhood cores.
- Design Characteristics: The neighborhood character should include street trees, sidewalks and some parallel on-street parking. Building coverage is normally 1/2 of lot size.



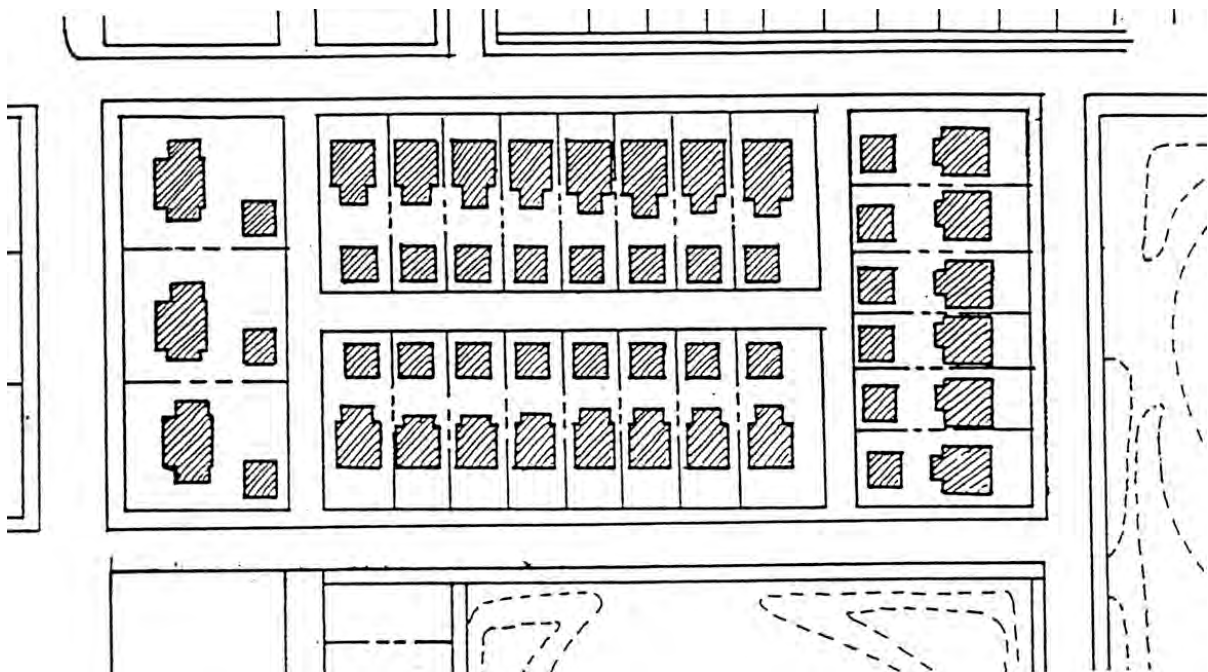
This density necessitates rear alleys if the problem of garage-dominated streets is to be avoided.

- Locational Considerations: Appropriate for level and gently sloping topography. This dwelling type may be mixed with attached and multifamily units to form higher density neighborhoods conducive to pedestrian activity and transit use.

SINGLE-FAMILY DETACHED DWELLINGS

Small Lots with Second Units

- Lots are typically 5,000 square feet with 50-foot frontages, but could be slightly smaller or larger.
- Net Density: Ten to 17 dwelling units per acre.
- Dwelling Size: Primary unit typically 1,800-2,500 square feet and secondary unit typically 1,000 square feet or less. Second unit is attached or detached structure, or on separate story from the primary unit. Probable two-story structures.
- Parking: Typically two spaces for primary and one to two spaces for secondary unit in attached or detached garage. One to two spaces could be surface parking.
- Transit Support: Medium-Good.
- Design characteristics discussed in previous small lot development apply to this dwelling type (sidewalks and street trees, garage setbacks or rear alleys).



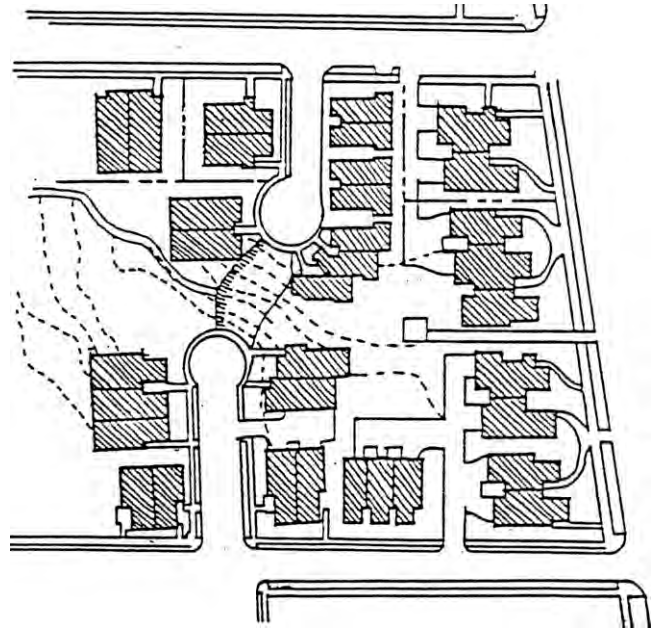
DUPLEX AND TRIPLEX DWELLINGS



- Lots are typically 5,000-8,000 square feet with 50-75 foot frontages.
 - Net Density: 12-18 dwelling units per acre.
 - Dwelling Size: Average 1,500 - 2,500 square feet in two-story structures.
 - Parking: typically two spaces per unit in attached or lower level garages.
 - Transit Support: Medium-Good.
- Design Characteristics: The design characteristics discussed in previous small lot development apply to this dwelling type. Street-fronting entrances, porches and other elements that contribute to interaction on the street should be required, and street-fronting garage doors minimized.

Fine-grain (small parcel) developments with unit variety should be encouraged.

- Locational Considerations: Appropriate for level and gently sloping topography. May be mixed with small single-family detached row houses, and multifamily dwellings to form more diverse neighborhoods and achieve higher densities. Appropriate for neighborhood cores near transit stops.
- Local Examples: Regents Drive at Arriba Street, Palmilla Drive in University City.



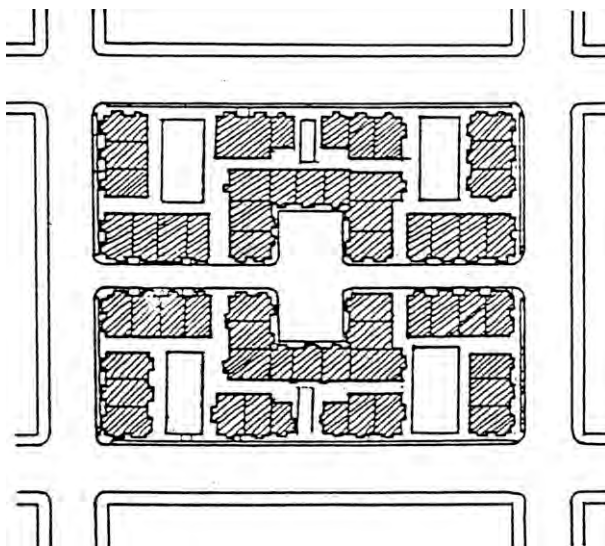
ATTACHED DWELLINGS

Town Houses arranged in Courtyards

- Net Density: 15-25 dwelling units per acre.
- Dwelling Size: Normally 1,200-2,000-square-foot, two-level units oriented to a street-facing courtyard.
- Parking: Normally two enclosed spaces per unit in lower level garages or grouped in separate garage structures.
- Transit Support: High.
- Design Characteristics: Many distinguished older examples in the City exist on 1/4 to 1/2 acre lots with 75-100 foot frontages. This building type was popular in Southern California in the 1920s and 1930s.



Newer versions of this building type built from the 1960s to the present day use Planned Development procedures to create large projects that orient inward (away from the street) with garages and courtyard walls facing the street. The row houses are often built in groups of six to eight per structure. The open space (courtyard or green) is often not visible from the street. Internal loop roads are common in the larger developments, with limited entrances (normally one) to the public street.



- This dwelling type has potential in the NCFUA if the projects are smaller and the designs emphasize improved orientation to public streets, eliminating the “enclave” character that more recent examples suffer from.
- Locational Considerations: May be mixed with small single-family detached dwellings, row houses and duplexes to form diverse neighborhoods. Appropriate for neighborhood cores near transit stops.
- Local Examples: “Las Palmas North” and “Madrid,” Palmilla Drive in University City.

ATTACHED DWELLINGS

Town Houses facing the Street

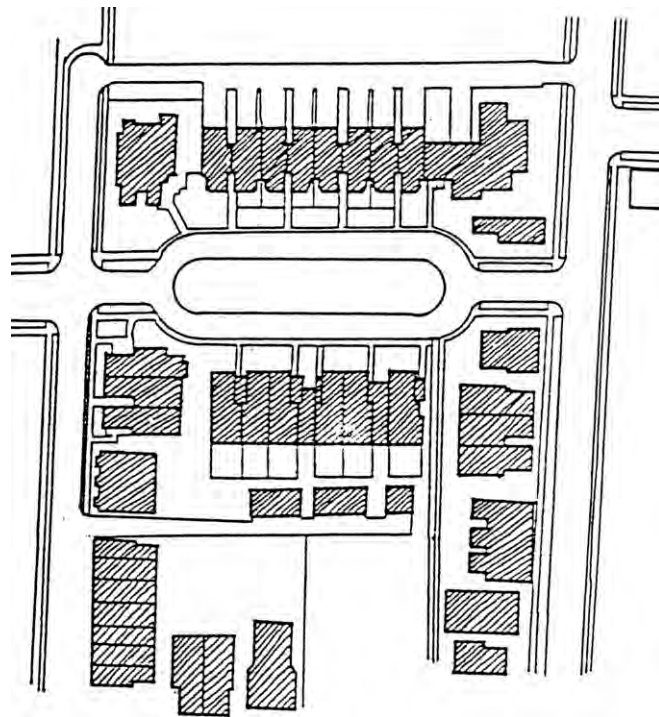


- Net Density: 15-25 dwelling units per acre.
- Dwelling Size: Average 1,200-2,000-square-foot two-level units oriented to public streets or internal drives.
- Parking: Typically two enclosed spaces per unit in lower level garages or grouped in separate garage structures. Garages often organized in rear service courts or alleys.

- Transit Support: High.
- Design Characteristics: The dwelling units are similar to the previous example of Row Houses, but in this case the dwellings are arranged in a linear manner along the street rather than grouped around a courtyard. Similar to the previous example, the dwellings are often grouped in six- to eight-unit buildings.

The design characteristics discussed in previous small lot and attached dwellings apply.

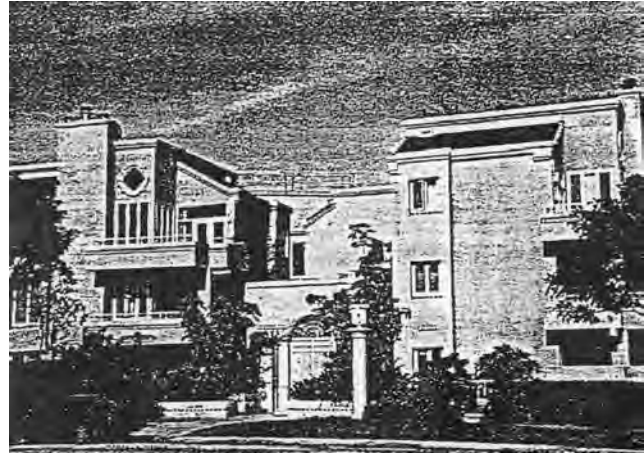
- Locational Characteristics: Similar to previous example, although these units work best on streets with low traffic volumes.
- Local Examples: “Halcyon Del Mar,” 12902 Carmel Creek Road in Carmel Valley; the Richmond Street frontage of “Uptown District” (former Sears site) in Hillcrest. The latter project, with porches and street-facing entrances, is an example of what can be done to accomplish improved streetscapes and pedestrian orientation.



MULTIFAMILY DWELLINGS

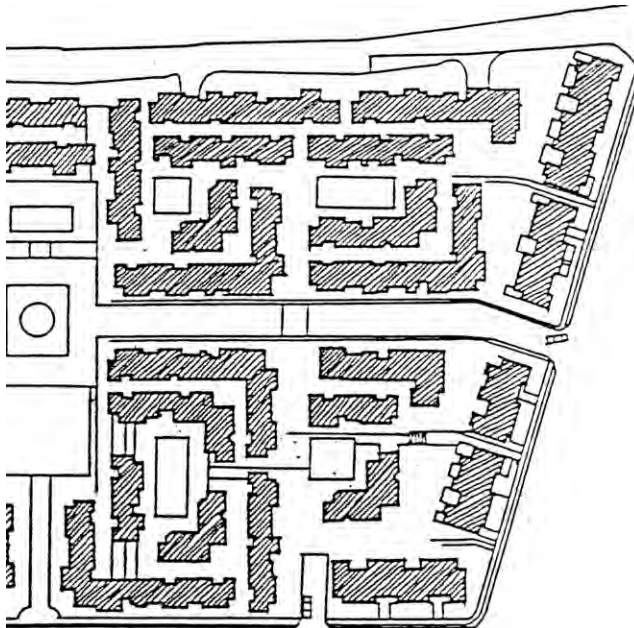
Courtyard Buildings

- Net Density: 25-50 dwelling units per acre.
- Dwelling Size: Normally 1,000-2,000-square-foot one- or two-level units oriented to courtyards.
- Parking: Normally two enclosed spaces per unit in lower level garages.
- Transit Support: High.
- Design Characteristics: This dwelling type differs from the previous Courtyard example (attached row houses arranged in courtyards) by stacking one-story dwelling units, or two-story units over one-story units. Buildings are normally three stories of dwellings over a podium or underground garage.



Design issues of street orientation, avoidance of large inward-focused enclaves and need for design variety discussed in previous examples are important.

Privacy and security concerns can be met while still providing attractive streetscapes—both of the examples listed below are successful in this respect.



This dwelling type can be adapted to mixed commercial-residential use, with dwellings over shops or side-by-side next to shops (“Uptown District”).

- Locational Considerations: Similar to previous two examples. This is an appropriate building type for higher-density neighborhood cores. This dwelling type works better, on higher traffic volume streets than do row houses,
- Local Examples: “Villa Europa,” 4018 Nobel Drive in University City; “Uptown District” in Hillcrest.

MULTIFAMILY BUILDINGS WITH INTERNAL CORRIDORS

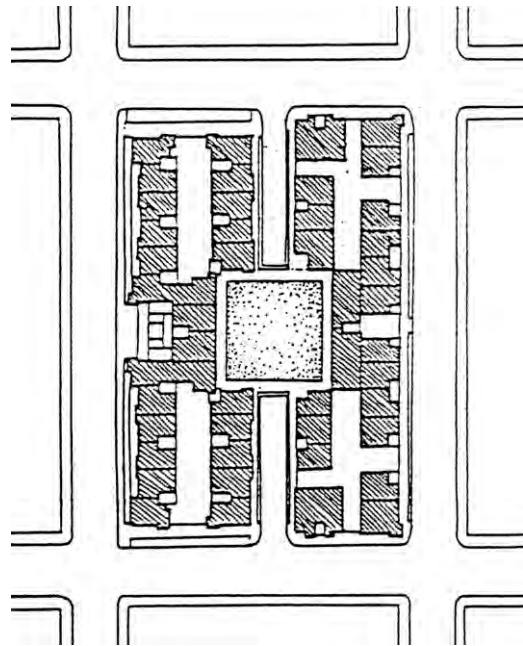


- Net Density: 40-75 dwelling units per acre.
 - Dwelling Size: Normally 800-1,600-square-foot one-level units oriented to courtyards or the street.
 - Parking: Normally two enclosed spaces per unit, or 1-1.5 for smaller units, in lower level garage.
 - Transit Support: Very high
- Design Characteristics: Most higher-density multifamily buildings throughout the City fall into this category. Internal corridor buildings are common, especially at the upper end of the density range. In the NCFUA, these buildings could be two to four stories, with three stories a probable maximum appropriate for the area.

A better alternative to the internal corridor building would be to stack flats around common circulation cores, avoiding the long internal corridors (see the example to the right).

The design of street frontages becomes a more important and challenging issue at this density. Some of the recent development in Centre City offers innovative examples.

- Locational Characteristics: Appropriate for level sites on major arterial streets in higher-density neighborhood cores.
- Local Examples: “Watermark” at 655 India St., Centre City (has courtyards and internal corridors—develops a positive relationship to the street).



APPENDIX B. RESOURCE PROTECTION ELEMENT

CONSISTENCY WITH COUNCIL POLICY 600-40 LONG RANGE POLICY FOR RESOURCE PROTECTION

The Resource Protection Ordinance (RPO), adopted by the City of San Diego in February 1989, acts to protect environmental resources on a parcel-by-parcel basis, as land is developed. Council Policy 600-40 on the preparation of Long Range Plans was adopted in 1991 to ensure that comprehensive analyses of larger planning areas be conducted, consistent with RPO. The City's objective was to ensure the implementation of consolidated habitat areas, and the preservation of ecosystem connections and functioning at long-range planning scales and to reduce conflicts between long-range plans and development permits which will be subject to RPO.

The stated purpose of the Long Range Policy is to provide guidelines for the preparation of long-range plans that:

1. Ensure thorough analysis of site constraints and opportunities early in the planning process;
2. Aid in the review of permits and maps for projects in the planning area;
3. Ensure the protection of environmental resources by preserving contiguous open space systems and providing mechanisms to acquire or protect those resources;
4. Ensure that adopted land use policies and objectives are considered in the context of the suitability of the planning area for development.

Prior to initiation of the framework planning process, an open space and sensitive resource (environmental tier) study was conducted for the NCFUA. This in-depth study resulted in an environmental tier map, which was used as a basis for design of land uses in the NCFUA.

The Environmental Tier Project was conducted as an open space suitability analysis as described in Council Policy 600-40. As such, it meets the general purpose of the Long Range RPO Policy (as stated above), without following the specific procedures of the policy, which call for a parcel-by-parcel resource evaluation. This level of detail was not available.

The Environmental Tier Project entailed mapping and analysis of environmental resources and constraints in the NCFUA, both those protected by the Resource Protection Ordinance (including wetlands plus buffers, steep slopes, floodplains, geologic hazards, biologically sensitive lands including native vegetation and wildlife corridors, and some prehistoric resources), as well as others such as soils, geology, natural drainages and watershed areas. The environmental tier, if fully implemented, protects environmental resources and preserves a contiguous and interconnected open space system. The environmental tier and open space implementation policies provide objective criteria against which to review projects.

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APPENDIX C. GLOSSARY OF TERMS AND ABBREVIATIONS

ADT	Average daily traffic in vehicle trips.
CEQA	California Environmental Quality Act.
DU	Dwelling unit.
EIR	Environmental Impact Report.
Environmental Tier	See Section 5 .
FAR	Floor Area Ratio.
FUA	Future Urbanizing Area.
HOV	High occupancy vehicle.
LOS	Level of Service, calculated on the basis of a volume-to-capacity ratio, the level of service classification system as a scale which ranks street, highway, and intersection operations based on the amount of traffic and traffic operations. A complete description of the system is included in the Highway Capacity Manual (Special Report 209) Highway Research Board, 1985. Briefly, the level of service ranking system is a scale with a range of A through F, Level A represents free-flow conditions and Level F represents jammed or capacity conditions.
Low Income	A household whose income is between 50 and 80 percent of the county median.
ME	Multifamily housing.
NCFUA	North City Future Urbanizing Area.
PRD	Planned Residential Development regulations.
s.f.	Square foot/feet.
SANDAG	San Diego Association of Governments.
SDG&E	San Diego Gas and Electric.
SF	Single-family.
Vehicle Trip	A trip made by a vehicle (may equal one or more person trips).
Very Low Income	A household whose income does not exceed 50 percent of the median income for the county.
Volume to Capacity (V/C) Ratio ..	The ratio of traffic volume on a roadway or at an intersection to roadway capacity.