CHAPTER 5: COMMUNITY DESIGN

The purpose of this chapter is to set forth design objectives and concepts to guide architects, planners, developers and review agencies in the development of Pacific Highlands Ranch. Pedestrian-oriented development concepts are incorporated into this chapter. The integration of design and environmental criteria is also discussed. This chapter should be used in conjunction with the master rezoning and development standards to design future developments.

Design principles and standards for each land use designation are outlined below. These are formulated to give design guidance while providing flexibility throughout the long-term buildout period anticipated for Pacific Highlands Ranch. Detailed solutions in site planning, landscaping and building design may then meet these overall requirements and conform to subarea-level concepts, while being responsive to specific site conditions and project-level concerns. A series of design principles are recommended rather than particular design motif or architectural style. Because not all situations and conditions can be predicted, the proposals in this Plan with regard to grading, drainage, landscaping and conservation are subject to refinement and modification during subsequent development plan and subdivision map review.

This chapter also addresses the need for a sense of orientation and identity that is often lacking in suburban subdivisions. The recent and conventional approach to residential design has been to create a maze of curvilinear roads that do not appear to be part of an overall pattern. The often-heard complaint of getting lost in newly developed residential areas is symptomatic of the lack of a well designed physical environment that allows residents and visitors to orient themselves within the larger community. Pacific Highlands Ranch emphasizes the creation of an overall community identity that is comprised of different elements. These built elements include the town center, the residential neighborhoods and the environmental resources. These elements of the subarea are linked with the other uses throughout the subarea to facilitate direct access and define character.

The implementation of the goals and principles established by this chapter will occur through the review and approval of subdivision maps and other discretionary permits, such as commercial development permits for the village, residential development permits for multifamily development, industrial development permits for the employment center, Conditional Use Permits for special uses such as the private high school, and Environmentally Sensitive Lands (ESL) permits. The success of the village is directly tied to establishing and maintaining design principles. While a specific design theme has not been included as part of the Plan, the theme and design principles should include, but not be limited to, building and landscaping materials, lighting of public spaces, compatible architectural style, urban furniture, use of complementary colors, consistent signage (both public and private) and hardscape and sidewalks. The overall design theme should be included with the first commercial development permit submittal. The application should include design principles that establish the overall design theme and provide direction regarding the design elements discussed in this chapter.

5.1 COMMUNITY DESIGN GOALS

Goal 1: Develop an attractive community composed of integrated land uses that encourage diverse neighborhoods, create an active commercial/civic center and facilitate non-automobile modes of transportation.

Goal 2: Create a vibrant community that is physically based on the preservation and enhancement of natural resources.

The design principles in this chapter are based on the general concepts outlined in the Framework Plan. These concepts have been augmented by additional direction from the City's Land Guidance System documents and refined pursuant to the particular conditions associated with Pacific Highlands Ranch.

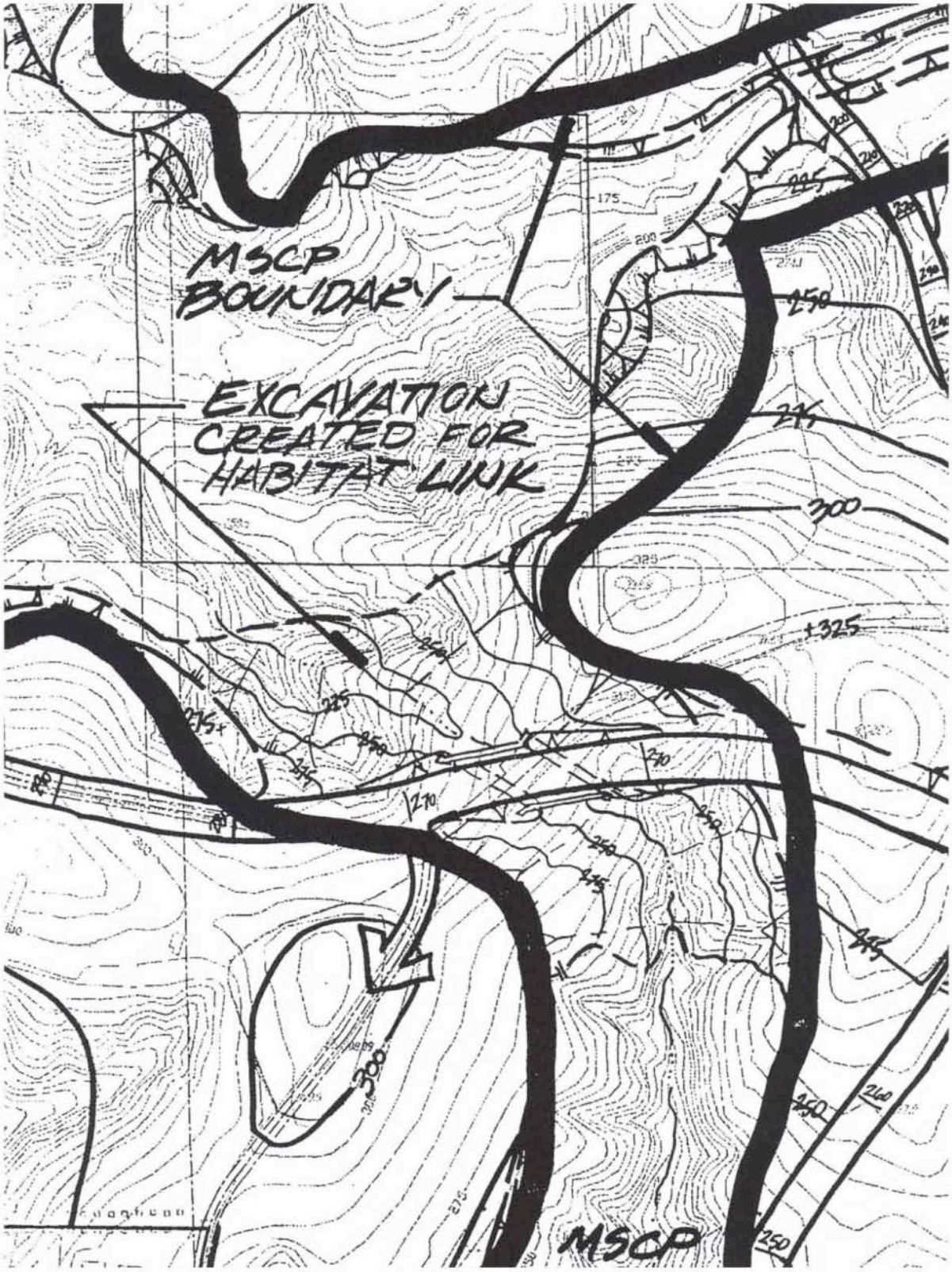
5.2 OPEN SPACE

Implementation of the Plan will facilitate and ensure implementation of the MHPA since it is a fundamental component of the subarea. Multiple Habitat preservation Area implementation mechanisms can include, but are not limited to the following: dedication of land, easements for future dedication via a Mitigation Land Bank, or easements rather than dedication.

Open space in Pacific Highlands Ranch includes both the urban amenity and the MHPA. **Table 3-1** illustrates the permitted uses and description of these categories of open space. In general, the urban amenity defines the open space link within the developable portion of the subarea. Implementation of the MHPA will protect and preserve natural resources, while providing for wildlife movement as described in the City's Management Plan. Low-impact uses, such as trails, are permitted in the MHPA. Although much of Pacific Highlands Ranch has been disturbed by agriculture, its location linking three large open space areas makes this property critical to the regional open space system. Additional discussion of the open space system can be found in **Chapter 3**.

5.2.1 Created Link

An important and necessary element of the MHPA will be created by grading a natural saddle that separates Gonzales Canyon from a north-south trending finger canyon of McGonigle Canyon (**Exhibit 5-1**). The purpose of the grading will be to create a connection between these canyons that will facilitate the movement of wildlife. Approximately 300,000 cubic yards of earthwork are required to create this wildlife passage. Width of the graded area is approximately 600 to 650 feet wide and 900 feet in length. The graded area will be revegetated consistent with a detailed revegetation plan to be submitted with the first individual project or with the plans for improving Del Mar Heights Road (whichever comes first). The detailed revegetation plan must be consistent with the CRP that is included in the MEIR. The CRP is the basis for preparing detailed revegetation plans for future development projects with the Pacific Highlands Ranch Subarea. The revegetation of the created link will be credited toward the mitigation requirement



Grading for Del Mar Heights Road Bridge - SR-56 Alignment "F" **5-1**

Pacific Highlands Ranch Subarea Plan **EXHIBIT**

of the project that is actually responsible for the mitigation or maybe located in a mitigation bank. The created link will be bridged at Del Mar Heights Road by a structure approximately 25 feet high (**Exhibit 3-3**). Upon completion, this north-south habitat linkage will play a very important role in the long-term viability of the MHPA by connecting the San Dieguito River to Los Peñasquitos Canyon and Black Mountain.

5.2.2 Bridges and Culverts

As discussed above, Del Mar Heights Road will bridge the north-south wildlife corridor created for the MHPA. State Route 56 will also bridge the corridor at the south end near McGonigle Canyon. The design of the SR-56 bridge should be similar to the arched design proposed for Del Mar Heights Road.

Bridges along SR-56 are planned to aid in the movement of vehicles under the freeway, however, they are not intended for wildlife movement. In addition, Camino Santa Fe will bridge Carmel Creek in McGonigle Canyon. This bridge will limit impacts to the wetlands and will be designed in a pillar and pylon style. The bridge will be approximately 100 feet long, 75 wide and 25 feet maximum height above grade.

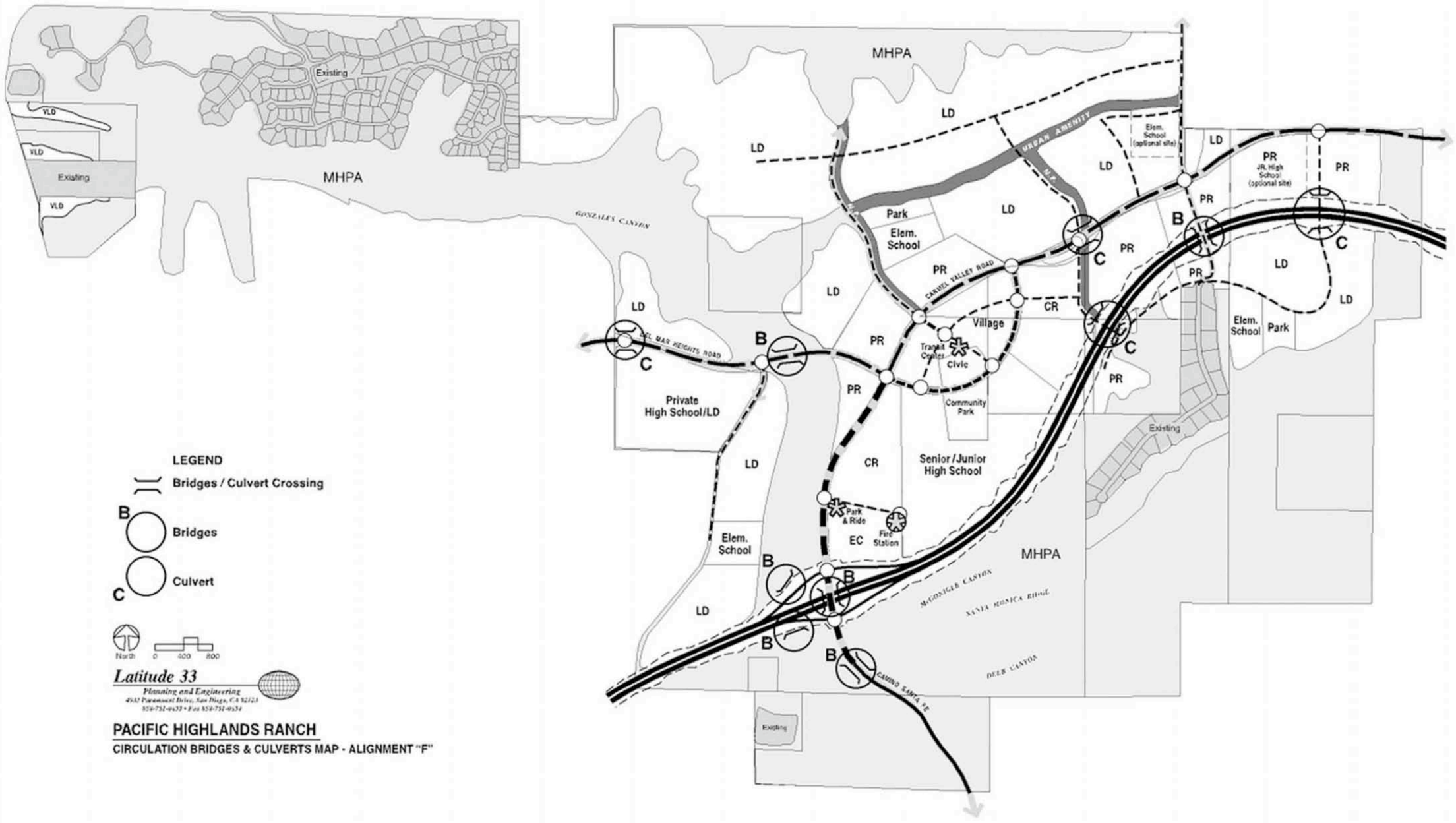
Culverts are planned for the roads that cross the urban amenity, where the neighborhood parkway crosses under SR-56, Carmel Valley Road and under Del Mar Heights Road (equestrian movement). If necessary, they will be installed where local roads cross the neighborhood parkway. The culverts will be concrete and will have a maximum height of 15 feet and width of 30 feet, and will be the minimum length necessary to cross the obstacle. In those instances where a single culvert cannot handle all the necessary facilities, either multiple culverts will be installed or a bridge will be built.

The bridges and culvert locations are depicted on **Exhibit 5-2** and comply with criteria contained in the MSCP Subarea Plan.

The bridges associated with SR-56 will not be the responsibility of the property owners in the Pacific Highlands Ranch Subarea. Bridges and culverts associated with the major roads will be funded by Facility Benefit Assessment (FBA). The culverts located in local streets will be provided by the individual builder or subdivider.

5.2.3 Urban Amenity

Pacific Highlands Ranch's open space system includes a 20-acre urban amenity. The amenity will complement the resource-based MHPA while providing wetland preservation, visual relief, recreational benefits, non-motorized vehicle and pedestrian links. The amenity will be approximately 150 feet in width and is intended to protect the wetland habitat existing in the area. Graded building pads



Regional Trail System - Modified Alignment "F"

Pacific Highlands Ranch Subarea Plan

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will maintain a minimum distance of 50 feet from the existing wetland vegetation on one side and 75 feet on the opposite side. Trails, paths and benches, will be located within the widest buffer area (**Exhibit 3-4**). The urban amenity will be held by the Landscape Maintenance District and will be encumbered with an open space easement to ensure its long-term viability.

5.2.4 Neighborhood Parkways

Pacific Highlands Ranch's open space system includes 14 acres of land designated as neighborhood parkways. Neighborhood parkways will provide visual relief, recreational benefits, and pedestrian links. These parkways will include the following: two lanes for automobile traffic, parking on one side, bicycle lanes abutting the traffic lanes, a landscaped median, sidewalks and 25 feet of landscaping for benches and trails (**Exhibit 3-5**). The width of the neighborhood parkway will be 100 feet. The neighborhood parkways are intended to provide trails and paths for residents. Road crossings should be kept to a minimum.

5.2.5 Pedestrian Paths

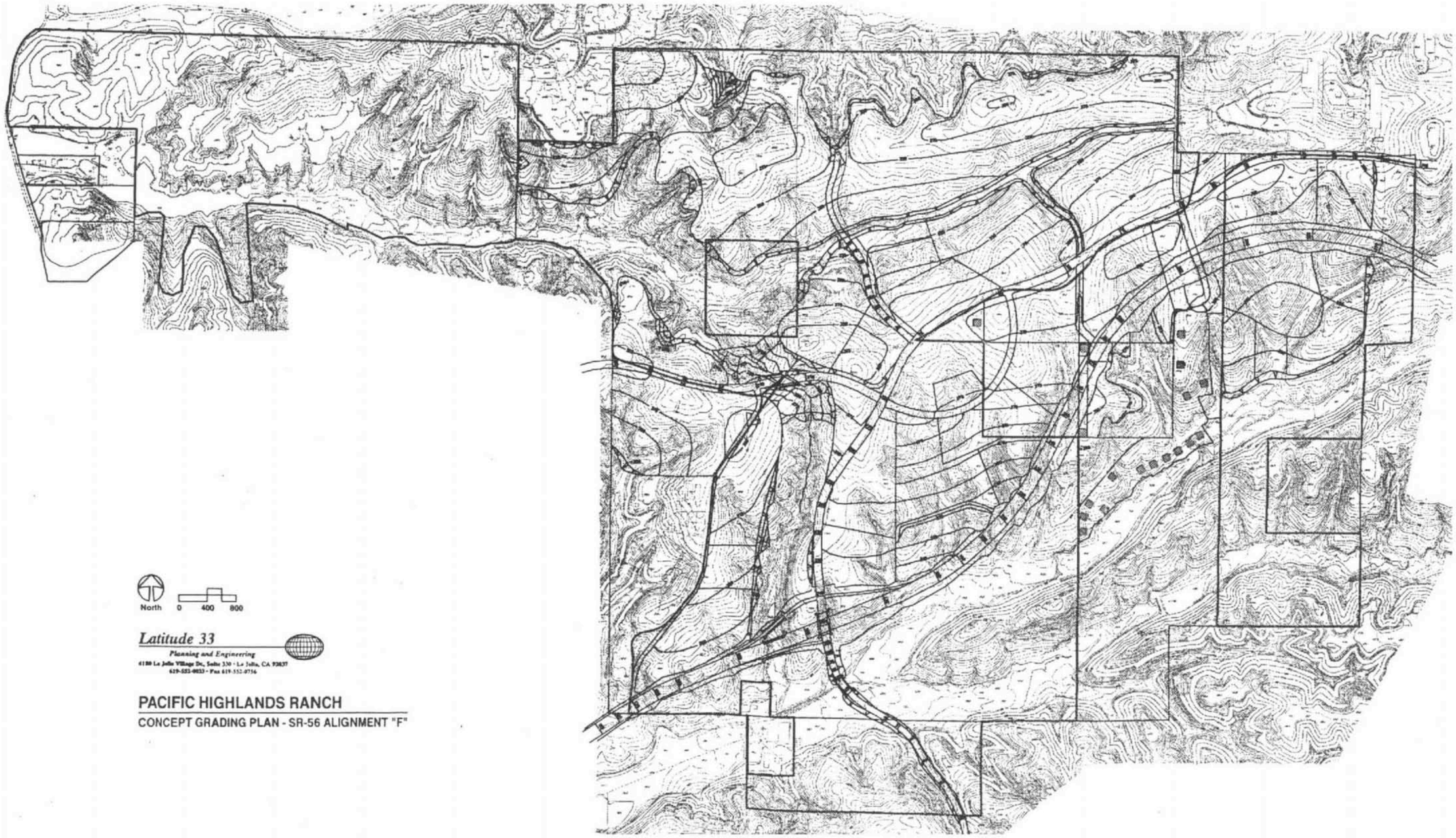
Pedestrian paths include a five-foot path, landscaping and occasional benches within a ten-foot right-of-way. The dirt path will be for the use of pedestrians and other non-motorized forms of movement. This level of trail system will be for connecting residential neighborhoods and the other trails in the community. Pedestrian paths enhance the pedestrian orientation of the Plan. They will be developed by each subdivider and maintained by the landscape maintenance district or other financing entity. As a condition of approval each tentative map will be required to provide a trail plan.

5.3 GRADING

The goal of the Pacific Highlands Ranch grading plans is to preserve and protect the viability of the MHPA while creating a unique and functional community. The grading plans included with this plan (**Exhibit 5-3**) illustrate the effort to minimize the impacts of grading on the MHPA. Where feasible, daylight grading techniques will be utilized and the slopes will be undulated to recreate the natural landform. All graded areas will either be used for development or revegetated in a manner consistent with the CRP. Unless authorized elsewhere, individual property owners must conform to the grading plans included in the Plan.

5.4 VILLAGE

The primary goal of the village is to create a pedestrian-oriented environment that will feature a mix of residential and commercial uses (**Exhibit 5-4**). The main street will serve as the central spine for the village and lead directly to a major focal point, the civic use area. Integration of the community park and main street is the central organizing element of the village.



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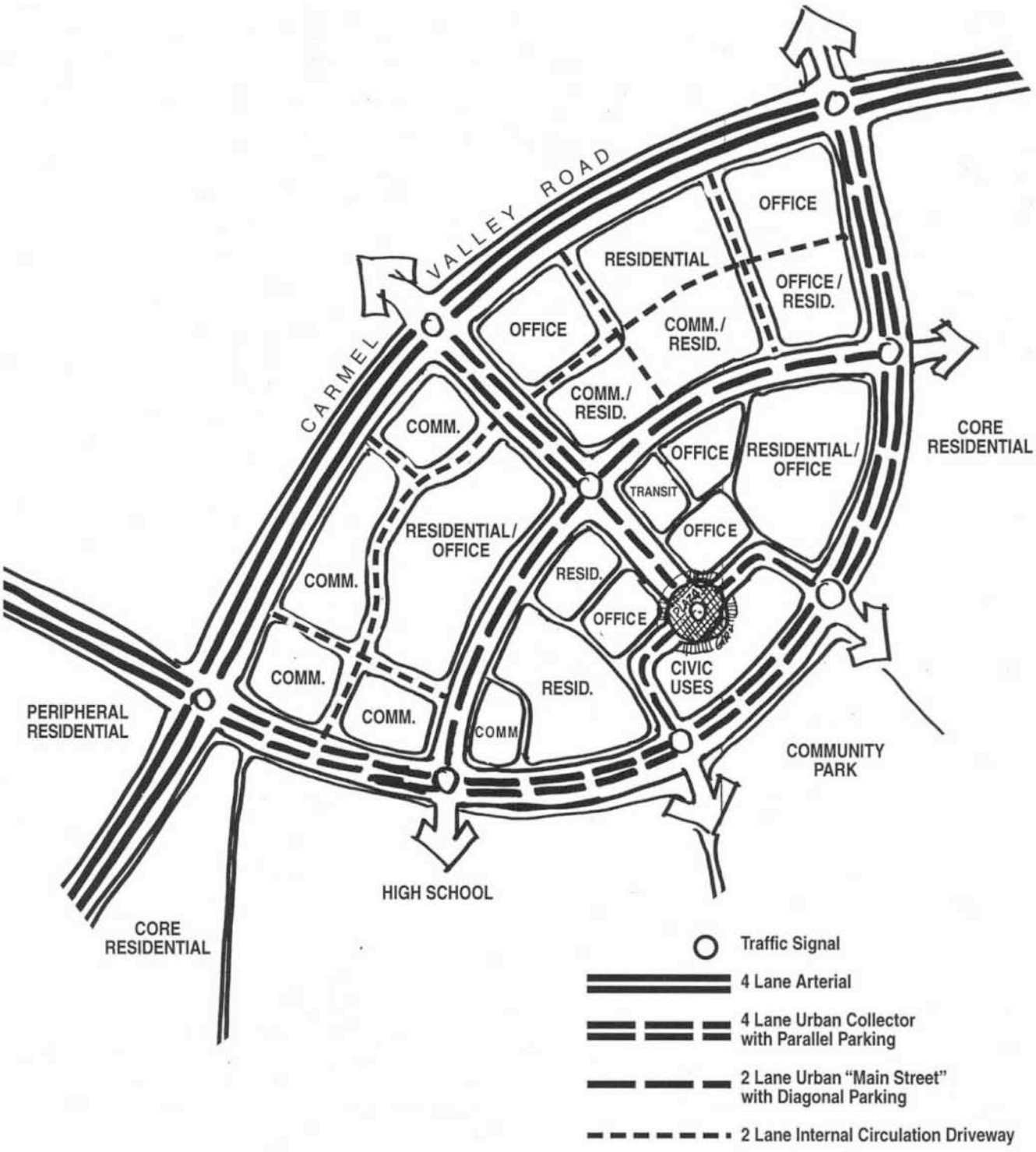
PACIFIC HIGHLANDS RANCH
CONCEPT GRADING PLAN - SR-56 ALIGNMENT "F"

Concept Grading Plan - SR-56 Alignment "F" **5-3**
Pacific Highlands Ranch Subarea Plan EXHIBIT



Village Concept - Alignment "F" **5-4**

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The automobile and the pedestrian can both be accommodated by the village design. However, overall design focus is on pedestrian needs. To accomplish this goal, buildings will front the street and sidewalk with entries, architectural features and pedestrian-oriented activities. Direct connections between the street and buildings will increase pedestrian comfort. Building intensities and densities are higher to encourage an active center, support transit, reduce automobile use and encourage compatible development.

5.4.1 Three-Zone Structure

As noted, the "main street" within the village will serve as its spine. This street is designed with a hierarchy of automobile and pedestrian zones. Zone 1 is oriented towards the automobile and is located at the end of main street abutting Carmel Valley Road. This zone represents the most automobile-oriented area of the village and consists of large commercial tenants such as national restaurants and stores. Zones 2 and 3 emphasize the pedestrian. This area occupies the central portion of main street and will include smaller commercial users such as local stores, cafes and apartments. Zone 3 includes pedestrian-oriented building development and the portion of the main street near the civic core. Zone 3 is anchored by the civic use area and intensive pedestrian uses. The main street provides the maximum opportunity for the mixing of uses.

Larger pad users such as anchor tenants and thematic office buildings are allowed in Zone 1. Land uses to be emphasized are commercial and office. Zone 2 emphasizes commercial, office and residential land uses. Zones 2 and 3 emphasize the pedestrian, with civic, commercial, office and residential uses.

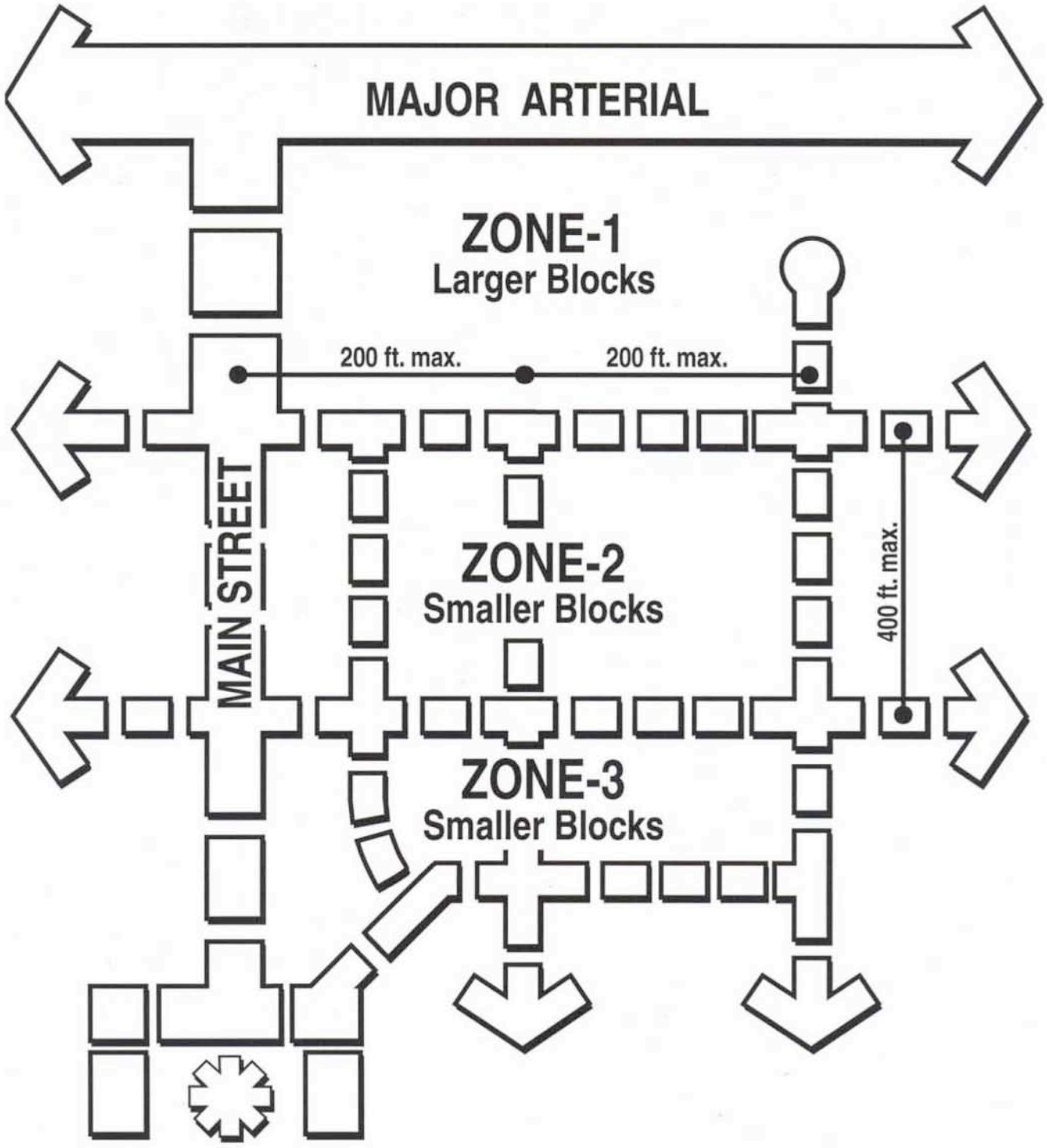
5.4.2 Blocks

The village is organized around a modified grid street pattern (**Exhibit 5-5**). Street blocks within Zones 2 and 3 of the village should be limited in size to a maximum of 400 linear feet by 200 linear feet. This will create small parcel sizes that ensure a fine-grained pattern of development. Larger block sizes (up to 400 feet by 400 feet) are anticipated adjacent to Carmel Valley Road and throughout Zone 1. This feature will permit the village to attract and accommodate modem retailing businesses and larger anchor type retail tenants.

5.4.3 Street Treatments

Village streets in Zones 1, 2 and 3 are characterized by:

- Frontage of buildings along public streets and sidewalks. On any street, ten percent of the building frontage of the street may be setback from the property line to a maximum of ten feet. The setback may be used solely for public uses, i.e., cafes, restaurants or other public gatherings uses. The intent is to further activate the street with users.



Village Block Layout Concept **5-5**

Pacific Highlands Ranch Subarea Plan EXHIBIT

- Primary entries facing the street. Secondary entries may be off the back of buildings.
- Building transparency (over 50 percent windows) to visually connect pedestrians to uses and to monitor public streets for safety and reduce incidence of crime.
- Abundant landscaping that includes street trees to reduce the heat gain effect of paving surfaces and provide shade to pedestrians.
- Use of consistent and unique street furniture on sidewalks to include:
- Benches
- Newsstands
- Trash receptacles
- Lighting
- Signage

Secondary streets within the village will serve to align vistas, frame public spaces and provide visual landmarks for users.

Street crossings are designed to facilitate pedestrian movement, with particular focus on pedestrian ingress and egress to the transit center (**Exhibit 5-6**). Intersections within the village should be designed to "neck down", or narrow, to facilitate pedestrian movement and safety. Sidewalks (ten feet) are to be provided on all streets within the town center.

Street design should include on-street parking in all instances, except on arterial roads. To accomplish this, parking requirements may be satisfied in part by provision of on-street parking. On-street parking may be diagonal or parallel. However, the use of on-street parking should be designed to maximize pedestrian safety. Specifically, landscaping should not block the view of drivers as they leave parking spaces or lots.

Parking lots will not be allowed on the main street frontages of Zones 2 and 3 and are discouraged in Zone 1. Parking lots should be located behind buildings or in the interior of a block. Structured parking is also encouraged and future need of structured parking should be considered in the design of development plans.

Joint parking allowances are recommended and encouraged for nearby uses with staggered peak periods of demand. Retail, office and entertainment uses should share parking areas. For example, it is recommended that restaurants and office facilities be permitted to share parking when using the same or adjoining buildings. A reduction of one half of their required parking will assist in minimizing the need for on-site parking lots or structures. This can apply to similar users that demonstrate staggered use patterns. Valet parking should also be considered for certain conditions.

5.4.4 Mix of Uses

Mixing of uses is another characteristic of the village (**Exhibit 5-7**). This type of mixed-use development creates the fine-grained character that helps promote pedestrian use and reduce automobile trips and is accessible to the entire community. The mixing of uses will include both vertical and horizontal blending of commercial, office and residential spaces.

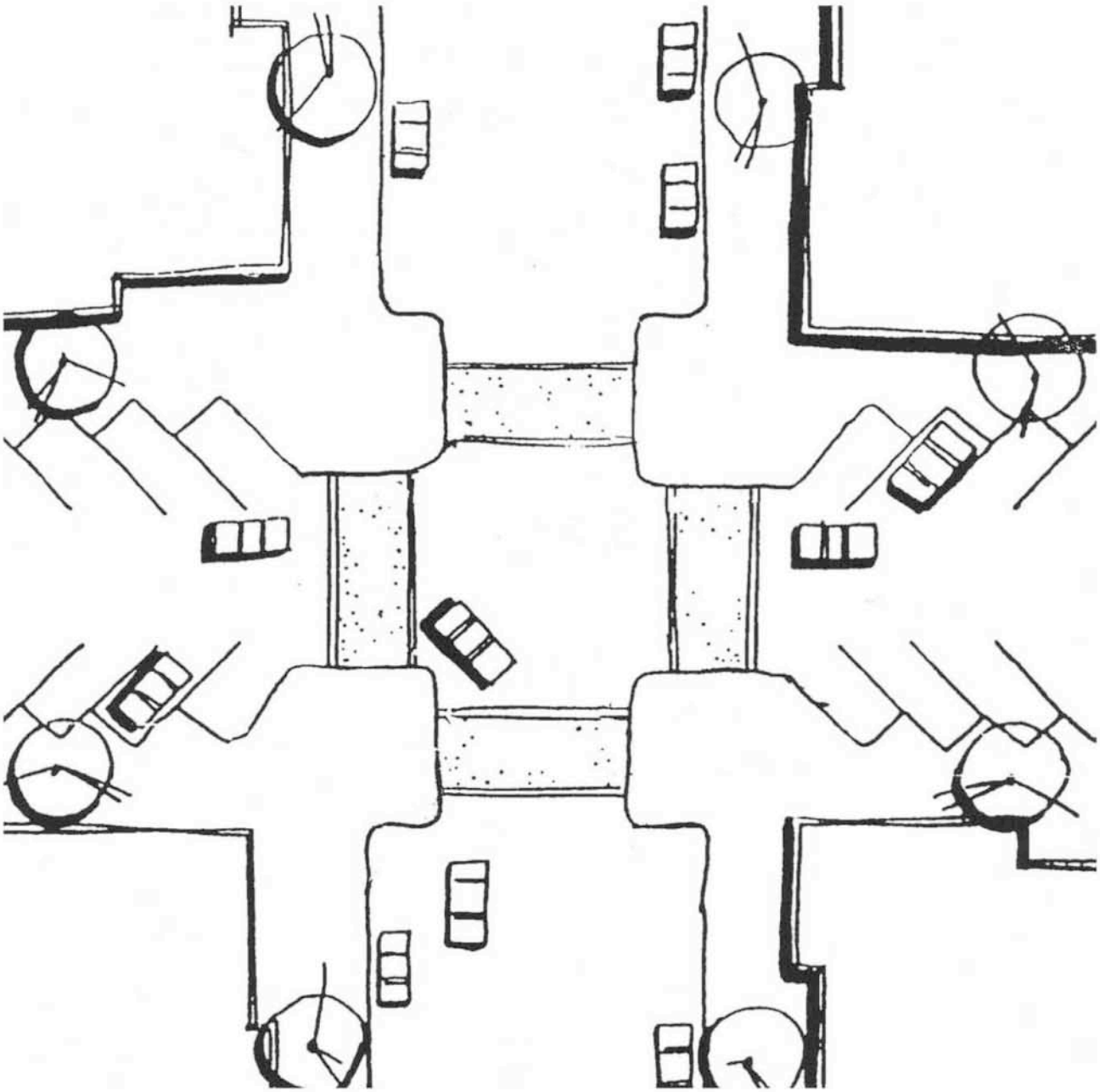
Main street should be a pedestrian-oriented district that supplies consumer goods and services such as retail, office, galleries and residential uses. Residences may be located on the second story or above along the main street and throughout the village.

5.4.5 Building Design and Massing

Main street buildings within Zones 1, 2 and 3 of the village should adhere to the concepts described below. The design and massing of buildings in the village will have a direct effect on the overall success of the pedestrian-oriented goals of this Plan. Building facades define urban open space and can be used to create public "rooms" within which users comprehend the open space and can orient themselves and consequently feel comfortable (**Exhibit 5-8**). To accomplish this, attention should be paid to the design and scale of buildings; in particular, how their size, frontage and mass relate to the public areas of the street (the street and sidewalk).

Simple architectural techniques should be used to complement the pedestrian-oriented street (**Exhibit 5-9**). These techniques should include (1) maintaining the streetwall, (2) avoiding large blank wall expanses, (3) enhancing the textural qualities of a building's pedestrian zone, which is the two ground-level floors of the building and (4) articulating the building facade through the use of punched windows, expression lines, awnings, balconies, etc. The streetwall is an element that visually defines the pedestrian space through its provision of architectural and landscape features. These features may include window transparency, entry way landscaping that defines the public open space, or similar features. These points are discussed in more detail below:

1. A streetwall's continuity can be reinforced by ensuring that a certain percentage of a street-facing property is filled with building, and not left to parking lots or other ambiguous open areas. This percentage should be 80 percent along the main street and 75 percent in the remainder of Zones 1, 2 and 3 (**Exhibit 5-10**). It is important to develop a sense of connection with the built environment and for pedestrians to feel safe as they walk along the street.
2. While more wall area along a street enhances the streetwall effect, if the wall is not articulated to pedestrian scale it can be more imposing than pleasing. Punched windows, display areas, and doorways, which open up the interior of street-level uses, should be used to articulate the streetwall. Glass



Village Intersection Concept **5-6**

Pacific Highlands Ranch Subarea Plan EXHIBIT

transparency should constitute a minimum of 50 percent or greater of the streetwall. In addition, architectural elements such as awnings and balconies can be used to provide a visual connection to the street. This will also provide articulation of the building facade.

3. The textural and material quality of a building's facade is important to maintain the pedestrian scale. Designs and materials which enhance permanence and strength add to the secure feeling of urban rooms. Materials which have stood the test of time in urban environments include stone and brick. These, and similar, materials should be used creatively to enhance a buildings permanence. Spaces above the second level become both out of reach and out of the primary view of pedestrians, so these issues are reduced with the increase in height of a building (**Exhibit 5-8**).

4. Busy streets offer the pedestrian a sense of kinetic energy with cars and other vehicles passing by. Buildings are fixed and solid and define the space. This space can be enlivened through the placement of commercial/retail activities directly adjacent to the street and through designs which include: (1) maintaining windows (50 percent of the building facade) so that pedestrians can view displays and the activity generated within the buildings, (2) articulating entrances on the street, (3) allowing arcades, patios and occasional (ten percent of a street) setbacks for semi-public areas such as outdoor dining and (4) changing of materials, designs, colors, architecture or other features in order to delineate the differences between shops along the street.

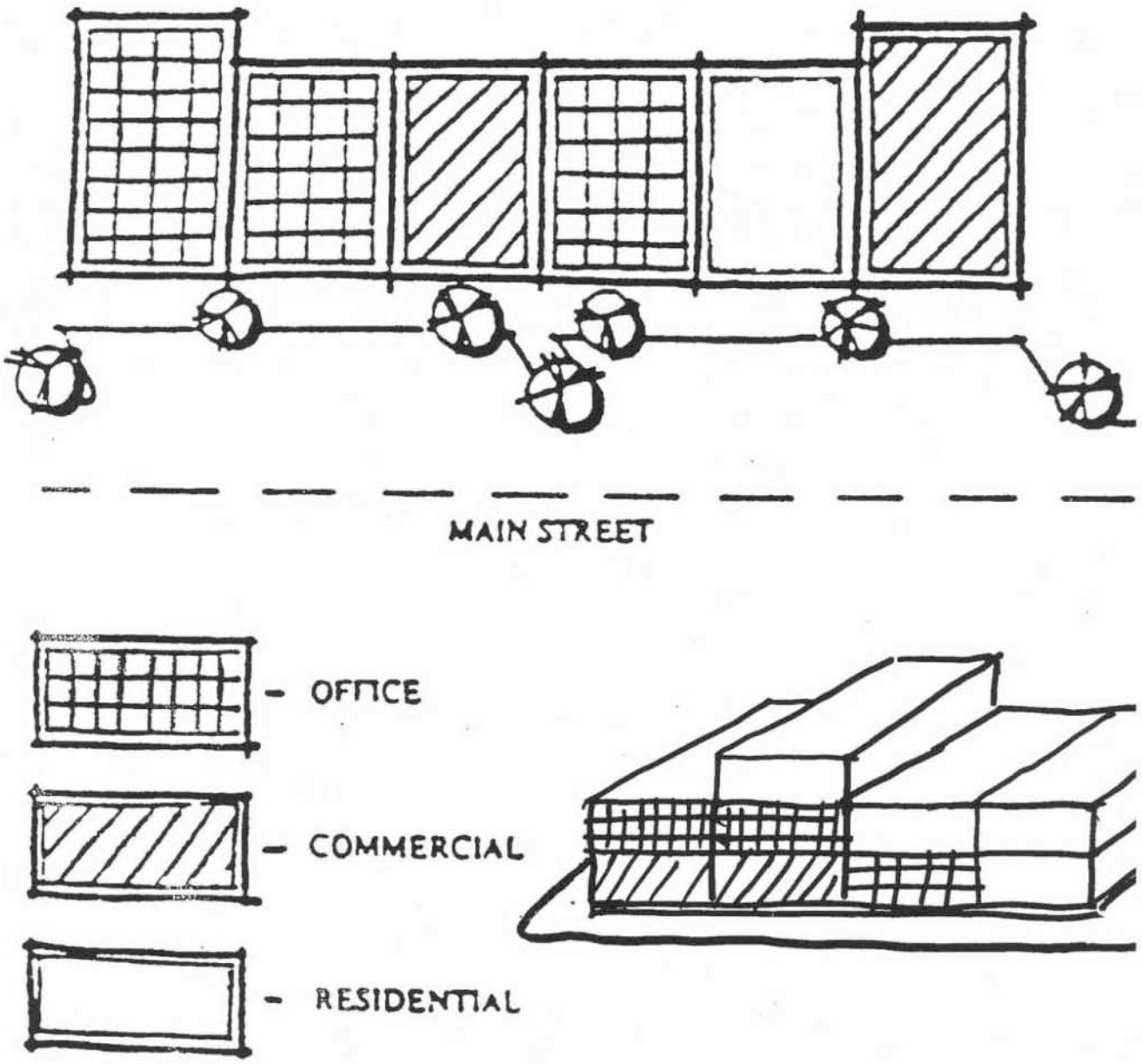
5.4.6 Community Facilities

Public and quasi-public facilities will form the organizational basis of the village within Zone 3. These facilities should, for the most part, be clustered around the town green and may include, but will not be limited to, the following:

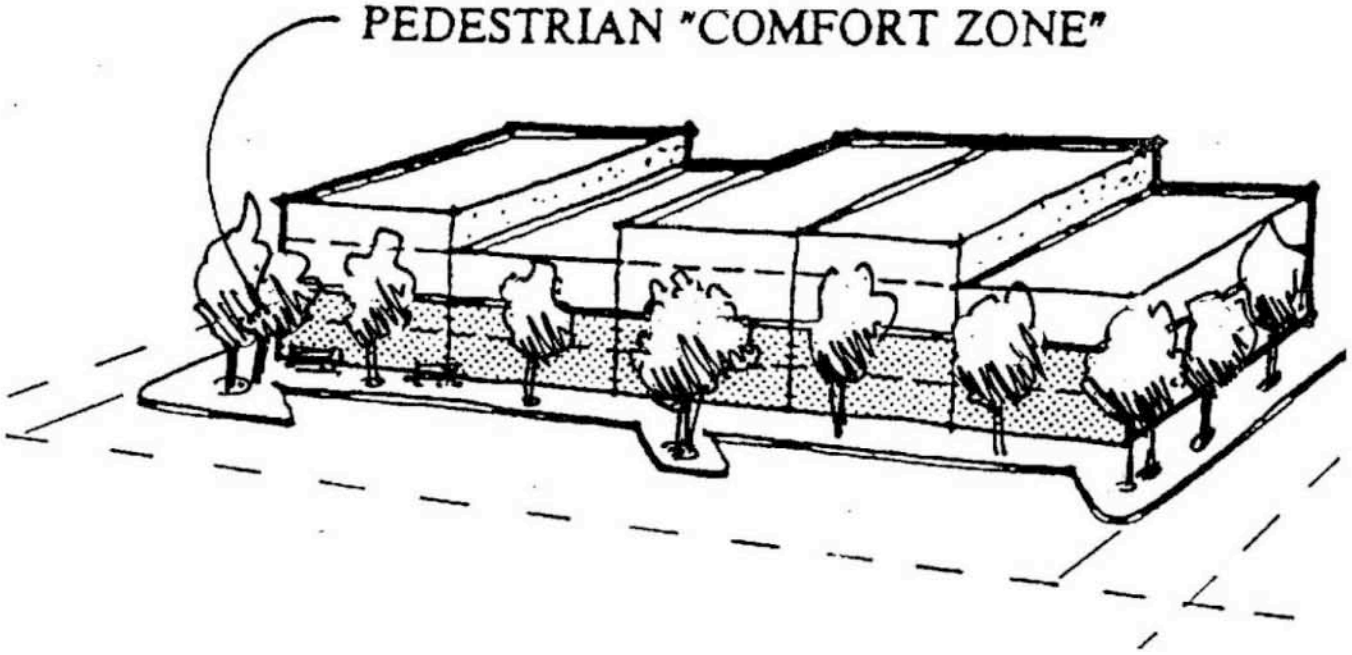
- Library
- Community meeting/conferencing and exhibit space
- Community park
- Transit center
- Public plaza

Examples of other private uses include performing arts center, religious organizations and child-care facilities.

The civic use area will be the terminus of the main street. This area is easily accessible from the surrounding development and its design and location will encourage wide-spread use and full integration into the overall community. To the extent possible, the design of these facilities should maximize space and reduce redundancy. They should be developed along a central theme to avoid contrasting or clashing mix of architectural styles while avoiding homogeneity.



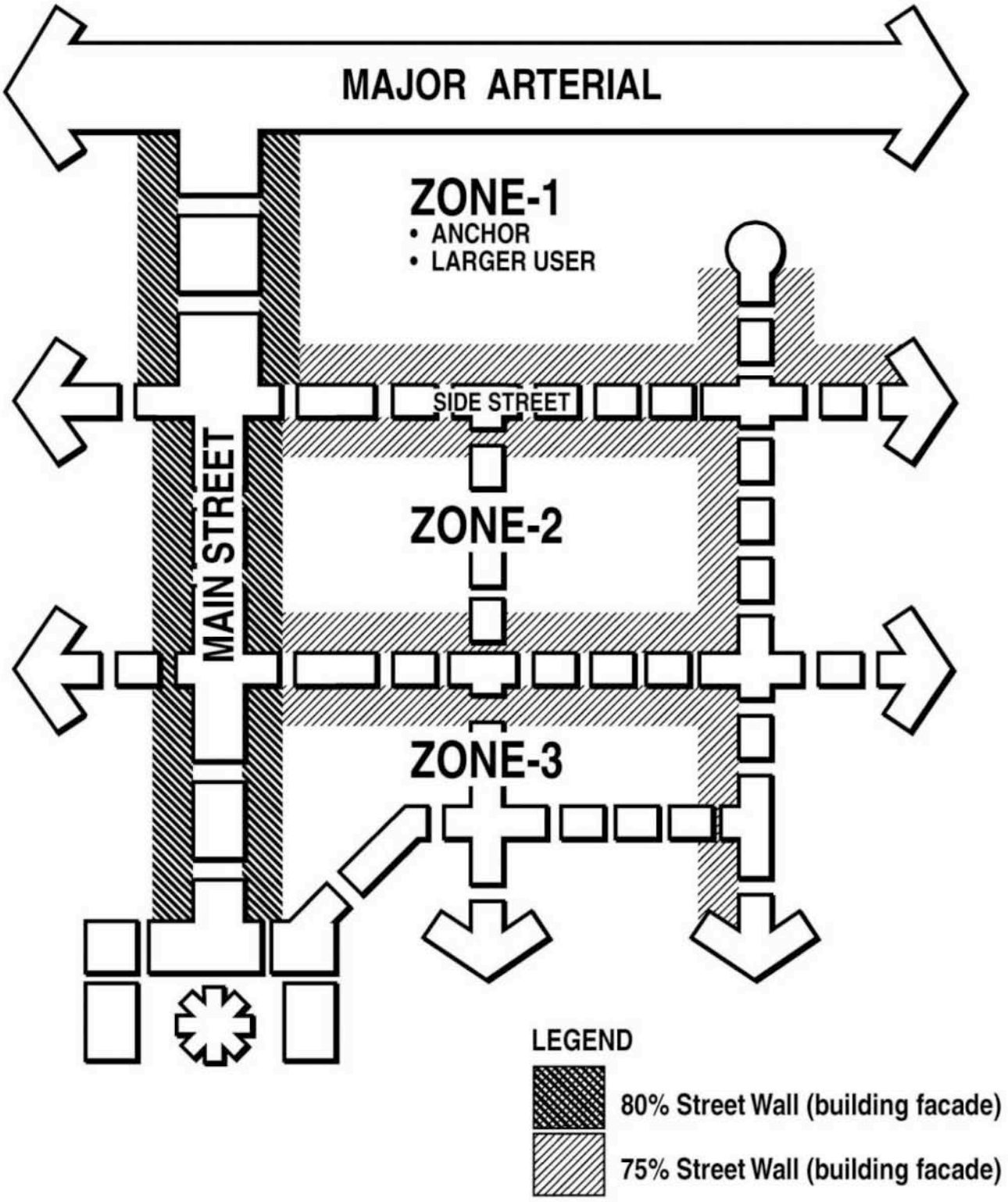
Mixing of Uses Concept **5-7**
Pacific Highlands Ranch Subarea Plan EXHIBIT



Pedestrian Comfort Zone Concept 5-8 EXHIBIT

Pacific Highlands Ranch Subarea Plan

Village Pedestrian Focus **5-9**
Pacific Highlands Ranch Subarea Plan EXHIBIT



Village Street Wall Concept 5-10 EXHIBIT

Pacific Highlands Ranch Subarea Plan

5.4.7 Transit Center

The transit center will be located in the village. This facility should provide shelter for users, convenient loading areas, telephones, adequate lighting and secure bicycle parking. The transit center should be located on a pedestrian dominant street, adjacent to its parking reservoir. It should be designed based on the principles discussed in this chapter. Specifically, it must be safe, well lit, visible from the street, near 24-hour shopping or services, and pedestrian friendly for users and those walking on the street, and it should be comfortable for those waiting to use the transit system. The design of the transit center should compliment the surrounding building and architecture.

In addition to the transit center, a park-and-ride facility will be located in the employment center. The employment center is located in the northeast quadrant of the Camino Santa Fe interchange. The facility will include 100 parking stalls, space for bus movements, a shelter for passengers, signage regarding transit opportunities, public phones and landscaping.

5.4.8 Pedestrian and Bicycle

The pedestrian and bicycle systems should be designed and implemented so they provide clear, comfortable, and direct access to the village and, in particular, the transit areas. Bicycle parking facilities should be provided throughout the village. These facilities are especially important at the transit center, commercial and office developments, schools and parks. They should be provided with each phase of the village. They should be architecturally incorporated into each building.

5.5 RESIDENTIAL AREAS

The following sections are applicable to residential development within Pacific Highlands Ranch. Development of the single-family neighborhoods will be accomplished through the approval of subdivision maps and environmentally sensitive lands development permits (where appropriate). Multifamily neighborhoods will require the approval of development permits, subdivision maps, and environmentally sensitive lands development permits (where appropriate).

5.5.1 Village Residential

This residential category will be applied to development in the village. The maximum density is 34 du/acre (gross). Permitted uses include:

- Townhomes
- Multifamily developments
- Residential over retail/office

General design principles include:

- Vertical and horizontal mixing of housing, commercial and office uses
- Compatible and complimentary land uses, shared parking, whenever possible
- Small and unobtrusive signage
- Parking at the rear of buildings
- Reduction of front yard setbacks

Implementation of the design principles established for commercial and office uses in the village apply equally to the residential areas.

5.5.2 Core Residential

Core residential areas are located outside of the village but within the town center. These areas will provide a transition between the village, peripheral and low-density, single-family neighborhoods. Densities in these areas are intended to range between 9-14 du/acre (gross). Permitted uses include:

- Single-family homes and single-family small-lot dwellings
- Single-family dwellings with a second unit
- Duplexes, triplexes, and townhomes
- Multifamily housing

General design principles include:

- Fine-grained mixture of single-family and attached housing types
- Modified grid street system, with streets that fit into existing topography
- Minimization of the impact of garages and cars on streets through such features as recessed, reoriented, or rear facing garages and alleys
- Defensible space designs to reduce the possibility of crimes

5.5.3 Peripheral Residential

These areas will provide a variety of housing types and lot sizes and are generally located along major roads or adjoining the town center. Densities in these areas are intended to range from 5-9 du/acre (gross). Peripheral residential neighborhoods may include the following:

- Single-family small-lot and conventional dwellings
- Single-family dwellings on common lots
- Duplexes, triplexes and townhomes
- Multifamily housing

General design principles include:

- Linking local streets with adjacent neighborhoods, avoidance of closed-loop subdivisions
- Clustering residential units to encourage and preserve natural resources and minimize grading
- Minimizing the impact of garages and cars through such features as recessed, reoriented, or rear facing garages, alleys and shared driveways
- Incorporating opportunities for use of the urban amenity

5.5.4 Low-Density Residential

These neighborhoods will provide a housing product within the "traditional" single-family dwelling market. They are within convenient and easy walking or biking distance to the elementary school/parks. Densities in these areas are intended to range from 2-5 du/acre (gross). Low-density residential neighborhoods may include the following:

- Single-family small-lot and conventional-lot dwellings
- Single-family dwellings with second units
- Duplexes, triplexes and townhomes
- Neighborhood parks and recreation facilities
- General design principles include the following:
- Adapting lot and street configurations to the topography and other natural features
- Linking local streets with adjacent neighborhoods, avoid closed-loop subdivisions
- Clustering residences to preserve natural resources and minimize grading of natural landforms

5.5.5 Very Low-Density Residential

These areas are solely single-family in nature with a maximum density of 1 du/acre (gross). The following uses may be permitted:

- Single-family large-lot, conventional-lot and small-lot
- Single-family dwellings with second units

General design principles are the same as the low-density residential category.

5.5.6 Fine-Grained Neighborhoods

Pacific Highlands Ranch's neighborhoods will be defined as areas bordered by collectors, "theme" roads and/or open spaces. To assist in understanding the fine-grain aspects of this land plan, the term neighborhood is applied to a geographic area of a residential district. A residential district represents a specific density range, thus permits each subdivider to provide various housing products.

The internal residential street system will be an important component of this development. Topography may preclude the implementation of some fine-grain components. Key features of the neighborhoods should include:

1. Direct connections to surrounding neighborhoods.
2. Multiple points of ingress and egress to surrounding collectors or “theme” roads.
3. Clear and concise circulation pattern based on a grid or modified grid. The use of cul-de-sacs should be minimized.
4. Direct pedestrian access to open spaces within the neighborhood, if present.
5. Visual access to open spaces by providing street frontage along open spaces, if present.
6. Provision of neighborhood focal points, where feasible, to orient users and to develop unique characteristics for each neighborhood.
7. Use of different architectural and landscape themes to define and/or establish neighborhood identity.
8. Within neighborhoods, up to 200 single-family dwelling units of any one type and 250 multifamily dwelling units of any one type will be permitted. These guidelines do not apply to the village.
9. An alternative approach to achieving a fine-grain mix within residential neighborhoods is based on a subdivision with common lot sizes. The common lot size can accommodate a wide range of house sizes. In addition to promoting diverse product types, it establishes a wide range of home prices. A second component of this alternative is the aesthetics or “street appeal” that could be generated by the provision of multiple models, with different building elevations associated with each model type. This, in combination with multiple colors and roof materials, should create a diverse and fine-grained pattern of residential development.
10. Various garage designs are encouraged to include rear or side yard orientation, shared driveways and an additional setback from the front edge of the home.

5.6 CONFORMANCE WITH THE FRAMEWORK PLAN

The implementation of the Pacific Highlands Ranch Subarea Plan community design principles conform to the goals and objectives of the Framework Plan. The design principles results in:

- Creation of a consistent theme throughout the village.
- Techniques for guiding the development of the village and town center as places that are safe and appealing to pedestrians.
- Provision of a fine-grain method for developing the neighborhoods.
- Preservation of significant topographic features including canyons and hillsides.