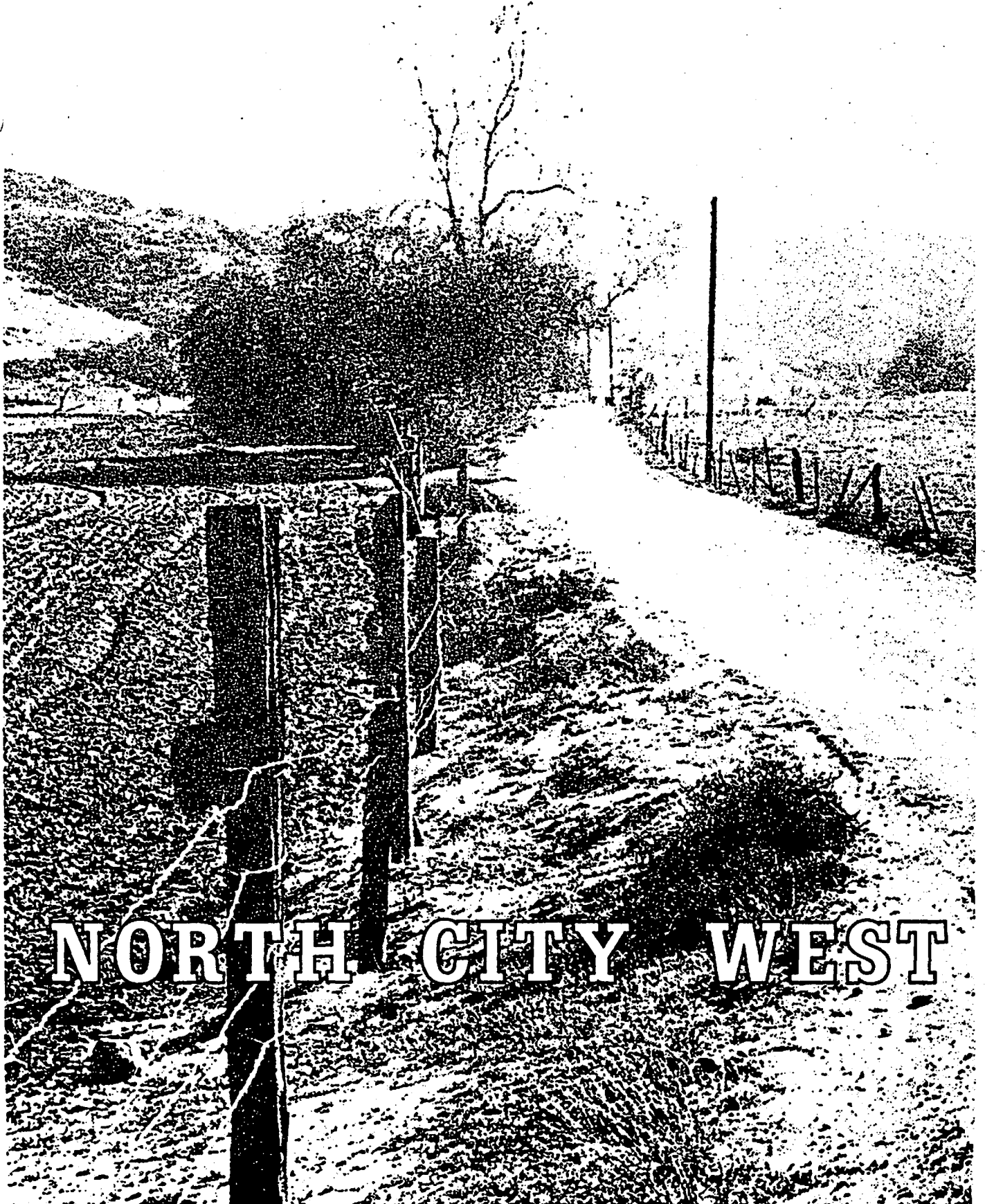


**THE OFFICIAL NAME FOR
NORTH CITY WEST IS CARMEL VALLEY**



NORTH CITY WEST

**THE CITY OF
SAN DIEGO**

**MAYOR
Pete Wilson**

COUNCIL

F. Gilbert Johnson	Floyd L. Morrow
Maureen O'Connor	Bob Martinet
Lee Hubbard, Jr.	Jim Ellis
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CITY PLANNING DEPARTMENT

James L. Goff, Planning Director
Jack Van Cleave, Assistant Planning Director
Max Schmidt, Supervising Planner

NORTH CITY WEST

COMMUNITY PLAN

Prepared by

THE CITY OF SAN DIEGO

REPRINT JANUARY 1985

REPRINT OCTOBER 1988

Approved by the Planning
Commission on November 14, 1973
Under Resolution No. 215

Adopted by the Council
on February 27, 1975, under
Resolution No. 212692



THE CITY OF

SAN DIEGO

CITY ADMINISTRATION BUILDING • 202 C STREET • SAN DIEGO, CALIF. 92101

OFFICE OF
PLANNING
DEPARTMENT
236-6450

March 18, 1975

The following North City West Community Plan was adopted by the Council on February 27, 1975 by Resolution #212692. The Plan presents a proposal for the development of the North City West Study Area as a new community of approximately 40,000 persons.

Since it is the intent of the Community Plan that all public facilities be financed by the property owners within the planning area, special note should be made of the implementation process. Prior to application for subdivisions or rezonings it will be necessary to prepare precise plans for entire development units as illustrated within the plan text. These precise plans will more accurately identify the needs and location of all public facilities. The establishment of assessment districts or other fees assessed against the land only to finance the public facilities must be accomplished before rezoning or subdivisions may proceed.

The preparation of the precise plans, Master EIR, and establishment of the assessment procedure is the responsibility of the developer and land owners. Review, processing and adoption of these items will be accomplished by the City through the normal legislative process.

James L. Goff
Planning Director

JLG:2

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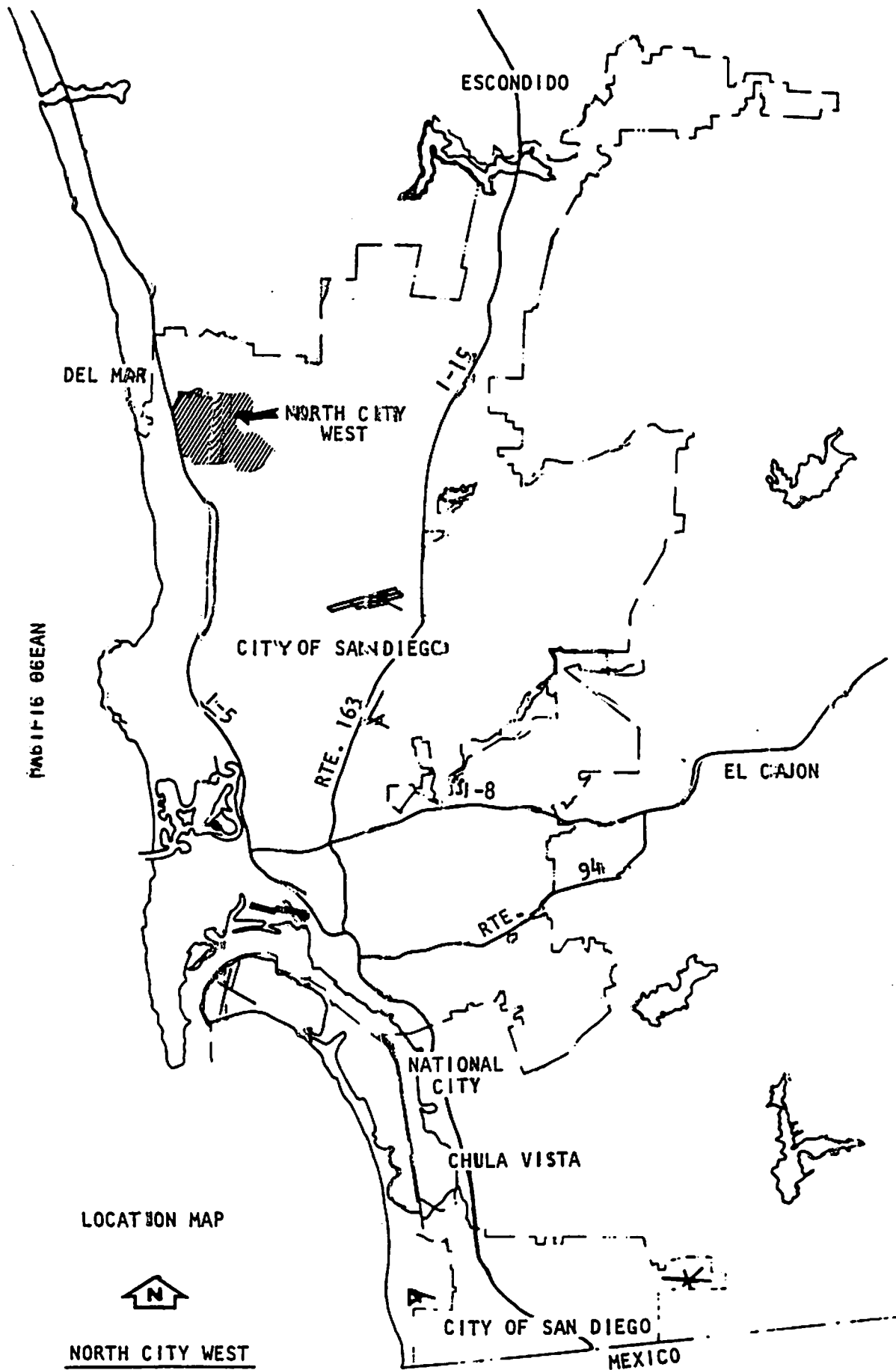
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AUTHORIZATION FOR PLANNING

The Progress Guide and General Plan for the City of San Diego, originally adopted in 1967, designated North City West for urbanization prior to the year 1985. Soon thereafter, pressures for development in this western area appeared. During the early part of 1970, a number of individual proposals for urbanization were presented to the City. Four such proposals were centered within or immediately adjacent to the North City West area.

During the City Council budget deliberations on May 22, 1970, the Planning Commission urged funding for the Planning Department to process the growing work load necessitated by many development proposals. Financial limitations prevented the Council from implementing the Commission proposals. The issue of planning for North City specifically became clear during the City Council public hearings in August 1970, on the Carmel Valley Development Plan. This adopted plan proposes urbanization generally centered in a triangle formed by the intersection of Interstate 5 and the proposed State Route 56.

The need for comprehensive planning led the Planning Commission on September 9, 1970, to again recommend to the Council that the Departmental budget be increased in order to prepare a plan for the entire North City area. The recommendation was reviewed by the Council and resulted in a special meeting held on October 7, 1970 to which all North City property owners were invited. During the conference a general discussion on the importance of adequate planning occurred to insure that City services were provided within the City's financial capability.

At the conclusion of the conference, the City Council directed the Planning Commission and the Planning Department to 1) work with property owners and developers in that part of North City lying easterly of Interstate 15 and to prepare a composite land use map and report within two months, and 2) to review and analyze development proposals submitted within the area adjacent to I-5 shown on the Progress Guide and General Plan for urbanization prior to 1985.

The Department was further directed to consider the basic problems and potentials of development in the area, including public facilities, industrial land allocations, and circulation.

Relative to the first request the Progress Guide and General Plan was amended in 1971 to include urbanization for the remaining area east of Interstate 15. This area encompassed the Carmel Mountain East and Chicarita Creek Development Plan areas.

On June 8, 1971, the City Council adopted a "Statement of Planning Principles," previously adopted by the Commission on March 24, 1971.

These principles outlined concepts which, if followed, would be the beginning of a long-range planning program for the undeveloped areas of North City. On the same date, the City Council and the Planning Commission, in joint workshop, authorized the Department to proceed with its Fiscal Year 1971-72 Work Program and to undertake a planning program for the western portion of North City.

Concurrently with the North City West program the Department was authorized to commence long-range new community studies covering the balance of the North City area. The first phase of this work which is conceptual in nature has been completed. The report entitled "New Communities, A Background Study" provides the framework and planning concepts for more detailed planning studies included in this report.

The North City West Plan is divided into two parts. Part One contains:

- A brief description of the planning principles which were adopted by the Council as development guidelines, as well as their implication with respect to the development of new communities.
- An inventory and analysis of the environment, terrain, and unique characteristics of the North City area in order to identify its natural assets and to determine which lands should logically urbanize as well as those lands which should not urbanize.

- Population research projection leading to the estimate of the number of people who may ultimately reside in the County and City of San Diego and that share of the population which might seek housing in the North City West area.
- A study of market conditions to determine the type and number of housing units which should be provided for various income groups within the North City West area.
- Employment studies to determine the extent to which the North City West study area could facilitate the demand for industrial and commercial employment opportunities.
- A review of existing study area characteristics along with statements describing the planning process and Community Plans relationship to the Progress Guide and General Plan of the City of San Diego.

Part Two describes the North City West Plan. This section begins with an identification of the general goals for the area. The section describes the alternative plans for the arrangement of land use together with reasons for the selection of the preferred plan. Typical land use elements including housing, commercial, industrial, public facilities and circulation are described in terms of objectives, and proposals for implementation. Part two concludes with recommendations for the timing and phasing of development.

1. The purpose of this study is to determine the extent to which the community is aware of the various facilities and services available in the city of San Diego. The study will also determine the extent to which the community is aware of the various facilities and services available in the city of San Diego.

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2. The study will be conducted in the city of San Diego. The study will be conducted in the city of San Diego. The study will be conducted in the city of San Diego.

3. The study will be conducted in the city of San Diego. The study will be conducted in the city of San Diego. The study will be conducted in the city of San Diego.

4. The study will be conducted in the city of San Diego. The study will be conducted in the city of San Diego. The study will be conducted in the city of San Diego.

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PART I

INTRODUCTION

The Planning Concept identified in the New Communities Background Study as well as the implication of the Planning Principles as contained in Section 2 of the report is summarized below:

"The ideal of new community development is that it provides economic and cultural activities to serve the residential population, and that this population be provided a living choice in a variety of housing types within all social and economic ranges.

The attainment of these ideals should minimize transportation and traffic problems, the costly extension of City services and utilities, and the generally monotonous and uniform quality of development. Such development because it is considered in a comprehensive sense should provide a better economic base to support essential governmental services. Containment of the new communities necessarily requires the consideration of the total environment and, therefore, recognition of conservation and preservation as elements which sculpture new communities is required."

Planning Principles adopted by the Planning Commission and City Council recommend that the approach to planning large unurbanized areas must be based on several strongly supported concepts. These principles together with their implications have been extracted from the new communities text.

PLANNING PRINCIPLES

Comprehensive New Community Principles

All planning and implementation programming should be predicated on the concept of developing a series of new communities throughout the study area. Communities should be designed and located to insure that future residents will be afforded an optimum balance of dwelling styles and prices; convenient shopping, office and similar business centers, educational, cultural, recreational and health services and facilities.

Each community should contain a readily identifiable focus achieved through careful utilization of natural terrain in site selection, enhanced and strengthened in the application of the highest standards of the architect and landscape architect disciplines. Emphasis should be placed upon the planned district approach based upon precise plans for center development.

In the centers of new communities more intense use of land must be planned for than has been the traditional approach. Conversely, the areas outside centers must be planned for much less density if the distinctiveness of new communities is to be achieved.

In addition, the multi-purpose aspects of open space should be considered in the application of such systems to areas subject to inundation, along with the circulation needs of new communities.

Housing Development Principles

Heavy emphasis must be placed upon the techniques to be utilized in implementing the housing element of plans for new communities. This, in part, would include strong reliance upon the planned residential development concept. In contrast therefore, reliance upon typical subdivision practices reflecting repetitive, standardized lot and street patterns should be strongly opposed. Similarly, land displacement resulting in cutting, scarring or otherwise disrupting the natural environment justified only to produce greater lot yield, in favor of less dense use of land, should be strongly resisted.

Plans for new communities must result in balance in not only the physical but the social and economic sense as well. Each community not only should be open to all people, but should provide real opportunities to all economic, racial or ethnic groups. It is essential that housing provisions for low moderate as well as high income groups not only are considered in the planning stages of these communities but are actively pursued in later stages of actual development.

Open Space Principles

To realistically create new communities characterized by identity and individuality larger natural open areas must be insured. Careful consideration in planning locations for new community centers must, therefore, recognize the opportunity the natural environment provides in achieving this principle.

This larger network of open spaces should be augmented through a series of inter-connections with smaller neighborhood linkages penetrating into living and working areas.

General distribution and specific siting of active recreation areas, educational and other similar public as well as quasi-public service facilities should relate to the open space system. Locating these services within or immediately adjacent to natural open areas will provide for more effective functioning and greater service to the public.

Employment Center Principles

Employment centers should be provided throughout the entire area strategically located to provide residents with an opportunity to choose a realistic alternative to the typical commuting burden fostered by urban sprawl.

These employment centers should be provided within business, office and similar commercial activities, concentrated within centers of new communities within a series of small industrial park complexes; within supplementary centers such as major higher education facilities.

Transportation Principles

The siting of a series of new communities should carefully consider locations that can most readily accommodate and support realistic future alternative modes of transit other than the automobile. In doing so, interim solutions involving mass transportation through bus transit would also be facilitated.

The transportation system should also be used as a tool for shaping the urban environment. This can be accomplished by integrating the major system into the natural land forms and by complementing open space systems.

Cost Benefit Principles

Studies should be undertaken to insure maximization of economics in the need, distribution and operations of public facilities to serve new communities. Fundamental ecological impact studies of urbanization throughout the area must be undertaken.

The concept of new communities is based upon clustering of development and preservation of as much of the natural environment as possible. At best, these studies could assist in avoiding situations so serious that the fiscal and human costs of rectifying them may be overwhelming. At a minimum, these studies would serve to identify where problems might develop.

Development Phasing Principles

There must be a reasonable and realistic phasing of development of these new communities. The first communities must be developed to a reasonable degree before additional areas are begun. Unless this is done, urban sprawl resulting from premature scattered speculation in land development is inevitable. Forces are already at work to frustrate this orderly development concept. Resisting these pressures requires a strong community will and determined commitment, but if successfully achieved, can result in sound, stable development and attractive living environments.

The overriding purpose of the Planning Principles is the creation of new communities in North City in order to avoid the typical character of urbanization--sprawl, monotony, lack of variety and community identity. In arriving at a concept for the development of the area, the principal objective has been to distinguish land which can be developed from land which should not be developed. This concept is discussed in the next chapter.

ENVIRONMENTAL STUDY

In studying the North City West area it was evident that a systematic analysis of the natural environment was needed in order to understand the environmental qualities of the study area. Only with such analysis could the effect of development decisions on the environment be properly evaluated.

Concurrent with the recognition of the need to initiate planning studies within North City the County of San Diego established the "Integrated Regional Environment Management" Project (IREM). This project was set up to develop an environmental data base of San Diego County for use of local governments within the region. Through use of the computer, this data base could be structured so as to provide an indication of potential effects that land use would have on the natural environment. Basically, through analysis of the mass of data regarding natural environmental factors it would be possible to discover which variables or combinations thereof were the key environmental impact indicators. Considering the size of the data base the computer provided the tremendous advantage of data correlation that would have been very time consuming to accomplish through manual methods.

In view of these considerations the City Planning Department contacted the Environmental Development Agency of San Diego County. A joint study format for conducting an environmental study of the entire North City area, including a more detailed analysis of the North City West study area, was prepared. A formal contract between the two agencies was executed in December 1971 in the amount of approximately \$10,000 with the City and County sharing the cost equally. A description of the program follows:

Data Coding

All natural environmental factors which could be determined were coded for computer programming. These included basic and hazardous geology, flood plains, slope categories, and soil characteristics such as extractable minerals, soils susceptible to erosion and runoff potential. The GRID computer mapping technique was used. This program requires two sets of data for input, the environmental values for each grid, and a series of instructions to the computer program which permits the recall of information for analysis and display.

For these studies, two cell (data unit) sizes were used. For the entire North City area the larger 1000' x 1000' grid (22.96 acres) was used because of the general nature of the study. It proved to be very useful in providing an overview of the area's potential and limitations. A smaller grid, 333' x 333' (2.55 acres), was used for North City West since more detail was required.

Open Space Model

The programming of natural environmental factors into computer model form was then accomplished. The purpose was to determine which areas should be urbanized and which should be left in a natural state. These factors include flood plains, hazardous geology, and slopes in excess of 25 percent. When compiled, this information identified a natural open space system which provides form, character, and definition of community areas and also separates these communities from one another.

The following is a summary of the basic environmental components which were finally determined to comprise the open space model:

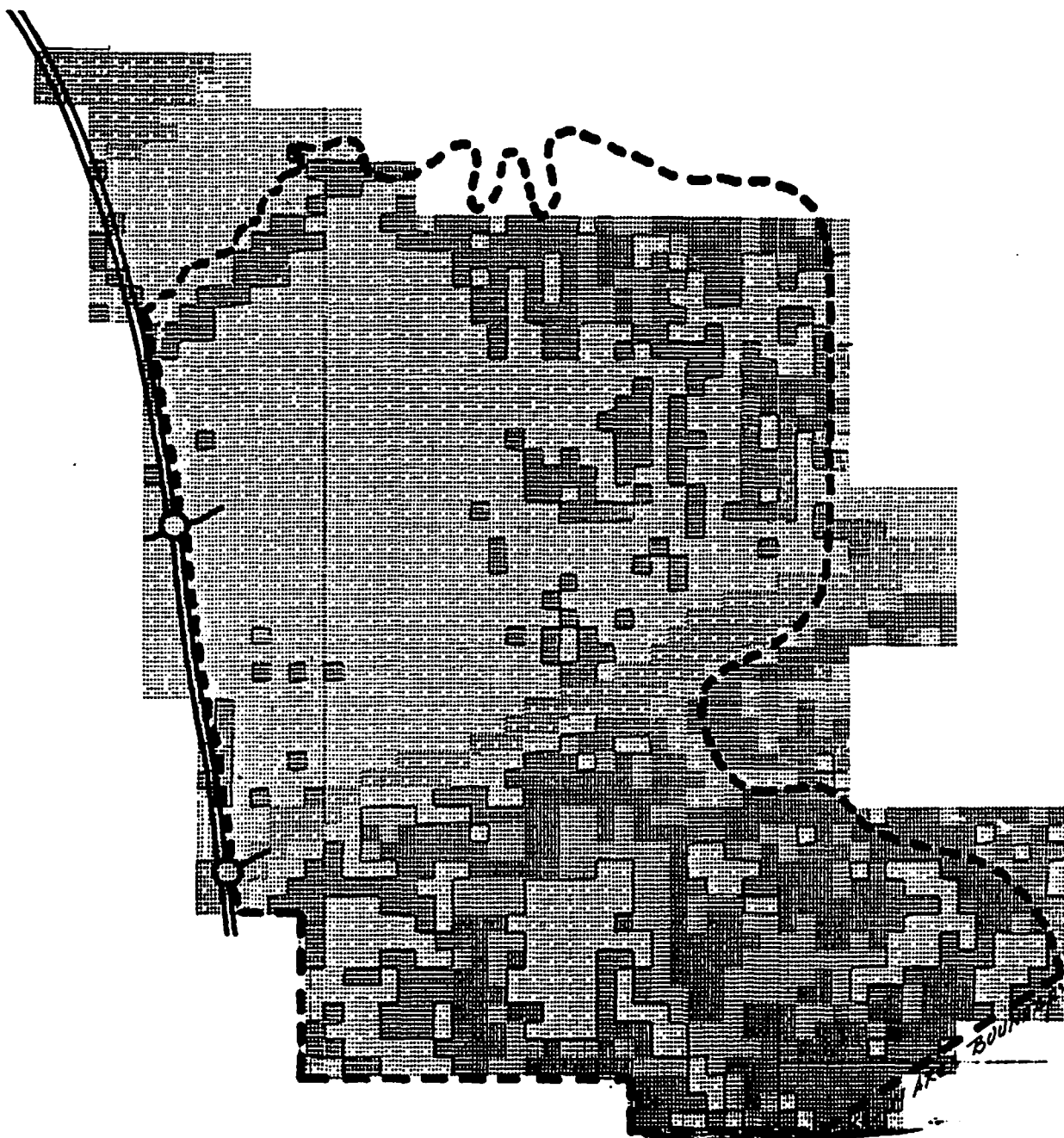
Flood Plains

The primary purpose of the flood plain is to drain the surrounding areas of excess runoff and route the water back to the sea to complete the hydrologic cycle. As part of this process sand, necessary for beach maintenance, is replenished. In the past, damming of most of the major streams in the San Diego area has curtailed this natural process, which has resulted in a shortage of sand and consequent shrinkage of beach areas.

The flood plains have a more abundant supply of ground and surface water than surrounding areas. As a result vegetation is of a higher order than occurs in the dryer regions. Alluvium deposited from the runoffs that periodically occur have minerals and nutrients taken from exposed soils elsewhere. The end result is that flood plain soils are usually deeper and more fertile than the area it drains. This fertility also contributes to the vegetal growth and indirectly to the beauty such growth provides. This fertility and availability of water accounts for the location of agricultural activities in such areas. Further this chain of events has produced an area which provides food and shelter for numbers of wild animals and birds. Also the absorption of water into the earth helps to maintain the water table as well as decrease the total runoff and lessening erosion. Depletion of ground water close to the ocean edge permits salt water intrusion, which has occurred in the San Diego (Mission) and Tijuana River Valleys. This intrusion renders ground water saline for many years until the balance of the system can be restored. This summary is an oversimplification of the processes that occur as part of flood plain ecology.

It is clear that channelization to provide flood protection and permit urbanization drastically alters the natural ecological balance. Channelization is an expensive solution which actually conflicts with those planning principles advocating the preservation of the natural environment. For example, it has been estimated that the construction of a flood channel in Penasquitos Canyon from 1-15 to 1-5 would cost in the magnitude of \$26,000,000,

PACIFIC OCEAN



NORTH CITY WEST • OPEN SPACE MODEL

DATA SHEET

NORTH CITY WEST

Second run open space model

(without minerals extractable)

(Cell size = 2.55 AC)

TOTAL MODEL AREA

- 0 = not open space - developable
- 1 = Water features - open space
- 2 = Hazardous geology - open space
- 3 = Slopes over 25% - open space
- 4 = Hazardous geology and slopes - open space
- 5 = Flood plain - open space

FREQUENCY DISTRIBUTION OF DATA POINT VALUES IN EACH LEVEL					
LEVELS	0	1	2	3	4
SYMBOLS
FREQUENCY	1173	0	170	435	254

CELLS	ACRES
2,169	5,530.95

1,173 2,991.15

-0- -0-

170 433.50

435 1,109.25

254 647.70

137 349.35



and would result in nearly all of the land being utilized for intense urban purposes.

In considering the utility of the floodplain the essential question is, should the floodplain be channelized or should the natural drainage systems be used to structure the form of urbanization. The format used to date to determine this question is the cost benefit ratio. This ratio when used in its typical form serves to accelerate development in flood plains since plans for future intensive development are usually suggested to achieve the necessary 1 to 1 ratio which justifies urbanization. A policy which precludes the urbanization of flood plains would avoid those costly public improvements. It would provide a natural open space system which has utility for both passive and active recreation or agricultural use. The IREM model clearly points out the benefits of this flood plain area in that the natural flood plain also preserves the ground water supply, vegetation, wildlife areas and best soil types. All of which are environmental reasons for not allowing urbanization in flood plain areas. Perhaps more importantly it would also confine new communities and limit urban sprawl. Knowledge of location and extent of flood plains is therefore essential in judging the environmental impact of the plan for North City West.

Steep Slopes

As in the case of flood plains, a natural ecological system exists on the slopes, although it is not as complex. Examination of the study area and available geologic data indicates the land form is sensitive to erosion. This is due primarily to unstable geologic conditions, the nature of the soil, and a high runoff potential. On most of these slopes, a plant community has developed that serves to protect these areas from erosion damage. Since this protection is natural, it is also economical and more effective than a man-made system designed to accomplish the same purpose. Some 22 percent of the study area is in slopes over 25 percent, according to the computer analysis.

In order for these steep lands to be utilized, extensive cut and fill earthmoving operations would be required. This would render the area more vulnerable to erosion, and the resulting siltation would be deposited in the Penasquitos lagoon. The lagoon and its value as a wildlife habitat would then be wiped out, perhaps forever.

Slopes exceeding 25% were determined to be too steep for urbanization. The development of these areas would adversely affect the amenity and natural characteristics of the area and result in significant adverse environmental impact. A 25% slope maximum is recommended for engineered structures in a recent study entitled "A Pilot Study of Land Use Planning and Environmental Geology"

prepared by the State Geological Survey of Kansas and the University of Kansas. The report specifically recommends conventional housing on grades to 15% and engineered structures on grades from 15 to 25%. The 25% gradient as a limiting condition for development therefore seems reasonable although it must be recognized that virtually no land is undevelopable if the owner is willing to spend the money to change it. This philosophy however, has an adverse effect on the environment. Those slopes which exceed 25% are expected to have limited recreational potential, for example, hiking and equestrian trails. This will provide urban dwellers an opportunity to enjoy some of the benefits of living in a natural environment without having to get into the family car and drive to it.

Hazardous Geology

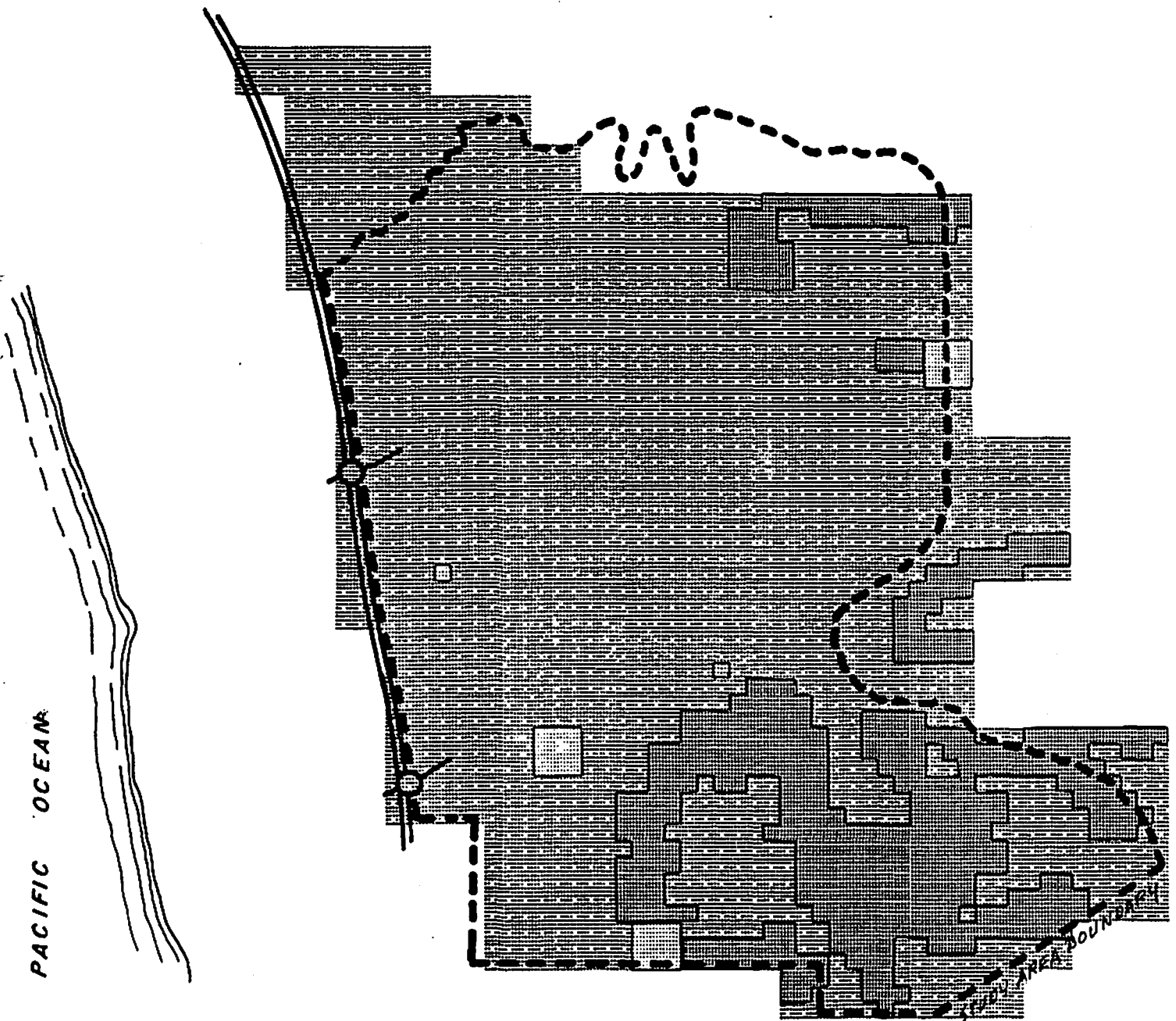
Geologic factors are elements which must be analyzed if the full environmental impact implications of urbanization are to be completely understood. The health, safety and welfare of persons who may ultimately purchase homes in areas subject to these conditions may be affected.

The Friars Formation is a hazardous condition in the study area which is prone to landslides. The hazard is apparently due to the occurrence of siltstone, mudstone, or claystone in this formation. When these fine grained rocks are subjected to the action of air and water, they often change to clay which can be responsible for landslides on slopes as gentle as 5-10%.

In addition, most rock formations are broken by planes of weakness. These are often thin layers of clay parallel to the strata; or the units can be broken by fractures and faults which are often filled with a thin layer of clay. These planes provide access to percolating water which lubricates them and adds to the weight of the material and therefore to possible slippage. On occasion, otherwise stable rock will fail along these planes.

There are three actions which will make a slope more unstable. These are: increasing the angle of the slope by removing material from the bottom of the slope; adding fill to the slope top thereby creating additional weight; and, saturating the slope with water from gutter runoff or diverted drainage. Excavation of areas that have steep slopes and soft, clay-rich rock often exposes old landslides and can reactivate or create new slides.

Because the problem intensifies on sloping terrain, grading should not be allowed on slopes in excess of 25 percent. In level areas with geologic problems it is believed that development can take place if the proper precautions are taken. This is a reasonable approach as long as the basic environmental objectives of the plan are not violated. For example, if the unstable material lies close to the surface it may be possible to correct these situations in the earthworking stage. If the unstable material lies very deep, the earthwork required might be so severe that correction measures may violate environmental planning objectives. In this case development should not be allowed. In any event, the owners of property in or near identified areas of geological hazards must be responsible for determining the procedures necessary for rendering the land safe for roads and structures. A soils engineering report stating the required mitigating procedures, and city approval of these procedures, with a finding of consistency with Plan objectives, should be required for public safety and environmental protection.



NORTH CITY WEST • HAZARDOUS GEOLOGY MODEL

HAZARDOUS GEOLOGY MAP

FEBRUARY 1972 NORTH CITY STUDY--SMALL AREA

- NONE
- LANDSLIDE (WITHIN CENTER CELL)
- LANDSLIDE (WITHIN LARGE CELL)
- UNSTABLE ARAATH SHALE (WITHIN CENTER CELL)
- UNSTABLE ARAATH SHALE (WITHIN LARGE CELL)
- UNSTABLE PRIARS FORMATION (WITHIN CENTER CELL)
- UNSTABLE PRIARS FORMATION (WITHIN LARGE CELL)

FREQUENCY DISTRIBUTION OF DATA POINT VALUES IN EACH LEVEL

LEVELS	LOW VALUES	1	2	3	4	5	HIGH VALUES
SAMPLES	1745	24	1	0	0	325	72
MEAN	4449.75	71.40	2.55	0	0	826.75	76.00



Development Model

Once the open space model had been prepared it was then necessary to determine the limitations of the lands which were identified as subject to development. The development model utilizing the computer approach permitted a correlation of many factors which are instrumental in determining land use limitations. These included geologic stability, soil permeability and potential for runoff and soil susceptibility to erosion.

The stability classifications were derived based on the occurrence of the variables in the individual cells. The areas classified POOR contained unstable geology, high runoff, and severe erosion, essentially negative conditions. The EXCELLENT classification, on the other end, possessed highly stable geology, low runoff, and moderate erosion, mostly positive qualities.

It must be emphasized that the intent of the development model is to provide a tool which identifies the limitations of the land. It follows then that developers can design their proposals with these factors in mind and thus minimize the adverse impact of the development on the environment.



NORTH CITY WEST • DEVELOPMENT MODEL

DATA SHEET

NORTH CITY WEST

First run open space/residential model
(without minerals extractable)

(Cell size = 2.55 AC)

TOTAL MODEL AREA

FREQUENCY DISTRIBUTION OF DATA POINT VALUES IN EACH LEVEL						
LEVELS	LOG VALUES					HIGH VALUES
	0	1	2	3	4	
SYMBOLS	00000000	EEEEEEEE	MMMMMMMM
	00000000	EEEEEEEE	MMMMMMMM
	00000000	EEEEEEEE	MMMMMMMM
	00000000	EEEEEEEE	MMMMMMMM
	00000000	EEEEEEEE	MMMMMMMM
FREQUENCY	996	453	142	390	188	0

CELLS

ACRES

0 = Open space from second run	996	2,539.80
1 = <u>Poor</u> for development	453	1,155.15
2 = <u>Fair</u> for development	142	362.10
3 = <u>Good</u> for development	390	994.50
4 = <u>Excellent</u> for development	188	479.40

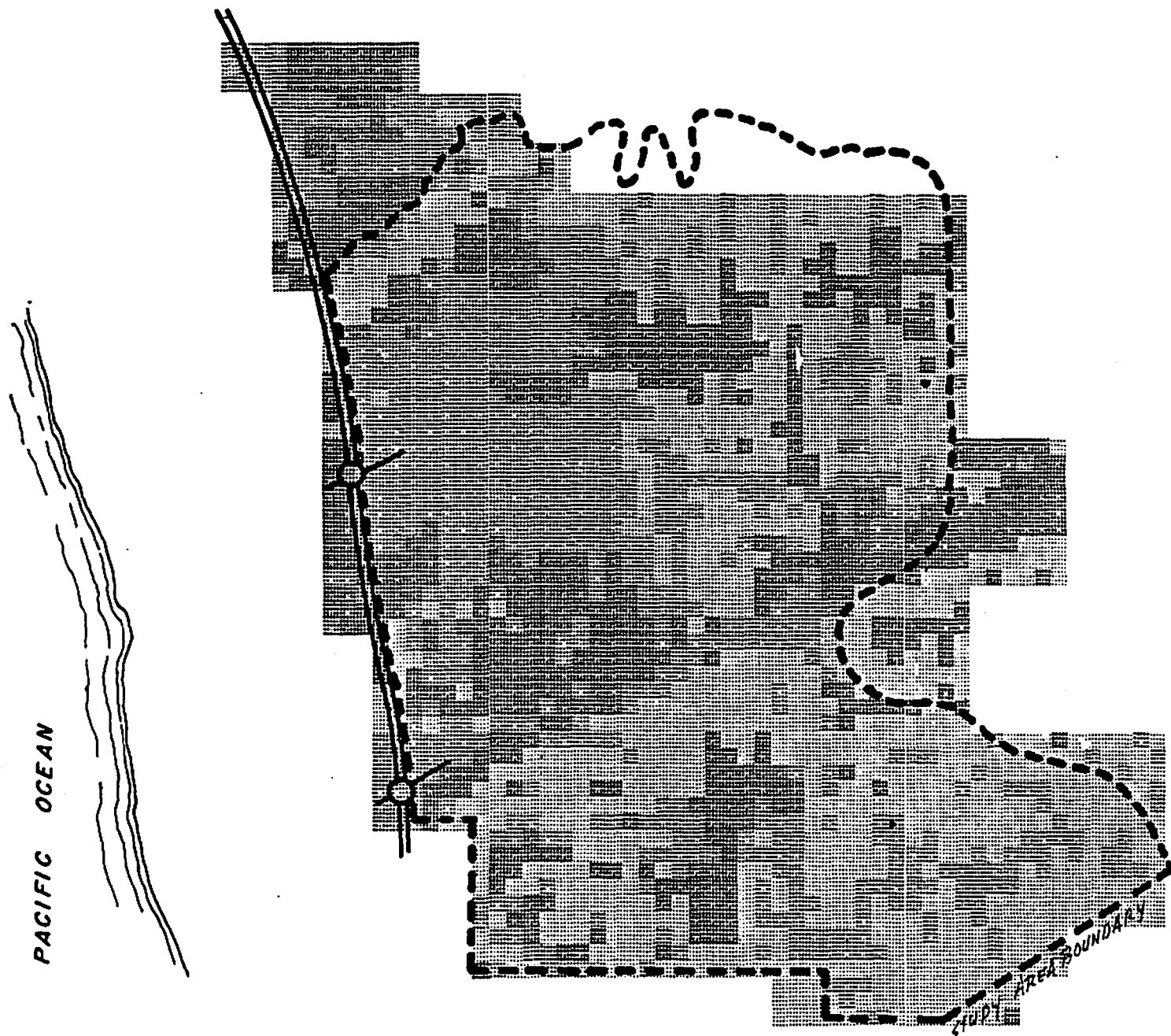


Agricultural Model and Minerals Extractable Run

The agricultural model and minerals extractable run were prepared to determine possible uses for large portions of the open space areas. Of course economics places a severe limitation in many areas due to the development potential or high land costs. However, within certain open space areas, such as flood plains, agricultural use of the land may be a potential source of revenue.

Two methods were developed to obtain an indication of the potential areas for agricultural use. The first was an analysis which determined the conditions which exist in areas presently under cultivation and interpolate those conditions to indicate other areas within the study area that had the same conditions. The second method was to rate sites from their highest to lowest potential according to an analysis of soil potential, slope rating and climate conditions. The model results indicate that most of Carmel and Shaw Valleys have potential for agricultural use.

The minerals extractable analysis was performed to determine if some areas designated for open space had a potential for sand and gravel extraction. While not a particularly desirable use it could represent a source of revenue in some open space areas. However, the land would have to be reclaimed simultaneously with the mining operations. This use should be allowed only where the effect on the environment is minimal, and only in the event the land is not suitable for agriculture or recreational use.



NORTH CITY WEST • AGRICULTURE MODEL

AGRICULTURE POTENTIAL FOR NORTH CITY STUDY AREA

MARCH 15, 1972 ENVIRONMENTAL DEVELOPMENT AGENCY

- 1 = GOOD POTENTIAL FOR AGRICULTURE
- 2 = VERY GOOD POTENTIAL FOR AGRICULTURE

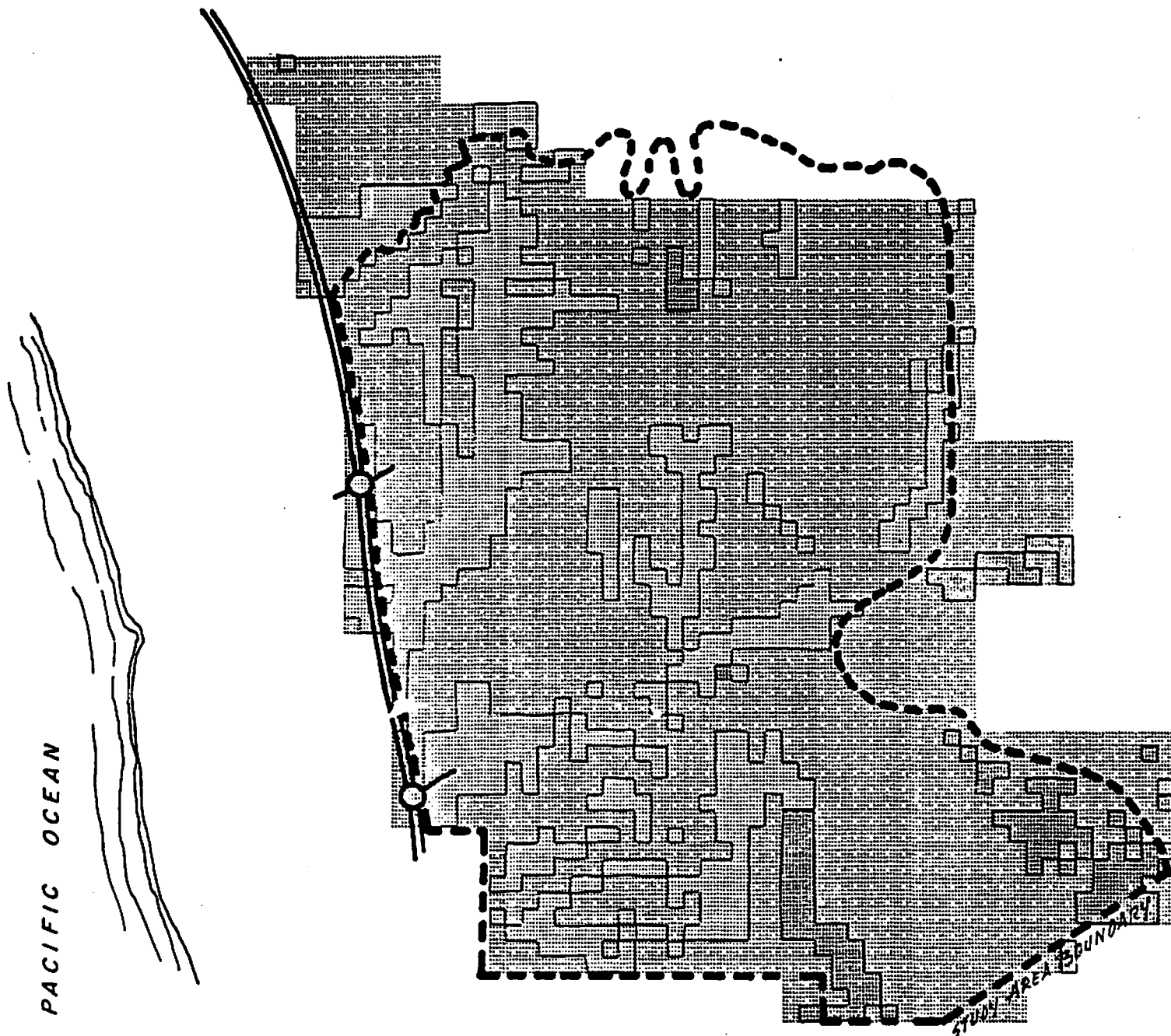
THIS MODEL RELATES CLIMATE, SOILS, SLOPES TO DETERMINE THE RELATIVE POTENTIAL FOR CUTFLOWERS, TOMATOES, AVOCADOS AND CITRUS CROPS.

ABSOLUTE VALUE RANGE APPLYING TO EACH LEVEL
 MINIMUM 21.00 24.00
 MAXIMUM 24.00 40.00

PERCENTAGE OF TOTAL ABSOLUTE VALUE RANGE APPLYING TO EACH LEVEL
 15.79 84.21

FREQUENCY DISTRIBUTION OF DATA POINT VALUES IN EACH LEVEL				
LEVELS	LOW VALUES		HIGH VALUES	
	0	1	2	3
SYMBOLS
FREQUENCY	886	713	570	0





NORTH CITY WEST • EXTRACTABLE MINERALS

FEBRUARY 1972 NORTH CITY STUDY---SMALL AREA

- 1 = SAND
- 2 = GRAVEL
- 3 = DECOMPOSED GRANITE

FREQUENCY DISTRIBUTION OF DATA POINT VALUES IN EACH LEVEL

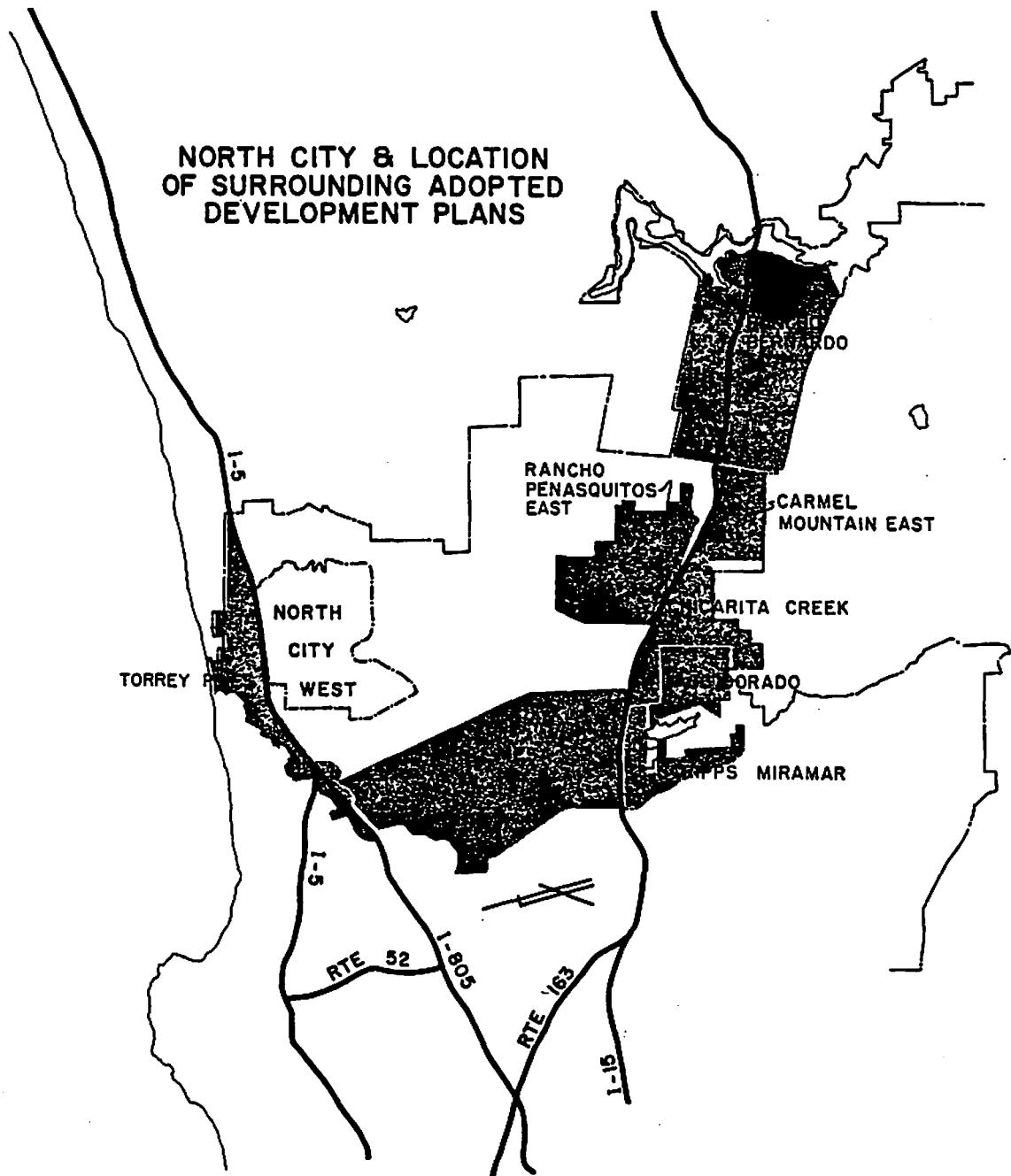
LEVELS	LOW VALUES	1	2	3	HIGH VALUES
SYMBOLS	LLLLLLLLLL	LLLLLLLLLL	OOOOOOOOO	OOOOOOOOO	HHHHHHHHH
FREQUENCY	1551	513	104	1	0
ACRES	3955.05	1308.15	265.20	2.55	0



Summary

The computer modeling approach which was used to provide a basic framework for the North City West Community Plan involved the collection and manipulation of a data base with thousands of individual pieces of information. Through use of the computer all of this information was arranged and rearranged until the key natural variables and combinations thereof were defined. The result of this approach is set forth within the Open Space, Development and Agricultural Models. These models define those lands which should be preserved in their natural state and for what reasons, the relative priority of development on those lands which are suited for urbanization, and the potential for agricultural use on the open space lands.

The modeling approach prepared for North City West utilizes the natural environmental variables of the land form to determine the structure of urbanization. This in turn implements the environmental planning principle of creating urbanization for people in harmony with nature. The North City West Community Plan, which follows in Part II of this report, carefully adheres to the environmental constraints of the land form which were defined by the preceding environmental study.



POPULATION STUDY

Following the identification of lands which should not urbanize and conversely those lands which can best support urbanization special studies were undertaken to determine the future demand for housing in the area.

North City General - The State Department of Finance has estimated that the population of San Diego County will grow by some 750,000 people by 1990. The Planning Department Research Studies Section has estimated that the City's share of this growth will amount to approximately 250,000 for the same time period. This would mean that the total City population could approach 1,000,000 by 1990.

The entire North City area consists of 34,000 acres* of vacant (or nearly so) land. If the undeveloped area were to develop to the average density of the presently urbanized portion of San Diego, about 10 persons per acre, some 340,000 persons could be accommodated. In addition, perimeter planning areas, if fully developed could accommodate an additional 220,000 persons for a staggering 560,000 potential population in the entire northern portion of the City.

AREA	POPULATION		GROWTH	TARGET COMPLETION
	PRESENT*	ULTIMATE		
RANCHO BERNARDO	9,200	50,000	40,800	1985
CARMEL MOUNTAIN EAST	-0-	17,000	17,000	1985
CHICARITA CREEK	-0-	16,500	16,500	1985-1990
LAGO DORADO	-0-	10,000	10,000	None
SCRIPPS-MIRAMAR	2,500	12,000	9,500	1985
MIRA MESA	15,700	86,500	70,800	1990
PENASQUITOS EAST	5,100	54,000	48,900	1985
TORREY PINES	4,600	12,000	7,400	1990
TOTALS	37,100	258,000	220,900	

*Estimate as of 10-1-72

*Excluding land area within Penasquitos East and Rancho Bernardo development plans.

Recent city growth has occurred mainly on its periphery in South San Diego, Camp Elliott, Navajo, and San Carlos to the east, and north of Miramar N.A.S. Present research indicates that the entire northern portion of the city can expect to gain approximately, 74,000 persons by 1990 (or approximately 4,400 per year). As of October 1972, a total of 37,100 persons lived within the northern portion of the city.

From the map it is very apparent that most adopted development plans are concentrated along the eastern corridor (1-15). Since the adopted status gives these areas an advantage in terms of City commitment to their planning, it is possible that the majority of population growth in North City will take place in this area rather than the West. The combined population of these development plans well exceeds the entire expected growth within all of the northern portion of the City. The ability of these plans, as well as new areas such as North City West, to become fulfilled in terms of urbanization by their expected target date is highly questionable.

North City West

Having examined the population growth that may occur and can be accommodated in North City, attention should be focused on the study area.

The North City West Study area of 4286 acres contains approximately 13 percent of the entire North City area. A major question for which an answer must be sought is: how much of the total population growth within the northern portion of the City can be reasonably expected in North City West? North City West at present, is not subject to the same problems facing development along the 1-15 corridor with its water, sewer, and traffic considerations. Therefore, it seems reasonable that North City West should receive a sizeable share of the market. However, it is important to note that the problems in the east are not insurmountable and that the land area served by 1-15 which gives access to more developable acreage. For these reasons it is estimated that the western corridor could attract nearly 20 percent of the projected population growth for North City by 1990, while the eastern corridor may gain approximately 80 percent.

HOUSING STUDY

One of the more important considerations of the North City West Community Plan is the market demand and feasibility for housing. Before this important question can be answered it is necessary to identify the number and income levels of people expected to reside in the study area. It is also important to relate the demand for housing to goals advocated in the planning principles which would provide a balance of housing for all social-economic groups.

The following section outlines the research and analysis that has been conducted. It concludes by summarizing the type and number of housing units which should be provided in the study area for certain income groups.

Multiple vs. Single Unit Development

The trend from single family to multi-family construction has been influenced by expensive land and high construction costs which encourage the more economical multiple units. Growth of population groups such as the elderly, young married, and singles, whose economic means are often limited also encourages apartment development. As costs continue to rise faster than income, more families will be priced out of the single family house.

SINGLE UNIT VS MULTIPLE UNIT CONSTRUCTION

City of San Diego, 1960-1972

<u>Year</u>	<u>% of Single Family</u>	<u>% Multiple</u>
1960	70.6	29.4
1961	64.8	35.2
1962	56.8	43.2
1963	67.3	32.7
1964	38.3	61.7
1965	41.2	58.8
1966	45.1	54.9
1967	50.2	49.8
1968	38.2	61.8
1969	36.7	63.3
1970	40.6	59.4
1971	44.2	55.8
1972	37.9	62.1

City of San Diego Planning Department, Research Section

Although 62% of all housing was multi-family in 1972, it should also be pointed out that growing vacancies may tend to lessen future apartment growth. This is especially true of apartments in the higher rent ranges where an oversupply exists. In addition, local experience in Mira Mesa shows that more than fifty percent of new buyers of single family homes formerly rented apartments. While it is premature to conclude that the multiple family trend will continue, it is apparent that many people live in apartments because they have no other choice and that they will move to single family housing if it is available at a reasonable cost. This is supported by a recent housing survey conducted by the City of San Diego which indicated that three-fourths of the population surveyed preferred a single family house.

Factory Built Housing

Little experience data exists on factory-built or modular housing making it difficult to project its impact on the housing market. While the state factory-built housing law has removed many of the regulatory problems that might have slowed the trend to modular construction, other factors limit the amount of factory housing being built. These include the availability of mobile home units at competitive prices, attractive financing and lower taxes. Also the ability of producers of conventional homes to approximate factory-production techniques in many phases of the construction process makes the price of conventionally built units comparable to that of the fully factory produced unit. In summary, modular producers cannot reduce costs well below costs of conventionally produced housing until they can achieve sufficient volumes of production to permit full efficiency in the construction process. Until strong demand is evident, producers will not establish full-line production facilities because of sizeable front-end investment costs. At the present time and foreseeable future there remains a problem of consumer acceptance thereby curtailing the development of the factory-built or modular housing industry.

Mobile Homes

Although mobile homes are also factory-built housing units they are considered separately due to their popular acceptance and potential for providing lower cost housing units. At the present time there is continuing debate as to the comparative costs to the purchaser of the mobile home and the conventionally produced home. Advantages of the mobile home include lower down payment and quicker payoff of the unit. Disadvantages include a continuing site rent factor. At the present time 5% of the housing units within the San Diego Region are mobile homes and the number is rapidly increasing. Recent developments in mobile home park site planning and unit design, and rising costs of conventional housing, will probably make mobile homes more attractive to the typical family in the future. Generally, mobile homes are expected to continue to appeal to very young

families without children and to the elderly.

Housing Needs

According to the Housing Plan Guide, distributed in support of City Council Policy 600-19, 'Fostering of Balanced Community Development for the City of San Diego', a series of Housing Needs percentages were projected for the year 1975. Within the communities of Rancho Bernardo, Los Penasquitos, Mira Mesa, Scripps-Miramar and Del Mar Heights the following percentages of housing construction were determined to be needed to serve the following income groups.

Housing Needs North City		
Housing Category	Annual Family Income	Percent of Market
A	Less than \$3,500	12%
B	From \$3,500 to \$6,999	10%
C	From \$7,000 to \$10,999	22%
D	\$11,000 and greater	56%
		<u>100%</u>

In comparing the above example with market data provided by local builders and observation of housing trends in North City, it is apparent that housing costs are above the reach of families making less than \$7,000 yearly. In fact nearly 90% of the housing built in the area requires a qualifying family to have an annual income of at least \$11,000. It is clear that housing for families with annual incomes of less than \$7,000 is not being constructed. The following discussion briefly describes the type of housing which needs to be built within the North City West study area in order to achieve the previously mentioned housing percentages for various income groups and thereby achieve a Balanced Community.

Housing units for families having an annual income of less than \$4,500 must of necessity consist mostly of subsidized rental units. Because of their limited or unstable income, families in this category rarely have the possibility of home ownership. As a general rule, the larger the unit, the greater the subsidy that is required. Small units (studio and one bedroom) in low-rise apartment buildings would be the most inexpensive to build and would meet the needs of the low income individual or couple, many of whom are elderly and/or disabled. It is conceivable that some units of this type can be built without public subsidy; however, larger units designed for families with children present a more difficult problem. It has been the experience of the San Diego Housing Authority that even an older, three or four bedroom house cannot be provided a poverty family without some form of

public subsidy. The construction of units containing 1,000 square feet or more floor area would have to take full advantage of money saving land use and building techniques such as planned residential development and factory construction. Moreover, units with common wall construction and shared open areas would likely predominate. Larger units might be built in garden apartment style with private entrances.

Housing units for low and moderate income groups with annual incomes between \$3,500 and \$6,999 are expected to be of multiple family type. Both rental and ownership should be fairly equally represented. However, ownership is more likely in the upper limits of this category. Again, both rental and ownership units will require some public subsidy. Development techniques such as Planned Residential Districts, townhouse and condominiums should be utilized.

The possibility for employing the more innovative techniques of factory-built housing within this price range should be explored. Another possibility within this price range is the mobile home. Averaging \$10 per square foot, the mobile home might be able to provide adequate family housing for this income group. However, the additional site rental cost may offset the construction cost advantage. High development standards for mobile home parks are also essential to insure environmentally desirable communities.

Lastly, this income category should include a substantial percentage of private market offerings. San Diego builders have been successful in marketing individual two and three bedroom units in fourplex structures, and some single family detached homes (usually two bedroom) aimed at families with incomes approximating \$7,000 a year.

Housing units for lower middle and middle income groups with annual incomes between \$7,000 and \$10,999 are expected to be provided by the private market. However, the spiraling cost of housing has made many lower middle income families unable to afford a single family house. However, in most cases the family earning between \$7,000 and \$10,999 will be able to afford tract homes. The building industry is presently producing various kinds of multiple family units in this price range. The most common has been an eight unit apartment building with few if any amenities. There is a need to provide a greater variety of apartment, townhouse, and condominium complexes with increased amenities in this price range.

Housing units for middle and upper middle income groups with annual incomes above \$11,000 should be provided exclusively by the private market, primarily the single family detached home. In addition all types of apartment, townhouse, and condominium units can be built for families within this income range.

Housing Breakdown by Type and Price for North City West

Based on the study of the available housing information the following breakdown of housing units by type and price range for the North City West study area is recommended.

North City West Percentage Estimate of Dwelling Unit Needs Based on Family Income				
Percent of Housing Type by Income Category				
	A Under \$3,500	B \$3,500- \$6,999	C \$7,000 \$10,000	D \$11,000 and up
Total				
45% Single Family				
Detached	---	---	10%	35%
22% Townhouse	---	---	7%	15%
15% Garden Apartments	6%	5%	---	4%
5% Mobile Homes	---	5%	---	---
13% Apartments (High Density)	6%	---	5%	2%
	12%	10%	22%	56%

Conclusion

This brief summary of the housing market study attempts to indicate the estimated housing need that should be satisfied within the North City West community based upon the balanced community concept. The goal is to provide a variety of housing for all income ranges so that persons from different walks of life will have a real choice of living within the North City West community. As indicated previously, the continuation of current building trends within the North City area in general will not achieve the estimated housing need for lower income group families within the area. It should also be obvious that the North City area with its thousands of acres of vacant land offers the best opportunity to provide housing for lower income groups. Certainly, the economics of providing lower income housing within the developed and thereby higher land cost areas of the city present a much more difficult situation. Therefore it is felt that the percentages of estimated need by income category must be clearly identified and implemented.

EMPLOYMENT STUDY

Employment studies to determine the extent to which the North City West Community can provide employment opportunities were initiated. The establishment of an employment center which serves the exclusive needs of the resident community implies a conscious effort to attract employment opportunities. However, it should be recognized that the North City West study area can only allocate land for industrial use, which if developed will provide job opportunities for future North City residents. Inasmuch as other industrial areas throughout the City are well established, it may be necessary to provide incentives in order to attract new industry. These should include a sufficiently large site to create an attractive working environment, well situated with respect to access, available labor and industrial skills and competitive land prices. The objective of the North City West Plan is to provide the greatest employment opportunities possible so as to reduce commuter trips to outside employment areas thereby reducing the dependency or accommodation of personal vehicles.

Employment Projections

The Progress Guide and General Plan for the City of San Diego projects that industrial uses consisting of construction, manufacturing, transportation, communication and utilities and wholesale trade will approximate 30 percent of the total civilian work force by 1985. Government and services categories will each approximate 24 percent whereas the retail trade finance, insurance and real estate group will approximate 22 percent of the total civilian work force.

On the basis of the population projection of 40,000 for North City West, it is estimated that the total civilian work force will be approximately 13,000, or 1/3 of the total population.

Possible Employment Opportunities

The City Planning Department's Industrial Study, Phase Two, Demand for Industrial Land is the source of information for various employment categories within the City of San Diego.

The following table summarizes various industrial and other employment categories. The first column identifies the employment category, the second is the estimate of whether the industry will grow or decline. The third column estimates its probable location in North City and the last column provides a reason for a positive or negative rating.

ADAPTIBILITY OF EMPLOYMENT TYPES TO NORTH CITY WEST

<u>Category</u>	<u>Potential</u>	<u>North City Location</u>	<u>Reason</u>
Construction	Growth	Positive	Large percentage of future City growth to be in North City
Food Processing	Decline	Negative	Not in major food producing area
Apparel, Related	Growth	Negative	Not accessible to low cost labor, presently downtown oriented category
Wood, Furn., Fixt.	Grow/stab.	Positive	To serve North City growth
Printing, Publishing	Stable	Positive	To serve local business and industry
Chemicals	Growth	Positive	Medical-research complex in La Jolla area
Stone, Clay, Glass	Stable	Positive	Will serve construction
Primary, Fabricated Metals	Decl./grow	Positive	Growth of fabrication likely to serve other uses
Nonelectrical Machinery	Stable	Positive	Includes computers which have a certain future
Electrical Machinery	Growth	Positive	Growth seems assured
Aerospace, Ordnance	Stab./decl	Negative	Slowing military expenditures
Misc. Durable Goods	Grow/stab.	Positive	Scientific instruments may locate near University, etc.
Misc. Non-durable Goods	Decline	Negative	Not enough growth projected
Trans., Comm., Utilities	Grow/stab.	Positive	To serve future urbanization
Wholesale Trade	Grow/stab.	Positive	To serve local market only
Retail Trade	Grow/stab.	Positive	To serve local market only
Fin., Insur., Real Estate	Growth	Positive	To serve local market only
Service	Growth	Positive	To serve local market only
Research, Development	Growth	Positive	Although most likely demand will be satisfied by established areas, i.e. Surrento, Torrey Pines
Government	Growth	Negative	To serve local market but large facilities will remain centralized.

From the table it is apparent that some employment categories may not be possible for North City West. The table also illustrates which employment categories may be feasible for the study area. The following narrative amplifies what appears to be a reasonable employment base together with approximate land requirements for the North City West Community.

Industrial Employment

This category includes construction, wood, printing and publishing, chemicals, fabricated materials, electrical machinery, durable goods, transportation, wholesale trade and research and development industries. Due to the close proximity of Sorrento Valley, a major employment area, it will be difficult to locate a large industrial park within the study area. Although the site designated in North City West has a locational advantage adjoining the freeway and may therefore attract research and development firms, locational advantages in Sorrento Valley are definitely superior since the area is served by rail and is located at the junction of two major freeways. In addition, Rancho Bernardo and Mira Mesa, located in the eastern and southern portions of North City also compete for industrial firms which might otherwise locate in the North City West study area.

Based on the review of the table and a determination of the land requirements, a 100 acre industrial park site has been allocated. This size conforms to the recommended minimum size for industrial parks based on the City's Industrial Land Use Report. Assuming an average employment density of approximately 25 employees per net acre, an employment base for some 2,500 persons could be provided.

Government Employment

The prospect for large numbers of governmental employees within the North City West study area is limited. Major federal, state, county, and city administrative centers are presently located within the downtown core and are expected to remain there. This expectation is reinforced by the fact that all of these governments have extensive facilities or commitments which would be expensive to replace. The North City West area can expect employment generated by school facilities as well as fire and library services, recreation services, a possible branch post office, and other public service facilities. It is estimated that some 600 governmental positions will be generated by public service facilities when development is complete.

Finance, Retail Trade and Service Employment

Commercial development is directly related to the purchasing power of the surrounding population, access, and locational requirements. Since commercial centers are occupied by a variety of uses, it is very difficult to predict their employment potential.

Review of the trends of new commercial development indicates that the locational and scale factors of commercial developments are undergoing substantial change. The former function of the community center is being usurped by the regional center. In fact, indications are that the super regional centers, which are clusters of two or more regional centers together, will be the future form of commercial development. Town centers which are a cross between the old community center and regional center will serve large community areas. Neighborhood centers oriented to neighborhood trade will probably be the third type of commercial center. The tendency of regional and town centers to locate at the juncture of two heavily travelled streets or freeways will continue but will also be affected by mass transit systems. The current trend to a greater land use mix and vertical development will be emphasized. Neighborhood, or convenience type centers should be located central to the captive population.

Two forms of commercial centers are proposed within the North City West Community Plan. The first, the town center, will provide community-wide services for the entire community. The second, the neighborhood center, should be placed near the center of the neighborhood it will serve and be designed to encourage pedestrian use.

Commercial facilities within the town center area should range from very large to very small to include a full range of commercial goods and services. Offices and selected arts and crafts of an industrial nature might even be included within the center. Employees of such land use can help support the town center and help to create the kind of activity which is desired to make the center a vital and dynamic place. Housing should be developed within the center for the same reasons. It is expected that uses within the town center will be mixed and developed both horizontally and vertically in order to permit shops and or office facilities together with residential uses above the first floor. Governmental and cultural facilities have a definite place within the town center. Churches and other activities of a social nature as well as parks and educational facilities should locate on the perimeter of the center to further strengthen its function as the activity focus of the community.

It is felt that the town center concept conforms well to the trends presently being established by new commercial developments

throughout the county. First, the concept allows a center of sufficient size to adequately serve the surrounding population on a competitive basis. Second, because of the undeveloped nature of the North City West study area, the transportation system can be developed so as to adequately serve and emphasize the center as a focus of the community. Third, the town center emphasizes vertical development and shopping as an activity of human life. The town center concept allows the combination of shopping trips with picking up books from the library, going to the community park and allows employees the opportunity to shop on their lunch hour. It is felt that the North City West study area with a projected 40,000 population plus an additional 25,000 population projected within immediate surrounding service areas will provide the town center with enough population and expendable income to justify the centers' development.

The basis for land allocation within North City West for commercial development is therefore calculated with the town center concept in mind. The following guidelines are therefore used for allocating commercial land use.

COMMERCIAL LAND USE ALLOCATION

<u>Commercial Category</u>	<u>Acreage Ratio</u>	<u>Trading Area</u>	<u>Minimum Site</u>	<u>Parking Ratio</u>
Town Center	1.5 ac/1,000	50,000 plus	50 ac.	3:1
Neighborhood and Convenience	.6 ac/1,000	2,000-10,000	2-5 ac.	3:1

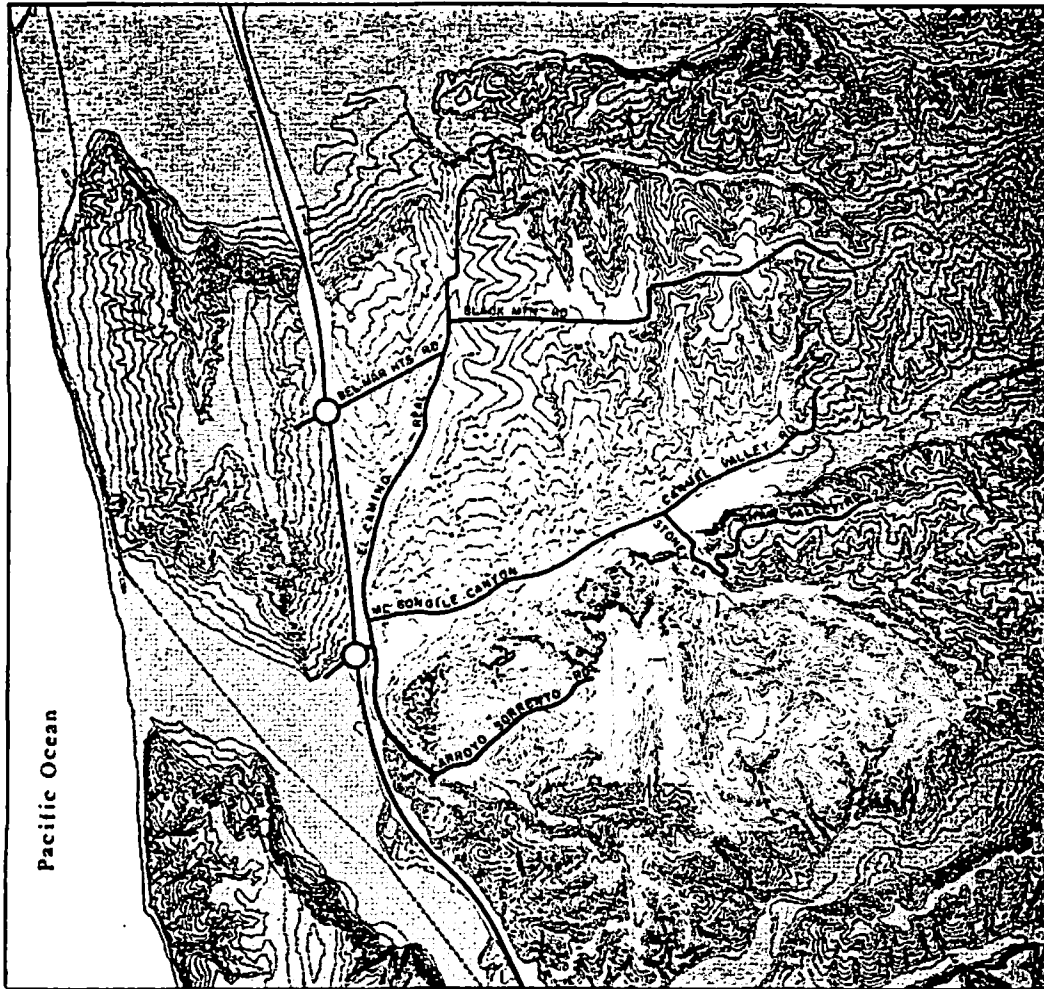
Other commercial facilities such as hotel and office developments are more dependent upon locational requirements. Therefore sites have been designated based upon a specific locational advantage. In total, approximately 100 acres have been allocated for commercial use within the North City West community, a ratio of 2.5 acres per 1,000 population.

The estimate for commercial employment is based on the amount of acreage proposed to be devoted to commercial or related use. Based upon a 3:1 parking ratio and a rule of thumb estimate that about 800 square feet of retail floor area will generate one employee, the commercial allocation within North City West will provide employment for approximately 1400 persons.

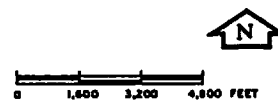
Conclusion

Employment for approximately one-third of the North City West labor force is expected to be provided in the study area. Of the

estimated 4500 jobs created approximately 2500 would be located in the industrial area, 600 would result from typical community facility needs including schools, parks etc., and 1400 positions would result in commercial and office facilities. It must be emphasized that these estimates are highly generalized and extremely subject to decisions by future individual businessmen regarding the number of employees needed.



NORTH CITY WEST STUDY AREA



STUDY AREA & PLANNING PROCESS REVIEW

A brief review of existing study area characteristics along with an explanation of the planning process, the philosophy of the Community Plan, and its relationship to the Progress Guide and General Plan of the City of San Diego is included in this section. This section concludes Part I of the report which summarizes the background studies and research conducted in preparation for the North City West Community Plan which follows in Part II.

The Study Area

The North City West study area contains approximately 4,286 acres of land and is located on both sides of Carmel Valley east of the City of Del Mar and Interstate 5. It is generally bounded by the northern limits of the Penasquitos Sewer District, on the east by Bell and Shaw Valleys, on the south by Penasquitos Canyon and on the west by I-5.

There are three distinctive land forms within the planning area. The first includes the major east west valleys and lateral canyons, which contain most of the wildlife and significant vegetation within the study area. They are also subject to flooding. Sides of the canyons are steep, with slopes generally exceeding 25 percent. The second major land forms consists of mesas or sloping land which are generally best suited for urbanization. The third category includes lands with distinctive physical characteristics, such as eroded bluffs which are highly visible within the study area. They are the same geological formation as the bluffs within Torrey Pines Park.

Vegetation within the study area consists of chaparral, sage and other cover typical of semi-arid regions. Grasslands predominate with scattered stands of Eucalyptus trees.

A major advantage to the study area is its access. Situated adjacent to Interstate 5 the study area is well-linked via highways to the highly-developed urban core of the San Diego Metropolitan Area.

What is the Community Plan?

The North City West Community Plan is a guide for development of a new community. It includes population, housing and market research, land use designations, proposals for public services and facilities and recommendations for implementation.

The purpose of the plan is to provide imaginative guidance for the creation of an environment which eliminates many of the problems, social and physical, that result from present development practices. For example, commercial facilities which serve the resident population and are a focus for community identification

and activity; industrial areas which provide employment within the community and decrease the need to commute to other parts of the city for employment; residential development which provides a choice of housing for all income groups; and finally, the insurance that all public facilities will be available where and when they are needed by the residents in the community.

While this Plan sets forth many proposals and recommendations for implementation it does not by its adoption establish new regulations or legislation nor does it rezone property. It does, however, provide a guideline for the preparation or amendment of City ordinances such as zoning, subdivisions, housing, building or other development controls which must be enacted separately through the regular legislative process.

It is the intent of this Community Plan that all public facilities be financed by the property owners within the planning area by a charge against the land only in the planning area. In most cases the exact location for such facilities has not yet been determined. The final site selection and acquisition, however, must be accomplished prior to the filing of rezonings and subdivisions within the area to be serviced by the public facilities.

Private development shall specifically conform to Council policies 600-4 (standards for public rights-of-way improvements), 600-10 (adequate public services in connection with development proposals), 600-18 (residential/commercial/industrial developments phasing), and 600-19 (fostering of balanced community development). Other present or future policies of the City of San Diego which may be effective when future development proposals are evaluated must also be observed.

Periodic updating of the plan will be necessary as conditions within the area change. Once adopted by the City Council, any amendments, conditions or deletions from the document will require that the Planning Commission and City Council follow a similar public hearing procedure as utilized in initially adopting this plan.

Relationship to Progress Guide and General Plan

Proposals within this Community Plan have been coordinated with the Progress Guide and General Plan for the City of San Diego. A harmonious relationship exists with respect to general goals and policies of City-wide significance. Although the land use proposals presently reflected by the Progress Guide and General Plan are recommended for revision, these differences will be resolved during the course of the concurrent hearings held at the time of the adoption of the community plan. This procedure is in accordance with City Council Policy No. 600-7. It should also be pointed out that future comprehensive reviews of the Progress Guide and General Plan may produce recommendations for changes in the Community Plan. The normal procedures for legislative actions including hearings must be followed before changes to both the Progress Guide and General Plan and the North City West Community Plan can be accomplished.

Consistency of zoning with the General Plan in Relation to the North City West Plan

Section 65860 of the Government Code requires that zoning ordinances shall be consistent with the General Plan, provided that: (1) there is an officially adopted General Plan; and (2) the various land uses authorized by the zoning ordinance are compatible with the objectives, policies, general land uses and programs specified in the General Plan.

One of the principal objectives set forth in the City's General Plan reads as follows:*

"Prevention of Sprawl. The Plan contemplates that during the next two decades urban growth will be directed in an orderly manner, and that new suburban communities will be properly related to the patterning and phasing of greater San Diego's development. The Plan does not contemplate the creation of isolated, noncontiguous communities dependent upon the uneconomical and premature extension of government facilities and services for great distances."

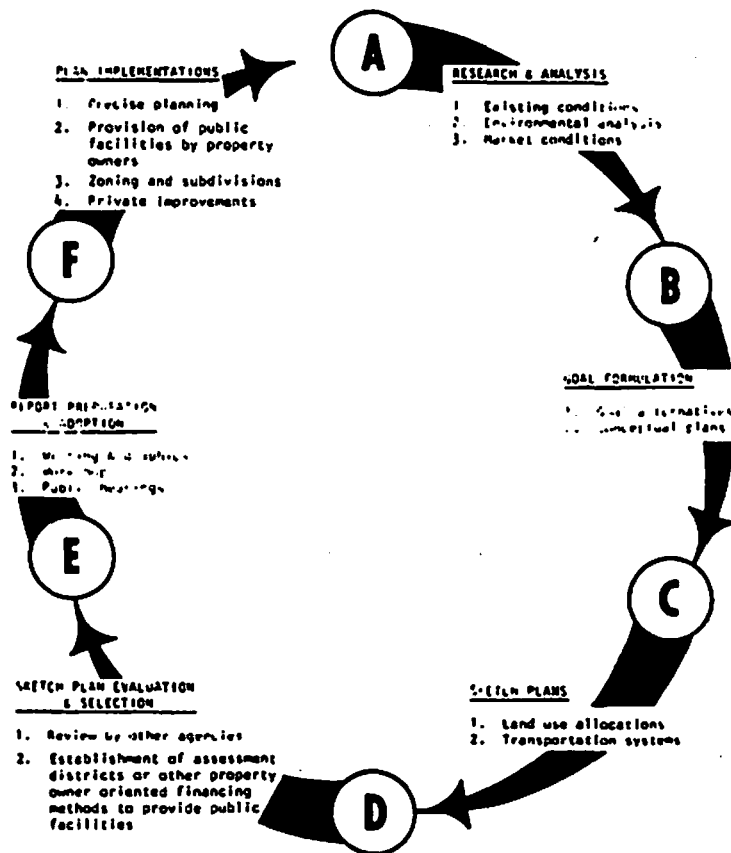
In order that the foregoing objective may be met in North City West, the zoning of undeveloped areas shall be limited to zones more restrictive than the R-1 zones. Rezoning of such areas to less restrictive zoning classifications will be approved by the Council only upon the presentation of evidence that essential public services will be provided concurrent with their need, as stipulated in Council Policy 600-10.

*Pg. 72, Progress Guide and General Plan for the City of San Diego

The Planning Process

The planning process illustrated in the following diagram was used in preparing the North City West Community Plan. The Plan is not to be viewed as an end result, rather as a beginning. It represents a basic framework to be used as a guide for further precise planning studies. These studies should culminate in the development of North City West as an organized new community which offers a better way of life and community services to its residents. Further planning studies undertaken in regard to specific aspects of the North City West Community Plan will undoubtedly identify new data and conditions which will necessitate modifications to the overall plan:

The continuous planning process will therefore be the necessary ingredient in developing North City West into the viable community that people think it should be.



THE PLANNING PROCESS

Review of Existing Conditions

The research for North City West included a comprehensive inventory of existing and proposed utilities and streets, ownership patterns, political boundaries including school districts, and zoning, which were mapped at a scale of 800'=1". A topographic model was also prepared. A review of each of these factors follows:

Utilities and Streets

The North City West study area, while basically undeveloped, contains major public utility improvements. A description of major improvements is as follows:

Sewer

The Penasquitos Sewer District serves the North City West planning area except for a small portion lying within the northwest quadrant. The Carmel Valley trunkline connects to the City's metropolitan sewage treatment plant at Point Loma via the Sorrento Valley, Rose Canyon and Pacific Highway trunklines.

Water

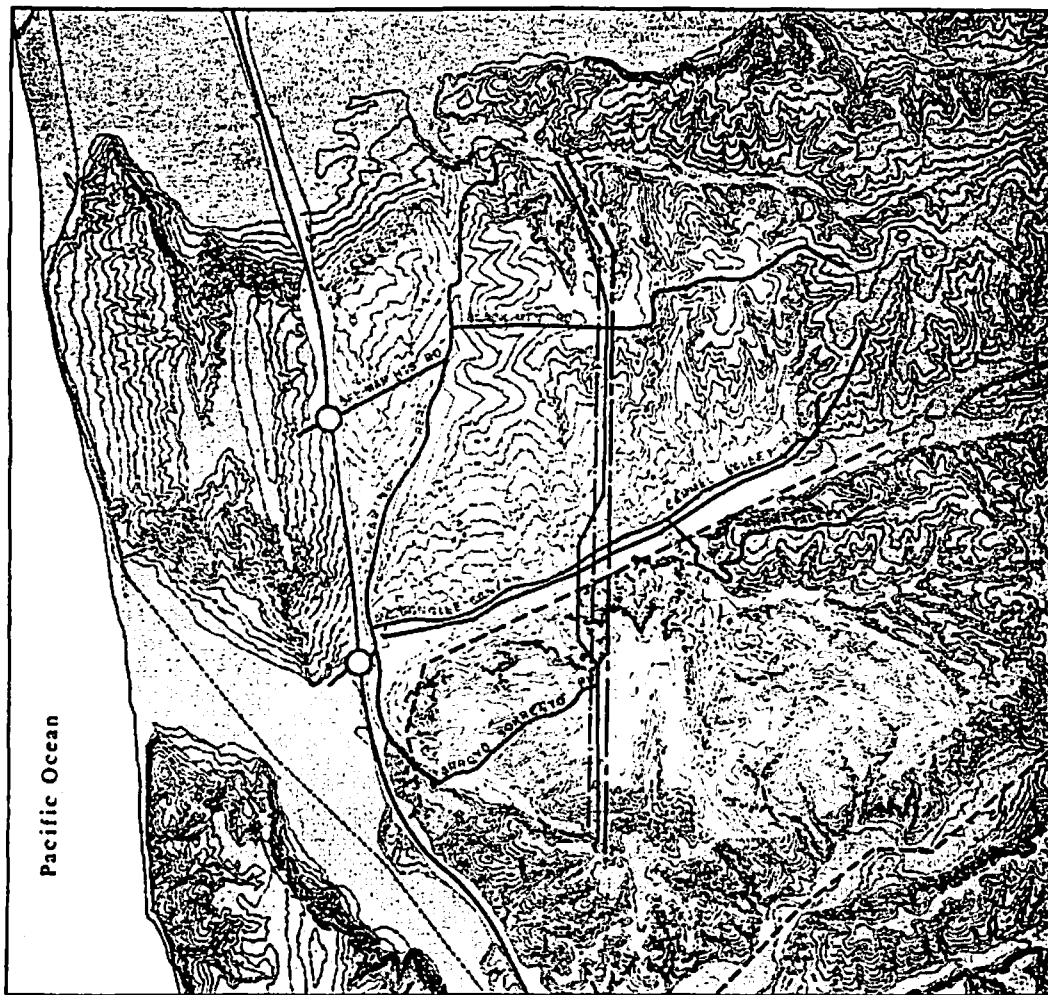
Water service to the portion of North City West lying northerly of Carmel Valley is provided by the Del Mar Heights Road water main. Service to the area lying south of Carmel Valley is not presently available. Service to the area will be programmed to implement the phasing element for the North City West plan.

Gas and Electricity

The San Diego Gas and Electric Company transmission line which serves the San Dieguito area is located about one mile east of I-5. A 138 kv facility connects to the Penasquitos Substation located southerly of the North City West study area. In addition, a 69 kv transmission line traverses the western portion of the study area roughly adjacent to El Camino Real. The gas line lies within the 150 foot right-of-way of the 138 kv electric transmission line.

Telephone

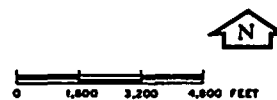
The Pacific Telephone Company provides service to the study area. A distribution line runs through Carmel Valley and then proceeds easterly generally along Black Mountain Road.



NORTH CITY WEST

EXISTING UTILITIES

- | | |
|------------------------|-------------------|
| — — — ELECTRIC LINES | — TELEPHONE LINES |
| - - - LIQUID FUEL LINE | - - - SEWER LINES |
| — GAS LINE | |





NORTH CITY WEST

DEDICATED STREETS

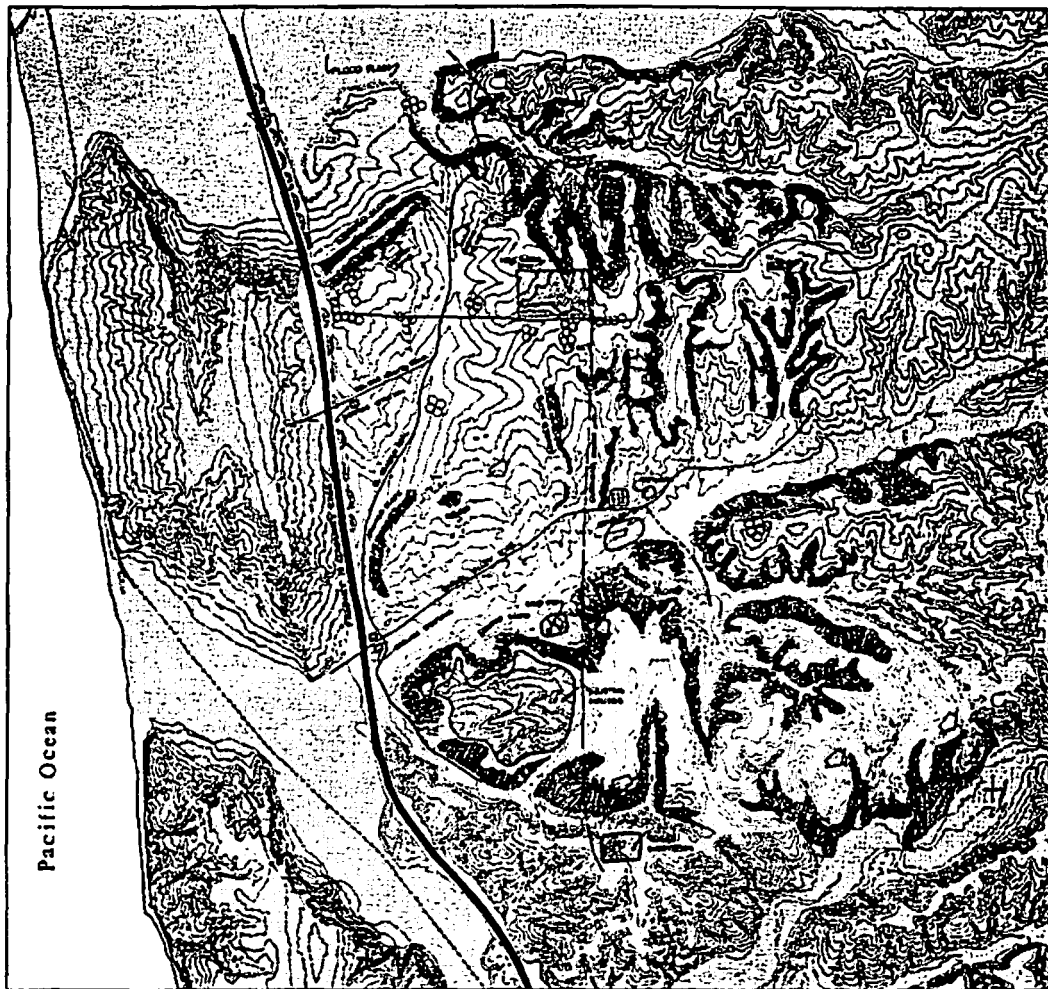
Street Patterns

The existing street system is rural consisting of two-lane improvements on El Camino Real, Carmel Valley Road and Black Mountain Road. All other streets are private easements and are unimproved. In general, the present alignment and rights-of-way of these roads will not facilitate future major streets since location, right-of-way, and curve radii are not adequate.

Topography and Natural Factors

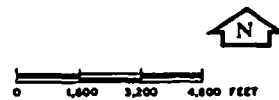
The environmental study previously described is the basis on which the inventory of topography and natural features in the North City West area were identified. This information, including floodplains, excessive slopes and hazardous geological characteristics, was the basis for determining lands best suited for development within the study area.

In addition, existing empirical data together with a field investigation of unique site characteristics, including groves of trees, natural vegetation, unusual geologic formations, and ocean views were recorded and are illustrated on the Map. The information was also plotted on a three dimensional topographical map and has been subsequently used to further identify unique characteristics of the land form in North City West.



NORTH CITY WEST **CULTURAL FEATURES & DEVELOPMENT CONSIDERATIONS**

- | | |
|--|---|
|  VIEWS |  EXISTING FACILITIES |
|  STEEP SLOPES |  EXISTING ROADS |
|  FLOOD PLAIN |  FREEWAY NOISE |
|  TREES | |



Land Use and Zoning

At the present time there are 61 single family structures built within the North City West study area. These structures along with one duplex, one private school, a church, a cemetery, three gas stations, a restaurant and antique shop, and a sand and gravel operation are the only other non-agricultural uses within the study area. A portion of the study area, generally located within Carmel and Shaw Valleys, is being used for agricultural purposes. Such agricultural lands include a horse ranch, farming and pasture lands.

Existing zoning includes the A-1-1, A-1-5, and A-1-10 agricultural holding zones. The four automobile service station sites located adjacent to I-5 are zoned CA.

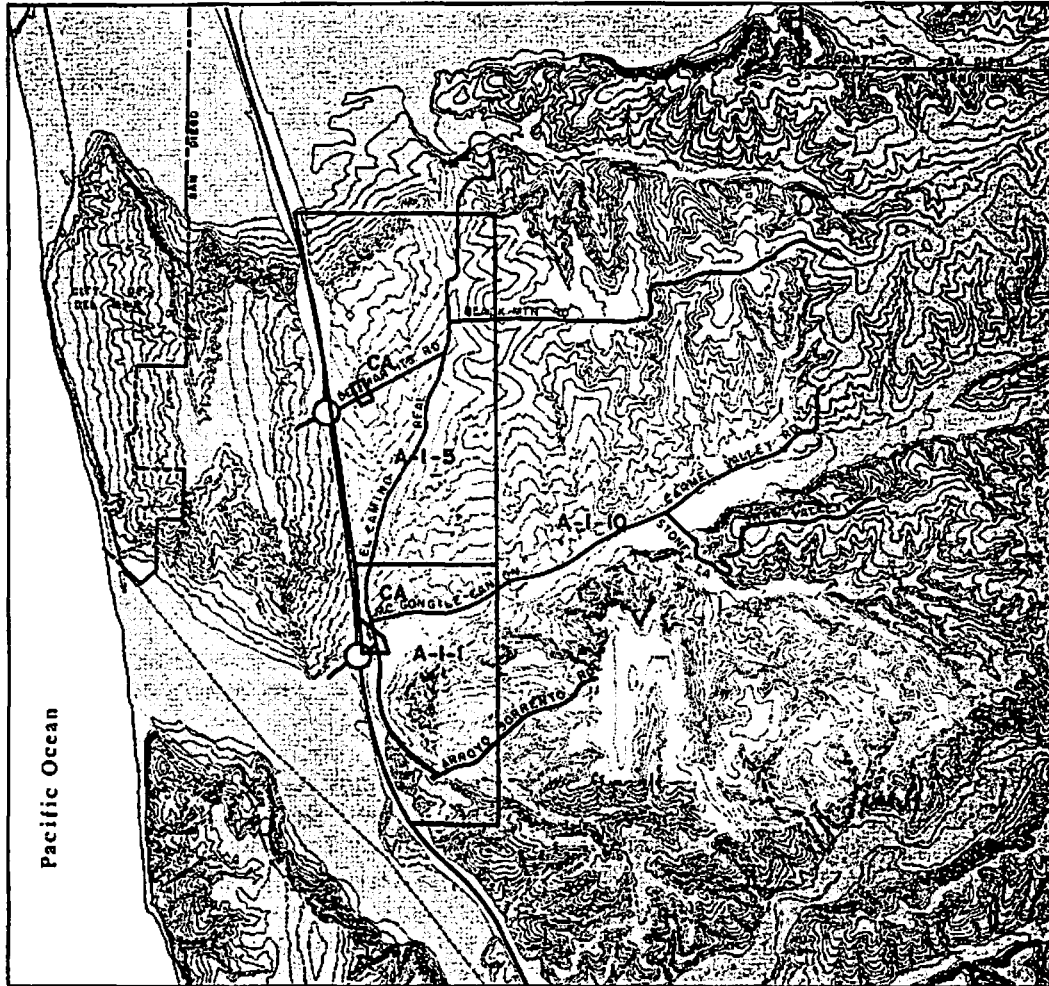
Ownership

The total 4,286 acres of land (4,184 acres of which is in private ownership) within the North City West study area is divided among approximately 159 separate owners according to the County Assessor records as of July 1972. Nine major owners control a total of 2,317 acres or over 55% of the acreage. Forty-three owners control a total of 1,216 acres in amounts varying from 10 to 100 acre parcels, which comprise 29% of the private land area. One hundred seven additional owners control 16% of the acreage consisting of parcel sizes of less than 10 acres.

School Districts

Three school districts serve the study area and the adjoining Del Mar and Solana Beach communities. The Solana Beach and Del Mar Union Districts serve the primary school needs of the area. The San Dieguito Union High School District serves the high school needs of the immediate area including all of the North City West study area.

The allocation of land use within the study area is particularly important to the three school districts inasmuch as the distribution and intensity of land use creates a tax base for the support of these districts.



NORTH CITY WEST

EXISTING ZONING



Plans of Public Agencies and Private Industry

The following plans were reviewed for their recommendations and proposals concerning the North City West study area.

COMPOSITE DEVELOPMENT PLANS - These are reviewed in "North City Study - Area Adjacent to I-5" report dated December 9, 1970. This report evaluated the cumulative effect of four separate master plan developments comprising approximately 3,200 acres as they related to one another and on the future urbanization of the North City area. This report also contains a response from the State Division of Highways, County Public Health Department, concerned school districts, Federal Housing Administration, and various operating departments of the City with respect to the impact of these developments on their respective areas of responsibility.

SAN DIEGO COUNTY GENERAL PLAN - In North City West, urban residential is the primary land use that has been proposed. Generally the goals for this use are to minimize sprawl, keep out incompatible uses, encourage low densities in rough terrain to reduce grading, preserve existing identifiable communities, provide a variety of housing types and price ranges, and correlate development with public services and facilities.

PROGRESS GUIDE AND GENERAL PLAN - Pertinent comments regarding the application of this plan are to be found in the December 9, 1970 report, "North City Study - Area Adjacent to I-5."

CITY TRAFFICWAYS PLAN - The "1964 City of San Diego, Select System of City Streets" revised to 1969 illustrates some differences between the City Council General Plan Circulation Element and the Select Street System.

PART II

INTRODUCTION

Having conducted the necessary preliminary studies illustrating the basic potential of the North City West study area the next step was the actual development of the Community Plan. Part II therefore describes the North City West Plan. This section identifies major goals of the plan, reviews the various plan concepts for land use arrangement that were considered, and describes the individual land use elements of the Plan. The section concludes with recommendations for Plan implementation including timing and phasing of development.

GOALS AND PLANNING CONCEPTS

Goals for North City West

In order to carry out the planning principles adopted to guide the planning program for the entire North City area, a series of goals specifically developed for the North City West Community were necessary. These goals, set forth in a very broad nature, simply state the framework that future urbanization should follow. They are expressed as follows:

1. To establish a physical, social, and economically balanced community.
2. To establish self-containment and feeling of community identity among the future residents of North City West.
3. To preserve the natural environment.
4. To establish a balanced transportation system which is used as a tool for shaping the urban environment.
5. To establish realistic phasing of development within the community based on maximum utilization of the privately financed public facilities.

In addition to these overall goals more precise planning objectives are set forth for each land use element of the Plan. The planning objectives more clearly define the actions that will be necessary to carry out the broadly stated planning goals for North City West.

Alternative Plan Concepts

Having established the overall planning goals, determined what land should be urbanized and what land should be retained to preserve the natural environment, and determined the basic land use allocations necessary to promote a balanced land use mix, a series of conceptual sketch plans were prepared to illustrate the relationships between land use, public facilities, and transportation systems. Three of these sketch plans were chosen for further analysis since they are representative of the basic land use patterns that might be expected to develop given the overall goals for the study area. All three sketch plans illustrate the same degree of open space preservation, the basic requirements for land use mix and general conformance to the overall planning goals for North City West. A brief review of each is as follows:

Alternative "A" (New community concept with central community focus along Del Mar Heights Road). This alternative establishes the following relationships of land use, public facility and transportation systems.

1. Housing Areas

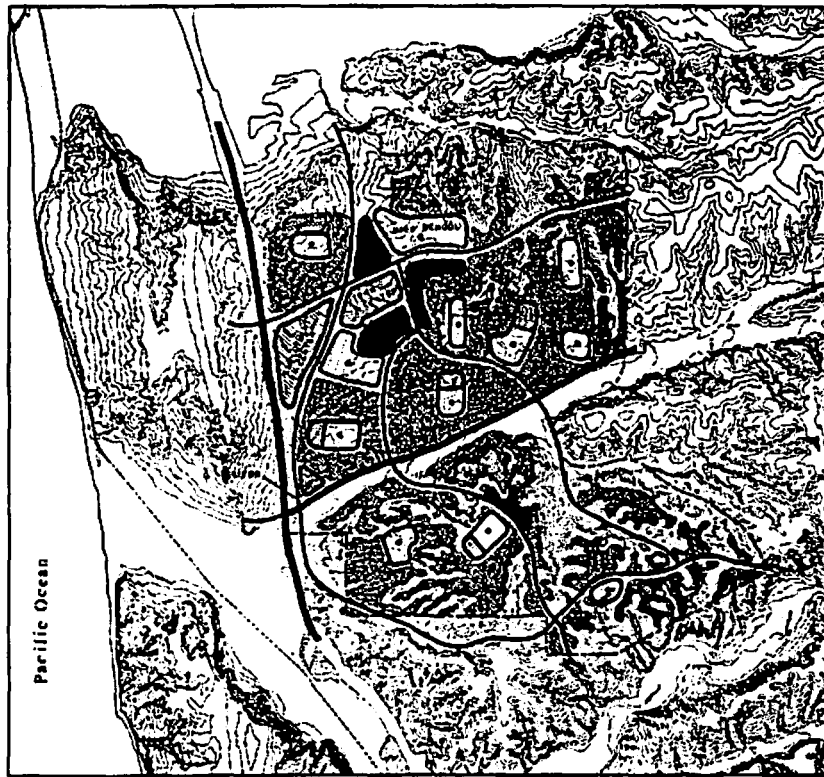
- Balanced residential density allocations will allow for the development of all projected housing types and price ranges necessary to serve the anticipated population.
- Neighborhood design concept provides a centralized school, park, convenience commercial and pedestrian linkages.
- High density housing supports the town center.

2. Employment Areas

- Centrally located town center serves the North City area as well as the adjacent population in Del Mar Heights.
- Grouping of the town center, industrial-office park, and high school establishes a community focus.
- Industrial-office park is located with freeway exposure and access to existing Interstate 5.
- Visitor housing adjacent to Carmel Valley and its recreational potential serves the industrial office park and town center in North City West and existing industrial center in Sorrento Valley.
- Small neighborhood commercial centers serve the local neighborhood shopping function.

3. Transportation System

- Major streets focus on the town center and the industrial-office park and are also designed to structure neighborhood units.
- Collector streets are designed to serve neighborhood units.
- Separate system for pedestrian and bicycle traffic is provided.
- Community mass transit system connects individual neighborhoods with the town center, industrial-office park and high school.



NORTH CITY WEST ALTERNATIVE PLAN 'A'

- | | |
|--|--|
| <ul style="list-style-type: none"> — FREEWAYS — ROADS □ LOW DENSITY ■ MEDIUM DENSITY | <ul style="list-style-type: none"> ■ NEIGHBORHOOD CONVENIENCE CENTER □ SCHOOLS & PARKS ■ INDUSTRIAL |
|--|--|



- Future transportation terminals and metropolitan area transit service are facilitated by the land use arrangement.

4. Public Facilities

- Community and neighborhood parks are based on Progress Guide and General Plan standards.
- Neighborhood school-park concept provides conveniently located neighborhood facilities.
- Library and fire station are located within town center convenient to the greatest population.

Alternative "B" (New community concept with central community focus along Route 56 - Carmel Valley Slopes) The alternative establishes the following relationships of land use, public facility and transportation systems.

1. Housing Areas

- Balanced residential density allocations will allow for the development of all projected housing types and price ranges necessary to serve the anticipated population.
- Neighborhood design concept provides a centralized school, park, convenience commercial and pedestrian linkages.
- High density housing supports the town center.

2. Employment Areas

- Centrally located town center is in Carmel Valley. This location does not conveniently serve the Del Mar Heights area.
- Grouping of town center, industrial-office park and high school to establish a community focus requires the relocation of the high school.
- Industrial-office park is located with freeway exposure and access to future State Route 56. The site has physical limitations which disadvantages site development.
- Visitor housing adjacent to I-5 and the Del Mar Heights Road is somewhat detached from Sorrento Valley industrial center and the potential recreational amenities of Carmel Valley.
- Small neighborhood commercial centers serve the local neighborhood shopping function.

3. Transportation System

- Major streets focus on the town center and industrial-office park and are also designed to structure neighborhood units.
- Loop collector streets serving neighborhood units.
- Complete and separate system for pedestrian and bicycle traffic.
- Community mass transit system connecting individual



NORTH CITY WEST ALTERNATIVE PLAN 'B'

<p>— FREEWAYS</p> <p>— ROADS</p> <p>□ LOW DENSITY</p> <p>■ MEDIUM DENSITY</p>	<p>□ NEIGHBORHOOD CONVENIENCE CENTER</p> <p>□ SCHOOLS & PARKS</p> <p>□ INDUSTRIAL</p>
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neighborhoods with town center, industrial-office park and high school.

4. Public Facilities

- Community and neighborhood parks are based on Progress Guide and General Plan standards.
- Neighborhood school-park concept provides conveniently located neighborhood facilities.
- The library and fire station are located within the town center. However, service to the community is slightly disadvantaged because of the off-center location and access to major streets.

Alternative "C" (Modified new community concept which lacks a town center focus provides four large neighborhood shopping centers located at major street intersections. The alternative illustrates the following relationships of land use, public facility and transportation systems.

1. Housing Areas

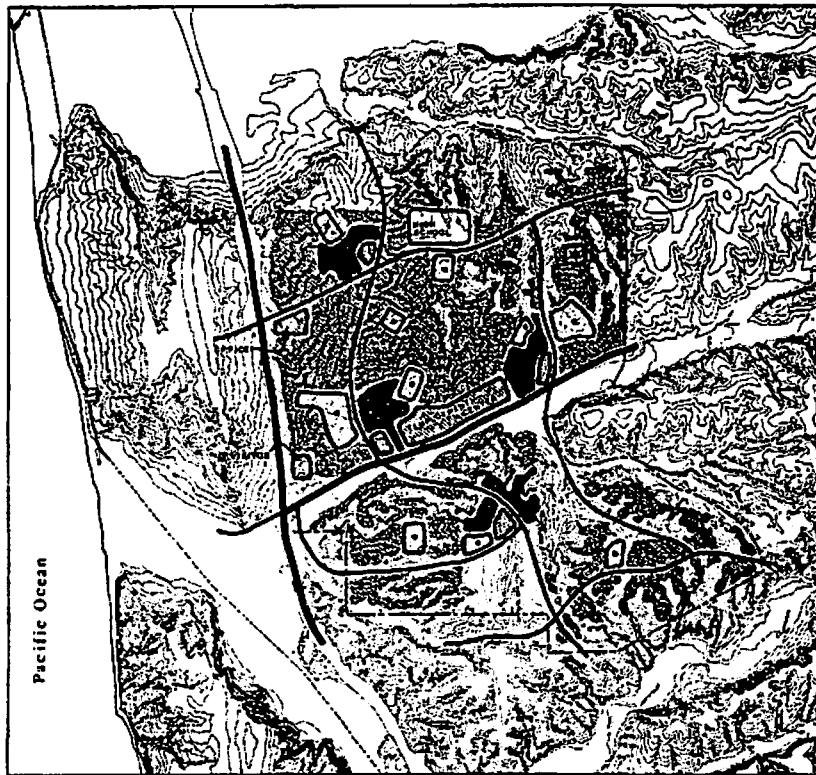
- Balanced residential density allocations will allow for the development of all projected housing types and price ranges necessary to serve the anticipated population.
- Neighborhood design concept provides a centralized school-park and pedestrian linkages. However, convenience commercial has been eliminated.
- Higher density housing around each of the neighborhood shopping areas evenly distributes apartments throughout the community.

2. Employment Areas

- Individual siting of industrial-office park, shopping center and high school de-emphasizes community focus.
- Industrial-office park is located with exposure and access to future State Route 56. The site has topographic limitations which disadvantage development.
- Visitor housing adjacent to Carmel Valley and its recreational potential serves the industrial-office park in North City West and the existing industrial center in Sorrento Valley.
- Neighborhood commercial centers are emphasized at major street intersections.
- De-emphasizes the town center concept and therefore the potential of a viable employment center.

3. Transportation System

- Major streets are located at approximately one mile intervals and do not focus on the central portion of the community.
- Collector streets carry high volumes of through traffic.
- Separate system for pedestrian and bicycle traffic is provided.



NORTH CITY WEST ALTERNATIVE PLAN 'C'



- Possible effectiveness of future metropolitan transit services and a public community transportation system is questionable due to the lack of a major focal point within the community.

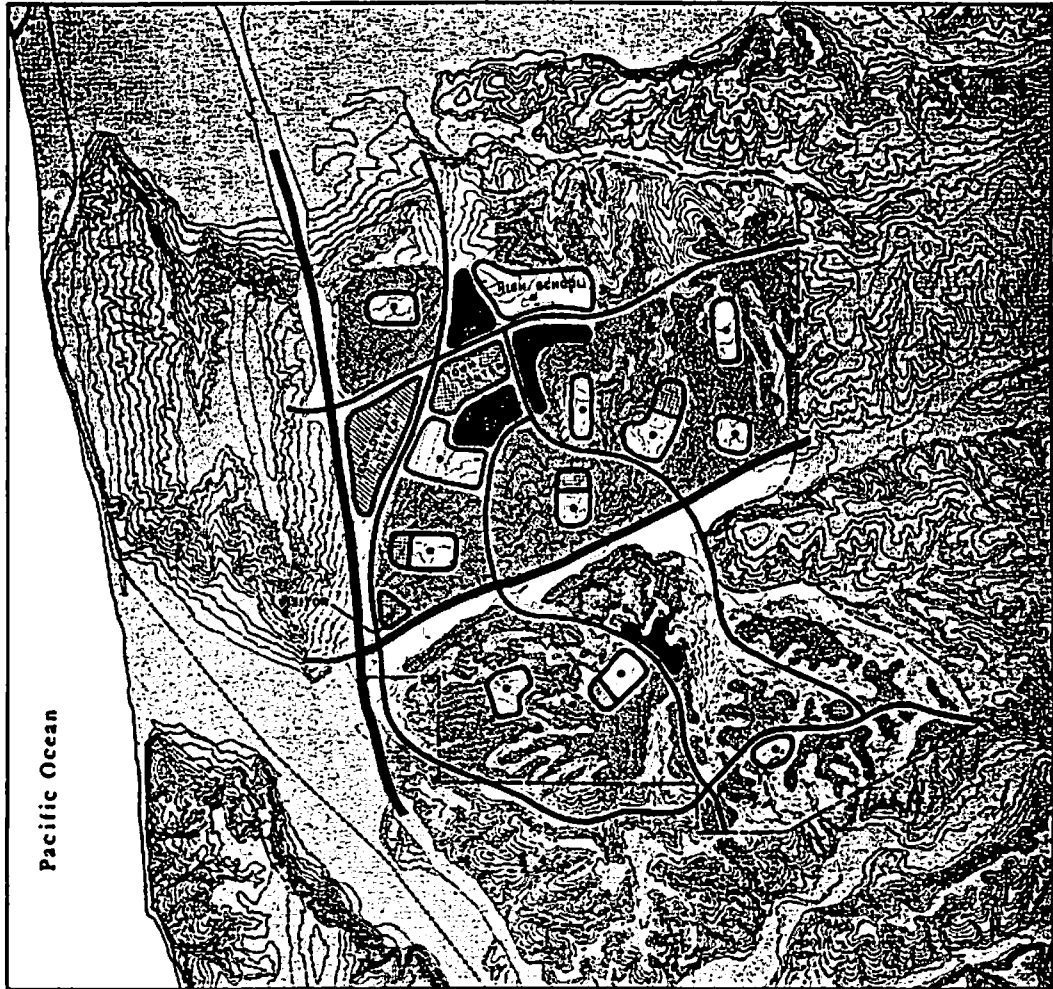
4. Public Facilities

- Community and neighborhood parks are based upon General Plan and Progress Guide standards.
- Neighborhood school-park concept provides neighborhood facilities for neighborhood units.
- The siting of the library and fire station is disadvantaged because of the lack of community focus.

PREFERRED PLAN CONCEPT

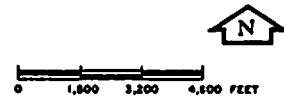
After extensive review of the various alternative sketch plan concepts, it was determined that Alternative 'A' best satisfied the overall goals for the North City West planning area for the following reasons.

1. The arrangement of major land uses best promotes a balanced community not only in the physical sense but in the social and economic sense as well. The location of the major activity areas (town center, industrial office park and high school) takes advantage of the best land, serves the maximum numbers of people within the shortest travel time, and maximizes the previous decision which located the high school. The grouping of higher density development around the town center will create an urban setting and sense of scale as well as provide housing close to shopping and public facilities.
2. While all of the alternatives are relatively self contained due to the similarity of the open space system and balanced land use mix, the feeling of community identity can probably be best created by Alternative 'A'. This is due to the town center concept which encourages a mixture of commercial-residential uses. The industrial area has exposure and access to Interstate 5. All of these major activity areas are located on prominent sites that are visible from most locations throughout the community. Alternative 'A' allows for the creation of a very visible focal point with which future residents can identify and provides for centralized community services.
3. The preservation of the natural environment can be best accomplished by Alternative 'A'. Analysis of all three alternatives by the Environmental Development Agency of San Diego County confirms that Alternative 'A' best conforms to the Development model. This model used geologic stability, soil potential for runoff, and soil susceptibility to erosion as basic variables to determine which lands not designated as open space were best for development or could probably withstand more intensive land use allocations.
4. The creation of a balanced transportation system can also be best accomplished by Alternative 'A'. The land use arrangement best encourages the development of a public transit system to decrease dependence upon the major street network. In addition, the major street pattern allows for the creation of identifiable neighborhood units which are not penetrated by large amounts of vehicular traffic.



NORTH CITY WEST ALTERNATIVE PLAN 'A'

- | | |
|------------------|-----------------------------------|
| — FREEWAYS | ▨ NEIGHBORHOOD CONVENIENCE CENTER |
| — ROADS | □ SCHOOLS & PARKS |
| ▤ LOW DENSITY | ▩ INDUSTRIAL |
| ■ MEDIUM DENSITY | |



5. Finally, Alternative "A" promotes the realistic phasing of development based upon the maximum utilization of privately financed public facilities. The development units, or neighborhoods, created by the major street system are ideally suited to development phasing concepts. First phases for the community can be low density development located within short distances of freeway access points. Further, both major land owners within the planning area have lands located near these freeway access points which are conducive to initial low density development.

The next section of the Plan is devoted to detailed consideration of each element of the North City West Community Plan.

PLAN ELEMENTS

This portion of the report describes each element of the Community Plan including Housing, Commercial and Industrial land use, and the Facilities and Services necessary to accommodate the future population of the community including recreation, transportation, education, health, public safety and utilities. Each element contains a description of background material, statements of objectives and plan proposals. Design concepts and criteria for achieving plan proposals are also set forth; however, the major emphasis for plan implementation is contained in the final section of the Plan.

HOUSING AND RESIDENTIAL LAND USE ELEMENT

Introduction

Based upon the population and housing studies within Part I of this report it was estimated that an allocation of 45% single family detached and 55% townhouse, mobile home and apartment dwelling unit types would accommodate the future population of North City West. Perhaps most important, this estimate of dwelling unit types was correlated to income groups to illustrate the total housing need for North City West. Further, the allocation of housing unit types has been translated into residential densities that are typical of recent developments. From this information it was possible to allocate land by various residential densities in the amounts necessary to accommodate the total housing need for the area. The following table illustrates the procedure that was utilized in arriving at the housing and residential land use allocations.

TABLE : METHOD OF HOUSING AND RESIDENTIAL LAND USE ALLOCATION

Percent Units Needed for Families with Annual Incomes	CATEGORY					TOTALS
	Single Family	Town House	Mobile Home	Garden Apt.	Apts.	
Less than \$3,500	-	-	-	6	6	12%
\$3,500 - \$6,999	-	-	5	5	-	10%
\$7,000 - \$10,999	10	7	-	-	5	22%
\$11,000+	35	15	-	4	2	56%
Percent Unit Allocation by Category	45	22	5	15	13	100%
DU/NRA Assumed Typical Density of Category	5	10	10	20	40	-
Percent* Land Allocation to Achieve Percent Unit Allocation	70	17	4	6	3	100%
Acreage Allocation	1,470	359	85	128	52	2,094 ac.
Est. No. Units Based on 15% Deduction for Local Streets	6,250	3,075	725	2,120	1,800	13,970
Projected Family Size	3.2	3.2	2.0	2.5	2.0	2.88
Estimated Population by Category	20,000	9,850	1,450	5,300	3,600	40,200

*Rounded to Nearest Percent

Objectives

The following objectives for housing and residential land use are directly related to the five general goals which were established to guide the development of the North City West community.

1. In order to promote North City West as a balanced community, enforcement of a balanced community housing program consistent with Council Policy 600-19 will be necessary. The housing policy requires the developers of the area to provide a comprehensive selection of dwelling unit types and price ranges. The numbers of units by type and price range should be consistent with the percentages established within the housing study section of this report.
2. In order to promote self containment and community identity, the community must be designed as a total physical-social-economic unit. People are not sent to new communities--they are attracted to them, and the developer must make every effort to "people-orient" North City West. Through design, which provides a great diversity of neighborhoods and housing units, a sense of community will be fostered.
3. In order to promote preservation of the natural environment, all developments, particularly residential, must be carefully sited. The planned residential development concept offers the best possibility for accomplishment of the objective. This action will go a long way towards improving diversity of unit types through allowing more flexibility in design and thereby foster community identity. Basically, the planned residential development ordinance encourages preservation of topography, slopes, trees and other natural features by allowing the buildings to be concentrated on the most developable portions of the site, rather than be distributed over the entire site. This latter practice normally results in complete destruction of the natural landscape and causes great environmental damage.
4. In order to promote a balanced transportation network, the residential aspect of the plan must take into consideration the need to provide for separate pedestrian and bicycle systems (other modes of transportation are discussed in the circulation element). Such pedestrian and bicycle systems should utilize open space areas and connect the various activity nodes of the community such as the town center, schools, parks and neighborhood commercial complexes.
5. In order to promote realistic phasing of development, Planning Commission approval of a precise plan for each development unit before proceeding with subdivision maps, zone changes or grading will be necessary. The precise plan, as described in

the Precise Development Plans Section on page 132 of this report, should be in basic conformance with the North City West Community Plan. Provision for installation of all necessary public facilities must be satisfied by the property owners prior to land use development. In addition, cost-revenue and environmental impact analysis must be conducted to the satisfaction of the City before approval of any precise plan is given.

Neighborhood Design Concepts and Environmental Criteria

The neighborhood is planned to provide an adequate support population for convenience shopping and services, elementary school and park. While each neighborhood varies according to size and function due to the land form, a typical neighborhood contains between 1,000 and 2,000 dwelling units. Higher populated neighborhoods contain allocations of higher density due to close-in locations near the town center.

In addition to housing, the typical neighborhood area includes a five acre neighborhood park site, a ten acre elementary school site and a two to five acre convenience commercial site. A separate system of bicycle and pedestrian pathways links all these facilities with the residential areas of the neighborhood. The following sketches illustrate the neighborhood concept proposed to be implemented within North City West.

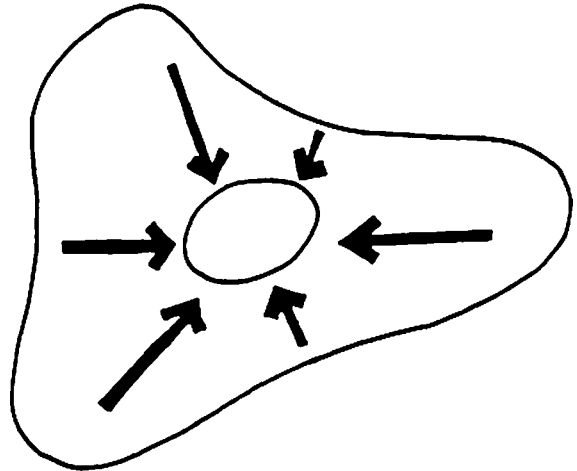
NEIGHBORHOOD CENTERS - DESIGN CONCEPTS

OBJECTIVES:

- Create a neighborhood focus which integrates a convenience commercial facility, an elementary school, and a neighborhood park. The neighborhood center will be pedestrian oriented and planned as a total entity.
- Develop a pedestrian and bikeway system which will focus on the center and will be separated from vehicular traffic.
- Discourage vehicular thru traffic.
- Plan both the neighborhood center and the surrounding neighborhood concurrently to insure that each relates to, and complements the other.

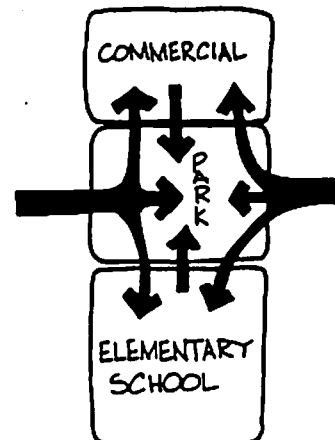
SKETCH 1

From the standpoint of convenience and maximum accessibility, the neighborhood center should be central to the neighborhood.



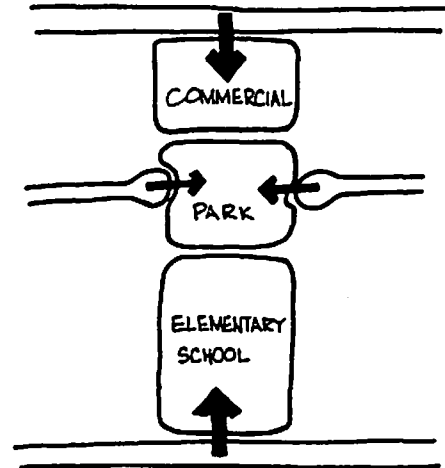
SKETCH 2

The one neighborhood facility used by all (both young and old) is the neighborhood park and so should be the focus of the center.



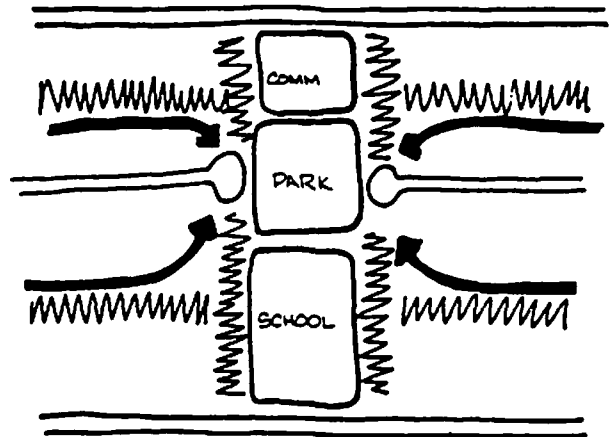
SKETCH 3

Vehicular access on "drive by" street is needed to serve both the commercial facilities and the elementary school. At the least a cul-de-sac is needed to provide public access and police surveillance to the park.



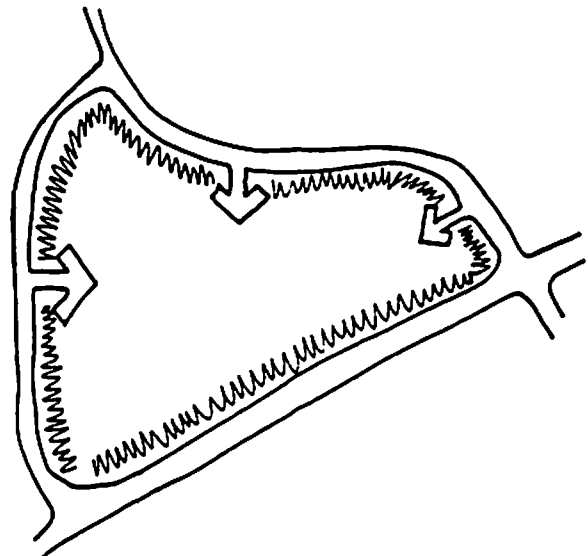
SKETCH 4

An extensive pedestrian-bikeway, linkage along each side of the neighborhood center will serve as a buffer for the adjacent residences and provide access to residents of surrounding neighborhoods.



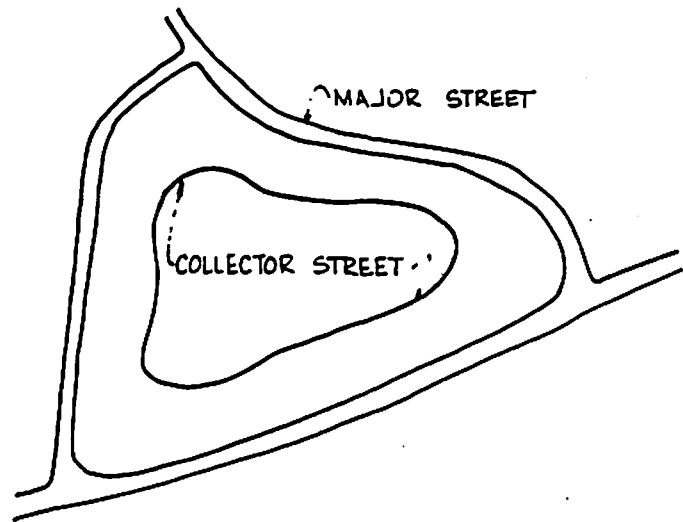
SKETCH 5

Limited points of vehicular access should be provided from major streets to facilitate the flow of traffic on major streets. This would also permit continuous pedestrian walkways and bikeways along major streets with minimum of conflict with automobiles. No private drives should be permitted.



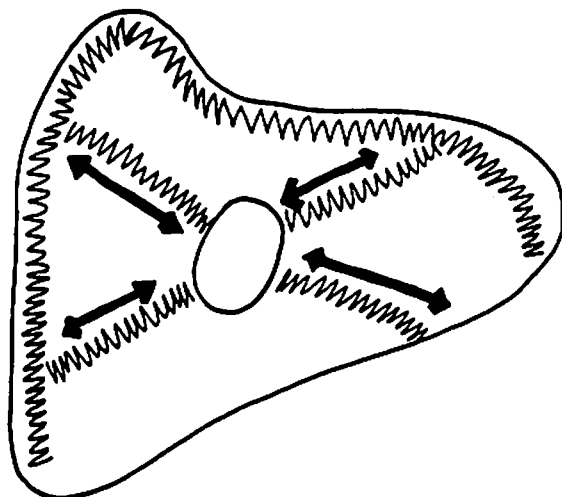
SKETCH 6

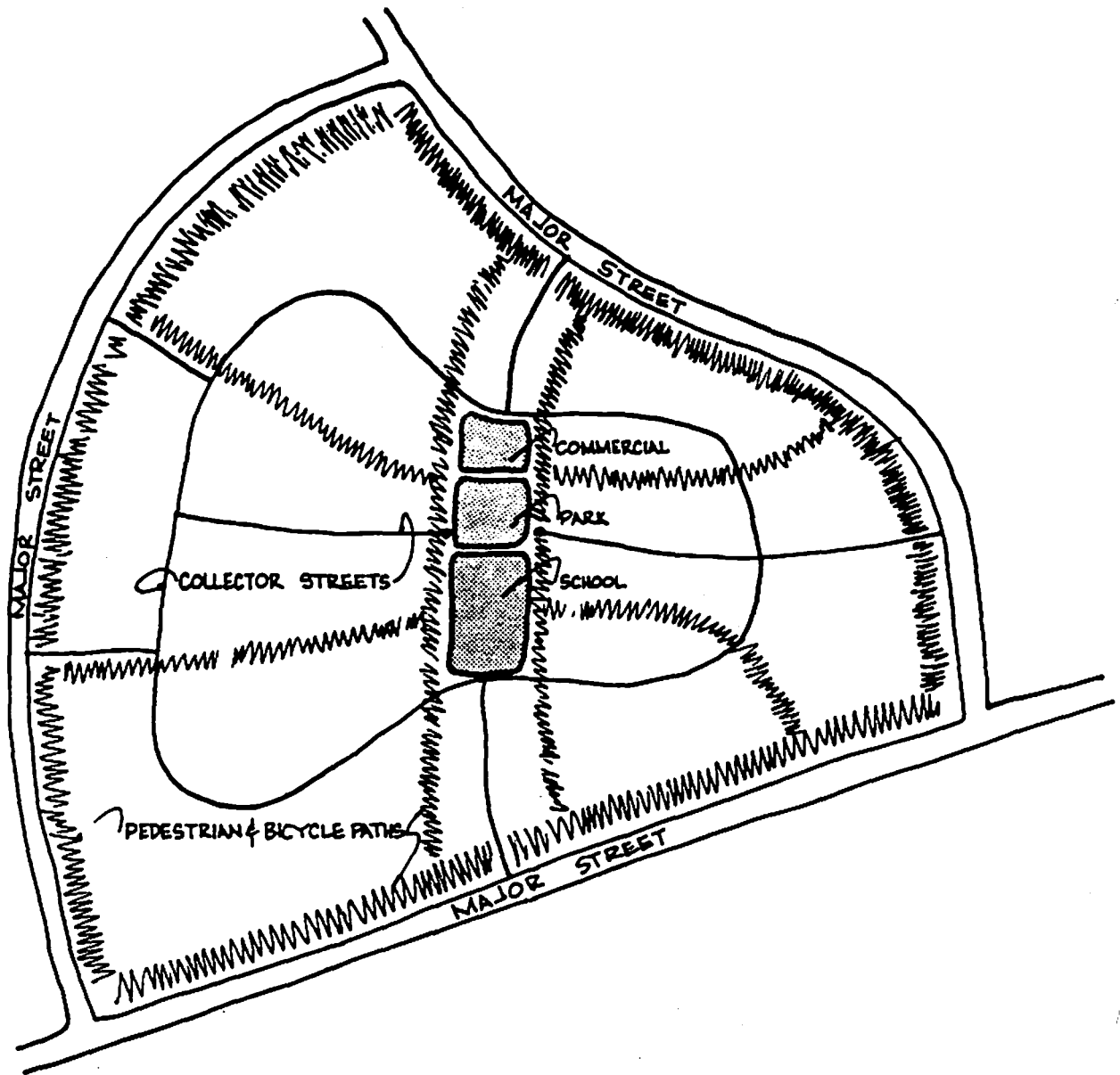
A loop street around the neighborhood is required to facilitate vehicular flow between all residential areas and provide access to the commercial center and elementary school.



SKETCH 7

Pedestrian walks and bikeways should provide access inward to the neighborhood center and outward to the walks and bikeways along the major streets. There should be a minimum of pedestrian, cyclists/automobile conflict.





SKETCH 8

TOTAL CONCEPT

Plan Proposals

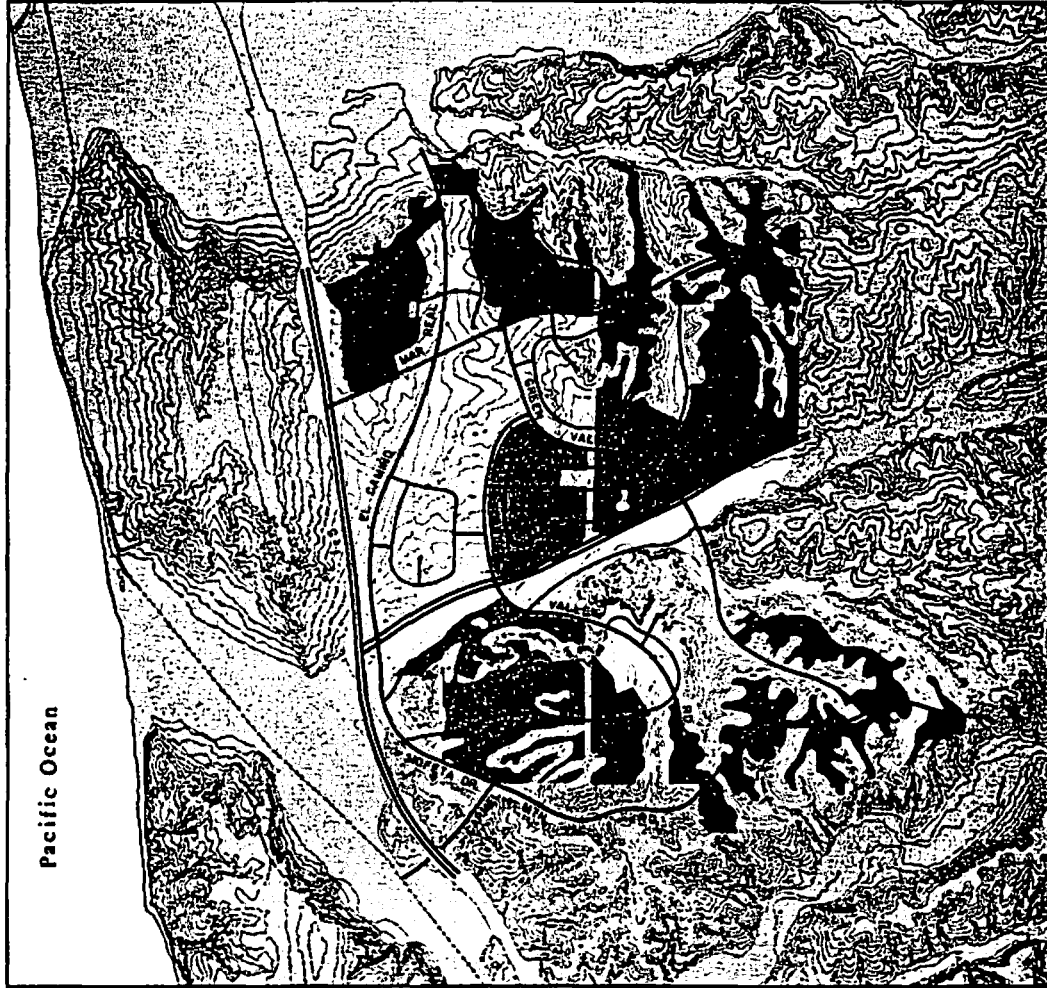
Plan proposals for residential land use allocations are based on the need to create a balanced community within North City West. In order to achieve a desirable balance of dwelling unit types several residential density allocations are proposed. A description of these density categories as well as proposals for their location follows:

- Very Low Density (0-5 du/nra) -- is characterized by a single family detached development with a large amount of land area devoted to private yards and open space. It is proposed that approximately 70% of the usable residential land area be devoted to this category. Of approximately 2,094 acres of usable residential land a total of 1,470 acres has been allocated for very low density development. Approximately 15% of the land area is required for street purposes. A density of 5 du/nra will provide for the construction of 6,250 dwelling units or 45% of the projected housing units within North City West. Assuming an average family size of 3.2 within the very low density category an ultimate population of 20,000 persons is expected within these areas.

The bulk of this density category should be utilized for housing families with annual incomes above \$11,000: approximately one-quarter of the total should be constructed for families having incomes of between \$7,000-\$10,999 in order to satisfy the needs of lower middle income families.

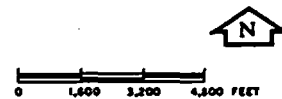
The locations for very low density residential land use are scattered throughout the study area. This provides for the development of a range of distinct neighborhoods oriented to topography, special views and other natural environmental features. It is recommended that all types of residential design techniques be utilized in the very low density category. For example, cluster housing may be employed within one neighborhood while another may emphasize the use of cul-de-sac or short loop streets. Cluster housing around common driveways, parking courts or green areas provides special opportunities for solving common activity problems especially within areas of relatively flat topography. Pathways for bicycles and pedestrians as well as common open space corridors are attainable through the cluster approach.

In areas of rougher terrain where natural open space areas exist the use of cul de sac, loop or curvilinear streets may be more desirable. These design patterns may be able to take better advantage of views. Natural canyons and slopes can be utilized to provide recreation and pathway systems.



NORTH CITY WEST

VERY LOW DENSITY HOUSING AREA



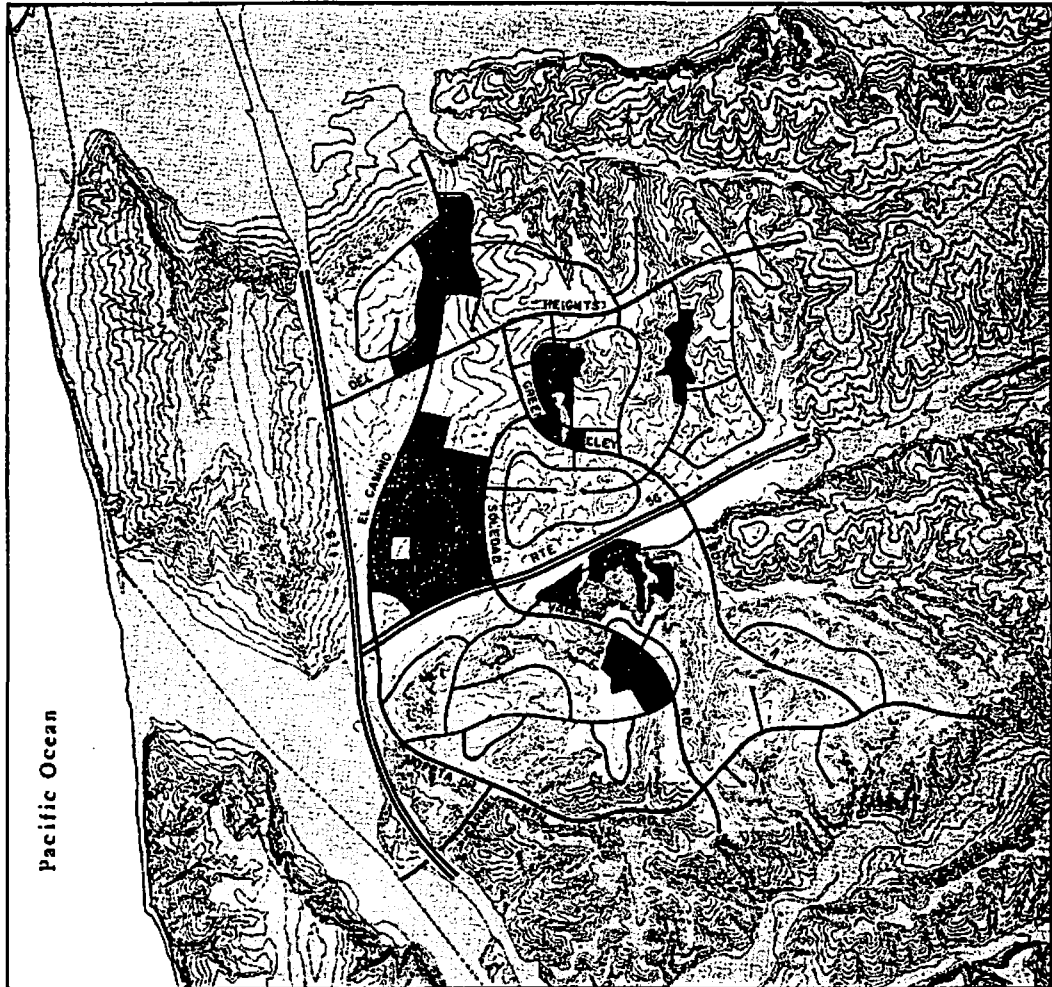
- Low Density (5-14 du/nra) -- is characterized by an average density of 10 du/nra which permits townhouse and mobile home development with reduced amounts of private yard and open space. It is proposed that approximately 22% of the usable residential land area or approximately 444 acres be devoted to low density residential use. Developed to an average density of 10 du/nra, this allocation will provide 3,800 dwelling units or 27% of the projected housing units. Approximately 85 acres generating 725 units should be considered for mobile homes. Assuming an average family size of 3.2 for the townhouse units and 2.0 for the mobile home units a total population of 11,300 persons is expected within the low density areas.

Approximately two-thirds of the townhouse units in the low density category should be for families having an income above \$11,000. One third of these units should be for families having incomes between \$7,000-\$10,999 in order to provide for housing needs of lower middle income families. It is proposed that the mobile home units be available for families having incomes between \$3,500-\$6,999 in order to provide for the housing needs of low and moderate income groups, and others who desire the mobile home style of living.

Low density residential land use is located close to the major activity areas of the community. Due to the more intense nature of housing within this density range, nearly level terrain is necessary to reduce the adverse effects of site grading.

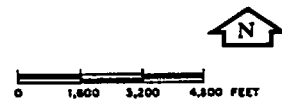
Due to the relative confinement of a mobile home, site development which provides open space areas is desirable. The low, average family size within mobile home parks should lessen the need for neighborhood schools.

Townhouse development unlike apartments emphasizes the individual dwelling unit. For this reason, townhouse development should be limited to no more than seven contiguous units or 200 feet in length. Variety and individuality should be achieved through use of varying setbacks, elevations, fenestration, building materials, colors and textures. Design harmony within the project can be achieved by common walls, treatment of parking, roof lines and landscaping. Because of higher densities townhouse development should be clustered around common recreational space or sited to take advantage of major open space areas.



NORTH CITY WEST

LOW DENSITY HOUSING AREA



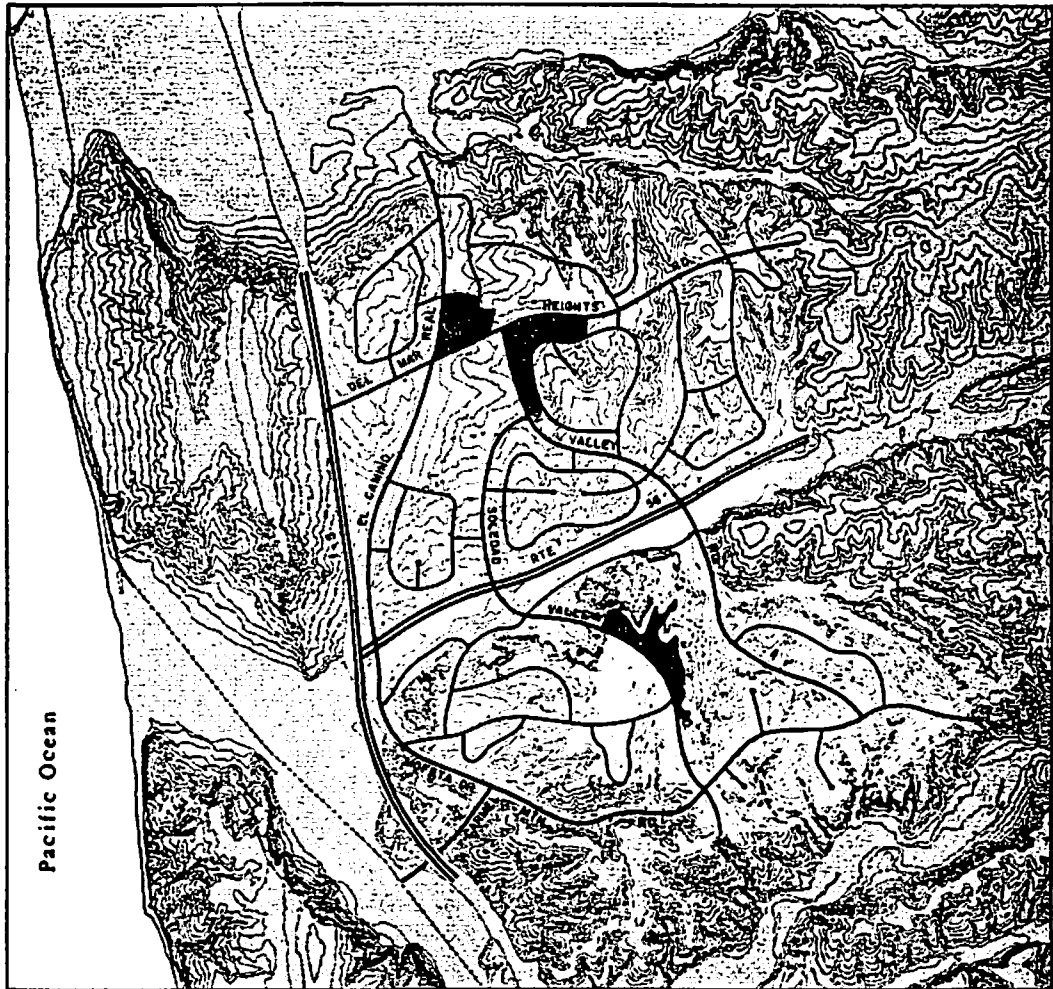
- Low-Medium Density (15-29 du/nra) -- is characterized by an average density of 20 du/nra which permits garden apartment development. It is proposed that approximately 6% of the usable residential land area, comprising 128 acres, be allocated for this density category.

Development to an average density of 20 du/nra will provide 2,120 dwelling units or 15% of the projected housing units within North City West. Based on an average family size of 2.5, a population of 5,300 persons is projected for the low-medium density areas.

It is proposed that approximately 40% of these units be provided for low income families making less than \$3,500 per year. The remaining one-fourth should be constructed as luxury garden apartments for upper income groups.

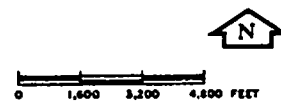
Low-medium density residential land use is located near the town center and the high school on relatively flat land. The area provides a population to support the town center and is expected to attract individuals who desire a close in location and the convenience of public facilities.

Garden apartments units should include private patios and common open space. Units should be designed and arranged to create privacy for residents. Individuality can be achieved for each structure through varied roof heights and elevations, fenestration, building materials, colors and textures.



NORTH CITY WEST

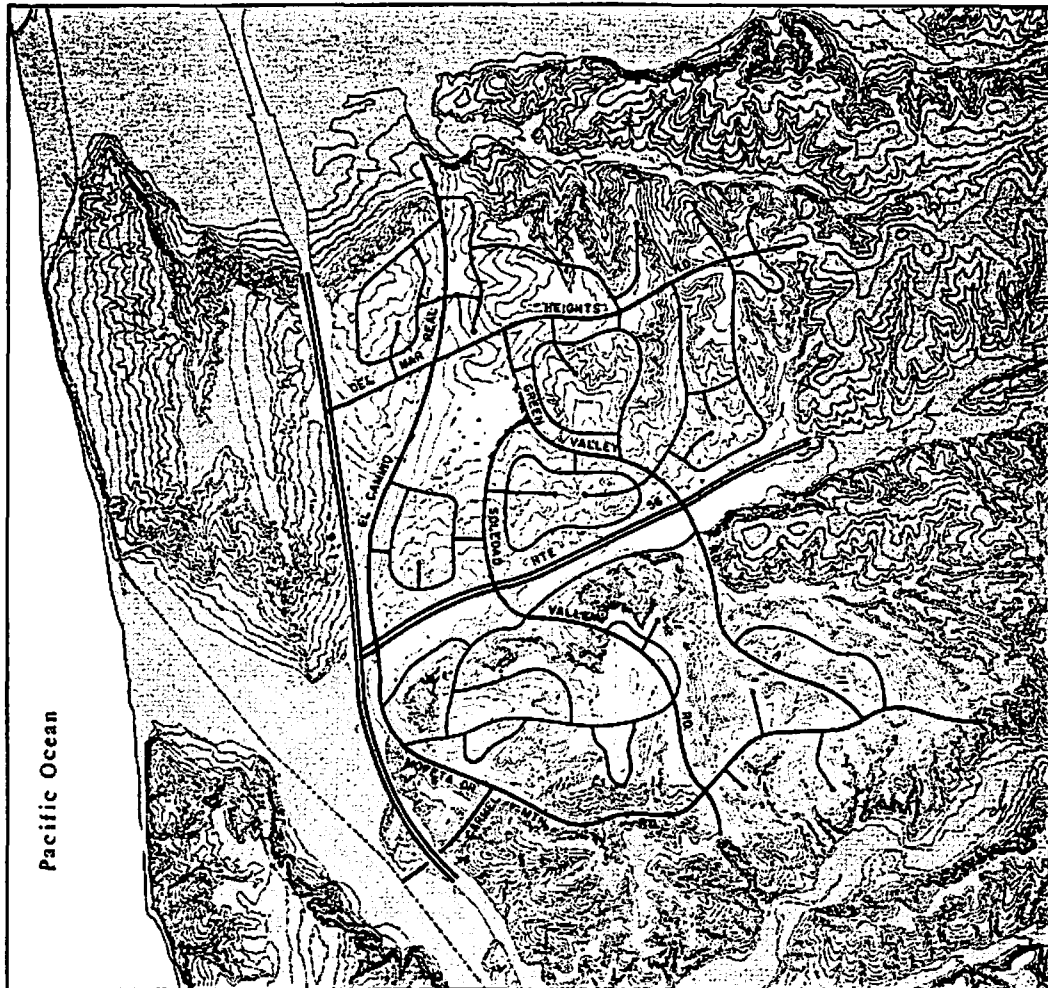
LOW MEDIUM DENSITY HOUSING AREA



- Medium Density (30-44 du/nra) -- is characterized by an average density of 40 du/nra which permits apartment complex development within multi-story structures. It is proposed that approximately 3% of the usable residential land comprising 52 acres be allocated for medium density development. Building to an average density of 40 du/nra, this allocation will provide 1,800 dwelling units or 13% of the projected housing units within North City West. Assuming an average family size of 2.0 a total of 3,600 persons are expected to live within the medium density area.

It is proposed that approximately one-half of the dwelling units be constructed for families or individuals having annual incomes of under \$3,500. The remainder of the units in this category should provide for housing needs of middle and upper income groups.

- Medium density residential land use is located next to, or integrated with, the town center. The medium density site should be linked to the town center by pedestrian pathways and an open space system. From the exterior the site should complement the vertical development of the town center in order to emphasize the focus of the North City West community.



NORTH CITY WEST

MEDIUM DENSITY HOUSING AREA



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COMMERCIAL LAND USE ELEMENT

Introduction

Commercial development is closely related to population and purchasing power. In view of this fact a ratio of commercial acreage to population can be reasonably predicted. Based on the working areas and employment study section of this Plan it has been determined that a demand will exist for approximately 84 acres of retail and service-oriented land uses to serve North City West.

While the overall amount of commercial land use is relatively easy to estimate, the location, form and allocation of such land use is another question. Trends in new commercial developments suggest that previously held concepts of neighborhood, community and regional shopping centers may not be valid in the future. Commercial land use plan proposals for North City West are therefore based upon new concepts. These are the town center, which is a combination of community and regional facilities including a mixture of uses expressed in vertical form, and the neighborhood center, which has been scaled down in size, reoriented away from major streets, and placed within the center of the neighborhood which it will serve. It is envisioned that the new neighborhood center will be the focus for the local residential community. The town center will become the major unifying element of the entire community.

Commercial uses such as visitor and office facilities are also considered within this element of the Plan. The allocation of these facilities is based upon access considerations and locational requirements.

The provision of employment is one of the most important aspects of commercial development. It is estimated that approximately 1,400 jobs can be created through the provision of commercial land use. The commercial element of the community, therefore, not only provides goods and services to the residential population, but provides many with the opportunity for employment.

Objectives

The following objectives for commercial land use are directly related to the five general goals which were established to guide the development of the North City West community.

1. In order to promote North City West as a balanced community, development of the town center to provide social, cultural and recreational needs as well as the shopping function must be emphasized. The town center is probably the singular most important land use element of the North City West Community Plan. It is planned as the focal point for the entire community and as such must provide the diverse mixture of uses and facilities desired by the community. Design which emphasizes vertical development as well as mixed uses is desirable and should be encouraged.
2. In order to promote self containment and community identity, construction of the town center must be initiated as soon as possible. The town center is the focus of the community and therefore important to its physical image. The social activities which are expected to locate in the center will contribute to the quality of life in the community. While it is recognized due to market conditions that the town center cannot be entirely constructed before the population base of the community exists, initial construction should begin on a phased basis as soon as possible.
3. In order to promote preservation of the natural environment, commercial development must be designed and constructed as part of an overall planned commercial development. Through this action the relationship of all individual commercial uses, parking, landscaping and pedestrian pathway systems can be coordinated, rather than become a collection of stores and shops located in a random manner. Each individual neighborhood commercial facility should be designed to take best advantage of adjoining neighborhood recreational facilities and to complement nearby residential uses. Through coordinated planning, each commercial area can be developed to complement the natural environment. In this respect special features such as views, trees and rock outcroppings should be preserved and incorporated in the total design.

4. In order to promote a balanced transportation network, development of an interior transportation system for the town center, linkages from the town center to the residential areas and provision for a transit station site are necessary. If a balanced transportation system is to be developed, an alternative to the private automobile which is fast, cheap and convenient to use must be provided. The town center is planned to be the focal point of transportation facilities as well as the community shopping, cultural and social center. Therefore, provision of transportation facilities, pedestrian walkways and people mover systems within the town center is mandatory to the success of the overall balanced transportation goal for North City West.
5. In order to promote realistic phasing of development, Planning Commission approval of a precise plan for the town center and inclusion of the neighborhood center as an integral element of the precise plan for each development unit before proceeding with subdivision maps, zone changes or grading will be necessary. The precise plan, as described in The Precise Development Plans section on page 132 of this report, should be in basic conformance with the North City West Community Plan. Provision for installation of all necessary public facilities commensurate with land use development as required in Council Policy 600-10 must be satisfied.

Commercial Design Concepts and Environmental Criteria

Commercial centers are considered as the major focus and activity areas of North City West and its individual communities. They should be designed to relate the commercial uses to adjacent educational and recreational facilities. It is anticipated that major cultural, recreational and social activities and services will be provided within the town center and that the neighborhood center will establish identity for each neighborhood.

Both the town and neighborhood centers are envisioned as informal social gathering places designed to serve the pedestrian. The centers are important activity areas which help form community structure and identity. The following series of sketches and statements illustrate the town center and neighborhood center concepts proposed within the North City West new community.

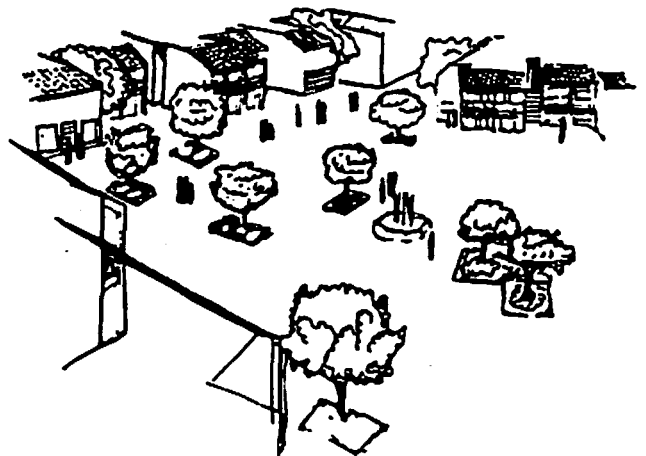
TOWN CENTER

The town center of North City West is surrounded by medium density residential development and the high school on one side with the employment center on the other. Altogether this "core area" should provide nearly all of the community wide services and facilities required by the 40,000 future residents.

Even though the town center and related core area emphasizes diversity of uses and the provision of all kinds of social, educational, cultural and recreational facilities and functions, these facilities should be grouped so as to derive the maximum saving for joint use of parking and building space. For example, it may be feasible for such facilities as the library, fire station, community recreation building and auditorium to share a multi-purpose community building or group of buildings.

Within the core area priority should be given to the pedestrian. Extensive pedestrian walkways and bicycle systems must therefore be developed throughout the core area. In addition, because of the size and intense nature of the core and town center public transportation will be necessary.

The future public transportation system should provide service throughout the core area linking the industrial office park, medium density residential area and high school with the town center

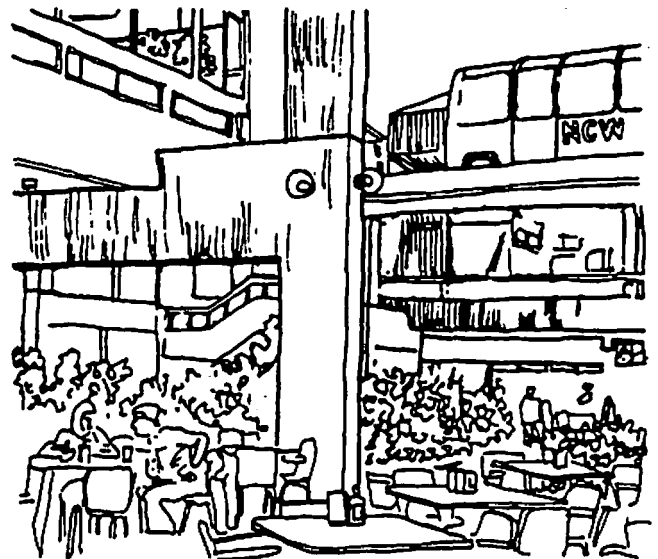


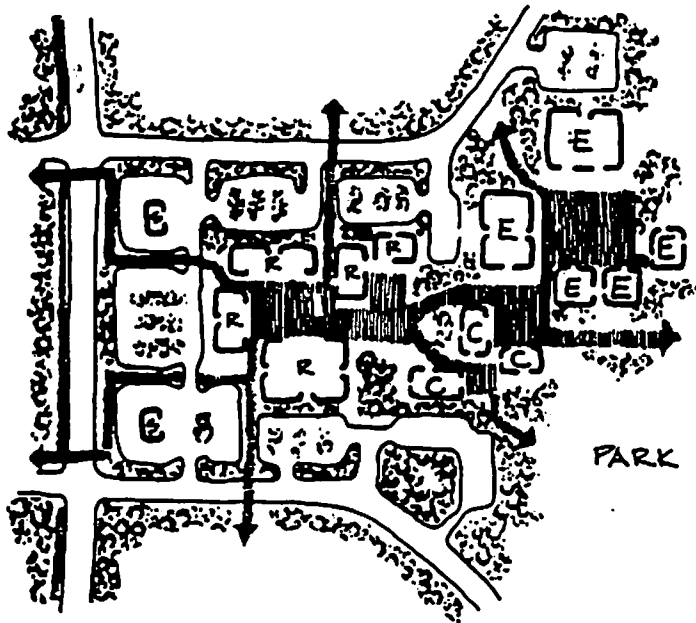
and future mass transit station. Mini-bus links to each neighborhood within North City West as well as the pedestrian and bicycle pathways should also connect into the core area public transit system.

The "core area" should be the most intensively developed urban part of the community. Through vertical development and the elevated nature of the site itself the core area should be a visible focus of the community from almost everywhere within the North City West Planning area.

The core area must also be easily accessible by the automobile. In this regard the core area is the focus for major streets within North City West. Parking for the core and town center should be provided at strategic points in relation to both the uses within the town center and to the major street system. Design of individual structures should be of the highest quality. Linkages both pedestrian, transit and automotive should be landscaped or given special architectural treatment in order to give unity to the entire core and town center complex.

The above concept attempts to illustrate one way that the North City West Town Center and core area could develop. It must be emphasized that there are many ways in which development could occur, some of which may be more advantageous than the above illustration.





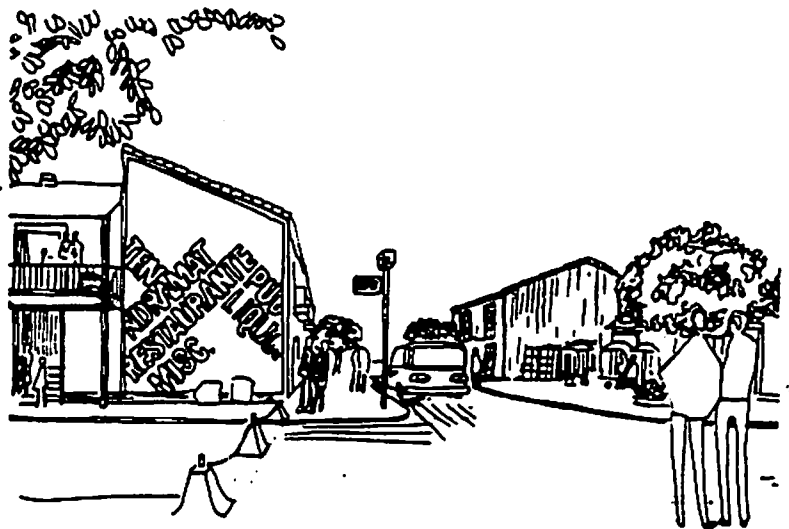
R Retail & Services
 S Service Station
 C Community Buildings
 E Elementary School

Neighborhood Centers

The neighborhood center is central focal point for the neighborhood area. The center fronts upon a collector street and is adjacent to a neighborhood park.

The neighborhood center should consist of one and two story structures so designed to create a feeling of pedestrian scale. Design of structures should be coordinated in terms of building materials, color, texture, landscaping, and paving materials so as to create a sense of identity with each neighborhood center. Parking lots should be screened from public view and divided into small areas.

Pedestrian and bicycle pathways should link the neighborhood center, park and school with the housing development within the neighborhood.

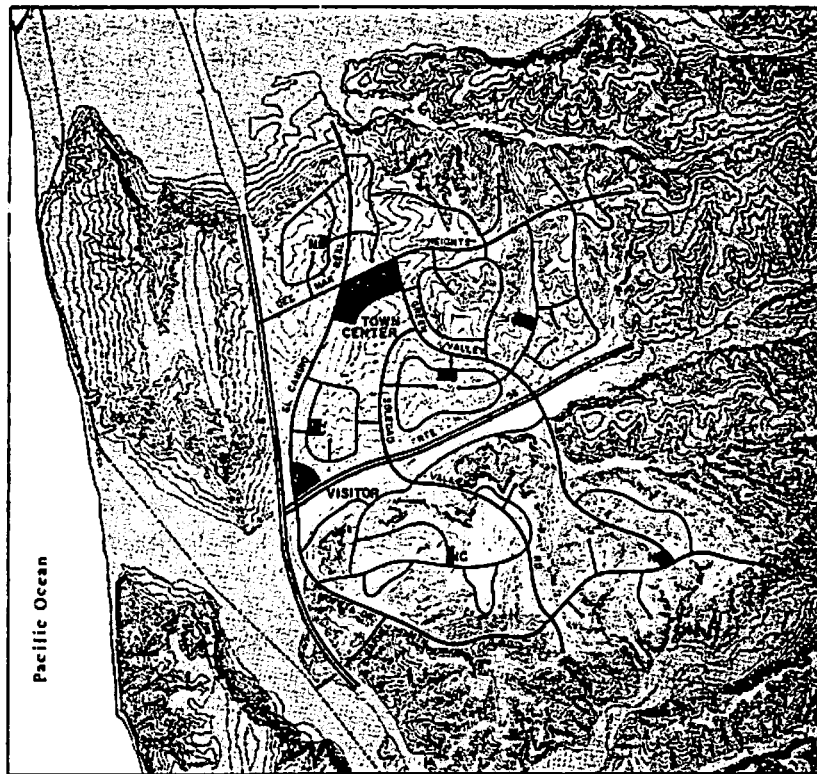


Plan Proposals

Several classifications of commercial land use are proposed to provide the future residents of North City West with commercial goods and services. A description of these land use allocations and proposals is as follows:

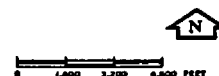
- A town center containing 60 acres of land is proposed south of Del Mar Heights Road and east of El Camino Real. The town center should contain the major commercial development within the North City West. All commercial uses except such "heavy" commercial uses as moving and household storage facilities, newspaper plants, storage garages, warehouses, large wholesaling establishments, automobile dealerships and other similar uses are encouraged to locate within the town center. Because of the large land area requirements of the above uses, a serious conflict with the town center concept of compaction and pedestrian-orientation would be created. Institutional uses such as churches, medical facilities; public and semi-public facilities including libraries, fire stations, recreation centers, meeting halls; light industrial "handicraft" uses; commercial recreation uses and apartment development all have a place within the town center. Specific arrangement of these uses within the town center must be determined as part of a precise plan of the town center which is related to the industrial-office park and adjacent medium density residential area.
- Six neighborhood centers, totaling twenty four acres are proposed to be located central to the respective neighborhoods which they will serve. Uses within the neighborhood center should be aimed at providing for the daily convenience shopping needs of residents within the neighborhood. These should include a small supermarket or convenience food store, drug store, small restaurant, auto service station, laundromat and cleaners, beauty and barber shop and other miscellaneous services stores.
- Office development is proposed within the town center or in close proximity within the industrial-office park. No specific acreage has been determined for office use since its function is not directly based on the immediate resident population. However, office development provides employment which is directly related to the success of achieving the goal of a balanced community. Office development should be encouraged within North City West but should be limited in location to the town center or adjacent industrial-office park.

- Visitor-commercial development on a 15 acre site is proposed at the juncture of State Route 56 and Interstate 5 at the El Camino Real off ramp. The basic proposals for this area are motel, restaurant, and related services to provide for both the adjacent industrial-office park in North City West and industrial complex in Sorrento Valley. In addition, the site is located in favorable proximity to Carmel Valley which is proposed for open space use. The recreational potential of open space can be very desirable factor in enhancing the development of the visitor commercial site. (Note: It is not clear at this time how much of this site may be required for the construction of the interchange of Interstate 5 and State Route 56).



NORTH CITY WEST COMMERCIAL AREAS

■ NEIGHBORHOOD COMMERCIAL



INDUSTRIAL-OFFICE PARK LAND USE ELEMENT

Introduction

Based on the research conducted within the "Employment Study" section of this report and on the City's industrial land use report, it has been estimated that an industrial-office park of approximately 100 acres in size is needed within the North City West community. At an employment density of 25 employees per net acre, 2,500 positions could be accommodated.

Due to competing industrial areas within the northern portion of the City and the already established locations throughout the metropolitan area for many types of industrial activities, it will not be easy to establish a new industrial-office complex within North City West. However, the success of the new communities concept is directly related to the establishment of an employment base in the area in order to create not only a land use balance but to emphasize the desired qualities of self containment. Factors in favor of a North City West location for industrial and office uses include direct freeway access and freeway visibility for advertising prestige-conscious firms.

Objectives

The following objectives for industrial land use are directly related to the five goals which were established to guide the development of the North City West community.

1. In order to promote North City West as a balanced community, diverse job opportunities must be achieved within the industrial-office park. The balanced community policy is especially dependent on employment opportunities within the community which minimizes the need to leave the area and therefore provides an opportunity to live and work in the same general area.
2. In order to promote self-containment and community identity, development of an industrial-office park which emphasizes the area as a unique and permanent feature of North City West is desirable. The industrial-office park must be designed so as to relate to the community and the adjacent town center rather than as a separate industrial development which does not complement the area. Due to the high visibility of the industrial office area from Interstate 5 and because of its location at the major entrance to the North City West community, it is extremely important that an outstanding example of an industrial-office park design is developed.
3. In order to promote preservation of a natural environment, industrial sites must be developed as a part of a planned industrial park with strict development controls. Through this action the relationship of structures, driveways, parking areas, grading and landscaping can be coordinated and natural site features that exist can be capitalized upon.
4. In order to promote a balanced transportation network, development of a transportation system linking to the community is necessary. A convenient system of public transportation serving the industrial-office park is necessary if the goal of a balanced transportation network and therefore reduced automotive traffic is to be achieved. Essentially, travel to the industrial-office park will be at peak travel times, therefore, a system of public transportation could greatly relieve traffic congestion in the community.
5. In order to promote realistic phasing of development, Planning Commission approval of a precise plan for the industrial-office park before proceeding with subdivision maps, zone changes or grading will be necessary. The precise plan, as described in the Precise Development Plans section on page 132 of this report, should be in basic conformance with the North City West Community Plan. Provision for installation of all necessary public facilities must be satisfied through the assessment district procedure or other property owner financed methods prior to land use development.

Industrial-Office Park Design Concepts and Environmental Criteria

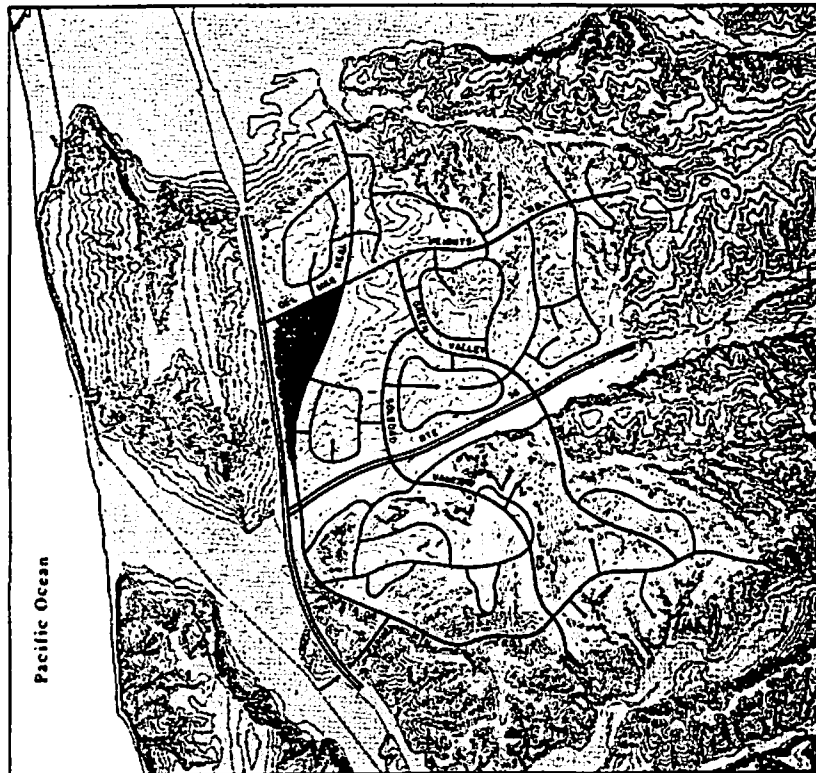
The industrial-office park within North City West will provide over one-half of the available jobs within the community. In addition its prominent and highly visible location dictates that the design and construction of this complex be accomplished in the best manner possible.

The concept advocated for the North City West industrial-office park is that individual buildings be designed to fit into park-like surroundings. Particular attention should be paid to the appearance of the facility, its scale, and the needs of its employees. In this regard strict standards should be established to assure that the industrial-office park became an asset to the North City West community. Considerations should include the amount of coverage, placement of parking, landscaping of the entire site, screening of all service areas and the provision for small recreational facilities for employees. An important consideration is the establishment of standards to limit the adverse affects of noise, air and visual pollution.

Plan Proposals

The Plan proposal for the industrial-office park is based upon the need to provide maximum employment opportunities within the North City West new community. A description of the industrial-office park land use allocation is as follows:

- o An industrial-office park containing 100 acres of land is proposed south of Del Mar Heights Road between Interstate 5 and El Camino Real. The area could provide employment opportunities for approximately 2,500 persons and should be designed so as to be a definite asset both economically and aesthetically to the North City West new community.



NORTH CITY WEST

INDUSTRIAL - OFFICE PARK



PARK, RECREATION AND OPEN SPACE ELEMENT

Introduction

The influence of parks, recreation and open space upon the quality of life within any given community requires the thoughtful location of these facilities. In an attempt to provide for the recreational needs of future North City West residents two basic types of recreational facilities are contemplated. The first includes population based parks which are activity oriented. The second includes open space and resource based parks which are passive in nature.

Population based parks as recommended by General Plan and Progress Guide standards suggest the following categories to serve the recreational needs of the residential population.

- Community Park and Recreational Centers should serve 18,000 and 25,000 residents within an effective radius of approximately one and one half miles. The ideal location of this type of facility is adjacent to a junior high school. If so located, a minimum of thirteen usable acres is required; if not, a minimum of twenty acres is needed. Community parks should provide a wide range of facilities including athletic fields and multi-purpose courts, picnic facilities, a variety of play areas, a recreation center building, lawn areas, and landscaping.
- Neighborhood Parks and Playgrounds should contain a minimum usable area of five acres when located adjacent to an elementary school (the ideal situation), and ten acres when not so located. They should serve a resident population of from 3,500 to 5,000 persons. In order to assure ready accessibility to residents of the neighborhood, the maximum service area radius should generally not exceed one half mile. The arrangement of space and the type of facilities located within each park must be related to the population and use characteristics of the neighborhood served. However, each park should have at least a play area, multi-purpose courts, picnic facilities, lawn area, and landscaping.

While general standards are set forth governing the provision of population-based parks, the second category (open space) is more difficult to quantify. Within the North City West study area the need, amount and location of open space has been determined by the natural environmental conditions of the land form. Major valleys and canyons with potential flooding problems, lands within 25 percent and up slope categories and sloping lands with unstable geologic conditions are included within the open space category. Other lands which will be subject to excessive noise

pollution along Route 56 and Interstate 5 are also considered for open space.

In a basic sense the open space is the most important land use aspect of the North City West community since it determines community structure while conserving the most important features of the natural environment. Further, open space can serve one of the most important aspects of human behavior, that is, an escape from the pressure of urban life.

Objectives

The following objectives for community facilities are directly related to the five general goals which were established to guide the development of the North City West community.

1. In order to promote North City West as a balanced community, a variety of park and recreational facilities will be necessary. The balanced community policy will insure a population representative of all ages, interests, social and economic status in North City West. This population will have different recreational needs. For example, one park may contain playfields and active sports areas while another may offer picnic areas and view points.
2. In order to promote self containment and community identity, the open space system must be acquired or publically controlled. The great importance of the open space system in determining the structure of the North City West new community, while at the same time conserving the natural environment, cannot be overstated. In addition the open space system precludes the merging of urbanization and therefore urban sprawl.
3. In order to promote preservation of the natural environment, development of either a public or private nature should not be allowed on lands designated for open space unless the proposed development is compatible with open space use. An inventory of the desirable natural features of all property within the study area together with alternative plans for the conservation of these amenities should be a prerequisite for development.
4. In order to promote a balanced transportation network, provision should be made for pedestrian and bicycle pathways within the open space network linking various neighborhoods and activity areas. Such pathways or linkages can provide safe and convenient alternatives to the private automobile for access to various parts of the community.

5. In order to promote realistic phasing of development, preparation of a precise plan which considers which lands must be purchased through the assessment district process and the timing of such purchase will be necessary. This process will allow the purchase of necessary open space lands before development of adjacent lands escalates the purchase price.

Park and Open Space Design Concepts and Environmental Criteria

While minimum standards for population based parks have been developed the intent of the standards to provide for the enhancement of life quality for the residents of the community is more difficult to achieve. The trend in leisure time, and per capita income and therefore future recreational demands will probably be much greater than they are today. For this reason present day standards for population based parks must be considered as the minimum rather than the maximum requirement. In view of the foregoing statements there are two kinds of population based parks proposed within the North City West new community. Examples of general park criteria follow:

Neighborhood Park

Function: To serve local park needs of surrounding pedestrian oriented population.

Design: To fit the natural topography that exists and complement the surrounding land uses.

Size and Shape: To accommodate design and natural environmental factors that exist.

Access: Pedestrian oriented with local street access for surveillance and maintenance purposes.

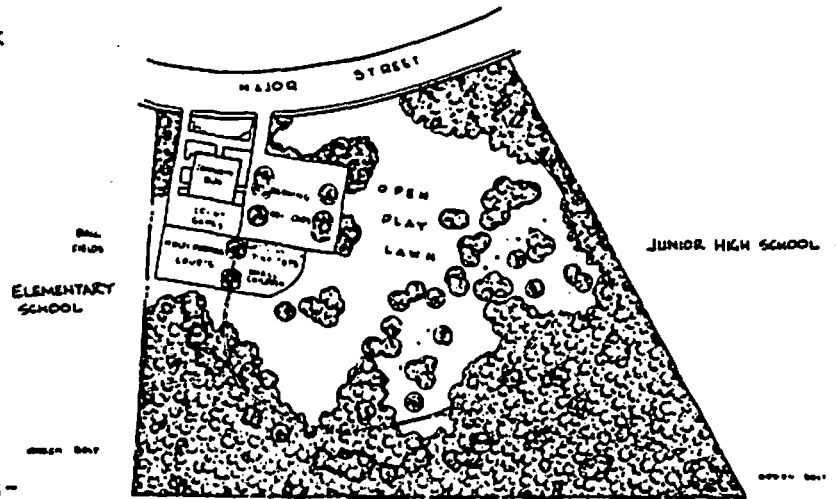
Community Park and Recreation Center

Function: To serve community park needs and provide for specialized recreational functions not satisfied elsewhere.

Design: To relate to the natural topography and adjacent land use in a manner that is complementary to both.

Size and Shape: To accommodate function and design and natural environmental factors that exist.

Access: To major street and pedestrian systems.



COMMUNITY PARK & RECREATION CENTER

Carmel Valley Open Space

Design concepts for open space simply expressed revolve around the necessity to keep open space in its natural state for conservation, biological and psychological reasons. Any deviation, even for recreational or public facility purposes from this natural environment, must be justified by favorable environmental impact analysis.





Plan Proposals

Plan proposals for park and open space allocations are based on providing future residents of North City West with recreational opportunities and the preservation of the natural environment. A description of these proposals follows:

Population Based Parks

- Two community park and recreation centers are proposed. The first contains approximately 17 acres located adjacent to the town center and junior high school in the northern quadrant of the study area. The second contains approximately 20 acres and is located in the southern portion of the community. The community park adjacent to the town center should be designed as an urban facility catering to the unique needs and functions of the adjacent town center. The community park located in the southern quadrant of North City West should be oriented towards more active sports facilities.
- Ten neighborhood parks are proposed adjacent to schools at central locations to the respective neighborhoods which they serve. These facilities should be designed to provide local recreational opportunities to the surrounding neighborhood population.

Open Space

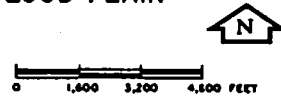
- It is proposed that Carmel and Shaw Valleys be designated as a major open space system. These valleys provide for a major break in urbanization and also structure the major parts of the North City community. The study conducted by the Environmental Development Agency of San Diego County and City staff justifies the designation of these lands for open space purposes because they are also subject to inundation and contain steep slopes. Compatible uses such as agriculture and golf courses may be appropriately located within these open space areas.
- It is proposed that a secondary system of open space including lateral canyons and slopes exceeding 25 percent be designated. The purpose of the secondary system is to define neighborhood boundaries and to link the private system (3) to the major systems previously described.
- It is proposed that a third system of open space be provided within planned residential developments. This system is the responsibility of the private developer. It should link neighborhood residential areas to various activity nodes and the public open space system. The system should provide space for small play areas, private recreational facilities, pathways and landscaping.



NORTH CITY WEST

PARKS & OPEN SPACE

- | | | | |
|----|-------------------|---|-------------|
| CP | COMMUNITY PARK |  | OPEN SPACE |
| NP | NEIGHBORHOOD PARK |  | FLOOD PLAIN |



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CIRCULATION (TRANSPORTATION) ELEMENT

Introduction

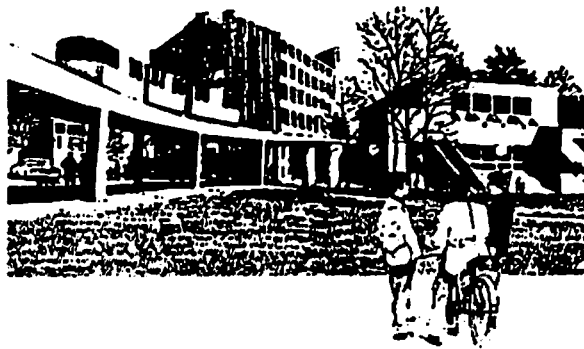
San Diego has excelled in the field of transportation planning for personal vehicles. Although it is acknowledged that the automobile will play an important part in providing transportation needs for North City West, the major emphasis of the circulation element is to provide an alternative mode of transportation in order to implement a balanced circulation system.

A single circulation system oriented to the owner-operated vehicle cannot meet the total transportation needs of North City, since it cannot efficiently serve a significant segment of the population, including the elderly, the young, the poor, or those who choose not to drive. In the past new community development has resulted in almost total reliance on the automobile for mobility. The consequences of this approach are not unfamiliar. Automotive congestion soon reduces, rather than increases, the desired mobility and causes air and noise pollution; business and government must make large investments in circulation and parking facilities; and residents of the community continue to own and operate two or more automobiles.

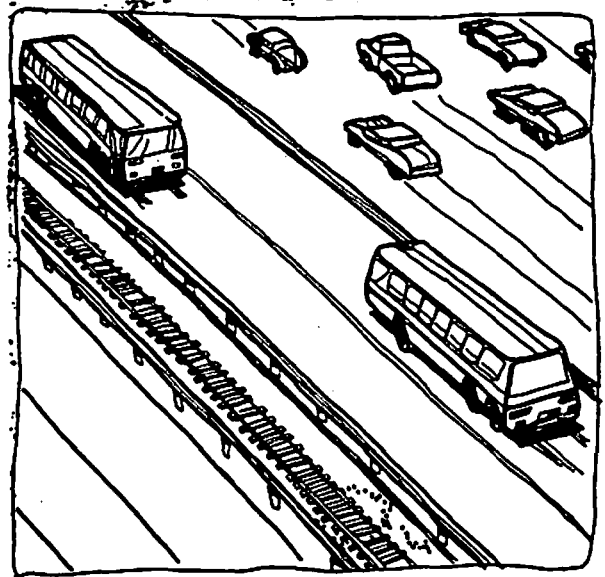
In dealing with the planning and design of the circulation (transportation) system of any given area, the dual nature of the transportation system becomes apparent. The circulation system is determined by travel demands generated by the nature and intensity of land uses. However, at the same time it has a substantial effect on the shape, form and location of land uses.

The primary goal for the transportation system is the design of a network which provides mobility, accessibility and safety for residents of the community. The planning for North City West offers an opportunity to provide a fully integrated circulation system. By careful development of each transportation sub-system, reliance on the automobile (for trips and activities which are inappropriate to automobile use) can be reduced. The use of the New Communities strategy for the transportation system design will provide a transportation network which will achieve the goal of a complementary relationship between the transportation system and the social physical and economic development of the community. The development and implementation of an integrated circulation-land use plan can aid in reduction of the effects of pollution and the environmental deterioration which generally accompanies urban growth and development. Certainly, a well designed circulation system (based on the new community planning assumptions) will lead to reduced environmental impact by automobile by-products, including air and noise pollution, accidents and spontaneous urbanization.

The North City West transportation system is envisioned as a network of sub-systems, which in some cases is partially within joint use rights-of-way. Such a system must be planned from the start. However, the implementation of alternate modes of transportation may realistically need to be phased when greater population or housing densities materialize in North City West. In addition, the circulation system should also be used as a tool for shaping the urban environment. This can be accomplished by integrating the major systems into the natural land forms and by complementing open space systems.



The basic purpose of the circulation system is to provide each member of the community with maximum opportunity for access to goods, services and activities, both public and private. Achievement of this purpose will require that a fully integrated system of pedestrian, bicycle, transit and automobile facilities be developed. This should include the initiation of innovative circulation experiments throughout North City West, linking it to all parts of the San Diego Region. It should link all sections of the community: residential, commercial, employment, educational, recreational, and cultural, in a safe, comfortable, and convenient mode. With a well balanced transportation system available, the necessity for a third or even a second car per household will be reduced.



OBJECTIVES

The following objectives for circulation are directly related to the five general goals which were established to guide the development of the North City West community.

1. In order to promote North City West as a balanced community, a balanced transportation system must be included in initial construction of North City West. Such a system would assure mobility and access to all parts of the community for all residents and therefore facilitate a social balance.
2. In order to promote self containment and community identity, transportation systems must be designed to complement the planning concept and land use. The community should not be designed around the transportation system but with it. Major transportation systems should be integrated into the land form as naturally as possible; they should support neighborhoods, and avoid any artificial disruption or division of geographical units.
3. In order to promote preservation of the natural environment, transportation facilities should be regarded as an integral part of the landscape in which they are sited. They must be something more than the standard provision of a surface for moving cars or guiding mass transit vehicles. It must be kept in mind that corridors should be conceived of as "space" and not as a "line." When the requirements for continuity, integrity, and articulation are met, transportation facilities will merge with the natural landscape.
4. In order to promote a balanced transportation network, dependence on the private automobile as the dominant mode of transportation must be reduced by developing an integrated system of pedestrian, bicycle, local transit and automobile facilities. The first step in the implementation of a balanced circulation system is coordinated land use and transportation planning to provide adequate rights of way followed by public commitment to finance such systems.
5. In order to promote realistic phasing of development, the precise plan for each development unit must include a complete circulation system which relates to the total North City West circulation system. Transportation is an important factor in catalyzing urbanization and therefore it should be carefully coordinated with land use planning, public facilities and services, and the public investments necessary to support the development of the North City West community.

Transportation Design Concept and Environmental Criteria

The design of a balanced transportation system which implements the Planning Principles underlying the development of North City West requires reevaluation of present transportation practices. The assumptions incorporated in New Town planning, such as better control over land use implementation and provision of economic and social balance within the community, make possible the adaptation of new approaches to the traditional problems of trip generation, distribution and route assignment. This allows for better integration of transportation facility design with other land use elements of the community. The design of the transportation system is conceptualized two ways; 1) as a flow of people and goods linking specific centers of activity, and 2) as physical structures occupying horizontal and vertical space.

In dealing with the flow of people and goods between centers of activity, analysis of basic trip behavior and travel motivation is required. Preliminary analysis of the North City West Community Plan, therefore, began at the household level in examining travel behavior. The distribution of flow of trips was considered over all sub-system networks simultaneously. This was accomplished by estimating mode split as a part of the distribution by purpose, trip lengths by purpose, travel times by purpose, and distribution patterns by mode. These were developed to reflect expected home based travel behavior within North City West. Non-home based trips were distributed, by mode, based on activity center characteristics, service areas and urban goods flow requirements. The criteria for design of the sub-system networks reflects the mode split-distribution assumptions. It should also be noted that the internal-external split for the community generated traffic resulted from the mode split distribution procedures.

The design concept relating to the physical shape of facilities can be stated as follows: "Each facility should be designed to complement the adjoining community, the physical form of the other plan elements and the natural land forms within which the transportation facility is sited." What is sought here is the concept of "environmental" or "natural" design; that is, each segment of a facility should be custom designed so that the facility becomes an integral part of the site area. The use of standardized, rigid physical design concepts should be avoided, short of demonstrable safety or hazard problems.

Public Transportation System

The Regional Express and Sub-regional system is proposed to operate on freeways and/or major streets. Design criteria should provide for the acquisition of at least two lanes for exclusive transit use. These lanes should initially be used by buses but could be converted for use by fixed guideway systems as the need arises.

- The Intra-Community system should operate on major and collector streets. No special lanes will be required. Feeder system buses should also operate on local streets with the implementation of a "Dial-a-Bus" system.
- Transit vehicles should be designed to allow for the transporting of bicycles, baby buggies, surf boards, etc.

Automotive System

- The automobile operating on major and secondary streets is conceived of as the major, but not dominant transportation system within North City West. All roads should be integrated into the land form as naturally as possible so that they become edges and buffers rather than divisions to neighborhoods. Neighborhoods should contain only collector and local streets. While there may be access to a neighborhood at several points, through traffic should be discouraged. In addition all streets should meet geometric and cross-section standards appropriate to projected traffic requirements consistent with the natural land form.

Major Streets

- Major streets should be located so as to focus on the town center and not divide neighborhoods.
- Access rights should be taken along major streets. No parking or driveways except to commercial and industrial areas should be allowed.
- Intersections should be limited to those with collector and major streets.
- All major streets should be designed with parkways to separate parallel bicycle and pedestrian trails from auto traffic as appropriate.

Collector Streets

- All collector streets should intersect with major streets.
- Local streets should feed only into collector streets.
- The amount of housing which fronts on collector streets should be minimized.

Local Streets

- Intersections with major streets should not be allowed.
- Local street function should be to provide access to individual lots.

Parking

- Parking should be furnished in amounts adequate to serve new development which should be planned so as to not require on street parking.
- Parking areas must take into account aesthetic and land use considerations. Careful landscaping and the use of structured parking is desirable.

Bikeway System

Bikeways should be considered as a separate, but integral, portion of the total transportation system for North City West. They should be oriented to satisfy transportation needs by connecting activity centers to residential areas.

- Neighborhood bikeway systems should link neighborhood parks, elementary schools, convenience commercial, with residential areas. Street crossings should be minimized.
- Community bikeway systems should link neighborhoods with major activity centers such as the town center, community parks, junior high and high schools, and the employment center. It is this segment of the system that should tie into the city-wide network of proposed bicycle corridor routes and should utilize exclusive rights of way and grade separated crossings whenever possible.
- Bikeways should avoid high volume streets and long or steep grades where possible. Care must be taken not to create paths that will not be used due to circuitous routing that causes delay and additional unnecessary distance.

- Lockable bicycle racks should be provided at activity areas that receive significant bicycle traffic, such as transit stops, schools, parks, library, and commercial areas.
- Planning and installation of bikeways must be coordinated with pedestrian and automobile traffic controls.
- Minimum city standards for bikeways have been adopted by the City Council (December 21, 1972) and are included in the publication entitled "City of San Diego Bikeways, Technical Report and Design Guidelines," which is available from the Community Development Department.

Pathway System

- In addition to pedestrian pathways paralleling streets, an interior system within each neighborhood should be installed. It should lead to the central park, school, convenience shopping complex with a minimum of streets to cross. There should be undercrossings or overcrossings where major pedestrian ways and major streets intersect.

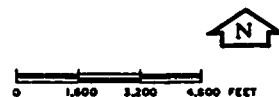
PLAN PROPOSALS

The following illustrations present a summary of circulation and transportation findings and proposals for the North City West Community.

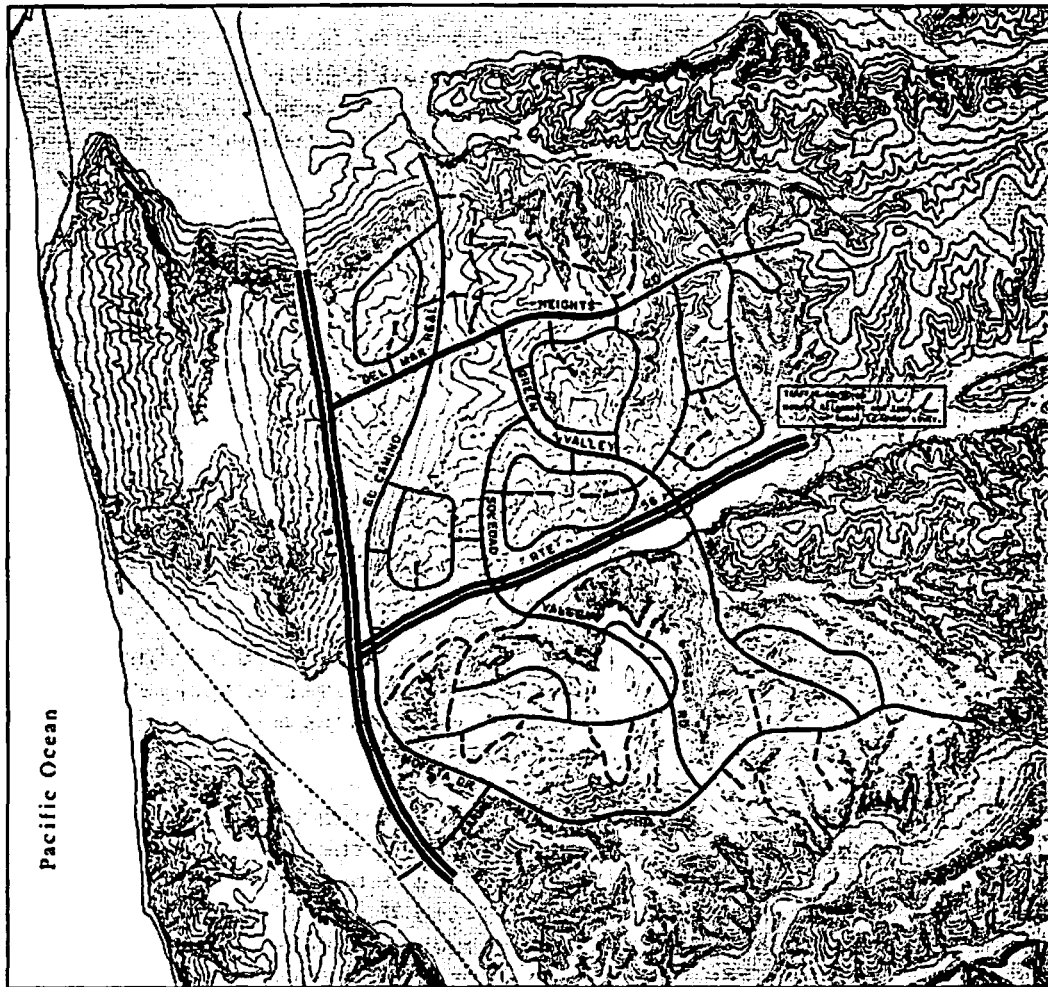
The map below indicates the traffic volumes expected to be generated by the proposed land use plan.



NORTH CITY WEST PROJECTED DAILY TRAFFIC VOLUMES

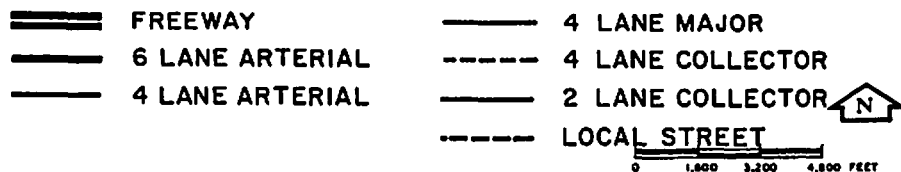


The map below indicates the proposed automobile system for North City West including freeways, major, and collector streets which can serve the anticipated traffic volumes.



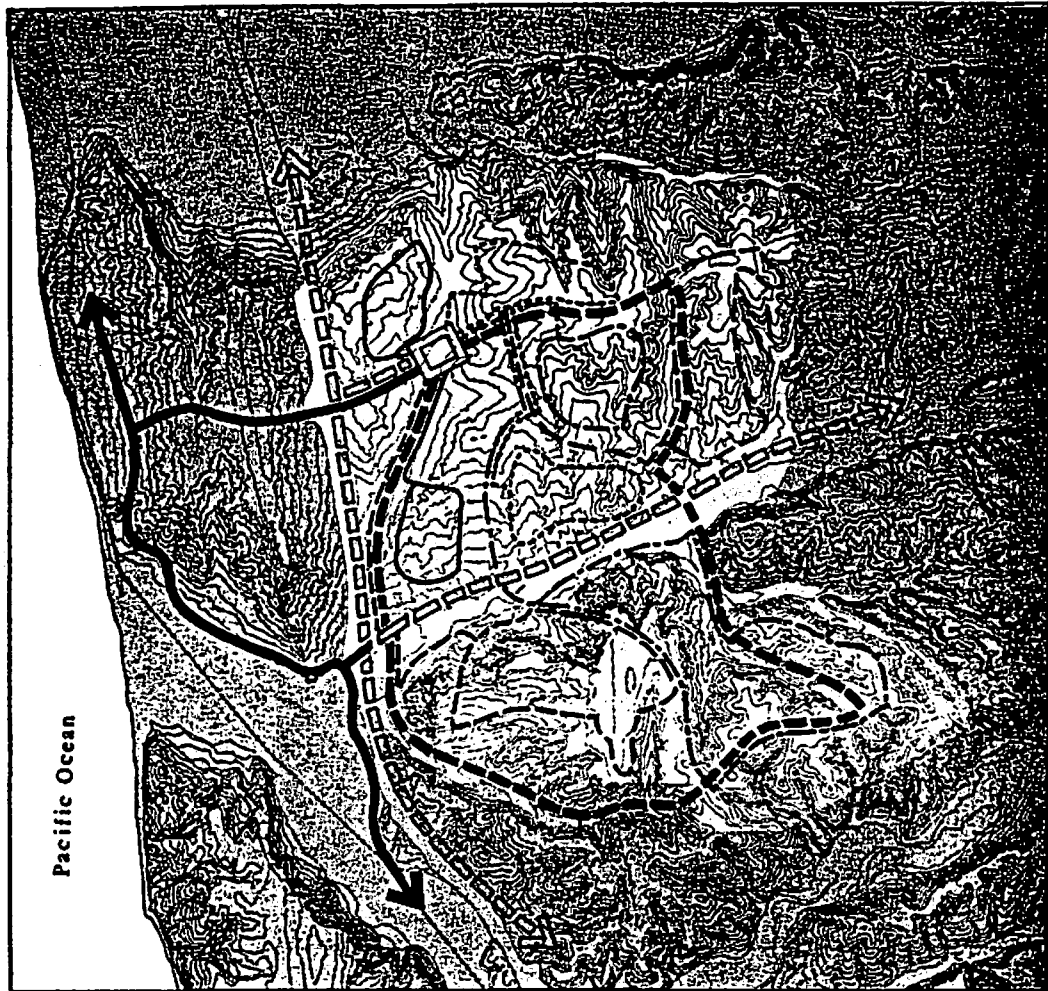
NORTH CITY WEST

PROPOSED STREET SYSTEM








The next map indicates the proposed public transportation system for North City West. This system is conceived as four subsystems; regional express, sub-regional, intra-community and the local feeder system.

- The regional express system is proposed to operate on Interstate 5 and State Highway 56 connecting North City with downtown San Diego, Oceanside and points east. Initial service could be provided by buses sharing freeway lanes with automobiles, to be replaced at a later date by exclusive bus lanes. Future service may be provided by a fixed guideway system.
- The sub-regional system is proposed to provide local bus service from the North City West Town Centre to Del Mar, Torrey Pines State Park, Sorrento Valley, UCSD, University City and La Jolla.
- The inter-community system is proposed to loop around North City West. This system could provide supplementary service during peak hours. It could eventually connect with other communities in North City.
- The bus feeder system is envisioned as a fleet of mini-buses operating on scheduled routes throughout North City. Service would be on maximum 15 minute headways during peak hours. In off peak hours service could be at greater headways supplemented by a partially-demand-actuated routing (dial-a-bus). This system would be a personal system where the driver could get to know his neighborhood, the people that live there and their transportation needs. The system could operate in a manner similar to a milk route where the owner seeks out customers and serves their needs. (See La Habra Dial-a-Bus Program)
- One transportation terminal is proposed. The terminal should be in or adjacent to the town center. This terminal could serve as a focal point for collection and distribution of commuters. A wide variety of methods could be made available for access to the terminal such as park and ride, kiss and ride, system owned bicycles, separated walkways and interface with the local transit system.



PROPOSED PUBLIC TRANSPORTATION SYSTEM

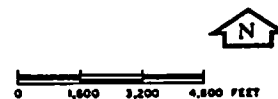
-  REGIONAL TERMINAL
-  REGIONAL EXPRESS ROUTES
-  SUB-REGIONAL ROUTES
-  SUB-REGIONAL - PEAK HOURS ONLY
-  LOCAL ROUTES



NORTH CITY WEST

PROPOSED BIKE AND PEDESTRIAN WAYS

—— BIKE & PEDESTRIAN WAYS ---- PEDESTRIAN ONLY



The Map indicates the proposed bikeway and pathway systems. These routes should parallel but be physically separated from major and collector streets, and connect all activity centers of the community. Street crossings should be minimized and where high volumes of auto traffic exist grade separated crossings should be provided.

PUBLIC SERVICES AND FACILITIES ELEMENT

Introduction

The wide range of public services and facilities considered within this section of the plan have been divided into four basic categories for ease of presentation. The educational category includes public schools, private schools, child care centers, library, and churches. The health category includes public health and medical facilities. The public safety category includes police and fire facilities and service. The utility category includes water, sewer, storm drains and flood protection, gas and electric and telephone facilities.

All of these facilities provide for the basic needs of the population and are, therefore, dependent primarily upon the number of people to be served and the distribution of land use within the community. Of major importance is that these facilities and services complement the overall goals established for the community.

In view of the fact that public services and facilities are directly related to their service area population many standards have been developed for their locational, site, population and service area requirements.

The Progress Guide and General Plan standards have been adhered to in developing proposals for public services and facilities within the North City West Community Plan. Rather than repeat all of these standards, the reader is referred to pages 47-64 of the Progress Guide and General Plan, or its revised edition, for information concerning public services and facilities standards.

Objectives

The following objectives for public services and facilities are directly related to the five general goals which were established to guide the development of the North City West community.

1. In order to promote North City West as a balanced community, provision of public services and facilities of high quality are necessary to attract the balanced community population, diverse in age groups, social and economic status.
2. In order to promote self containment and community identity, excellence in the design of all public facilities will be required. The arrangement or grouping of facilities, preferably in an architecturally and carefully controlled environment in a manner complementing other land uses, will promote the image of North City West as a new community

3. In order to preserve the natural environment, the environmental analysis of specific projects must be based on the implementation of the intent of the new communities concept. Local agencies responsible for community facilities should set a high level of design quality as a desirable example for private development to follow.
4. In order to promote a balanced transportation network, the location of bus stops and facilities which serve such a transportation network should complement the development of these areas as nodes of activity which are accessible to all forms of transportation.
5. In order to promote realistic phasing of development, assessment districts or other property owner financed methods must be established for public facilities prior to proceeding with subdivision maps, zone changes or grading.

Plan Proposals

Plan proposals for public services and facilities are based upon the need to provide for the general health, safety and welfare of future residents within North City West. Public facilities should be provided by the property owners within the area. A brief narrative and illustration of these proposals by category follows:

Education Facilities

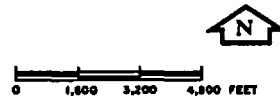
- Public Schools - Public schools within the North City West study area are administered by the Del Mar Union, Solana Beach and San Dieguito Union High School Districts. The Del Mar Union and Solana Beach Elementary School District boundaries divide the North City West community, and do not follow topography or proposed street patterns. Unless the boundaries are changed, tremendous problems of inter-district transfers and tax collection may result. While plan proposals for school locations have been approved by all three school districts, it is recognized that these locations cannot be implemented if the school district boundaries are not adjusted. Selection of specific school sites is the responsibility of individual school districts. These must be coordinated with the school district in the preparation of precise development plans for each neighborhood unit.



NORTH CITY WEST

PROPOSED SCHOOL SITES

- ELEMENTARY SCHOOL
- ▢ JUNIOR HIGH SCHOOL
- SENIOR HIGH SCHOOL



North City West Anticipated School Enrollment

<div>NUMBER OF STUDENTS</div>							
Elementary School (K-6)			Junior High School (7-9)		Senior High School (10-12)		
<u>Dwelling Units</u>	<u>Students/Household</u>	<u>No.</u>	<u>Students/Household</u>	<u>No.</u>	<u>Students/Household</u>	<u>No.</u>	
Single Family	6,250	(.7)	4,375	(.2)	1,250	(.2)	1,250
Town House	3,075	(.5)	1,537	(.15)	461	(.15)	461
Apartments	3,920	(.1)	392	(.03)	117	(.03)	117
TOTAL 13,245*			6,304		1,828		1,828

*Does not include tabulation for 725 mobile home units.

An evaluation of future school enrollment based on dwelling unit types suggests that approximately 10,000 school children may ultimately reside or utilize facilities in the North City West study area.

Based on the school district's standards, eleven elementary schools (575 enrollment), two junior high schools (900 enrollment), and one senior high (1800 enrollment) will be needed to provide for the school population of North City West.

General proposals for public schools are as follows: (See Figure for district boundaries and school locations.)

- A 60 acre site, presently owned by the San Dieguito Union High School District is under construction as the high school to serve North City West and surrounding territory.
- Two junior high schools of approximately 25 acres each are proposed.
- Eleven elementary schools of approximately 10 acres each are proposed within neighborhood units adjacent to neighborhood parks.
- Private Schools and Child Care Centers - While the Plan does not allocate land for private school and child care purposes, it is proposed that they be located adjacent to the central activity area of the neighborhood or within or adjacent to the town center.

Library - The City of San Diego shall administer the library facilities provided by the property owners. In this regard, it is proposed that a large branch library containing 13,000 square feet of building space with adequate parking be provided within the town center. The site should be visible from Del Mar Heights Road and be 1-1/2 acre in size.

Present library service to the area is from the La Jolla and North Clairemont branches. This service should continue until the population of North City West reaches approximately 10,000 persons. At this point, bookmobile service would be started. Construction of the library facility should occur when the population warrants a permanent facility.

- Churches - While the Plan does not allocate specific sites for church use, it is proposed that they locate adjacent to the central activity area of the neighborhood or adjacent to the town center.

Health Facilities

- Public Health - The San Diego County Public Health Department administers public health facilities and services within the area. At this time no proposals are set forth for the construction of public health facilities within the North City West community. However, in the future as the community matures, a public health clinic may be warranted. If so, the location for such a facility should be within or near the town center.
- Medical Facilities - The Comprehensive Health Planning Association has the responsibility for review and recommendation on all proposed hospital facilities. While a detailed study of the need for hospital facilities within the area has not been made, it is possible that a small community hospital and related medical offices and clinics may be warranted. It is, therefore, proposed that a medical facilities needs study be conducted for the North City West community and that a location within or adjacent to the town center be considered for medical purposes.

Public Safety Facilities and Services

- Fire Protection - The City of San Diego would provide fire protection utilizing fire stations and equipment provided by the property owners. It is proposed that a two company, three stall fire station be located within the town center to serve the fire protection located within the town center to serve the fire protection needs within the North City West community. The present station is located at Genesee and Eastgate Mall. A future station to be located in the Sorrento Valley area will serve as the back-up station. In addition, a fire station is planned easterly of North City West within a future development unit of North City.

as the back-up station. In addition, a fire station is planned easterly of North City West within a future development unit of North City.

- Police Service - The City of San Diego has the responsibility for providing police service to the North City West community. The North City area is presently served by the Northern Division of the San Diego Police Department located at 4275 Eastgate Mall in University City. It is proposed that police service continue to be provided by the Northern Substation.

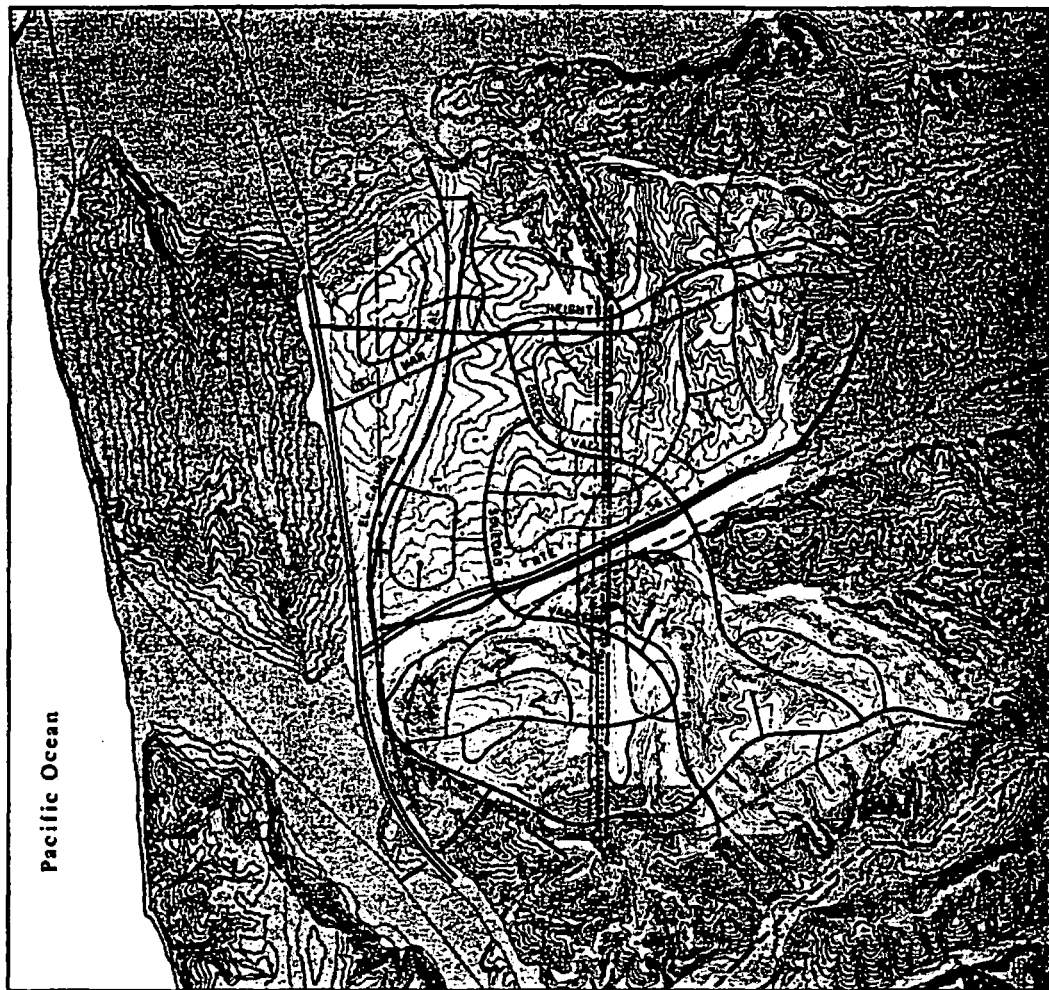
Utilities

- Water - It is proposed that water for North City West be provided from the Miramar Pipeline and Penasquitos Pipeline which connect to the Miramar Filtration Plant. Both the pipelines and the filtration plant were financed by bonds sold on the basis of anticipated revenues from connection charges. The implementation of the North City West Plan will require the construction of two 30 inch offsite water supply pipelines to be financed by an assessment of property owners. The first, the Carmel Mountain Pipeline, should extend from the Penasquitos Pipeline located at the Rancho Bernardo Pump Station to the Torrey Pines Reservoir. The second pipeline should be constructed in Green Valley Road from the Miramar Pipeline to the Del Mar Heights Road Pipeline. It is further recognized that the northern portion of the community could get by without constructing the offsite water transmission mains. However, no more than 50% of the total development of the community based on equivalent populations should be developed prior to the construction of the offsite water mains.

The major water distribution system will consist of 16 inch and 12 inch mains and will be generally required to follow street patterns. Smaller lines will serve individual building units. The cost of this entire system will be at the developer's expense.

The North City West water distribution system will contain two separate pressure zones. All land area above 200 foot elevation shall be in one and all land below the 200 foot elevation shall be located in another pressure zone.

- Sewer - It is proposed that sewage generated by the North City West community flow through the facilities of the Penasquitos Sewer District. Trunk sewers are available in Carmel Valley and Penasquitos Canyon. The trunk sewers and pump stations were financed by bonds which are to be retired through a tax which has been placed on all lands in the sewer district and sewer connection charges of \$100 per dwelling unit plus interest.



EXISTING & PROPOSED UTILITIES

- | | |
|-------------------------------|------------------------------|
| --- EXISTING ELECTRICAL LINES | — EXISTING TELEPHONE LINES |
| --- EXISTING LIQUID FUEL LINE | --- PROPOSED TELEPHONE LINES |
| — EXISTING GAS LINE | --- PROPOSED WATER LINES |
| --- PROPOSED FUEL OIL LINE | --- EXISTING SEWER LINES |

0 1,600 3,200 4,800 FEET

The main sewerage collection system will consist of 18, 15, 12, and 10 inch lines some of which will need to be located in the bottom of canyons. Smaller lines will be needed to serve individual building units. The cost of this system will be at the developer's expense.

- Storm Drains and Flood Protection - The flood plain for Carmel Valley has been established by the U.S. Army Corps of Engineers in their report of the Los Penasquitos Drainage Area, May 1967. The majority of the North City West study area drains into Carmel Valley. Other canyons adjacent to the study area, Gonzales and Penasquitos Canyons drain portions of the study area. To insure adequate control of drainage and to provide for the increasing need for open space, runoff through these canyons should be handled within natural drainage courses. The open space area, as shown on the plan map should be adequate to provide drainage control.

Identified flood plains should be appropriately zoned so that development is controlled in order to protect the general public from the hazards of inundation.

- Gas and Electric - As shown on the map 69,000 volt (69KV), 138,000 volt (138 KV), and 230,000 volt (230 KV) electric transmission lines traverse North City West. The area is also traversed by a high pressure gas line. The San Diego Gas and Electric Company holds right-of-way easements for these transmission facilities. Recreation or other suitable uses that do not interfere with the purpose of the easement are encouraged.

It is proposed that electrical service for that portion of the community north of Carmel Valley be supplied from the Del Mar Substation, while the area south of Carmel Valley be supplied from the Penasquitos Substation. Future development to the east would be served by the Carmel Valley Substation. Gas service for the area should be provided via a high pressure gas line along Del Mar Heights Road.

The plan also proposes the continued development of underground electric lines in accordance with City policies and regulations.

- Telephone - Telephone service to the North City West Study Area is the responsibility of the Pacific Telephone and Telegraph Company. The company recommends that a new central office facility for the exchange area is necessary. It is therefore proposed that this facility be provided within the industrial-office center. It is also proposed that all telephone lines be installed underground in accordance with current City policy.

PLAN IMPLEMENTATION

Thus far the North City West Community Plan has set forth goals, objectives and proposals for achieving a new community. This portion of the Plan contains recommendations for the implementation of the North City West Community Plan which will require continuous coordination between the developers and various levels of local, state and federal governments. Considering that the North City West area could require many years to become fully developed, many aspects of development are long term in nature and will require a sustained effort for their achievement. Foremost among these efforts will be the accomplishment of the Planning Principles for new community development.

The implementation chapter of this Plan has been divided into three sections. The first section reviews implementation techniques that should be utilized in carrying out the Plan. The second section discusses Development Phasing and Precise Development Plans. The third section summarizes the scheduling and financing of public facilities by Plan Phases.

IMPLEMENTATION TECHNIQUES

LAND USE

In order to accomplish the goals and objectives of the North City West Community Plan future urbanization must attain the desired development quality indicated by the goal statements. At the present time several ordinances exist which are aimed at attaining at least a minimum standard for land use development. These include the zoning, subdivision, planned development and grading ordinances. While these ordinances have been adopted the key factor to recognize is that they exist to require that a base level of accomplishment be satisfied. While the ordinances do not preclude development to higher standards, most developments tend to adapt to the minimum standards which in turn dictates development design. The result of utilizing minimum land development standards is reflected in typical repetitive standardized lot and street patterns with massive land displacement, cutting, scarring and disruption of the natural environment in order to produce a greater lot yield.

Development within North City West must rise above these minimum standards. In order to achieve higher standards of development it is recommended that zoning and planned development ordinances be used together as a single tool in place of the normal zoning and the subdivision map process. In addition, strict controls on grading must be applied. These controls, coupled with the requirement for comprehensive development unit precise planning, can greatly modify current development practices so that community goals will be achieved. The following summary statements regarding planned developments, zoning and grading set forth the procedures for implementing the land use elements of the North City West Community Plan.

Planned Developments

The intent of the planned development is to encourage imaginative and innovative planning to permit greater flexibility in the design of planning units. The planned development is acknowledged as a tool which provides the best options for the developer, particularly in the clustering of developments and in the application of common open space. At the present time the planned development exists for residential and commercial uses but should be expanded to accommodate industrial uses.

The North City West Community Plan proposes that most residential development, the town center and industrial-office center be processed under the planned development procedures.

It is therefore recommended that:

- The Planned Residential Developments Ordinance, Section 101.0900 of the San Diego Municipal Code, be utilized to process residential development.
- The Planned Commercial Developments Ordinance, Section 101.0910 of the San Diego Municipal Code, be utilized to process the integrated development of the town center, as well as the neighborhood centers and visitor commercial area.
- That the development plan process incorporated within the M-1-P zone be utilized for the industrial office center.

It must be further stated that all development processed through the planned development procedure must also be zoned in order to determine basic density and use of property. The zoning and planned development ordinances together provide the basic method for implementing the Land Use Elements of the North City West Community Plan. A narrative of recommended zoning to be applied to the North City West community follows.

Zoning

The community plan is a long-range development guide for the North City West new community and as such is not meant to precisely define zoning measures and limits. However, in general, it is recommended that the following interpretations and relationship of plan proposals to zoning be utilized in future administration of the plan's proposals. Zoning should not be granted prematurely, rather it should be granted in conjunction with planned development permits which require that development occur within a reasonable time period.

- Very Low Density Residential (0-5 d.u.p.a)

R-1-8 through R-1-40 zoning should be appropriately applied to the very low density residential areas. Generally 1 unit per 8,000 square feet of land, or the R-1-8 zone will be appropriate for development proposals in most areas as this zone will permit the recommended maximum 5 du/nra. The PRD ordinance must be utilized to achieve the average plan density proposals. Conventional subdivisions based on net acreages will not generate the plan density proposals. The Planned Residential Development Ordinance provides the developer with more flexibility and freedom of design than does the conventional subdivision procedure. Hopefully through a combination of more restrictive single family zoning such as R-1-8, and the Planned Residential Development Ordinance, housing innovations in design can be accomplished within the very low-density residential areas of the North City West new community.

- **Low Density Residential (5-14 d.u.p.a.)**

Selective application of the R-1-6 through R-2 zones will implement proposals of the low density category. The R-1-6 zone will apply to proposed detached single family developments at the lower end of the density range. The R-1-5 and R-2 zone will be appropriate in areas proposed to be developed with townhouses, attached residences, and cluster housing. The Planned Residential Development Ordinance allows the flexibility to develop to the proposed density category and at the same time provide for the construction of the pathway systems.

- **Low-Medium Density Residential (15-29 d.u.p.a.)**

The R-2A zone which allows a density of 29 du/nra will accommodate virtually all garden apartments proposed to be developed within this density category. Again, the Planned Residential Development Ordinance should be applied.

- **Medium Density Residential (30-44 d.u.p.a.)**

The R-3 zone is appropriate to implement the medium density proposal of the Plan. This zone allows a density of 43 du/nra which will accommodate vertical development as well as low rise apartment complexes. In view of the fact that the only location for medium density is adjacent to the Town Center some proposed interchanging of this area with the Town Center may be appropriate based upon the future precise plan for the Town Center.

- **Town Center**

The CA-S zone is generally appropriate for the Town Center. This zone is primarily intended to accommodate community and regional shopping centers. However, it should be pointed out that additional controls in the form of a Planned Commercial Development Ordinance must be applied to the Town Center before the underlying zoning is granted.

- **Neighborhood Commercial Centers**

Neighborhood commercial centers proposed within the community plan should be included as part of the precise plan for each development unit and be zoned CN. This zone is specifically designed for neighborhood shopping centers and contains standards which are designed to minimize possible conflicts with adjacent residential uses.

- **Visitor Commercial**

The CR zone should be applied to accommodate the proposed

Visitor Commercial category within the Community Plan. This zone requires a one acre lot size and adequate setbacks, landscaping, and development controls. Assurance that construction will commence within a reasonable time period upon granting the zone change should be obtained.

- **Industrial-Office Park**

The M-IP zone should be applied to the Industrial-Office Park. This zone contains within it the development standards and necessary Development Plan approval procedure for the construction of a high quality industrial office center.

Grading

The present City of San Diego Grading (Land Development) Ordinance basically allows cut and fill earth moving to result in slopes of $1\frac{1}{2}$ horizontal units to one vertical unit as long as the resulting slope is not greater than 60 feet in height. Planting and irrigation is required. The goal of preserving the natural environment within the North City West Community cannot be achieved through utilization of this ordinance. It is therefore recommended that the Grading Ordinance be revised to incorporate the following grading principles. In the interim it is recommended that the following grading principles be utilized as conditions of approval of precise plans for individual development units and resulting Planned Residential Developments within North City West.

- Design housing to fit the basic slope of the site. Investigate the use of retaining walls, terraces, split level or platform houses to minimize grading.
- When earth moving is necessary, contour the land rather than cut and fill. The basic character of the original site should establish the site development theme.
- In steep terrain reduce the requirements for level areas such as street width and yard areas. Split streets, multi-level houses, platform houses and decks should be utilized rather than the use of design concepts and standards that are geared to level land.
- Preserve smooth flowing plains in the ground form. Steep slopes are difficult to plant and maintain. Nature will eventually break down sharp edges through the erosion process which is especially harsh within most of the North City West study area. The resulting damage and cost of repair could be greater than the factors which suggested creating the slope in the first place.

- When it is impossible to avoid the creation of a steep bank, necessary benching to slow the runoff of water and slides should be incorporated into a pathway system.
- Planting of natural plant covers on all created slopes together with irrigation and maintenance must be required.
- Developments within or near areas of Hazardous Geology as defined in this Plan must submit a full report by a competent Soil Engineering Firm which will investigate the extent and severity of the hazard and outline the techniques required to eliminate the possibility of future landslides or other geologic failures.

OPEN SPACE

The implementation of the proposed open space system within the North City West Community Plan is critical to the biological, psychological and organizational success, of the community. In order to establish the greatest benefit to the future residents of North City West in the use of improvements within the open space system, guidelines for the preservation, maintenance and use of this system must be established. The City of San Diego is presently in the process of preparing a report entitled "San Diego Open Space Management", which, if adopted, will provide the necessary guidelines for open space maintenance and use.

- It is recommended that the "San Diego Open Space Management" report be adopted and applied to the open space system within North City West.

Another major factor in implementing open space within the community is the method by which it can be acquired or controlled. The following methods are suggested for use in obtaining the North City West open space system. Detailed determination of exactly what method will be used for specific properties must await a precise ways and means and financing plan.

City Regulatory Powers

- The zoning of all lands designated for open space within the North City West Community Plan should remain within the Agricultural Categories. In addition, the Floodway, Floodplain Fringe and Land Conservation zones should be applied where applicable.
- The Planned Residential Development and Subdivision Ordinances allow the imposition of permanent open space easement restrictions. This regulatory power should be utilized wherever possible to obtain the walkways and smaller open space areas which exhibit unique natural environmental characteristics within development units.

- Taxation policies coupled with multi-use of open space for compatible land uses, such as for agriculture should be fully investigated.

Purchase of Major Systems

- The City should encourage gifts of title or easement as a charitable contribution. Available tax considerations, living memorial legacies and contributions based on civic motivation add weight to this method as a realistic alternative.
- Where it is possible to use the area for agricultural purposes it may be necessary to acquire title in fee; but in some areas, purchase of easements may be sufficient to retain the open space character of the land.
- The purchase of excess right-of-way for open space purposes is recommended when an open space area jointly facilitates a major street. This is an especially reasonable alternative when major streets are used as a tool for structuring the form of the community, particularly neighborhood units.
- The open space system should be acquired by the property owners through the assessment district procedure. Lease-back arrangements for agricultural purposes could be considered.

TRANSPORTATION

Precise engineering studies are necessary to provide the basic guidelines for street and transit design proposals involving alignment width, signing, integration of stops, routes and stations, parking restrictions, bikeway routes and street construction. In addition, landscaping and financing measures must also be included. It is recommended that programming be continued for appropriate studies regarding alignments, grades, bikeways, and related engineering considerations relative to the proposed major and collector streets patterns. It is recommended that emphasis be placed upon the implementation of balanced transportation facilities.

PARK AND RECREATION FACILITIES

It is recommended that those public park and recreational facilities required to serve North City West be financed by the property owners prior to development of the area.

EDUCATIONAL FACILITIES

The North City West Community Plan proposes elementary, junior, and senior high school sites to serve anticipated school enrollments. Proposed sites have been generally selected to serve individual neighborhoods while still permitting flexibility in sizing and location. Precise site boundaries should be determined as part of the individual development plans for each neighborhood area.

It is recommended that proposed school sites be reserved in the general location shown on the community plan map. The actual site selection will be the responsibility of the school district. It is also recommended that developers work closely with each of the school districts within the area in projecting the growth of housing, population, and school age children. In addition, in accordance with City Council Policy 600-10, individual developers are required to complete necessary arrangements for the provision of school facilities to the satisfaction of the school districts involved prior to requests for zoning.

CAPITAL IMPROVEMENT PROGRAMMING

The development of North City West will require coordination of public agency programs with those of private developers. In this regard the City of San Diego's Capital Improvements Program which catalogs city-wide needs for a six year period is probably the most important public agency program. Each year the City prepares a list of urgent projects which can be financed within the next six year period. The first year of this program is formally adopted by the City Council while the balance of the program is adopted in principle.

Responsibility for the provision of public facilities required to meet the needs of North City West in both the short and long range future must be considered in the formulation of the City's annual Capital Improvements Program. In such a manner timely provision of needed services to new residents can best be assured. Among those matters to be considered are streets, drainage, police, fire, parks and library facilities or services.

The sources of revenue for all capital improvement projects in North City West should be assessments or fees levied against the property owners.

PLAN MAINTENANCE AND UPDATING

It must be recognized that the North City West Community Plan cannot be a static document. The Plan must be maintained on a contemporary basis through periodic review and updating which will take into account trends, new techniques and various other factors that affect the community. A comprehensive review of community growth and change is therefore recommended at five year intervals. At the time of these reviews the relationship of development trends to the goals, objectives and proposals of the Plan and investigation of new implementation tools should be evaluated. Reviews of a less encompassing nature may be appropriate at more frequent time periods and should be undertaken in response to community needs.

SPECIAL STUDIES

In the preparation of any plan covering an area as large as North City West, the need for more detailed studies and analyses becomes apparent. The following precise plan studies are recommended.

- A balanced transportation system which analyzes transportation modes, routings, right-of-way requirements and financing.
- Detailed plans for public facilities within the community. Such studies would generally involve specific programs based on community needs, site location and development plans including offstreet parking, landscaping and special features or facilities; and cost estimates.
- Hospital care facilities to be undertaken by the Comprehensive Health Planning Association of Imperial, Riverside and San Diego Counties.
- An open space system including which lands will be purchased through the assessment district procedure and the timing of such purchase.
- Since preservation of the natural environment is of utmost importance, it is mandatory that all relevant development projects include a detailed environmental impact analysis in accordance with the City's Environmental Impact Report Procedural Ordinance.
- A complete cost-benefit analysis should be prepared for the North City West Community.

PHASING AND PRECISE DEVELOPMENT PLANS

The North City West Community Plan contains a series of objectives that require adoption of precise plans for each development unit, town center and the industrial-office park before proceeding with subdivision maps, zone changes and grading. Two basic conclusions must be reached before undertaking the preparation of these proposed precise plans. The first is what should be the sequence of development, and the second is what should the precise plan contain in terms of elements.

Development Phasing

The purpose of Development Phasing is to allow the City and School districts to more efficiently coordinate the implementation of public facilities through assessment districts and fees with the development of land in a logical growth pattern.

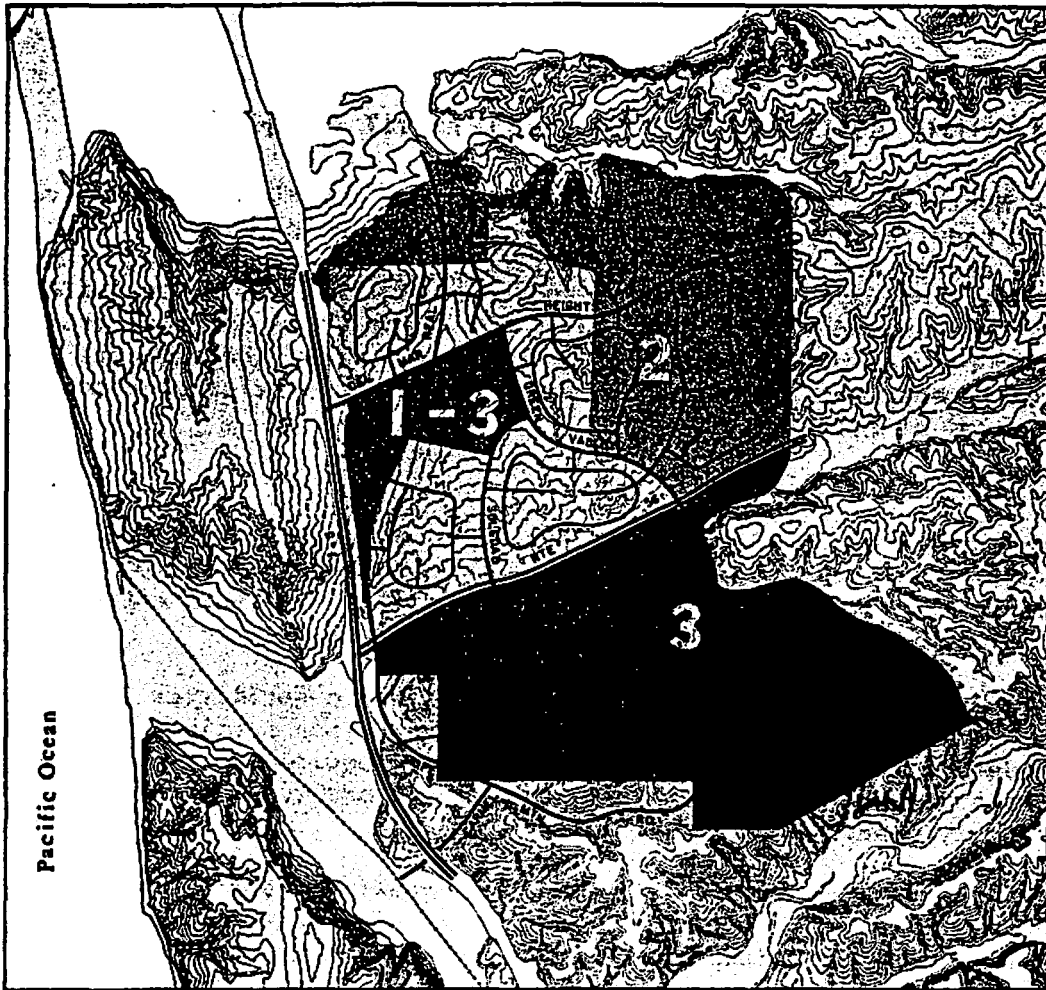
As an adjunct to Development Phasing, a Public Facilities Section follows in the final section of this plan. This section discusses in detail the public facilities which are required in each of the Development Phases. Estimated costs which are to be borne by the property owners are also included.

Development Phasing divides the future growth of North City West into three phases. Development units are allocated to one of the three phases depending upon the logical extension of the major street and utility network and a rough estimate of the economic demand for housing.

The location of proposed development is critical because of the desirability of creating efficient and compact units of development rather than discontinuous or isolated developments. Non-contiguous development requires an inefficient allocation of public resources to provide public facilities and services.

The phasing boundaries shown on the following map are flexible. For this reason, the areas abutting the Phase I boundaries have been designated as transitional areas. Adjustments may be necessary at the time precise plans for each neighborhood unit are developed.

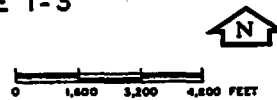
Phase I generally comprises that portion of North City West located westerly of the San Diego Gas and Electric Company easement, north of Carmel Valley, and south of the Penasquitos Sewer District boundary. Of the total 5,010 dwelling units proposed within Phase I, 1,650 would be single family detached computed at a density of 5 dwelling units per net residential acre, 2,100 would be townhouse units computed at a density of 10 dwelling units per net residential acre, 660 would be garden apartments computed at a density of 20 dwelling units per net residential



NORTH CITY WEST **PHASING PLAN**

-  PHASE 1
-  PHASE 2
-  PHASE 3

-  TRANSITIONAL AREA - PHASE 1-2
-  GRADUAL PHASE 1-3



acre, and 600 would be high density apartments computed at a density of 40 dwelling units per net residential acre. This phase, if developed as anticipated, would provide a population of 14,000. Included within Phase I are both the town center and industrial-office park complexes. While it is not anticipated that these facilities will be complete by the end of Phase I, it is proposed that initial development be under way.

The estimate for the number of dwelling units included within each phase of the North City West Community Plan, was based upon multiplying the acreage in the area minus 15% for streets, times the proposed density factor. While the numbers seem exact, they in fact are only estimates which correlate with other tables on projected housing units contained within this plan.

Phase II comprises the remainder of North City West located northerly of Carmel Valley including the area north of the sewer district boundary. A total of 4,260 dwelling units are proposed within Phase II including 2,100 single family detached, 900 townhouses, 660 garden apartments, and 600 higher density apartments near the town center. This number of dwelling units is based upon assumed densities of 5, 10, 20 and 40 dwelling units per net residential acre respectively. This Phase would generate an additional population of 12,250 bringing the total population by the end of Phase II to 26,650.

Phase III comprises the remainder of the North City West study area which is located south of Carmel Valley. This Phase represents the logical extension of the community south of Carmel Valley and is dependent upon the construction of State Route 56 or similar major transportation facility which provides high volume access to the area. Much of the land area within Phase III is subject to geologic hazards. The geologic formation which is responsible for the problem within this area is known as the Friars formation which is prone to landsliding. In view of the fact that these problems exist within the area (access and geologic hazards), it seems appropriate that the area develop after the better lands located north of Carmel Valley are utilized.

A total of 4,700 dwelling units are proposed within Phase III including 2,500 single family detached, 800 townhouses or mobile-homes, and 800 garden apartments, and 600 high density apartments. The number of dwelling units is based upon assumed densities of 5, 10, 20, and 40 dwelling units per net residential acre respectively.

Due to the soil and access problems, and the number of small ownerships within the area, development will probably proceed at a slower pace than Phase I or II. Phase III would generate an additional population of 13,550, bringing the total population of North City West to approximately 40,200 persons.

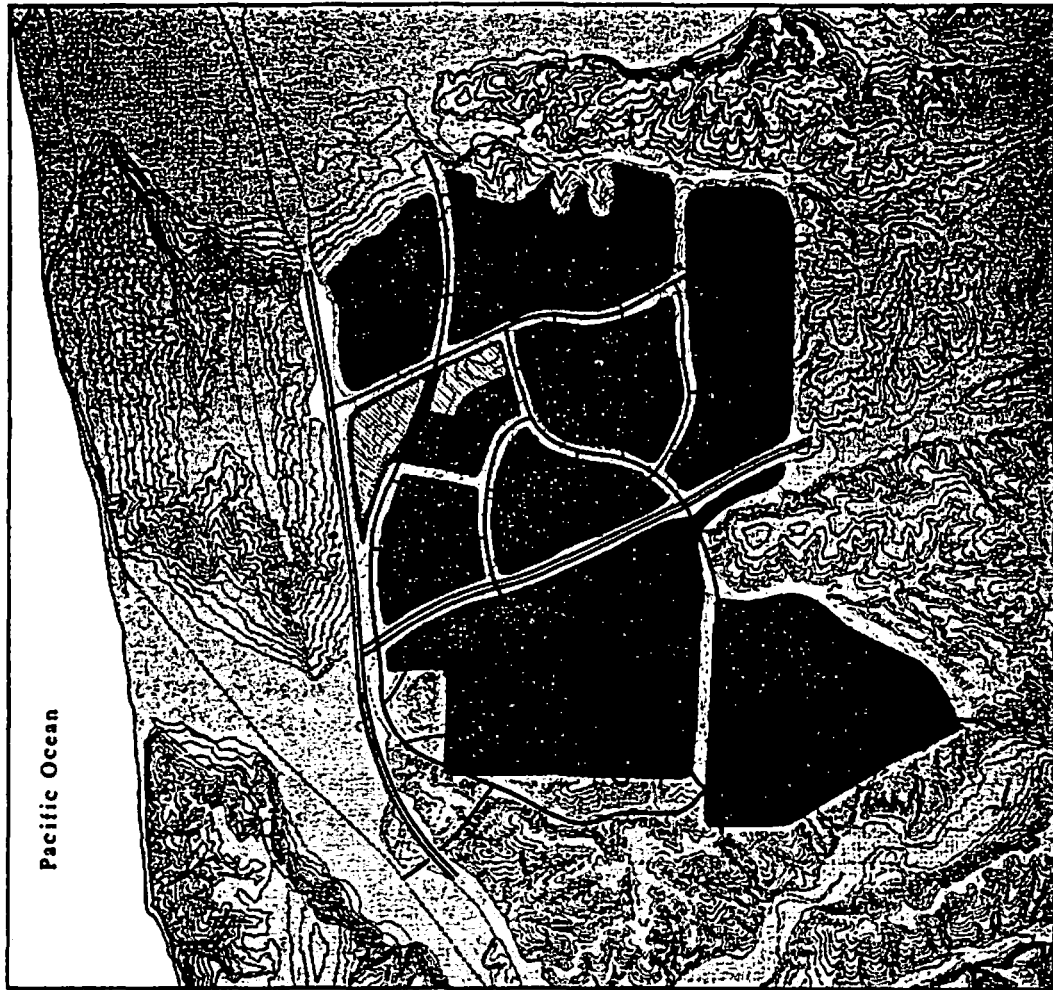
Precise Development Plans

Having described Development Phasing, the next major item to discuss is the community plan proposal for the preparation of precise development plans for each development unit prior to proceeding with grading, zone changes, and subdivision maps. The following map illustrates the individual development units for which a precise plan must be prepared before development occurs. It is recognized that ownership boundaries and definition of the development units are not consistent in all cases. However, it is evident that the logical planning of a new community which uses natural topography for the basis of forming development units cannot be based upon ownership boundaries. Therefore, all owners within a development unit must agree on a precise plan of the unit and support its approval by the Planning Commission. It is recognized that the requirement for a precise plan for each development unit may be difficult to achieve where many owners are involved or where boundaries of the development unit divide ownership lines. However, it must be pointed out that this problem must be worked out or it will be next to impossible to carry out the new community concepts upon which this community plan is based.

It should also be recognized that the North City West Community Plan provides guidelines, proposals and concepts for future development. It does not determine precise density or dwelling unit design, precise road alignments or the precise location of community facility sites. These considerations are left to the developer to work out as part of the precise plan for each development unit. The concepts and proposals of the Community Plan provide the framework within which the developer must work, but a great amount of flexibility remains in determining exactly how the development unit will take shape. Guidelines for the contents and preparation of Precise Plans are as follows:

Precise Development Plan Criteria

- The development unit precise plan must be in general conformance with the North City West Community Plan objectives and proposals in terms of overall density, neighborhood concept, major open space delineation and major and collector street patterns;
- Illustrate the complete circulation system, including local streets and transit, and further indicate how the system will



NORTH CITY WEST

PRECISE PLAN DEVELOPMENT UNITS



relate to the total North City West circulation system;

- Illustrate a system of separate bicycle and pedestrian pathways linking the neighborhood center with the residential areas and open space system and also illustrate how these pathways can link to the town center;
- Contain data describing the housing balance projected regarding the quantity and/or proportion of low and moderate income housing, as well as a plan describing efforts to be made to maintain an ethnic and racial balance;
- Contain a detailed design plan for the layout of the neighborhood center including shopping area and uses, neighborhood school and park; the city and local school district must agree to the sites and design of the facility;
- Illustrate the timing of necessary public facilities through the assessment district and fees approach to serve the development; and
- Contain an environmental impact statement.

Town Center Precise Plan Criteria

- The Town Center Precise Plan must be in general conformance with the North City West Community Plan objectives and proposals in terms of overall concept and major street system;
- Illustrate the complete circulation system including local streets and access, mass transit and further indicate how the system will relate to the total North City West circulation system;
- Illustrate a system of separate bicycle and pedestrian linkages to the surrounding residential areas;
- Contain a site plan layout of uses, parking, landscaping and walkways within the town center and include the relationship to adjacent areas;
- Illustrate the phasing of construction;
- Provide all necessary public facility sites to serve the community and relate these sites to the proposed use components within the Town Center; and
- Contain an environmental impact statement.

Industrial-Office Park Precise Plan Criteria

- The Industrial-Office Park Precise Plan must be in general conformance with the North City West Community Plan objectives and proposals in terms of overall concept and major street system;
- Illustrate the complete circulation system including local streets and access, mass transit and further indicate how the system will relate to the total North City West circulation system;
- Illustrate a system of separate bicycle and pedestrian linkages to the adjacent town center and nearby residential areas;
- Contain a site plan layout of the proposed lots and the site's relationship to the town center;
- Include design and site criteria for the construction of individual industrial and office buildings; and
- Contain an environmental impact statement.

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PUBLIC FACILITY FINANCING

The Public Role

The City has determined through experience that allowing residential development without first insuring that the public facilities necessary to accommodate the residential development would be available as and when they are needed, is detrimental to the health, safety and general welfare of the citizens. The development in each plan phase should thus be closely monitored to insure that the proposed public facilities to serve each area are, in fact, scheduled and guaranteed to be provided concurrent with need. Each Development Unit Precise Plan should be measured against this implementation program to insure compliance with Council Policies, including 600-10. While the City through its Capital Improvements Program may be able to provide certain public facilities necessitated by development pursuant to this plan, and while school district may through conventional financing methods be able to provide some or all of the school facilities necessitated through the residential development provided in this plan, it is readily apparent that other sources and methods of funding public facilities will be necessary if residential development is to occur in the near future. The potential use of assessment district proceedings to finance public facilities is acknowledged. In addition, there is a potential that additional fees for such facilities as libraries and fire stations may be imposed by the City as a condition to the granting of building permits. In any event, in approving this plan the City in no way intends to obligate itself to rezone any portion or portions of area included in the plan unless and until there is a guarantee that the public facilities as defined hereunder will be available to the residents as and when they are needed.

This section of the plan is intended to provide a description of the implementation program required to support private development of the community. The Development Phasing section of this plan divides the construction of the community into three phases. This section discusses the public facilities needed in each of three development phases. It also indicates certain public facilities requirements which must be met in one development phase prior to entering into the subsequent phase.

A public facilities implementation schedule is also provided. This schedule is intended to indicate the general time frame for the implementation of each public facility, by development phase.

Phase I Actions

Streets

Major streets required through Phase I are El Camino Real between the sewer district limits and proposed State Route 56, Del Mar

Heights Road between I-5 and San Diego Gas & Electric easement, Green Valley Road between State Route 56 and Del Mar Heights Road, Soledad Valley Road between Green Valley Road and State Route 56, and Carmel Valley Road from I-5 to Green Valley Road. All local, collector and major streets abutting or contained within the study area will be the responsibility of the subdividers in accordance with Council Policy 200-1.

In North City West all major thoroughfares are rear abutting and, therefore, are rightfully a burden on the entire North City West Planning Area. A variety of tools exist by which major thoroughfares may be provided which insure that the burden of providing major streets rests on the property benefitted in North City West. Legal means presently include the Improvement Act of 1911 (California Streets and Highways Code, Sec. 5101 et seq.), the Municipal Improvement Act of 1913 (California Streets and Highways Code, Sec. 10100 et seq.), the San Diego Utility Improvement Districts Procedural Ordinance (San Diego Municipal Code, Sec. 61.0901 et seq.) (with amendments to provide for street improvements and for a special election as now required by the Revenue and Taxation Code), and recently enacted Senate Bill 1747 which provides Special District Proceedings through the Subdivision Map Process to construct major thoroughfares.

Schools

Permanent school facilities which are required to serve the Phase I population are five elementary schools, one junior high school, and the senior high school.

The respective school districts in the area, by law have the requirement of developing schools within the area. Like other districts in San Diego, however, money to provide capital facilities is not currently available. Methods of providing money are, however, available. It is a clear requirement of this Plan that no re-zonings may be granted within the North City West unless and until both acquisition of school sites and construction of capital facilities is guaranteed in a manner consistent with Council Policy 600-10.

Approval of the North City West Community Plan is specifically conditioned upon the premise that school facilities will be provided concurrently with development in such a manner as to serve the educational needs of the area.

The Council presently contemplates the formation of assessment type districts to provide schools. The Council also recognizes the current restraints upon the use of existing statutory authority for the acquisition and construction of school sites through assessment district proceedings. Should assessment district proceedings prove to be burdensome or unworkable, the Council reaffirms its basic contention that no re-zonings will be approved until an alternative to assessment district financing is implemented.

To that end a plan for provision of educational facilities is a mandatory element of the Precise Development Plan as discussed in pages 129 through 134 of this plan. California Government Code, Sec. 65860 requires zoning to be in conformity with the General Plan for an area as previously noted on page 39 of this report. Consequently no zoning less restrictive than the A-1 zones can be in conformance with this plan unless a workable plan for the provision of educational facilities is clearly and definitely set forth in the precise plan for the area.

Parks

During Phase I four neighborhood parks will be required. In addition the community park and recreation center should at least be initially developed during Phase I.

The park fees required pursuant to San Diego Municipal Code, Sections 99.0101 through 99.0106 and Sections 102.0800 through 102.0811 could provide for some of the funds necessary for the construction of these parks. In addition, the provisions of the San Diego Park District Procedural Ordinance of 1969 (San Diego Municipal Code, Sec. 61.0601 et seq.) combined with provisions of Section 61.0801 et seq. should be used to acquire and develop these neighborhood parks.

Other Public Facilities

A two company fire station is scheduled in the current CIP and will serve North City West as well as Torrey Pines. This station should be located within the town center.

Library service should be provided by bookmobiles during Phase I. In the latter stages of Phase I, planning and implementation should be started so that a library can be scheduled for construction during Phase II. It is proposed that a large branch library be constructed at the corner of major streets within the town center.

There are presently no assessment district statutes (either state or local) which would provide for the construction of fire stations. However, subject to the opinion of bond counsel, it is possible that the San Diego Utility Improvement Districts Procedural Ordinance (San Diego Municipal Code, Sec. 61.0901 et seq.) referred to above could be amended or that a new procedural ordinance could be adopted to provide for the construction of fire stations by assessment district proceedings. Again, however, if the assessment were to be imposed on an ad valorem basis, a special election process would also be required.

Phase II Actions

Streets

Major streets required through the Phase II period are Del Mar Heights Road between the gas and electric easement and the easterly study area limits and the extension of El Camino Real. Continuing traffic analysis should be made during Phase II to measure the impact of development on the major street network. Construction of the area's public transportation system should begin.

The remarks concerning assessment district procedures contained on page 137, Phase I Actions - Streets, are also applicable here.

Schools

Three elementary schools and one junior high school are required to serve Phase II development. The remarks in connection with school facilities contained in Phase I continue to be applicable here.

Parks

Four neighborhood parks are proposed within Phase II. The remarks contained in Phase I - Parks, element are applicable here.

Other Public Facilities

The large branch library should be scheduled and constructed during Phase II. This facility will serve both Phase I and II areas in addition to the Torrey Pines area located west of I-5. Financing is expected to be by bond issue. However, alternate approaches such as an interim assessment district, sale or lease-back arrangement with private enterprise should be considered. The location for the library should be within the town center at the intersection of major streets.

Phase III Actions

The construction of State Route 56 should be underway (and complete) before Phase III begins. This facility is critical and must be functional before additional housing units are permitted within the community beyond the levels established for Phase I and II. In addition, major streets required through Phase III period are Green Valley Road, Mofeta Drive, Carmel Mountain Road and Soledad Valley Road Extension.

Schools

Three elementary schools are proposed within Phase III.

Parks

Two neighborhood parks and one community park and recreation center will be required to serve Phase III development.

All of the applicable types of improvements referred to above are discussed in the earlier phase actions and the same general rule applies in this phase as well as in the others.

The following public facilities implementation schedule sets forth cost and general time frame for the implementation of each public facility by development phase.

PUBLIC FACILITIES IMPLEMENTATION SCHEDULE

Sheet One

	PHASE ONE				PHASE TWO				PHASE THREE			
	Early	Mid	Final	(1973\$) Costs	Early	Mid	Final	(1973\$) Costs	Early	Mid	Final	(1973\$) Costs
STREETS												
Del Mar Heights Rd.	X			\$1,922,000	X	X		\$ 997,000				
	(I-5 to SDGE Easement)				(SDGE Easement to Plan Boundary)							
Carmel Valley Road	X	X		\$1,566,000								
	(I-5 to Green Valley Road)											
El Camino Real	X			\$1,851,000	X	X		\$1,353,000				
	(Sewer District Boundary to Carmel Valley Rd.)				(Sewer District Boundary to Via de la Valle)							
Soledad Valley Rd.		X		\$ 926,000					X			\$1,424,000
	(Green Valley Road to Carmel Valley Rd.)								(Carmel Valley Rd. To Carmel Mtn. Rd.)			
Green Valley Rd.		X	X	\$1,282,000						X		\$1,424,000
	(Del Mar Hts.Rd. to Carmel Valley Rd.)								(Carmel Valley Rd. to Carmel Mtn. Rd.)			
Hofeta Drive									X			\$1,068,000
									(Carmel Valley Rd. to Carmel Mtn. Rd.)			
Carmel Mountain Rd.										X		\$2,421,000
State Route 56									(Sorrento Valley Rd. to East Plan Boundary)			
									X			
									(I-5 to East Plan Boundary)			
SCHOOLS												
Elementary #1	X			\$1,300,000								
Elementary #2	X			\$1,300,000								
Elementary #3		X		\$1,300,000								
Elementary #4		X		\$1,300,000								

PUBLIC FACILITIES IMPLEMENTATION SCHEDULE

Sheet Two

	PHASE ONE				PHASE TWO				PHASE THREE			
	Early	Mid	Final	(1973\$) Costs	Early	Mid	Final	(1973\$) Costs	Early	Mid	Final	(1973\$) Costs
SCHOOLS (cont'd.)												
Elementary #5			X	\$1,300,000								
Elementary #6					X			\$1,300,000				
Elementary #7						X		\$1,300,000				
Elementary #8							X	\$1,300,000				
Elementary #9									X			\$1,300,000
Elementary #10										X		\$1,300,000
Elementary #11											X	\$1,300,000
Junior High #1		X		\$3,000,000								
Junior High #2							X	\$3,000,000				
High School	X			\$7,600,000								
PARKS												
Neighborhood #1	X			\$ 200,000								
Neighborhood #2	X			\$ 200,000								
Neighborhood #3		X		\$ 200,000								
Neighborhood #4		X		\$ 200,000								
Neighborhood #5 (Next to Jr. High)						X		\$ 200,000				
Neighborhood #6					X			\$ 200,000				
Neighborhood #7						X		\$ 200,000				
Neighborhood #8							X	\$ 200,000				

PUBLIC FACILITIES IMPLEMENTATION SCHEDULE

Sheet Three .

	PHASE ONE				PHASE TWO				PHASE THREE			
	Early	Mid	Final	(1973\$) Costs	Early	Mid	Final	(1973\$) Costs	Early	Mid	Final	(1973\$) Costs
PARKS (cont'd.)												
Neighborhood #9									X			\$ 200,000
No #10 / Com. Park												
Neighborhood #11											X	\$ 200,000
Community #1			X	\$ 870,000								
Community #2									X			\$ 870,000
OPEN SPACE	(costs to be determined)				(costs to be determined)				(costs to be determined)			
FIRE STATION		X		\$ 377,000								
LIBRARY						X		\$ 855,000				
TOTALS				\$26,694,000				\$10,905,000				\$11,507,000**

Source of Costs:

San Diego Joint City/County
ECONOMIC ANALYSIS PROJECT
The Economics of Urbanization
Phase - I Final Report
February 16, 1973
(All figures given should be
regarded as approximate).

*It is suggested that the first phase of Carmel Valley Road be coordinated with the California Division of Highways with regard to the planning for the future Route 56 Freeway through Carmel Valley. If the roadbed of Carmel Valley Road could be located on the alignment of the future freeway, and constructed in a manner suitable to freeway design, this road could serve as an initial stage of Route 56. State funding of a portion of the improvement would be expected.

**Costs for State Route 56 and open space are not included.

CONCLUSION

The North City West Community Plan proposes a form of urbanization based upon the environmental aspects of the land. If this urbanization is to be achieved, strong commitment to the plan must be emphasized. Plan commitment more than likely, will generate controversy, not only between the City, developers and environmental groups, but among other governmental levels such as the Comprehensive Planning Organization, County, State, and Federal agencies. These governmental agencies must also work in directions paralleling and reinforcing the City's commitment to the North City West Community Plan. Separate actions having a regional impact taken by many of these mentioned agencies not in conformance with the Plan will, most likely abort a potentially successful form of urbanization.

Examples of existing and potential problems which will have a great impact on the success of the North City West Community Plan include the relative degree to which land can be consolidated or to which owners can agree on specific development unit precise plans; the ability to finance the tremendous amount of public facilities through the assessment district and fees procedure; the provision of housing within the price range necessary to provide for a balanced population; and finally, the degree to which the plan concepts and proposals are supported by future City Councils.

In answer to these problems, it has been acknowledged that if present development trends are allowed to continue, the quality of San Diego's natural environment will be slowly destroyed. Therefore, there is no other choice but to solve the previously mentioned problems.

It must also be stated that all future plans, including the North City West Community Plan, must contain a degree of flexibility since nothing in today's world can be overly rigid in view of changing lifestyles, needs and technology. However, these considerations are generally misunderstood. The Plan, comprising goals, objectives, and proposals must be considered very carefully regarding flexibility. The new communities approach as recommended by the North City West Community Plan will not be successful if basic goals, objectives, and proposals are not strictly interpreted and carried out.

Flexibility is provided within the framework of the precise development plans. Land use arrangement and neighborhood design elements have been left to the developer, or developers, of these individual units. Through this aspect, the developers of North City West are offered the challenge to create diversity and market their products.

In summary, the new communities approach as proposed by the North City West Community Plan is not without its problems. Only through continuous, committed action by all levels of government can the plan become a reality. However, the public of San Diego has demanded a change. The question of growth and development has been fully articulated by citizens of San Diego during recent months. The City is deeply concerned over future growth as evidenced by City Council Policies 600-10 and 600-18. It is felt that this challenge for future growth and development can be met by the new community concepts and implementation of public facilities through the assessment district and fee procedures set forth within the North City West Community Plan.

LAND USE SUMMARY

Residential Acreage

<u>DENSITY</u>	<u>ACRES (GROSS)</u>	<u>NET (-15%, STREETS)</u>
40	52	44.20
20	128	108.80
10	444	377.40
05	1,470	1,249.50
TOTAL	2,094	1,779.90

Dwelling Units and Population

<u>DENSITY</u>	<u>UNITS</u>	<u>POPULATION</u>
40	1,800 @ 2.0	3,600
20	2,120 @ 2.5	5,300
10	3,800 @ 3.2	11,300
05	6,250 @ 3.2	20,000
TOTAL	13,970	40,200

Commercial Acreage

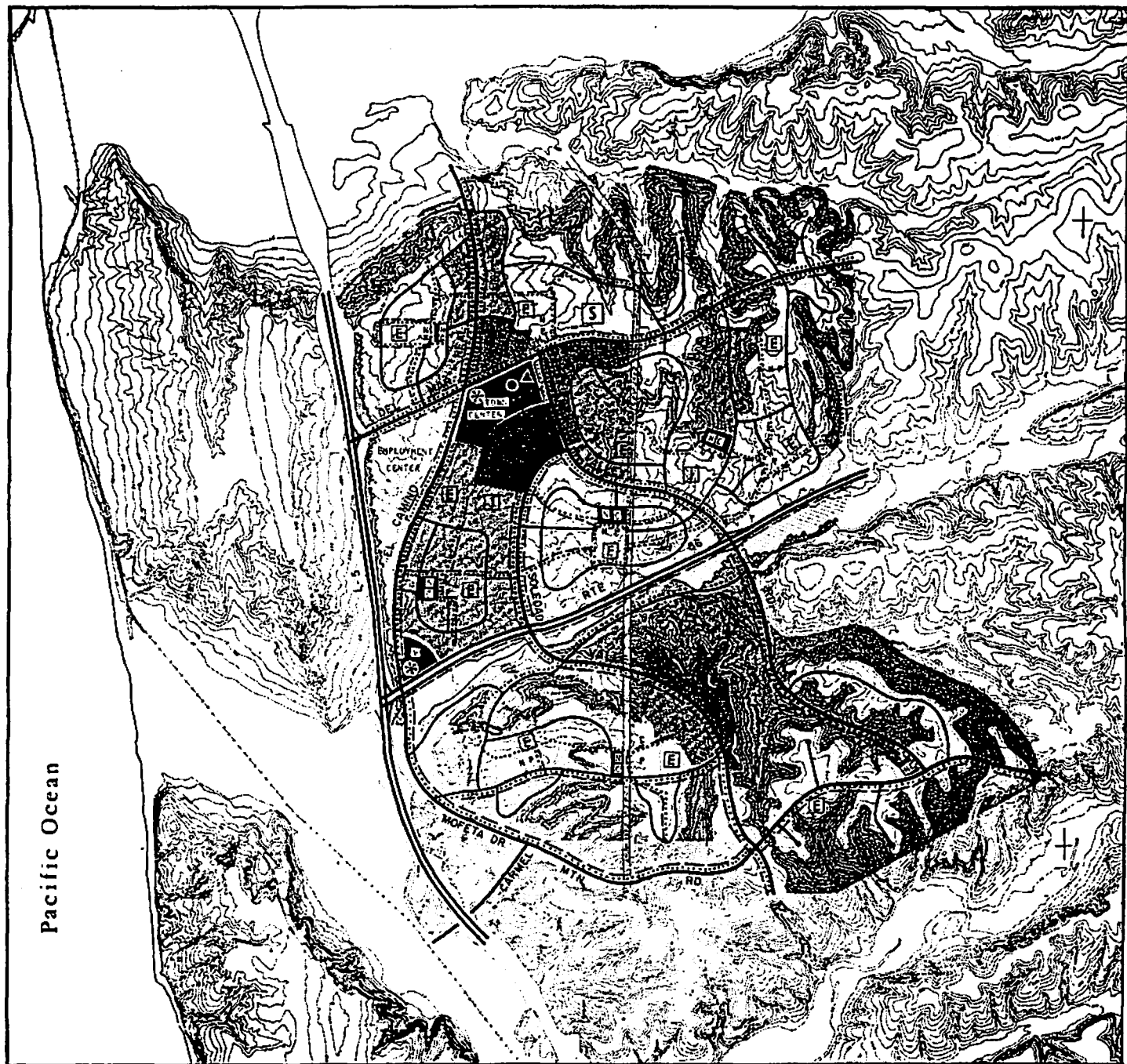
TOWN CENTER	60 acres
NEIGHBORHOOD CENTERS	24
VISITOR	15
INDUSTRIAL-OFFICE PARK	103
	202 acres

Public Facilities

ELEMENTARY SCHOOL (11)	110 acres
JUNIOR HIGH SCHOOLS (2)	50
SENIOR HIGH SCHOOL (1)	61
NEIGHBORHOOD PARKS (10)	50
COMMUNITY PARKS (2)	37
	308 acres

FIRE STATION
BRANCH LIBRARY WITHIN TOWN CENTER

Subtotal of Gross Development Acres	2,604
Freeway and Major Streets Acreage	296
Gross Development Acreage	2,900
Open Space	1,386
TOTAL STUDY AREA	4,286



NORTH CITY WEST

RESIDENTIAL

- VERY LOW DEN. 5 DU/AC.
- LOW DEN. 10 DU/AC.
- LOW MED. DEN. 20 DU/AC.
- MEDIUM DEN. 40 DU/AC.

COMMERCIAL

- ALL CATEGORIES N-NEIGHBORHOOD V-VISITOR

PUBLIC FACILITIES

- SCHOOLS E-ELEM. J-JR. S-SR.
- P-PARK N-NEIGHBORHOOD C-COMM.
- LIBRARY ▲ FIRE STATION

TRANSPORTATION

- FREEWAY
- MAJOR STREET
- COLLECTOR STREET

- BICYCLE PATH
- PEDESTRIAN
- TRANSPORTATION TERMINAL
- OPEN SPACE
- FLOOD PLAIN



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**CITY OF SAN DIEGO
M E M O R A N D U M**

DATE: September 25, 1998

TO: Carmel Valley Community Plan

FROM: Nick Osler, Senior Planner

SUBJECT: Amended Community Plan Boundary

On August 4, 1998, the Council of the City of San Diego approved Resolution Number R-290606 which modified the boundary between the Carmel Valley and Sorrento Hills communities. As shown on the attached map, 0.3 acres has been transferred from the Sorrento Hills Community to the Carmel Valley Community and 0.4 acres from Carmel Valley to Sorrento Hills. The Sorrento Hills addition is designated for Low Density Residential (5-14 dwelling units per acre) and the Carmel Valley addition is designated Low Density Residential (5-14 dwelling units per acre).

PROPERTY EXCHANGE PLOT



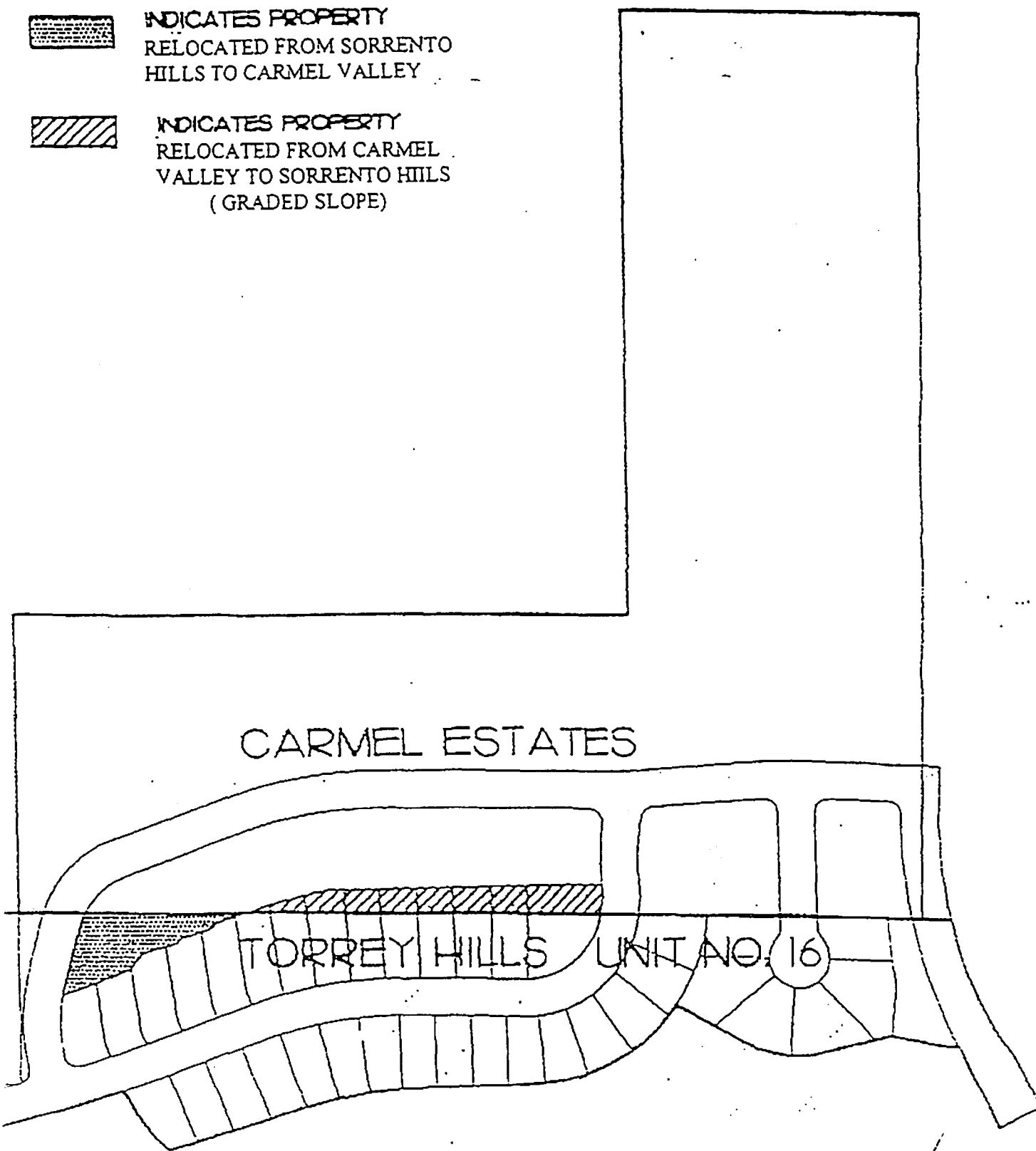
INDICATES PROPERTY
RELOCATED FROM SORRENTO
HILLS TO CARMEL VALLEY



INDICATES PROPERTY
RELOCATED FROM CARMEL
VALLEY TO SORRENTO HILLS
(GRADED SLOPE)

CARMEL ESTATES

TORREY HILLS UNIT NO. 16



NEIGHBORHOOD 8A
Precise Plan

PROPERTY OWNERSHIP
MAP

ROBERTSON
KENNEDY
ANUSKIEWICZ, C.
LESSIE
ANUSKIEWICZ, S.
PARDEE B
RIGOLI
ZIMMERMAN
ALTHOUSE
BECKER
APPLEMAN
WRIGHT
OMACHI
GALLAGHER

TORREY PINES
INVESTMENT GROUP
(TORREY PINES ESTATES)

LOMA SORRENTO
(WESTERN PACIFIC HOUSING)

PARDEE C

ELDER
(TORREY SURF)

WESTBROOK
COMMUNITIES
(CARMEL ESTATES)

SORRENTO HILLS
AMENDMENT

CITY OF
SAN DIEGO

PARDEE A

S.D.G. & E. EASEMENT

**THE OFFICIAL NAME FOR
NORTH CITY WEST IS CARMEL VALLEY**

Community Plan Amendment
to designate a "Community Village"
in the Employment Center, Unit 2
Precise Plan

May 2014



NORTH CITY WEST

Open Space Principles

To realistically create new communities characterized by identity and individuality larger natural open areas must be insured. Careful consideration in planning locations for new community centers must, therefore, recognize the opportunity the natural environment provides in achieving this principle.

This larger network of open spaces should be augmented through a series of inter-connections with smaller neighborhood linkages penetrating into living and working areas.

General distribution and specific siting of active recreation areas, educational and other similar public as well as quasi-public service facilities should relate to the open space system. Locating these services within or immediately adjacent to natural open areas will provide for more effective functioning and greater service to the public.

Employment Center Principles

See Insert Employment centers should be provided throughout the entire area strategically located to provide residents with an opportunity to choose a realistic alternative to the typical commuting burden fostered by urban sprawl.

These employment centers should be provided within business, office and similar commercial activities, concentrated within centers of new communities within a series of small industrial park complexes; within supplementary centers such as major higher education facilities.

Transportation Principles

The siting of a series of new communities should carefully consider locations that can most readily accommodate and support realistic future alternative modes of transit other than the automobile. In doing so, interim solutions involving mass transportation through bus transit would also be facilitated.

The transportation system should also be used as a tool for shaping the urban environment. This can be accomplished by integrating the major system into the natural land forms and by complementing open space systems.

Cost Benefit Principles

Studies should be undertaken to insure maximization of economics in the need, distribution and operations of public facilities to serve new communities. Fundamental ecological impact studies of urbanization throughout the area must be undertaken.

Employment Center Principles

Employment centers should be provided throughout the entire area strategically located to provide residents with an opportunity to choose a realistic alternative to the typical commuting burden fostered by urban sprawl. The community plan should also designate a mixed-use “Community Village” within a portion of the employment center. The “Community Village” will serve the commercial needs of the community-at-large, including workers associated with the industrial and business areas.

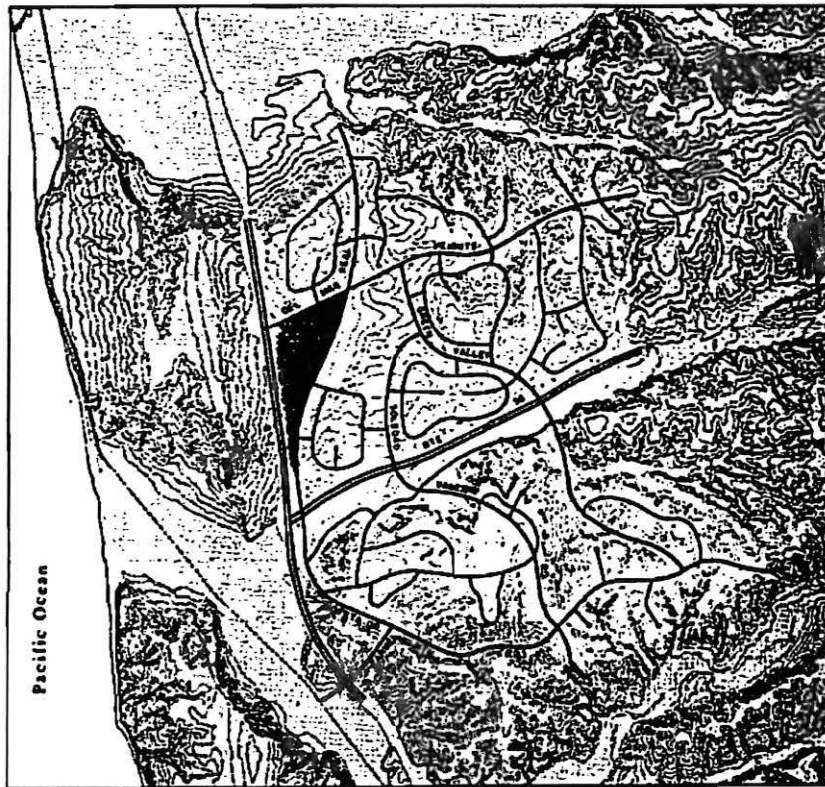
These employment centers should be provided within business, office and similar commercial activities, concentrated within centers of new communities within a series of small industrial park complexes; within supplementary centers such as major higher education facilities.

Plan Proposals

The Plan proposal for the industrial-office park is based upon the need to provide maximum employment opportunities within the North City West new community. A description of the industrial-office park land use allocation is as follows:

- o An industrial-office park containing 100 acres of land is proposed south of Del Mar Heights Road between Interstate 5 and El Camino Real. The area could provide employment opportunities for approximately 2,500 persons and should be designed so as to be a definite asset both economically and aesthetically to the North City West new community.

See Insert



NORTH CITY WEST

INDUSTRIAL - OFFICE PARK



Page 90a Insert

Mixed-Use Center

Information concerning the Mixed-Use Center may be found in the Precise Plan
Amendment for One Paseo.

Visitor Commercial category within the Community Plan. This zone requires a one acre lot size and adequate setbacks, landscaping, and development controls. Assurance that construction will commence within a reasonable time period upon granting the zone change should be obtained.

See Insert

Industrial-Office Park

The M-IP zone should be applied to the Industrial-Office Park. This zone contains within it the development standards and necessary Development Plan approval procedure for the construction of a high quality industrial office center.

Grading

The present City of San Diego Grading (Land Development) Ordinance basically allows cut and fill earth moving to result in slopes of $1\frac{1}{2}$ horizontal units to one vertical unit as long as the resulting slope is not greater than 60 feet in height. Planting and irrigation is required. The goal of preserving the natural environment within the North City West Community cannot be achieved through utilization of this ordinance. It is therefore recommended that the Grading Ordinance be revised to incorporate the following grading principles. In the interim it is recommended that the following grading principles be utilized as conditions of approval of precise plans for individual development units and resulting Planned Residential Developments within North City West.

- Design housing to fit the basic slope of the site. Investigate the use of retaining walls, terraces, split level or platform houses to minimize grading.
- When earth moving is necessary, contour the land rather than cut and fill. The basic character of the original site should establish the site development theme.
- In steep terrain reduce the requirements for level areas such as street width and yard areas. Split streets, multi-level houses, platform houses and decks should be utilized rather than the use of design concepts and standards that are geared to level land.
- Preserve smooth flowing plains in the ground form. Steep slopes are difficult to plant and maintain. Nature will eventually break down sharp edges through the erosion process which is especially harsh within most of the North City West study area. The resulting damage and cost of repair could be greater than the factors which suggested creating the slope in the first place.

- Mixed-Use Center

The “Community Village” designated within the Employment Center shall be zoned CVPD-MC (Mixed Use Center) in the Carmel Valley Planned District Ordinance. Permitted uses and development standards shall be based on the CC-5-5 zone, as modified.

Industrial-Office Park Precise Plan Criteria

- The Industrial-Office Park Precise Plan must be in general conformance with the North City West Community Plan objectives and proposals in terms of overall concept and major street system;
- Illustrate the complete circulation system including local streets and access, mass transit and further indicate how the system will relate to the total North City West circulation system;
- Illustrate a system of separate bicycle and pedestrian linkages to the adjacent town center and nearby residential areas;
- Contain a site plan layout of the proposed lots and the site's relationship to the town center;
- Include design and site criteria for the construction of individual industrial and office buildings; and
- Contain an environmental impact statement.

See Insert

- Provide design guidance for the mixed-use “Community Village”.

Carmel Valley Neighborhoods Composite Plan Land Use



Legend

- 1 Spaced Rural Residential (1du/ac)
- 2 Very Low Density Residential (1-5 du/ac)
- 3 Low Density Residential (5-14 du/ac)
- 4 Low-Medium Density Residential (13-22 du/ac)
- 5 MF2 Medium Density Residential (15-29 du/ac)
- 6 Medium Density Residential (30-44 du/ac)
- 7 Medium Density Residential (30-59 du/ac)
- 8 Neighborhood Commercial
- 9 Community Commercial
- 10 Visitor Commercial
- 11 Town Center
- 12 Office Commercial
- 13 Employment Center
- 14 Community Village
- E Elementary School
- J Junior High School
- S Senior High School
- RA Equestrian Facility
- RA Recreation Area
- CP Community Park
- NP Neighborhood Park
- F Renaissance Park
- L Fire Station
- I Institutional
- FP CVREPI/Open Space
- OS Natural Open Space
- COS Community Open Space
- ★ Detention Basin
- U Utility
- Carmel Valley Neighborhood Boundary

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

