

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

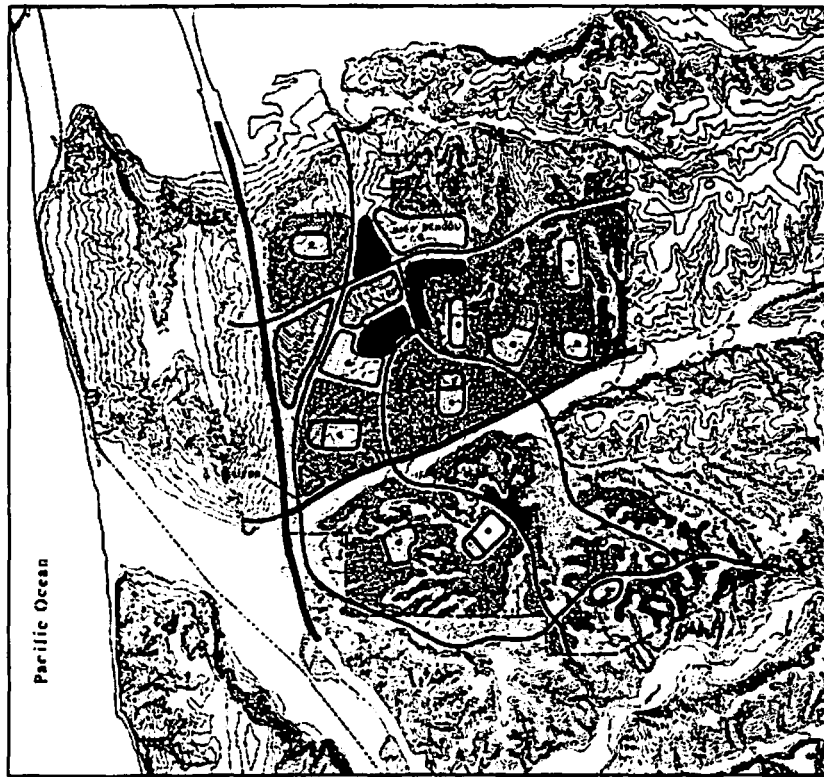
- Balanced residential density allocations will allow for the development of all projected housing types and price ranges necessary to serve the anticipated population.
- Neighborhood design concept provides a centralized school, park, convenience commercial and pedestrian linkages.
- High density housing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

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| <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'

— FREEWAYS	NEIGHBORHOOD CONVENIENCE CENTER
— ROADS	SCHOOLS & PARKS
LOW DENSITY	INDUSTRIAL
MEDIUM DENSITY	



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

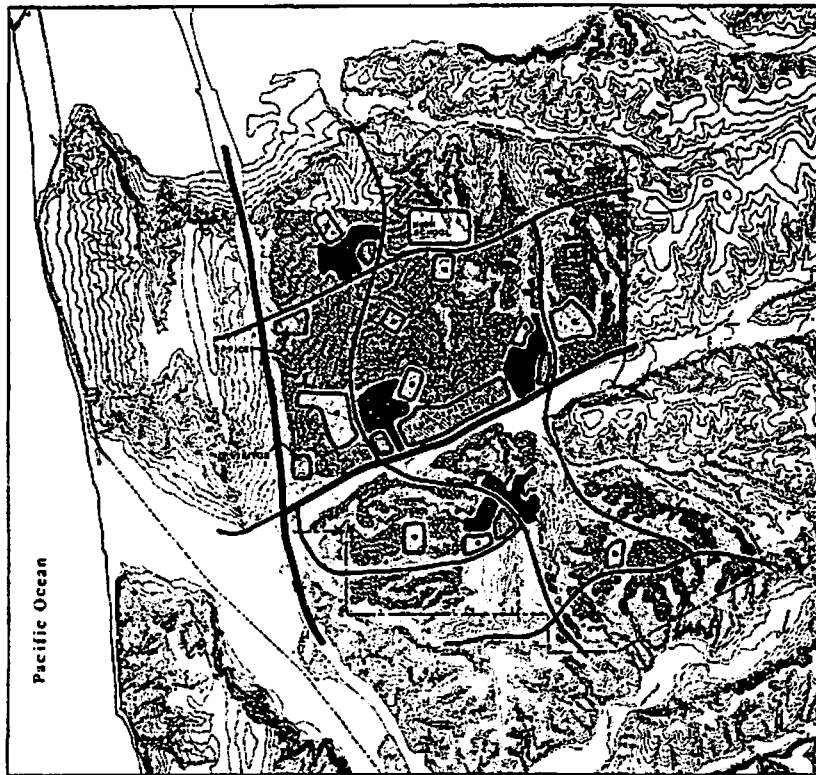
- Balanced residential density allocations will allow for the development of all projected housing types and price ranges necessary to serve the anticipated population.
- Neighborhood design concept provides a centralized school-park and pedestrian linkages. However, convenience commercial has been eliminated.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

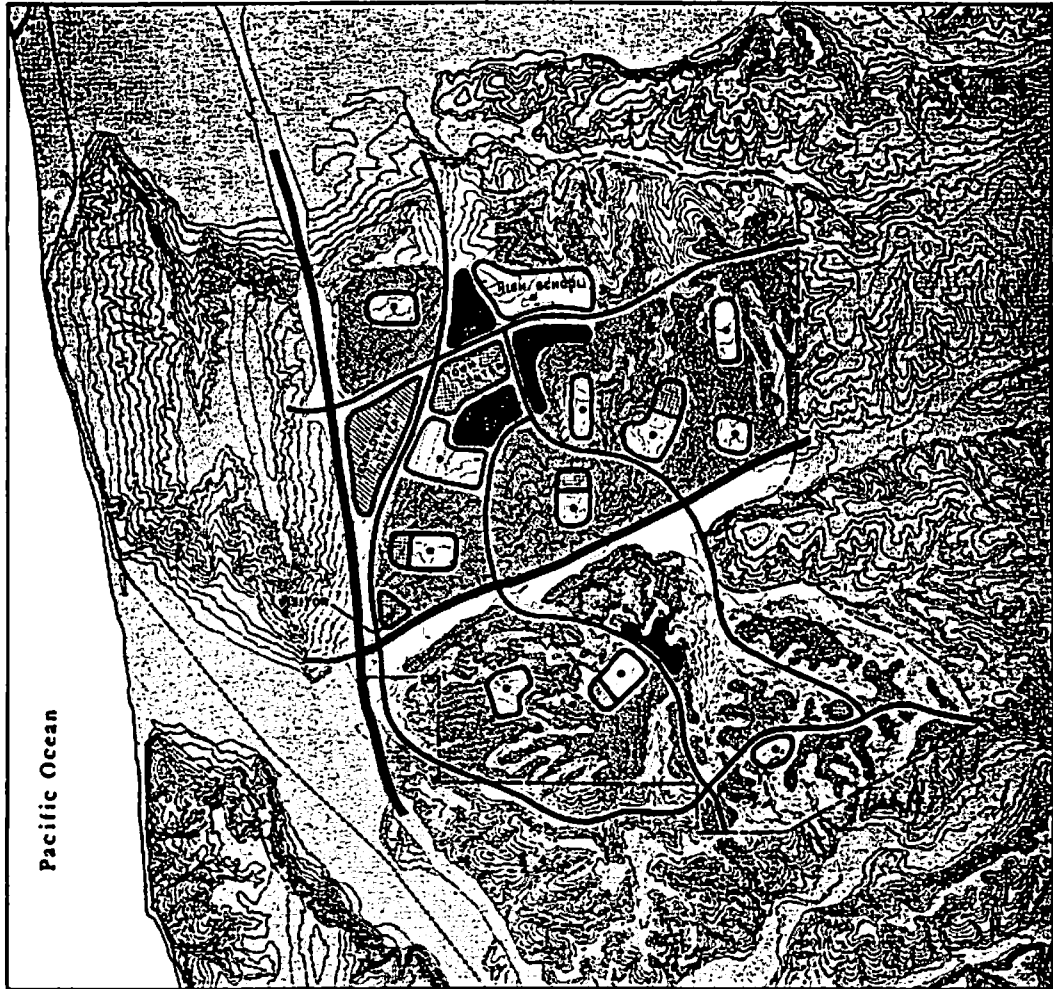
4. Public Facilities

- 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'

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.

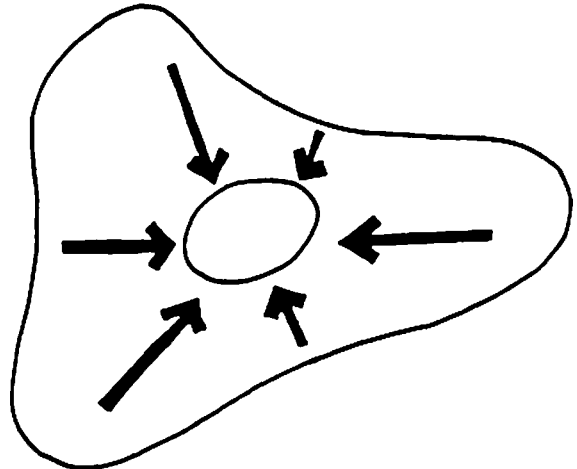
NEIGHBORHOOD CENTERS - DESIGN CONCEPTS

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.

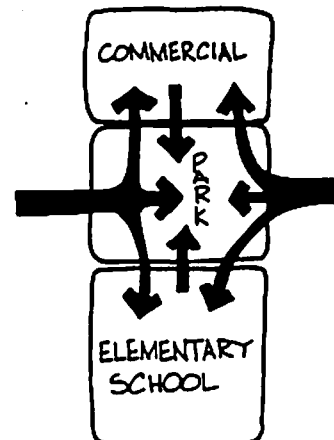
SKETCH 1

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



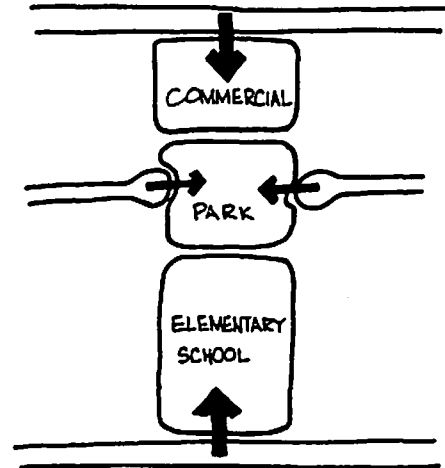
SKETCH 2

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



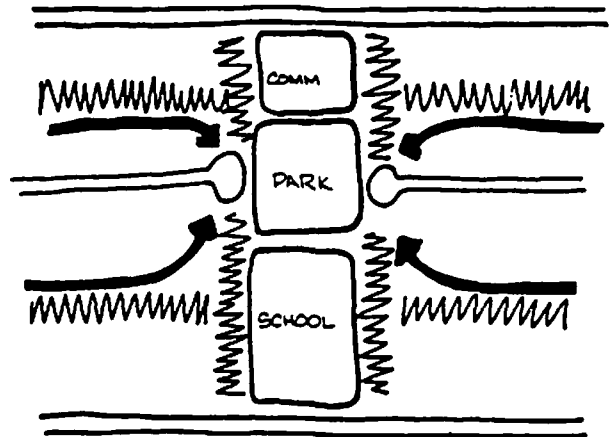
SKETCH 3

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.



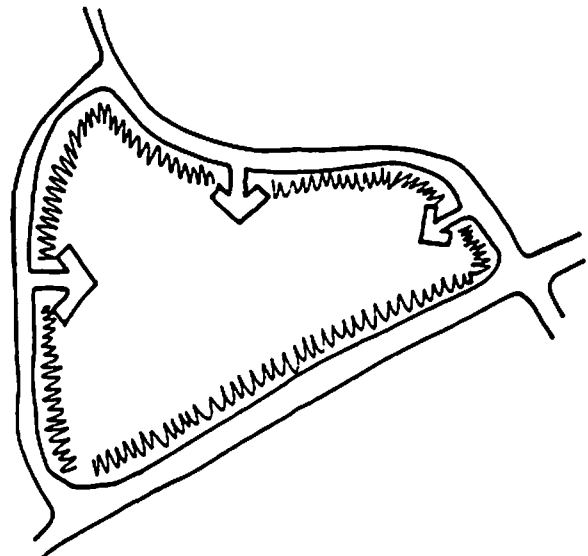
SKETCH 4

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.



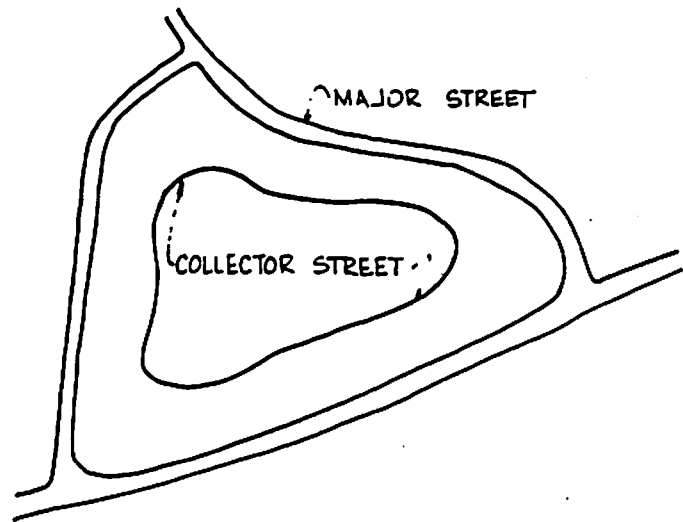
SKETCH 5

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.



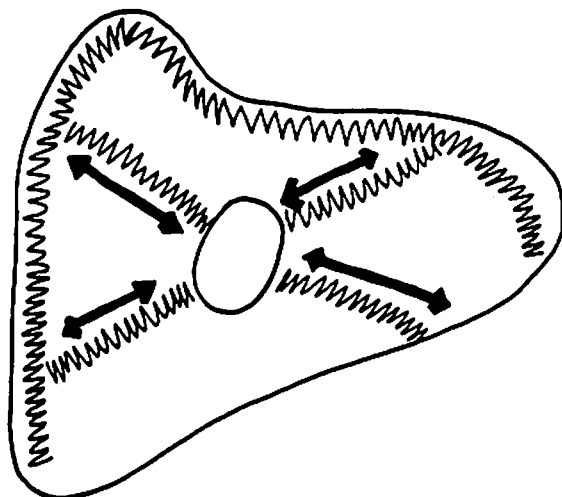
SKETCH 6

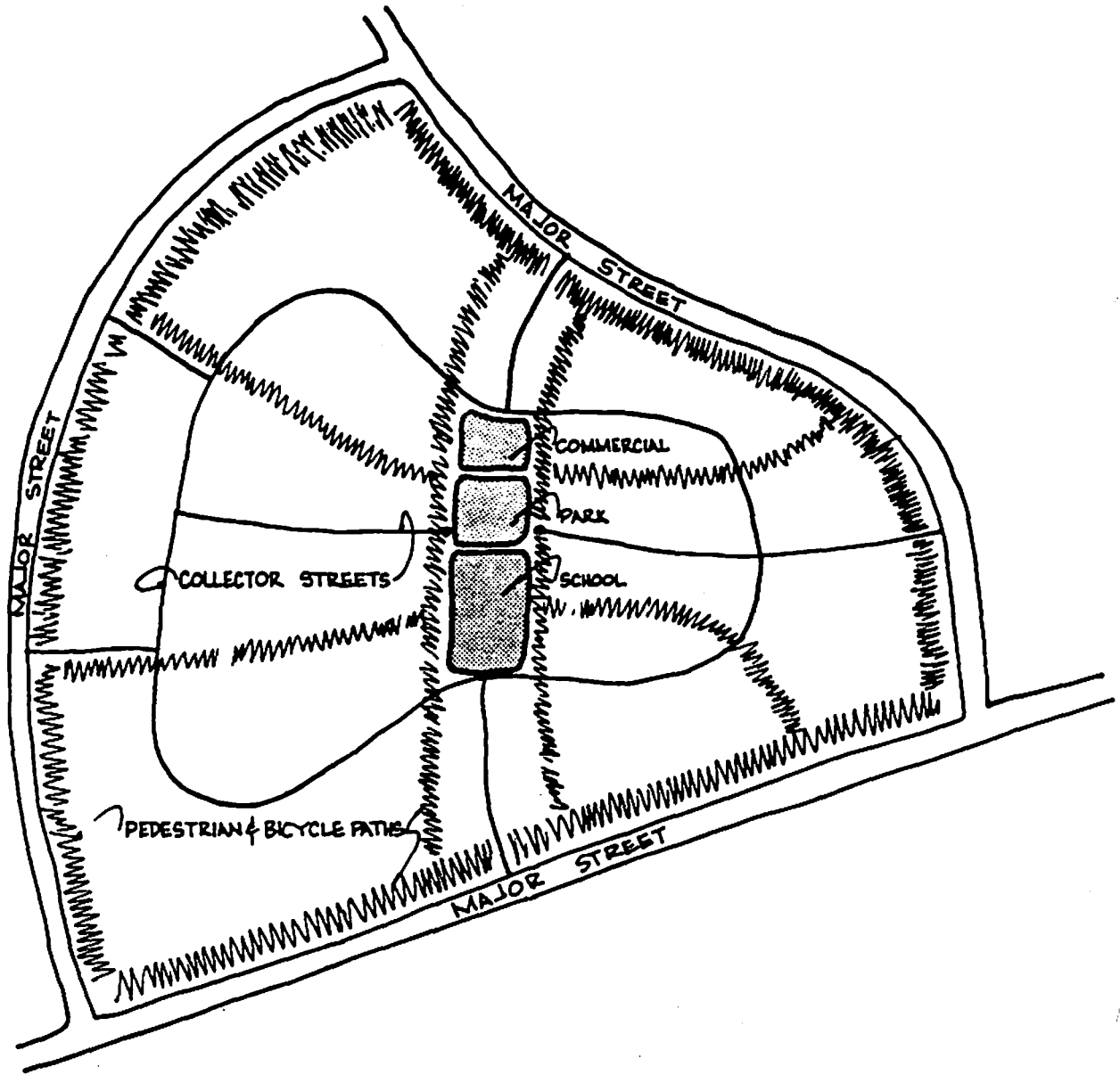
A loop street around the neighborhood is required to facilitate vehicular flow between all residential areas and provide access to the commercial center and elementary school.



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

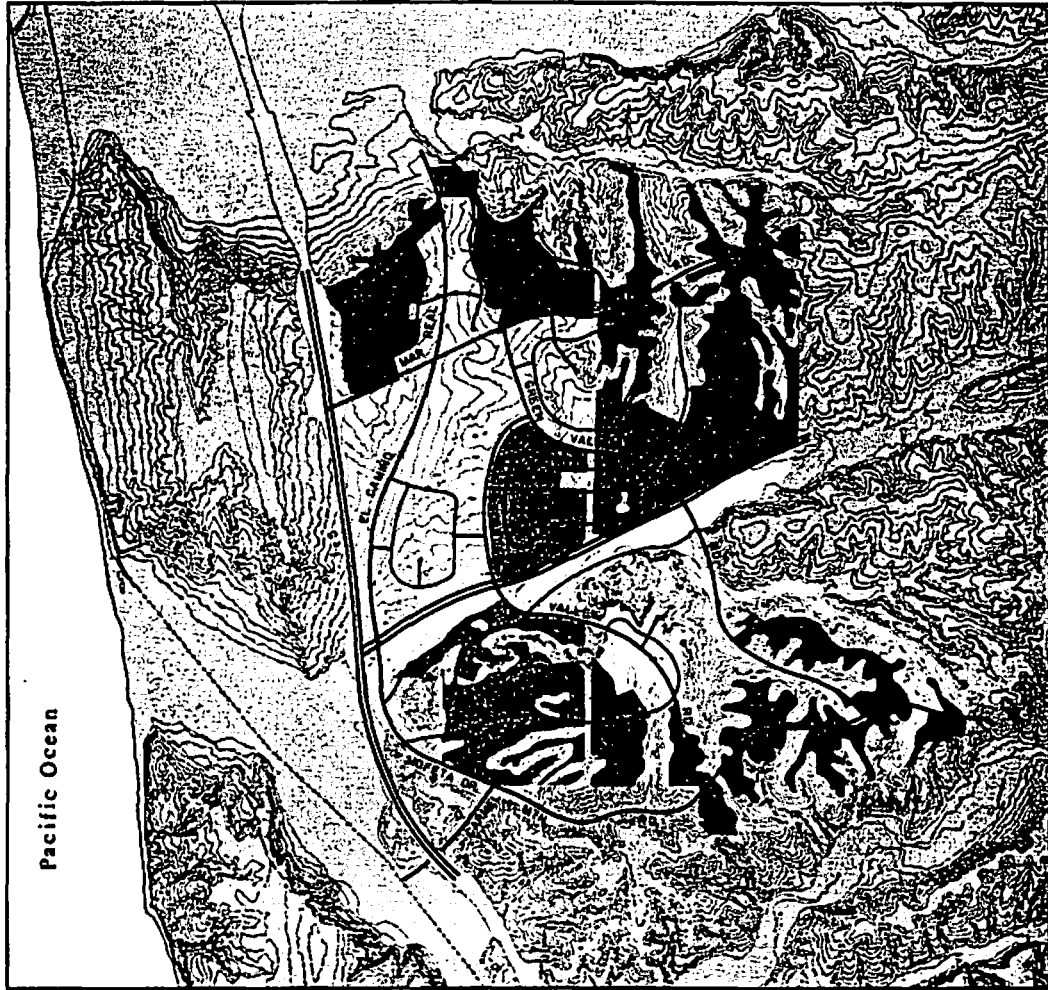
Plan proposals for residential land use allocations are based on the need to create a balanced community within North City West. In order to achieve a desirable balance of dwelling unit types several residential density allocations are proposed. A description of these density categories as well as proposals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

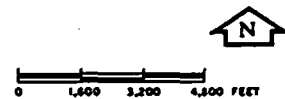
The locations for very low density residential land use are scattered throughout the study area. This provides for the development of a range of distinct neighborhoods oriented to topography, special views and other natural environmental features. It is recommended that all types of residential design 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



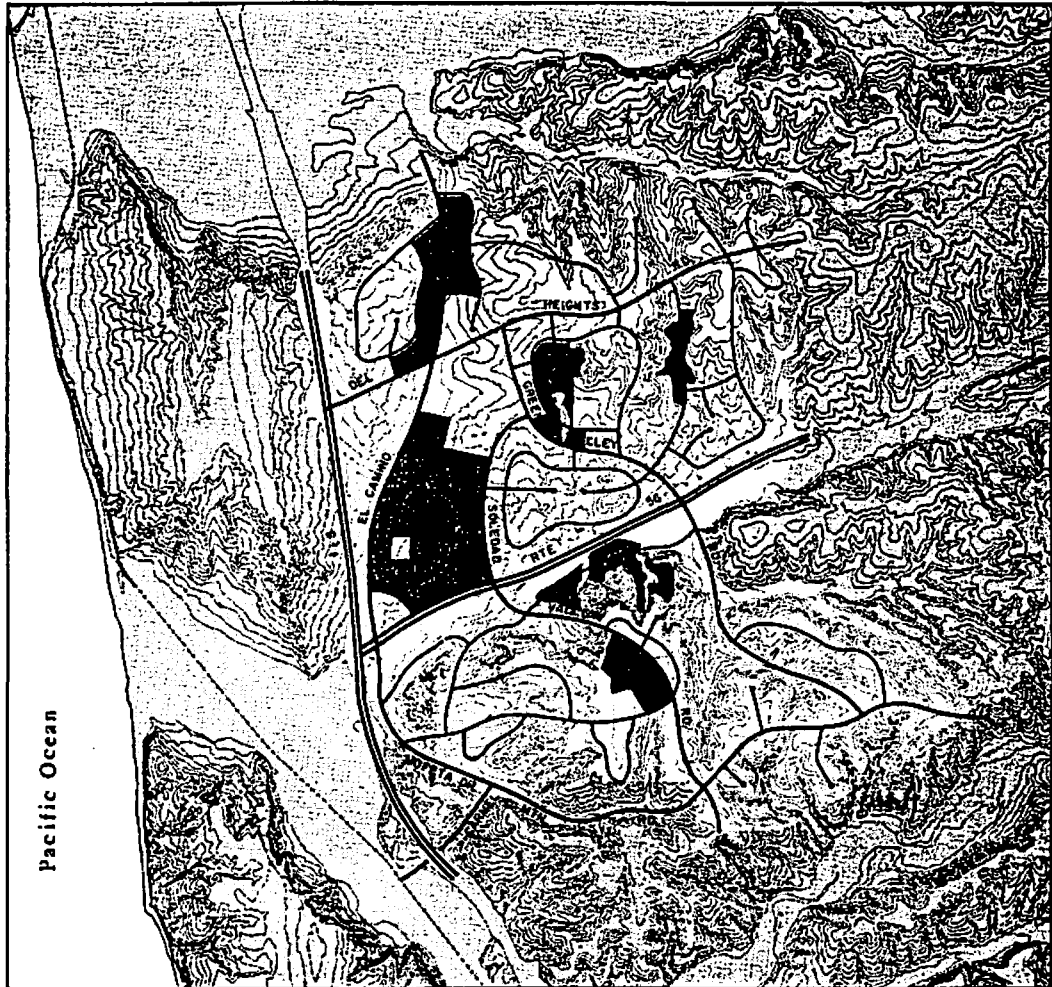
- Low Density (5-14 du/nra) -- is characterized by an average density of 10 du/nra which permits townhouse and mobile home development with reduced amounts of private yard and open space. It is proposed that approximately 22% of the usable residential land area or approximately 444 acres be devoted to 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



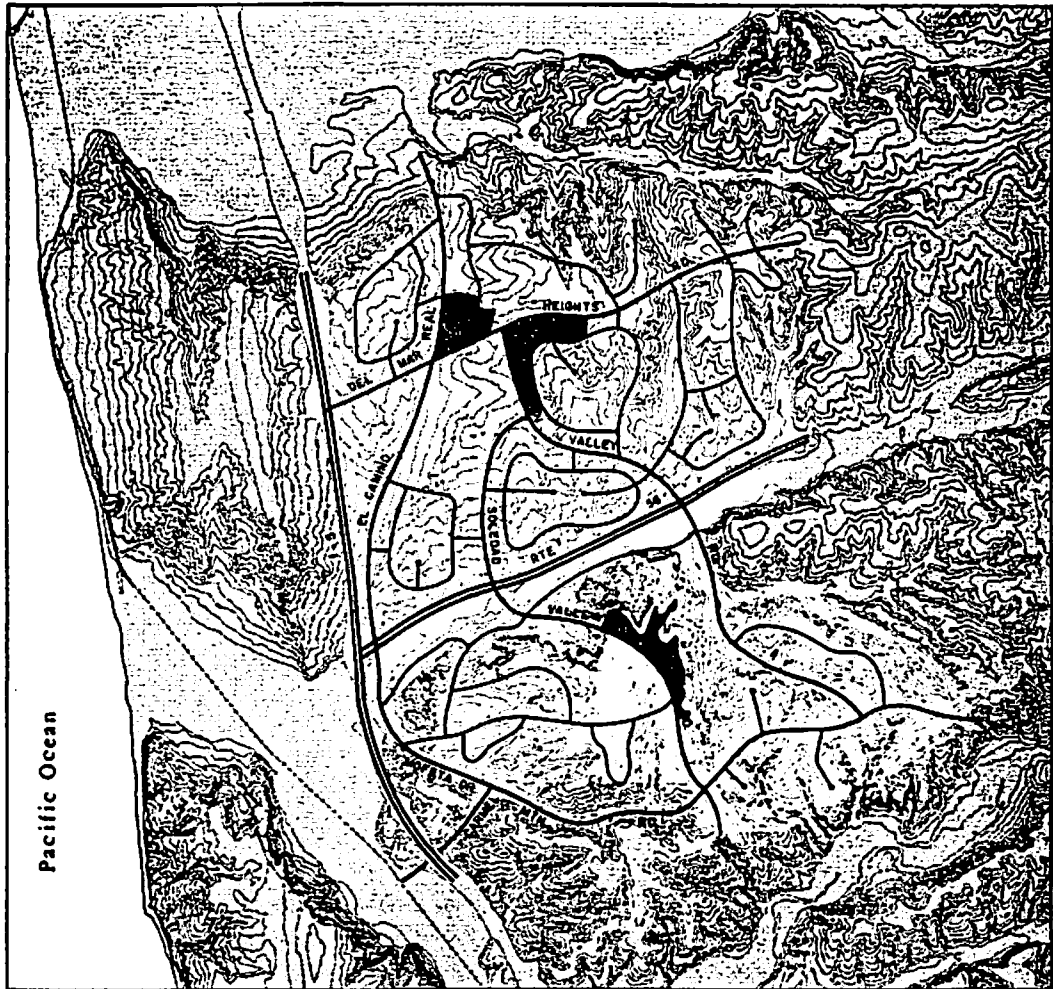
- Low-Medium Density (15-29 du/nra) -- is characterized by an average density of 20 du/nra which permits garden apartment development. It is proposed that approximately 6% of the usable residential land area, comprising 128 acres, be allocated for this density category.

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.

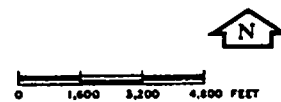
Low-medium density residential land use is located near the town center and the high school on relatively flat land. The area provides a population to support the town center and is expected to attract individuals who desire a close in location and the convenience of public facilities.

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

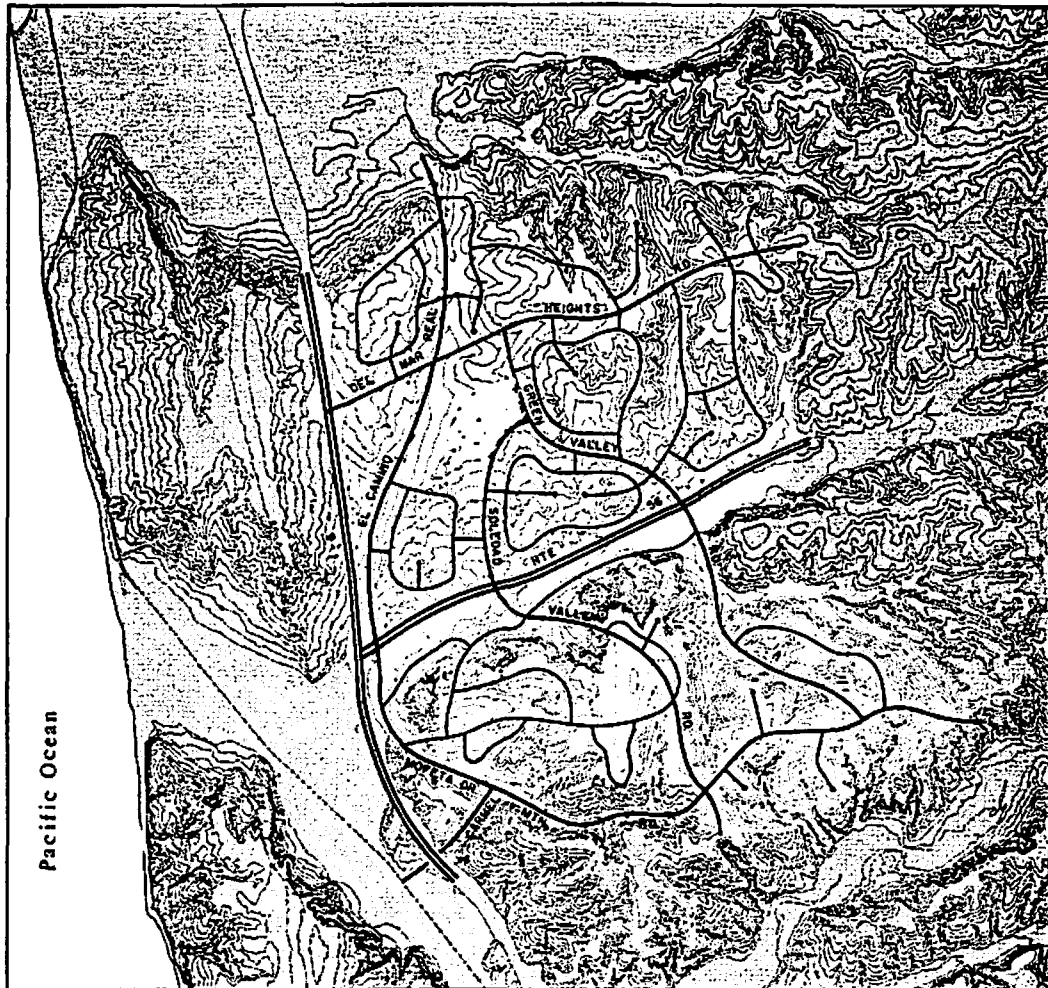
LOW MEDIUM DENSITY HOUSING AREA



- 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.

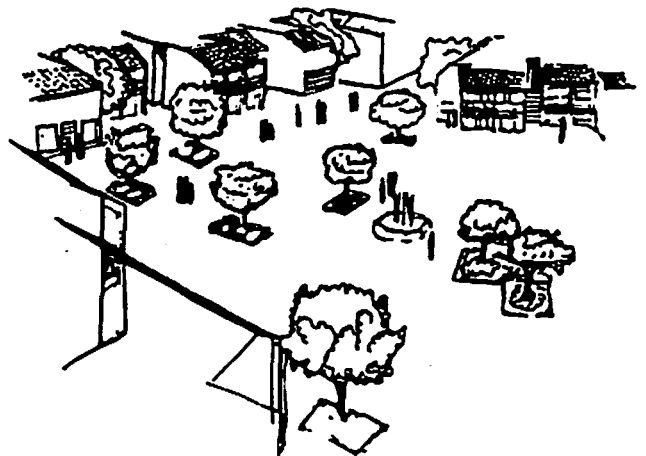
TOWN CENTER

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

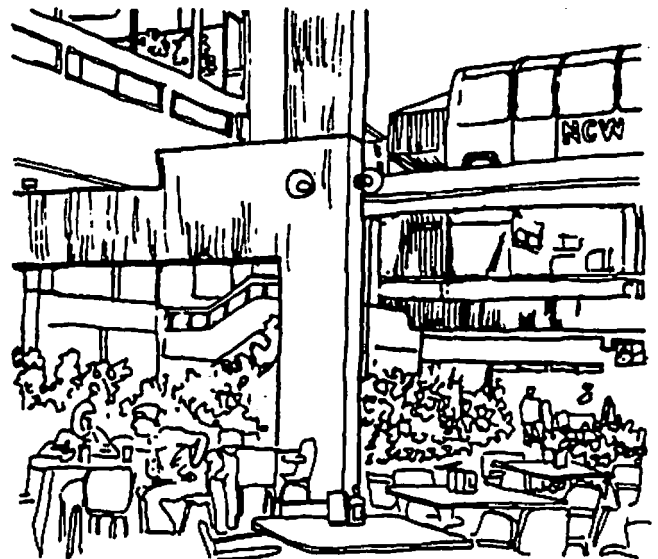


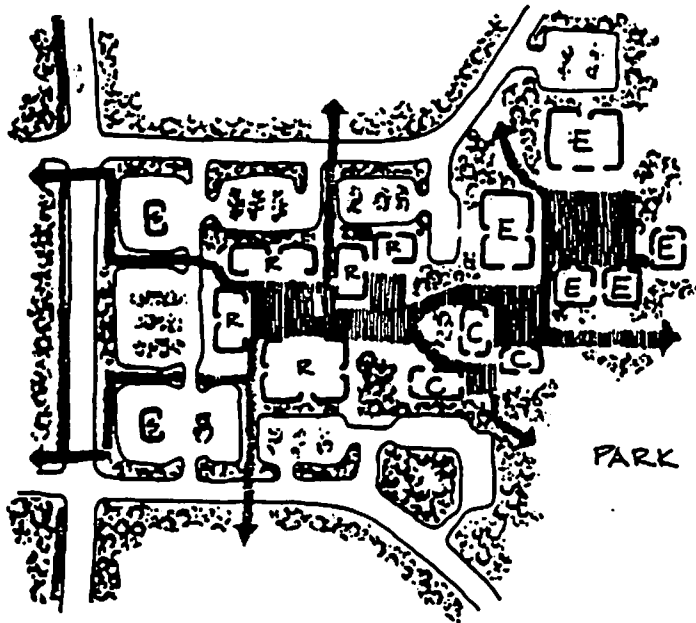
and future mass transit station. Mini-bus links to each neighborhood within North City West as well as the pedestrian and bicycle pathways should also connect into the core area public transit system.

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.





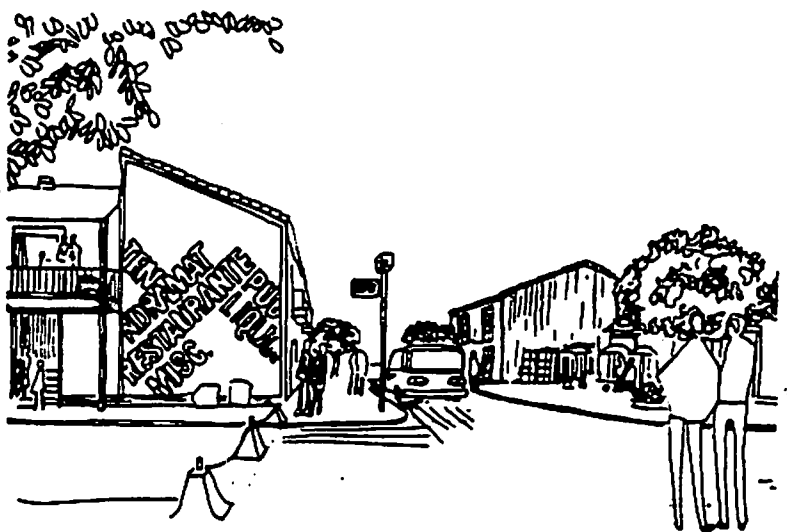
- R Retail & Services
- S Service Station
- C Community Buildings
- E Elementary School

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.

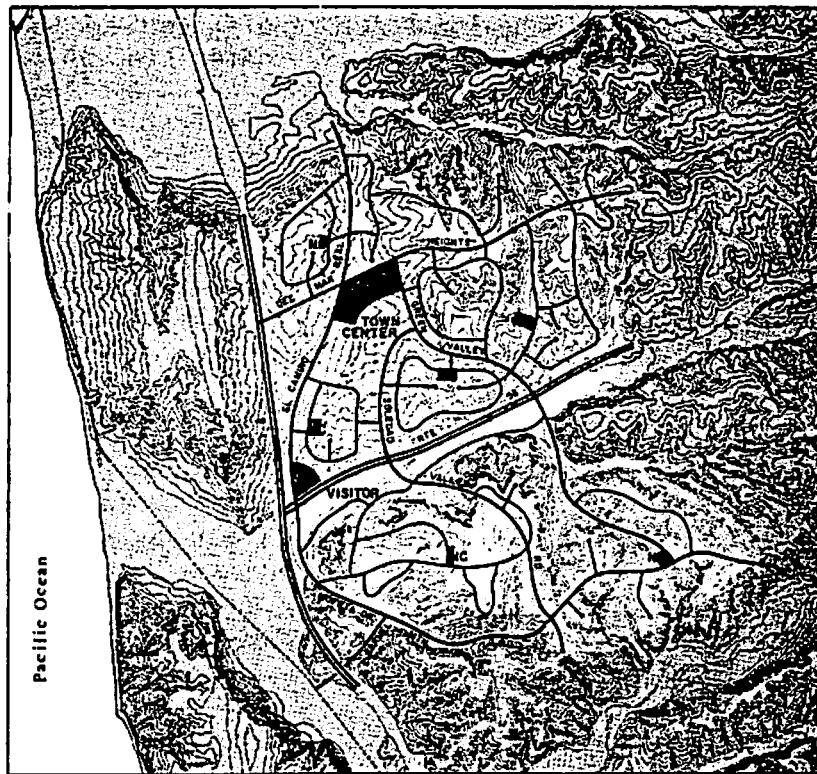


Plan Proposals

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:

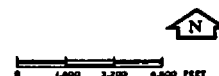
- A town center containing 60 acres of land is proposed south of Del Mar Heights Road and east of El Camino Real. The town center should contain the major commercial development within the North City West. All commercial uses except such "heavy" commercial uses as moving and household storage facilities, 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

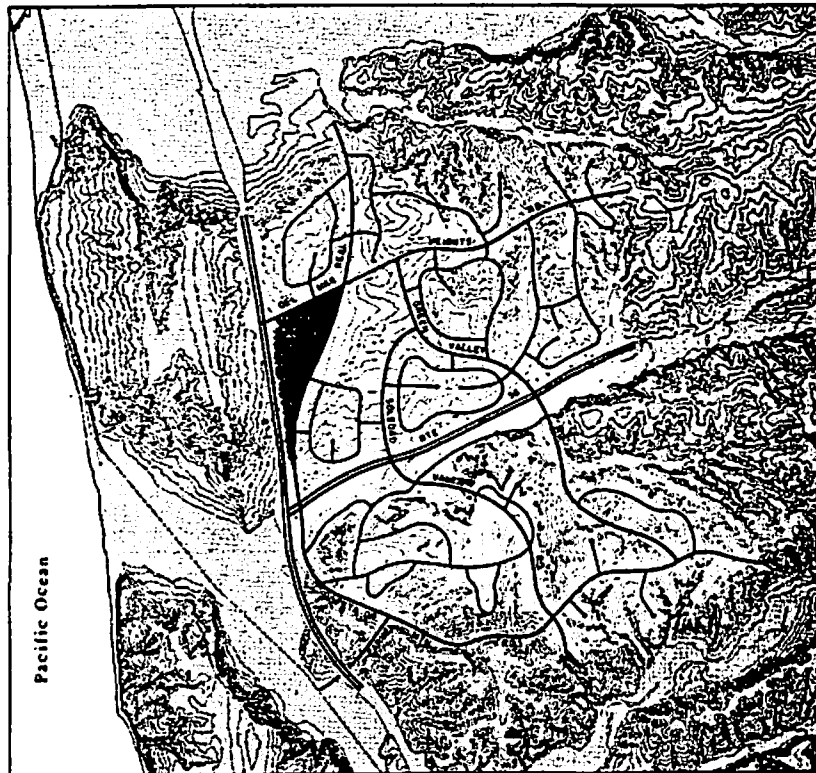
The industrial-office park within North City West will provide over one-half of the available jobs within the community. In addition its prominent and highly visible location dictates that the design and construction of this complex be accomplished in the best manner possible.

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.

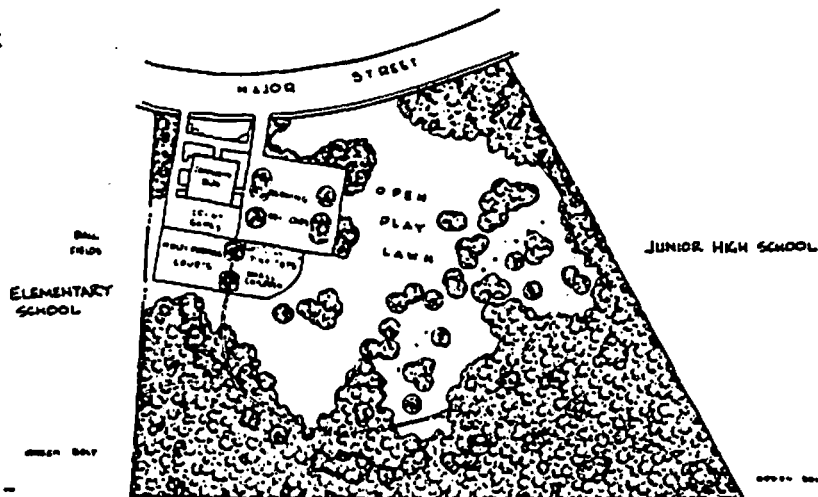
Community Park and Recreation Center

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

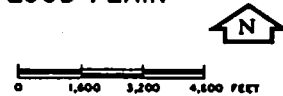
- It is proposed that Carmel and Shaw Valleys be designated as a major open space system. These valleys provide for a major break in urbanization and also structure the major parts of the North City community. The study conducted by the Environmental Development Agency of San Diego County and City staff 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

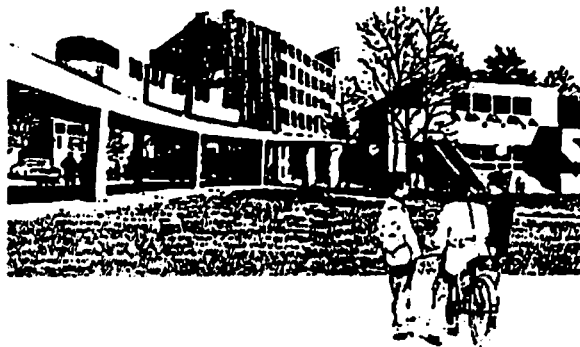
San Diego has excelled in the field of transportation planning for personal vehicles. Although it is acknowledged that the automobile will play an important part in providing transportation needs for North City West, the major emphasis of the circulation element is to provide an alternative mode of transportation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

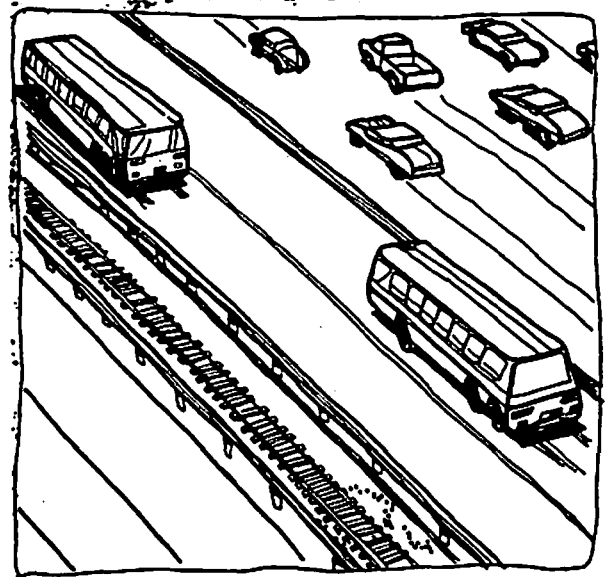
In dealing with the planning and design of the circulation (transportation) system of any given area, the dual nature of the transportation system becomes apparent. The circulation system is determined by travel demands generated by the nature and intensity of land uses. However, at the same time it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

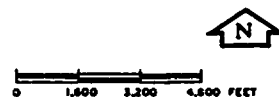
PLAN PROPOSALS

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

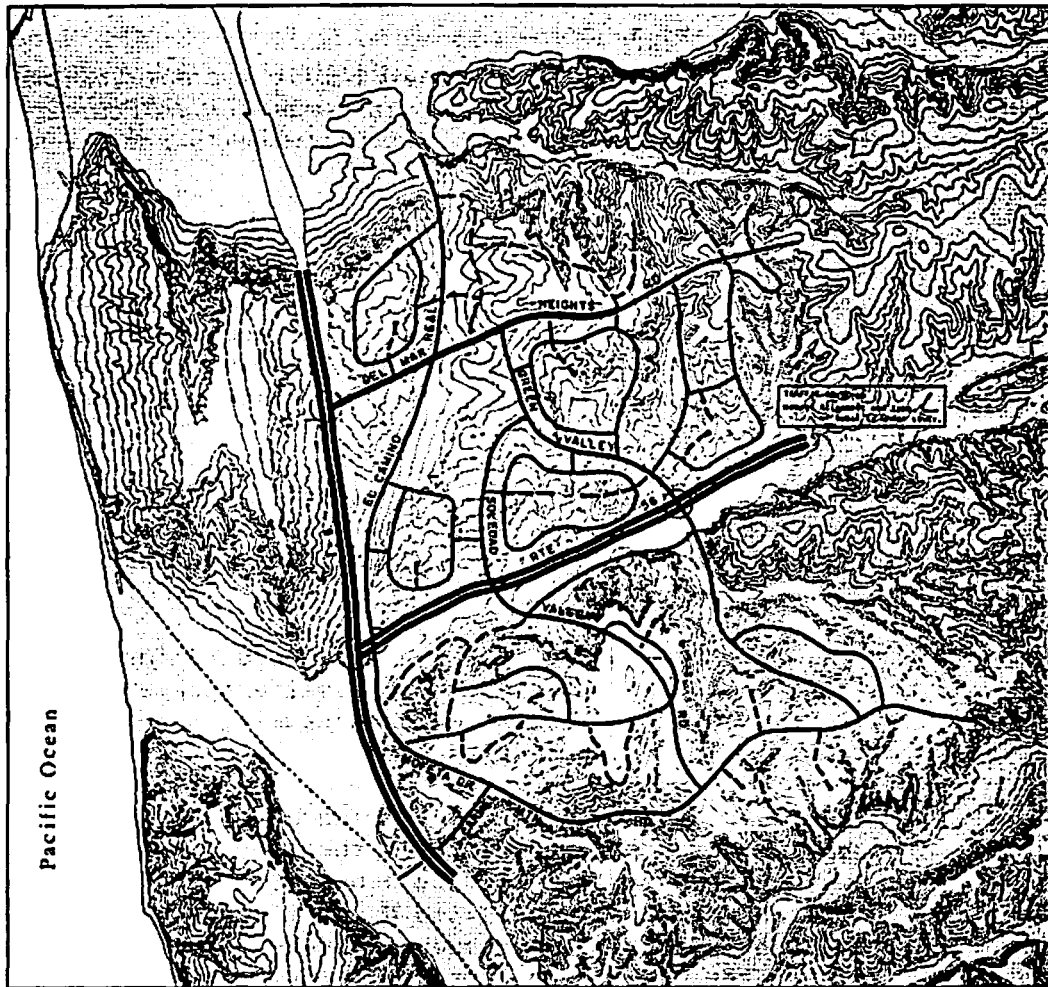
The map below indicates the traffic volumes expected to be generated by the proposed land use plan.



NORTH CITY WEST PROJECTED DAILY TRAFFIC VOLUMES

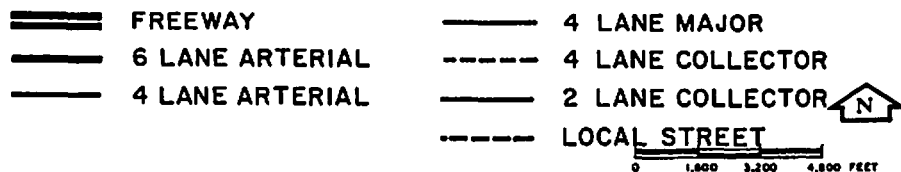


The map below indicates the proposed automobile system for North City West including freeways, major, and collector streets which can serve the anticipated traffic volumes.



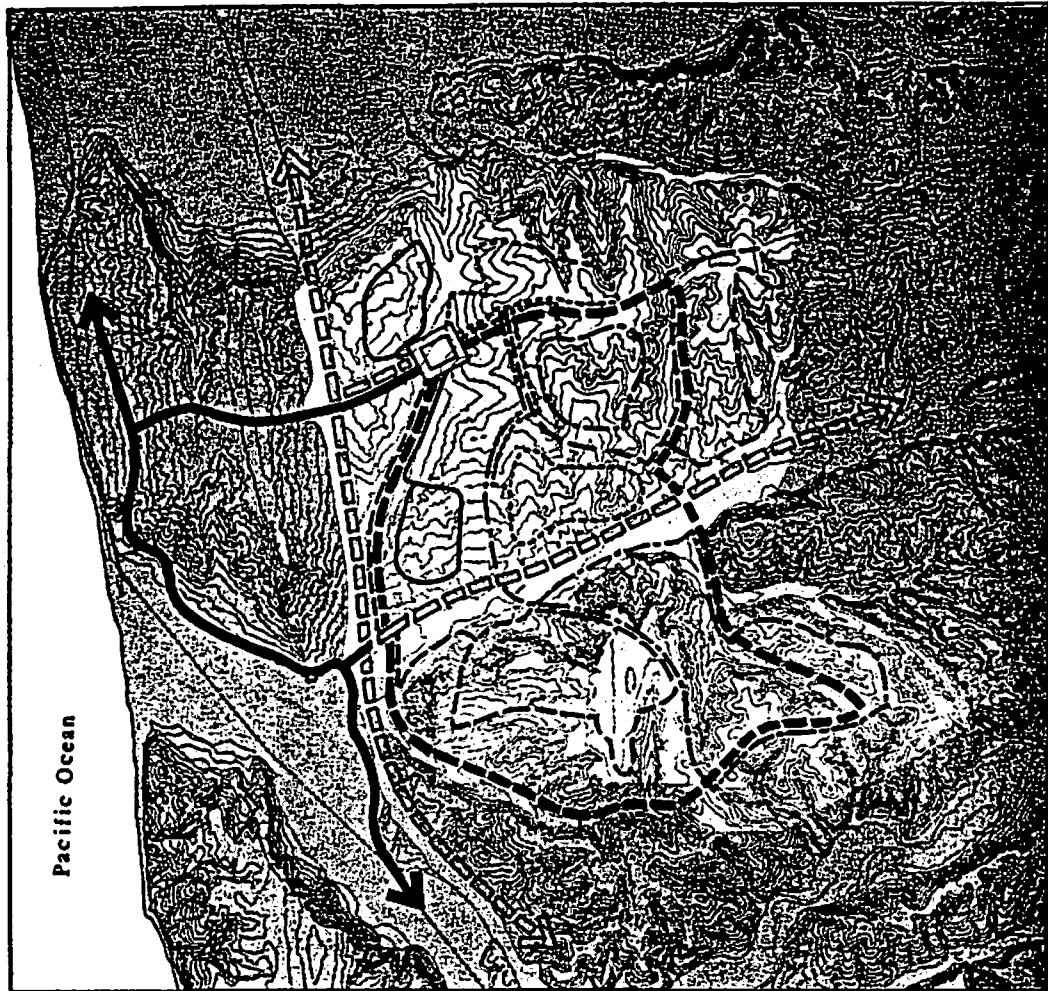
NORTH CITY WEST

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

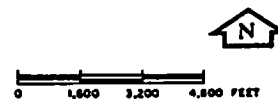
-  REGIONAL TERMINAL
-  REGIONAL EXPRESS ROUTES
-  SUB-REGIONAL ROUTES
-  SUB-REGIONAL - PEAK HOURS ONLY
-  LOCAL ROUTES



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

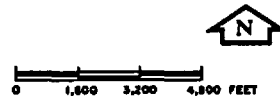
- Public Schools - Public schools within the North City West study area are administered by the Del Mar Union, Solana Beach and San Dieguito Union High School Districts. The Del Mar Union and Solana Beach Elementary School District boundaries divide the North City West community, and do not follow topography 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

NUMBER OF STUDENTS							
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.