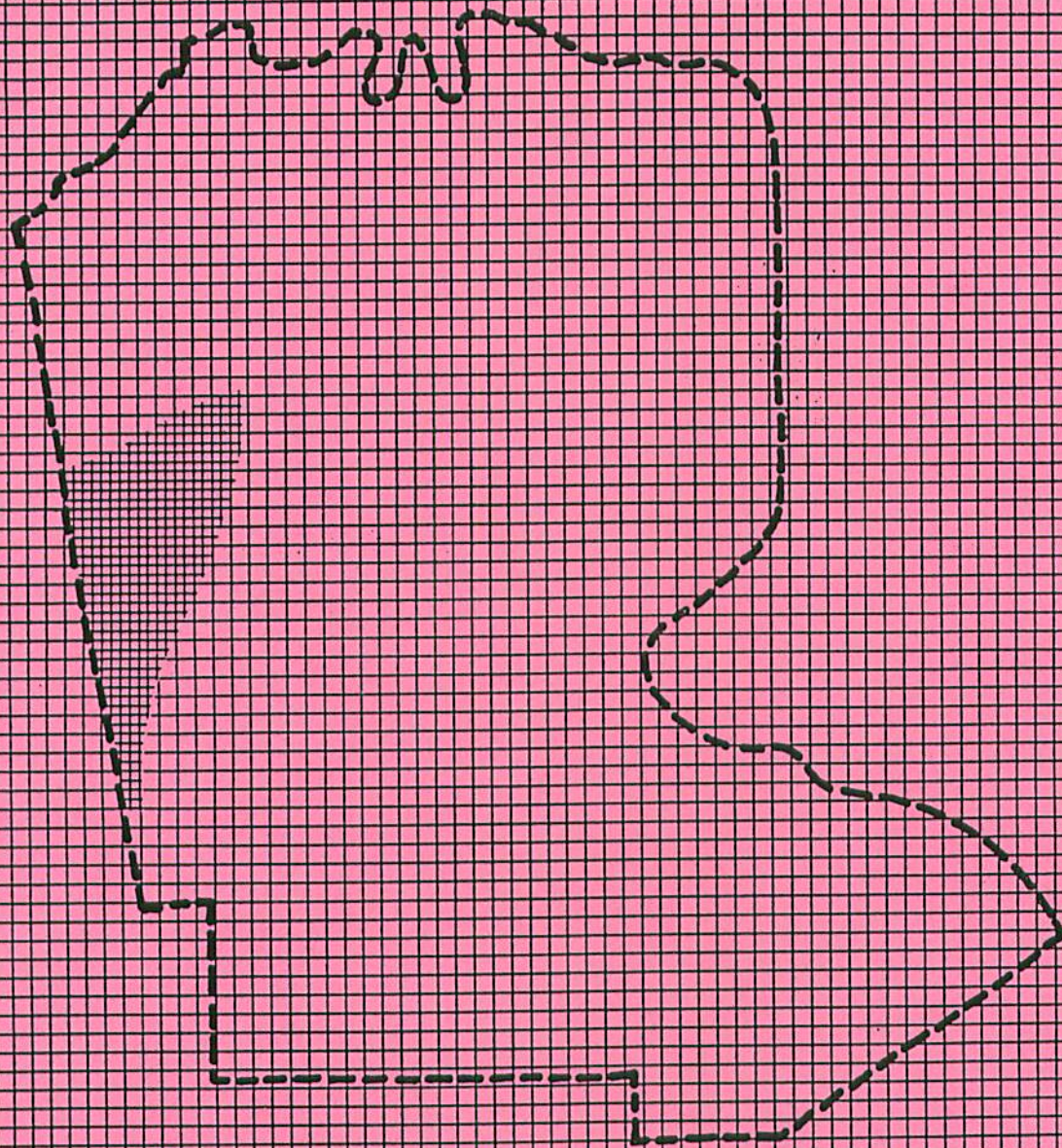


Precise Plan



North City West Employment Center
Development Unit Number Two

PREFACE

On October 1, 1981, the City Planning Commission of The City of San Diego unanimously approved the Employment Center by Resolution No. 3471. By Resolution No. 3473, the Commission certified the information contained in the Environmental Impact Report (EQD #80-05-35) for compliance with the California Environmental Quality Act of 1970.

The City Council of The City of San Diego unanimously adopted the Employment Center Precise Plan on November 24, 1981 by Resolution No. 255424. By Resolution No. R-255423, the Council certified the information contained in the Environmental Impact Report. In addition, the findings of the EIR were approved by Resolution No. R-255425. The Plan and EIR are on file in the office of the City Clerk.

The City Planning Commission, on August 11, 1983, unanimously approved an amendment to the Employment Center Precise Plan by Resolution No. 4478.

On September 13, 1987, the Council of The City of San Diego approved and adopted the amendment to the Employment Center Precise Plan by Resolution No. R-259233.

The Environmental Quality Division of The City of San Diego, pursuant to CEQA Guidelines Section 15067(a) determined that no additional EIR need be prepared and, pursuant to CEQA Guidelines Section 15088, no new findings need be adopted.

AMENDMENTS TO THE PLAN

1. By resolution of the Planning Commission October 1, 1981, the Precise Plan of The Employment Center Development Unit No. 2 was adopted. The final plan adopted differs from the illustrative plan diagrams only in the following ways:

a. The alignment of El Camino Real Road was moved easterly both at the north and south of the Employment Center to facilitate proper intersections at Del Mar Heights Road and El Camino Real Road.

b. The land lying between the original alignment of El Camino Real and the new alignment will be included in the Employment Center and be subject to all conditions of the Employment Center.

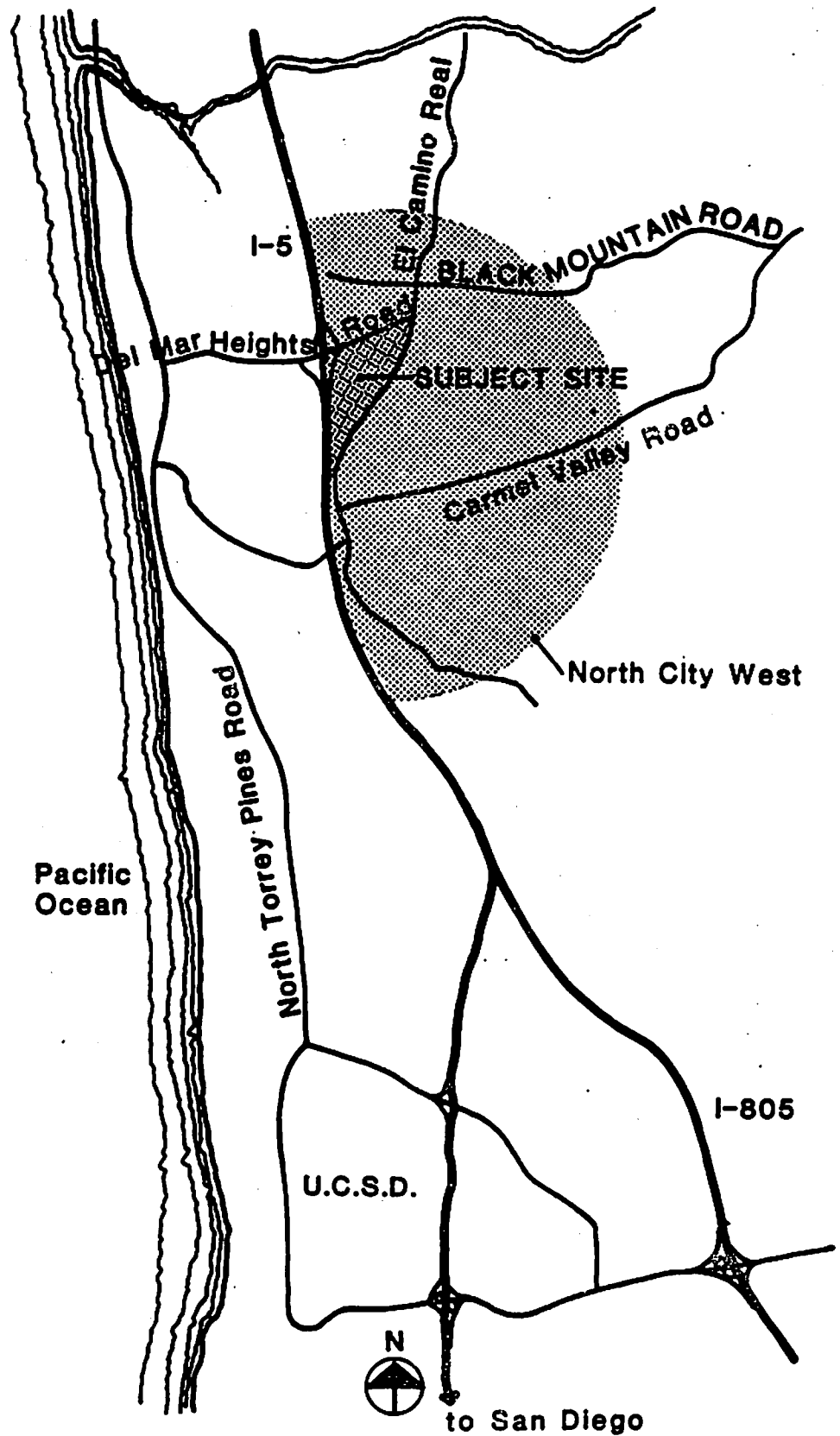
2. By resolution of the Planning Commission an amendment to the Precise Plan of the Employment Center was adopted. The amendment includes the following changes to the Precise Plan:

a. All land between the original alignment of El Camino Real and the new alignment both north and south is included in the Employment Center.

b. Lot 41 is further designated for Visitor Center use as described by the Community Plan.

c. Paragraph 3, Column 2 and Column 3 of Page 42 of the text are deleted and all reference to development regulations regarding height and area are included in the Planned District Ordinance.

3. An amendment to redesignate approximately approximately 23-acres at the northwest corner of Del Mar Heights Road and El Camino Real from Employment Center to Mixed-Use is incorporated into this precise plan as a separate document, *One Paseo Mixed-Use Development* (City Council Ordinance No. O-20674).



The City Council of San Diego adopted The North City West Community Plan of February 27, 1975. The adopted North City West Community Plan was reflected in the revised "Progress Guide and General Plan" adopted on February 26, 1979. This plan visualizes an integrated community containing residential, commercial, industrial with the attendant public facilities. The Employment Center conforms in all respects to the use, location, size, boundaries and other criteria set forth in all the various sections of the plan.

The community plan itself is a result of extensive research into the physical, social and economic elements that presently exist and those that must be introduced during the creation of a new community. The plan locates and describes all the various components of housing, commercial, employment, public facilities and utilities in a well organized orderly fashion.

North City West is envisioned as a self-contained community of 40,000 people in place prior to 1985.

The goals set forth for the community have been carefully considered and met by the Precise Plan for the Employment Center detailed in this document.

The Employment Center Precise Plan attempts to integrate itself with the total North City West Community and the Precise Plan for the first neighborhood.

The North City West Community Plan indicates that planning of each development phase should disregard property lines and individual ownership. The physical features of the property and the guidelines and concepts of the Community Plan should act as the controlling elements in the development of Precise Plans.

The City Council adopted the Carmel Valley, North City West First Neighborhood plan on October 22, 1979. The First Neighborhood is basically a development or residential uses. As part of the Precise Plan approval process, a North City West Planned District Ordinance was adopted. This ordinance envisioned that all of the Precise Plan Development units would be brought under the Planned District Ordinance. The Employment Center which we have called Precise Plan Development Unit Number 2 is a homogenous area containing very similar uses and the whole area will be zoned M-IP as specified in the Community Plan.

Since the Employment Center contains industrial, office and minor commercial type uses, an amendment to the Planned

District Ordinance (Ordinance No.) has been developed to deal with this project and its non-residential uses. The Planned District Ordinance Amendment for The Employment Center carries out the policy and spirit of the City Council's intentions as expressed in the original ordinance.

In planning the Employment Center, it was a goal to have the project fit into the financing plan developed for the First Neighborhood and to meet the City's requirement that all public facilities be provided and constructed without cost to the City.

A complete team of professionals was assembled by the developer, Pardee Construction Company to create a plan that addressed all critical aspects of the project site and its context. Dale Naegle, A.I.A. Architecture & Planning, Inc. has been responsible for the overall plan and assembling these documents. This work has been in collaboration with Rick Engineering Company and Kawasaki/Theilacker & Associates. Leeds, Hill and Jewett, Inc. provided the North City West Drainage Study and the specific drainage requirements for the project site. Donald Frischer and Associates provided a full range of traffic analysis for the project site and its relationship to North City West traffic. RECON has provided a complete Environmental Impact Report.

Pardee Construction Company, founded in 1921 as a single-family homebuilder, is today a diversified land development and building company in every aspect of residential construction as well as commercial and industrial.

Pardee became a subsidiary of the Weyerhaeuser Company in 1969. It is the development arm of its parent, Par-West Financial, which is also the holding company for Westwood Insurance Agency, Weyerhaeuser Mortgage Company and Weyerhaeuser Venture Company. George M. Pardee, Jr. is Chairman of the Board and J. Douglas Pardee is President.

Pardee is currently developing two "new towns" and more than a score of residential developments. The "new towns" are located at Camarillo, California (Mission Oaks) and Las Vegas, Nevada (Spring Valley). In San Diego, California, Pardee is developing or has developed a series of communities along the I-15 and I-5 corridors north of the city. On I-15, beginning at Mira Mesa (Mira Mesa North), Sabre Springs (new land recently acquired) and at Rancho Penasquitos (the Ridgewood single-family homes completed and sold out in 1975). On I-5, at Del Mar with Del Mar Hills (single-family detached homes)

and Sea Point (condominiums); at North City West with El Camino Business Park and residential developments.

All of these "new towns" or new communities incorporate various sized and priced single and multi-family residential areas and commercial developments to meet the needs of the residents, and some limited industrial development.

Pardee is also presently developing, in addition to single-family residential construction on individual lots, attached homes such as Colony Homes at Camarillo, Las Vegas and Mira Mesa; condominiums such as Sea Point at Del Mar, California; flats and townhouses such as Concord Square at Mira Mesa; apartments such as Casa Ruiz at Mira Mesa; and is moving into an urban redevelopment project, a first for the Company, at the Marina in downtown San Diego.

To date, the Company has built over 25,000 single-family homes. It has land available to continue development activities well into the next century.

Dale Naegle, A.I.A.,
Architecture & Plan-
ning Inc., 2210 Avenida
de la Playa, La Jolla,
California 92037.

Since 1957 Dale Naegle has been among the most active architects and land planners in the San Diego area. The firm has designed major projects such as the \$3.5 million John Muir College Dormitory and Student Center as well as the La Jolla Coast Walk shipping complex. Its staff of nine architects, ten draftsmen and one engineer have extensive experience in designing residential developments and office buildings. Naegle's land planning responsibilities have included a 4,000-acre multiple housing project with recreation and commercial facilities in Florida, as well as community master planning for La Jolla Village.

Rick Engineering
Company, 5620 Friars
Road, San Diego, Cali-
fornia, 92110. In its 25 years of involvement in major San Diego developments, Rick Engineering has been responsible for the planning and design of some of the city's most important resources. Company president William B. Rick has led the engineering, planning and design of Rancho La Costa since 1965. His staff of over 100 professionals has been responsible for projects ranging from the Wild Animal Park to University Towne Center to the Scripps Miramar Ranch. Currently involved in the engineering for site clearing and redevelopment for the Urban Redevelopment Project for the City of San Diego, Rick Engineering has extensive experience in the construction of industrial and business facilities.

Kawasaki/Theilacker
& Associates, 3339
Fourth Avenue, San
Diego, California
92103. A design-oriented landscape architectural firm, Kawasaki/Theilacker has participated in major projects throughout California since 1970. In San Diego, the firm was named as consulting landscape architects for the campuses of California State University and the University of California. It has worked extensively in designing landscapes for San Diego offices and business parks as well as for residential and commercial developments. Kawasaki/Theilacker's achievements have been recognized by numerous professional organizations, including the San Diego Chapter of A.I.A., Pacific Coast Homebuilders, the American Association of Nurseyemen, Inc. and the American Planning Association.

DRAINAGE

TRAFFIC ENGINEERING AND PLANNING

ENVIRONMENTAL IMPACT REPORT PREPARATION E

Leeds, Hill and Jewett, Inc. (LEEDSHILL) is a San Francisco consulting firm with nearly seven decades of experience in water resource and geotechnical engineering. Water resource investigations at LEEDSHILL include planning and design of flood control and drainage projects, developing surface and ground water supplies, and procedures for dewatering mines and tunnels. Geotechnical investigations include safety inspections and remedial measures for dams and spillways as well as for slopes and tunnels showing signs of failure.

LEEDSHILL has provided consultation, formulated plans, and undertaken complete design services for individuals, private companies, and public agencies. Such services have been performed in foreign countries as well as in the United States, and as joint ventures with other engineering firms.

LEEDSHILL currently as a staff of 21 professional engineers and technicians. The senior management and consultants of the firm consist of Thomas A. Lang, Chairman of the Board; R. Hungett, President; and Richard H. Gilman, Vice President.

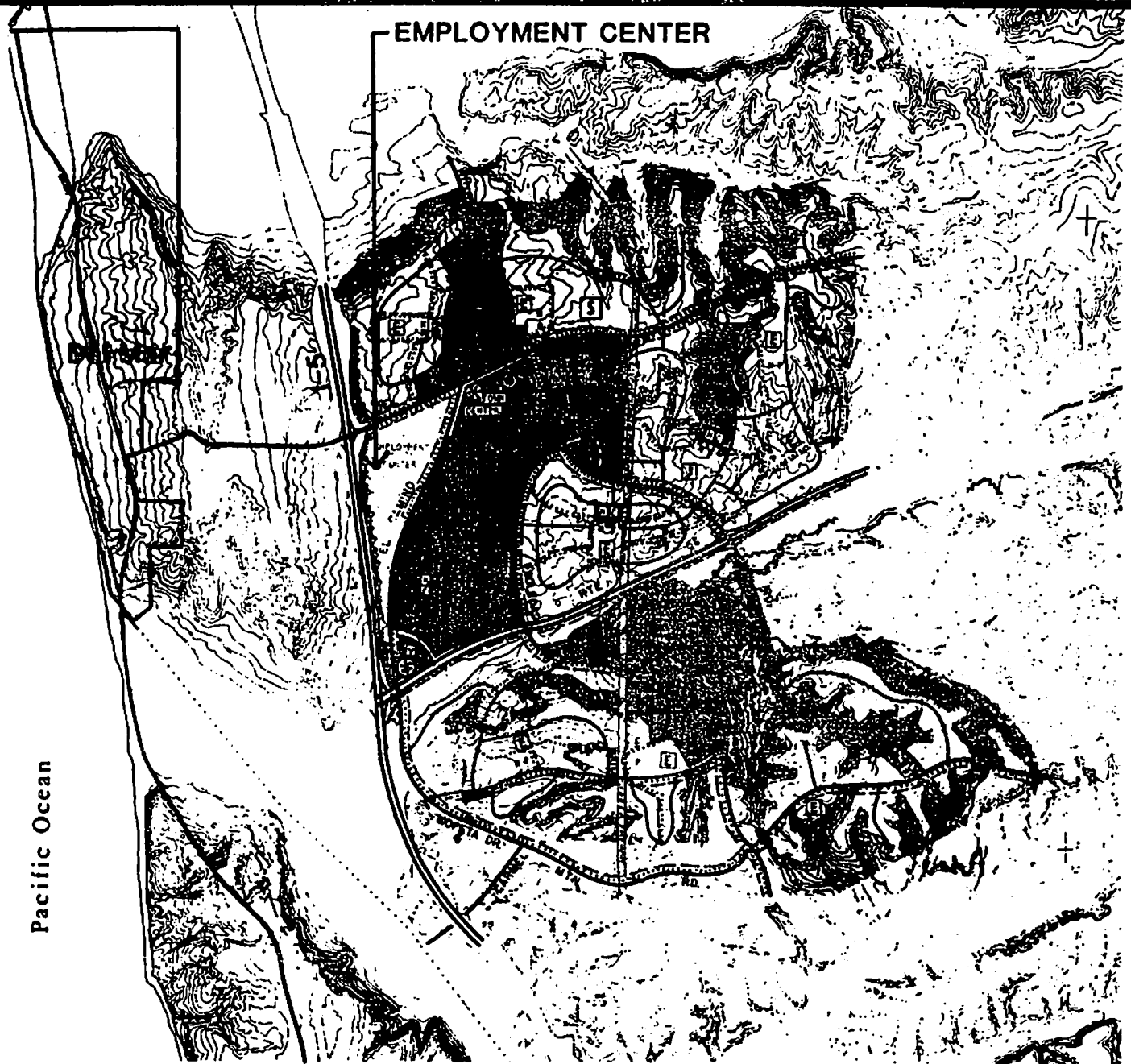
Donald Frischer & Associates, 14431 Hamlin Street, Suite 1, Van Nuys, California 91401. For 16 years the firm of Donald Frischer & Associates has conducted traffic and transportation studies in the United States and abroad. Its expertise has been applied to planned and existing regional shopping centers, new communities, office complexes, colleges, industrial complexes, governmental centers, recreational facilities and community redevelopments. Prior to starting the consulting firm, principal engineer Donald Frischer worked with the State of California Division of Highways for 16 years and was involved in every aspect of traffic engineering assigned to that agency.

RECON (Regional Environmental Consultants), 1094 Cudahy Place, Suite 204, San Diego, California 92110. RECON's staff of 60 includes environmental consultants specializing in planning, archaeology, paleontology, biology, botany and geology. The company has prepared environmental impact analyses for a broad range of land uses, including residential, industrial, commercial and educational projects. Working in both the public and private sectors, RECON has made significant contributions to the development process in San Diego County and throughout California. Its president and principal environmental consultant is Royce B. Riggan Jr.

CONTENTS

F

North City West Community Plan	1
The Employment Center/A Summary	2
Coastal Concerns/A Water Control System	3
Conformance With The North City West Community Plan	4
Circulation Systems	7
Site Plan	10
Environmental Impact Report	11
Park Recreation And Open Space	11
Public Services And Facilities	13
Plan Implementation	14
Land And Public Facilities Financing	14
Design Element	15
The Plan Rationale	17
Infra-Structure	25
Individual Site Design Guidelines	32
Guidelines For Design Implementation	36
Approved Trees	41
Guidelines For Individual Structures	42
The Precise Plan	48
NCW Employment Center Detention Basin	Exhibit C
NCW Employment Center Planned District Ordinance	Exhibit D



NORTH CITY WEST A COMMUNITY PLAN ADOPTED FEBRUARY 29 , 1975

RESIDENTIAL

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

COMMERCIAL

- ALL CATEGORIES N-NEIGHBORHOOD V-VISITOR

PUBLIC FACILITIES

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

TRANSPORTATION

- FREEWAY
- MAJOR STREET
- COLLECTOR STREET

- BICYCLE PATH

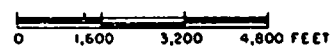
- PEDESTRIAN

- TRANSPORTATION TERMINAL

- OPEN SPACE

- FLOOD PLAIN

- developed area



The site for the Employment Center is located within the triangle described by Interstate 5, Del Mar Heights Road and El Camino Real Road. The land is rolling with a 130' change in elevation from end to end, typical of much of the coastal land of San Diego County. The site location forms both a "gateway" to North City West and a buffer between the freeway and the residential areas to the east.

The Employment Center has been conceived as a thoroughly planned, tightly controlled business park of the highest quality.

Special attention has been given to the overall plan of this development unit. The lots have been configured to provide the desired visibility of individual buildings from Interstate 5 even though a landscape buffered view is maintained from the surrounding residential areas.

The grading of lots is unique to this type of development. Each lot will be graded into multiple pads with only 10' to 15' grade differential between pads. This will create a rolling natural feel to the land forms and encourage multi-level structures that will have a more refined scale than typical industrial parks. The grading will be minimal for a project of this scale and will echo existing land forms.

The street "A" gently curves around and through the park in an informal and graceful manner.

Through the development of a complete urban design infrastructure of landscape and hardscape, an overall design statement of continuity will be achieved that will live up to its responsibilities as the "gateway" to North City West. This design sensitivity will be enforced through strict

covenants conditions and restrictions and an Architectural Review Committee.

The Employment Center, when complete, will offer the opportunity for an excess of 2,500 jobs with construction of over a million square feet of office, industrial and commercial space. While no architectural "style" will predominate, a consistent approach to siting, scale, materials, graphics, color, landscape and form will carry throughout.

The resultant park-like development will form both an integral socio-economic and environmental element of the new community of North City West.

Although the Employment Center is not within the boundaries of the California Coastal Zone and thus subject to the permit jurisdiction of the California Coastal Commission, the land is immediately adjacent to the zone and development of the land may have an impact on the coastal zone. California Public Resources Code Section 30200 in part requires, "All public agencies carrying out or supporting activities outside the coastal zone that could have a direct impact on resources within the coastal zone shall consider the effect of such actions on coastal zone resources in order to assure that these policies are achieved."

The Regional Commission expressed their concerns about impact on the coastal resources from the development of North City West in letters to the City included in the E.I.R. for the Carmel Valley First Neighborhood of North City West. Pardee representatives conferred with representatives of both the State and Regional Coastal Commission and it was determined that the prime concern about development in the North City West community was the effect development might have on the Los Penasquitos Lagoon, especially from increased siltation of the lagoon.

The Employment Center is in the area tributary to the Los Penasquitos Lagoon. This Lagoon is open to the

Pacific Ocean during the flood season but closed during most of each year. The State of California Coastal Commission is concerned over the increasing rates of siltation in the Lagoon associated with urbanization in the tributary area. The Commission believes that even if erosion can be controlled during construction, the increased rates of runoff from developed areas will increase downstream erosion and increase siltation in the Lagoon. Accordingly, the Commission has developed a policy which requires the rate of runoff from an area after development be no greater than that which prevails under existing conditions.

After several meetings with the staff of the State Coastal Commission, Pardee employed the engineering firm of Leeds Hill and Jewett Inc. to undertake a study in connection with water runoff and siltation. Since the whole of North City West impacts the lagoon, the original study looks at the total area and attempts to provide a workable solution for the whole community.

Responsive to these concerns, an overall North City West drainage plan consisting of on-site measures and detention basins was developed. These basins are sized and located so as to control the timing and rate of runoff from various development units of North City West.

When runoff from each of these development units reaches Carmel Creek, the combined discharge in the Creek will be less than occurs under existing natural conditions for the 10-year and 25-year storm.

The proposed drainage program is not a flood control program in which the measure of its effectiveness is the frequency of protection that it offers. The NCW program is designed to reduce rates of runoff after development occurs to that rate which would have prevailed without the development, under 10-year storm conditions. The facilities will, of course, also regulate the runoff from other storms and the basin at the Employment Center is designed to pass the post development runoff from the 100-year storm, without over-topping El Camino Real.

The methodology used to estimate runoff from the NCW area was tested by comparing plan estimates with measured flows in Pomerado Creek and Beeler Creek. It was determined that the methodology can produce reasonable estimates of runoff. Thus, given the basin's physical characteristics, it is believed that the basins will function as predicted and have the intended effect on the Los Penasquitos Lagoon.

The Leeds Hill report is submitted herewith as Exhibit "A". This report has previously been submitted to the City for review.

When the first of these three vessels, the "Albatross", was launched, the second, the "Thetis", was still under construction. The third, the "Porpoise", was not started until after the "Albatross" had been launched. The "Albatross" was the first of a series of vessels designed for the purpose of exploring the coast of Alaska. The "Thetis" was the second, and the "Porpoise" was the third. The "Albatross" was launched in 1840, the "Thetis" in 1841, and the "Porpoise" in 1842. The "Albatross" was the first of a series of vessels designed for the purpose of exploring the coast of Alaska. The "Thetis" was the second, and the "Porpoise" was the third. The "Albatross" was launched in 1840, the "Thetis" in 1841, and the "Porpoise" in 1842.

The "Albatross" was the first of a series of vessels designed for the purpose of exploring the coast of Alaska. The "Thetis" was the second, and the "Porpoise" was the third. The "Albatross" was launched in 1840, the "Thetis" in 1841, and the "Porpoise" in 1842. The "Albatross" was the first of a series of vessels designed for the purpose of exploring the coast of Alaska. The "Thetis" was the second, and the "Porpoise" was the third. The "Albatross" was launched in 1840, the "Thetis" in 1841, and the "Porpoise" in 1842.

The "Albatross" was the first of a series of vessels designed for the purpose of exploring the coast of Alaska. The "Thetis" was the second, and the "Porpoise" was the third. The "Albatross" was launched in 1840, the "Thetis" in 1841, and the "Porpoise" in 1842. The "Albatross" was the first of a series of vessels designed for the purpose of exploring the coast of Alaska. The "Thetis" was the second, and the "Porpoise" was the third. The "Albatross" was launched in 1840, the "Thetis" in 1841, and the "Porpoise" in 1842.

The detention basins and other measures and recommendations described in Exhibit "A" would be provided on-site and/or off-site to intercept runoff from the precise plan area and peripheral areas reducing flow volumes and velocities to acceptable levels prior to discharge into the Los Penasquitos and San Dieguito lagoons subject to tentative subdivision map conditions of approvals established to implement City policies applicable to all development within North City West.

The conclusion of the report is that a series of detention basins should be constructed to mitigate the siltation problem. A specific drainage plan to accomplish this for the whole of the North City West area is submitted herewith as Exhibit "B".

In order to implement the specific drainage plan, a precise drainage plan for the Employment Center has been developed that is submitted herewith as Exhibit "C".

Drainage measures in the Employment Center are an integral part of the overall NCW drainage plan. Measures in the Center consist of detention basin located at the intersection of El Camino Real and "A" Street to limit the outflow rates to less than those that currently exist. On-site measures consist of grading policies to minimize exposed bare slopes during the rainy season; grading of individual pads to concentrate runoff across steep slopes; and main collector channel improvements to limit erosion upstream of the detention basin. The proposed 12 acre-foot capacity detention basin is designed to limit the 10-year and 25-year outflow from the Center to 70 cfs and 75 cfs, respectively; rates that are less than that corresponding discharges of 87 and 121 cfs which are estimates under current conditions.

The NCW Drainage Program is designed in such a way that each precise plan development unit can proceed independently of other units in NCW and meet the California Coastal Commission's full title requirements to reduce post development discharges to those that prevail under existing conditions. This is true not only as each unit develops, but also in the future when all NCW units are developed. At that time, all detention basins in the NCW area will work together, as a unified system to meet the Coastal Commission objective.

Under existing conditions, the peak discharge from each of the sub-basins in NCW occurs over a relatively brief period and tends to arrive at the I-5 freeway at somewhat different times. However, when the increased volumes and rates of runoff associated with development are regulated by detention basins, the peak outflows are delayed and extended for longer times. These extended outflows are additive in Carmel Creek. With each detention basin delaying and extending the outflow it is necessary to reduce outflows from individual basins well below existing peak outflows in order to compensate for the additive effect.

Under existing land use conditions with 10-year precipitation intensities, the routed

flows from all of the NCW area in Carmel Creek at the I-5 freeway total 554 cfs. Under future land use conditions, with detention basins, as sized, the estimated rate of discharge is 537 cfs, only three percent less than under present land use conditions.

Under 25-year precipitation intensities the peak discharge as regulated under future conditions is estimated to be 15 percent below the 858 cfs estimated under current land use conditions. This results from designing the system for the 10-year storm.

It is requested that the City adopt the specific plan as the drainage plan to be implemented in the North City West Community in mitigation of the impact on Los Penasquitos Lagoon of threatened siltation from the area and in addition that the City adopt the precise drainage plan in mitigation of the impact on Los Penasquitos Lagoon of threatened siltation from the Employment Center. It is further requested that the City make the appropriate findings that the plans that are adopted fulfill the requirements of Section 30200 of the California Public Resources Code.

The "Industrial-Office Park Precise Plan Criteria" set forth on page 135 of the North City West Community Plan states that the plan must "be in general conformance with the North City West Community Plan objectives and proposals in terms of overall concept...". The following outlines the conformance of this plan with the five objectives stated on page 88 of the Community Plan.

1. "In order to promote North City West as a balanced community, diverse job opportunities must be achieved within the industrial-office park."

The North City West Employment Center is envisioned to be the employment base for the housing to be developed in other areas of North City West. The Employment Center will also strengthen and advance the overall economic development plan of the City of San Diego.

It is hoped that a substantial portion of the property can be built prior to residential development or at least concurrently therewith so that it will create jobs at an early stage for the residents of the community. This will allow persons moving into North City West to have employment possibilities in close proximity to their home.

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 goal of this plan is to create an outstanding example of industrial-office park design through unique and highly controlled planning. A close examination of the properties, their grading and the urban design infrastructure will reveal a carefully conceived plan that is unique to San Diego. The relationship to the town center is inherent in this park's location but will be reinforced by pedestrian access described later in this document.

3. "In order to promote preservation of a natural environment, industrial sites must be developed as part of a planned industrial park with strict development controls."

The urban design infra-structure will control all common landscaping, streetscape, property entrances and public facilities. The controls inherent in the design element of this plan will ensure natural grading and landscaping. This plan is unique in that each property will be graded with multiple pads instead of singular flat pads. The existing high and low points of the site will remain, the balance will echo that which now exists. This will ensure a rolling, low scale and natural result. The controls on development will reinforce these concepts and guide the building design and site development.

4. "In order to promote a balanced transportation network, development of a transportation system linking to the community is necessary."

Rail Transit. One of three AMTRAK depots in San Diego County, the Del Mar Station, lies 3.5 road lines northwest of Carmel Valley. Travel time between these points requires seven minutes by car or 15 minutes by bicycle. Four trains northbound and four southbound connect Del Mar with San Diego, Oceanside, and Orange and Los Angeles Counties.

Bus Transit. San Diego Transit Bus Route No. 41 services the northwest area of San Diego. Development of Carmel Valley and the North City West Employment Center will increase the number of potential public transit passengers. A park and ride facility will be available at the Town Center site when public transit service is extended to the North City West.

The institution of alternate transportation systems including mass transit is beyond the realm of this planning effort. However, Street "A" of the park has been designed with a "free land" in each direction to accommodate most any form of vehicle from bicycle to bus. This will give the city the ability to establish bus routes and stop locations. Within this

"free lane" may be selected stop locations that best serves the traveling public and the community's needs.

Refer to the Precise Plan, Page 48 of this document for roadway, curb and sidewalk construction details. These construction methods have been selected to provide a suitable shoulder for bus landings and passenger access.

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."

This document is the Precise Plan and its narrative which is for the Planning Commission's review. Item 5 on page 88 of the North City West Community Plan calls for the need to phase this project relative to public facilities financing.

The Employment Center, together with the town center, are shown as a transitional area from 1 - 3 in connection with the phasing plan as set out in the North City West Community Plan. An analysis indicated that the town center contains areas that more properly belong in the second and third stage of the phasing plan. This is because the facilities contemplated require a large population base to support them. The Emp-

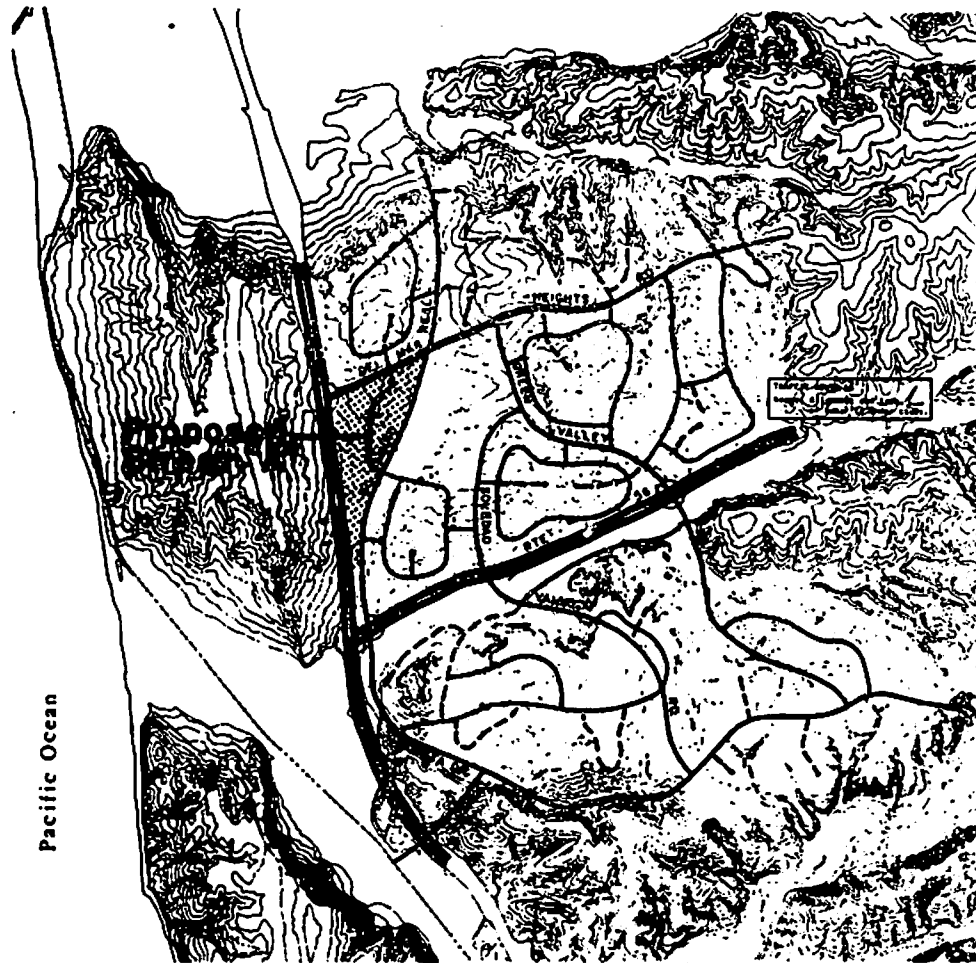
loyment Center does not contain a great many public facilities and it is of such a nature that it should be constructed at the beginning of the program to provide employment opportunities to people who will live in the residential areas of North City West. The Employment Center does not contribute to the school population and, therefore, does not require any school facilities.

The public facilities in the Employment Center consist of open space areas, streets, street medians, parkways, and drainage facilities including detention basins. It is Pardee's intent, as the owner of approximately 75% of the property in the Employment Center, to construct these improvements for the whole Precise Plan Development Unit as subdivision improvements with the right of reimbursement from other property owners when the balance of the property within the Precise Plan Development Unit is improved.

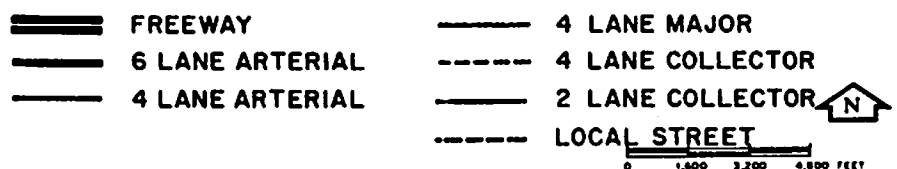
Also contained in the "Industrial-Office Park Precise Plan Criteria" set forth on page 135 of the North City West Community Plan, is the requirement that the plan conform to the major street system. This is followed by a requirement to illustrate a complete circulation system of local streets, access, mass transit, bicycle and pedestrian linkages, all integrated with those of North City West.

Regional access to North City West Employment Center will be Interstate Route 5, an existing eight-lane freeway with existing interchanges at Del Mar Heights Road and at Carmel Valley Road. Arterial street access will be provided by Del Mar Heights Road, Carmel Valley Road, and El Camino Real; all are existing two-lane roads that are planned to be improved to primary arterial street and major street standards during the development of North City West.

Six business park parcels will have direct access on El Camino Real at driveway locations designed to be compatible with major street standards. Fourteen parcels will be served by a specially designed collector street, currently designated "A" Street for planning purposes.

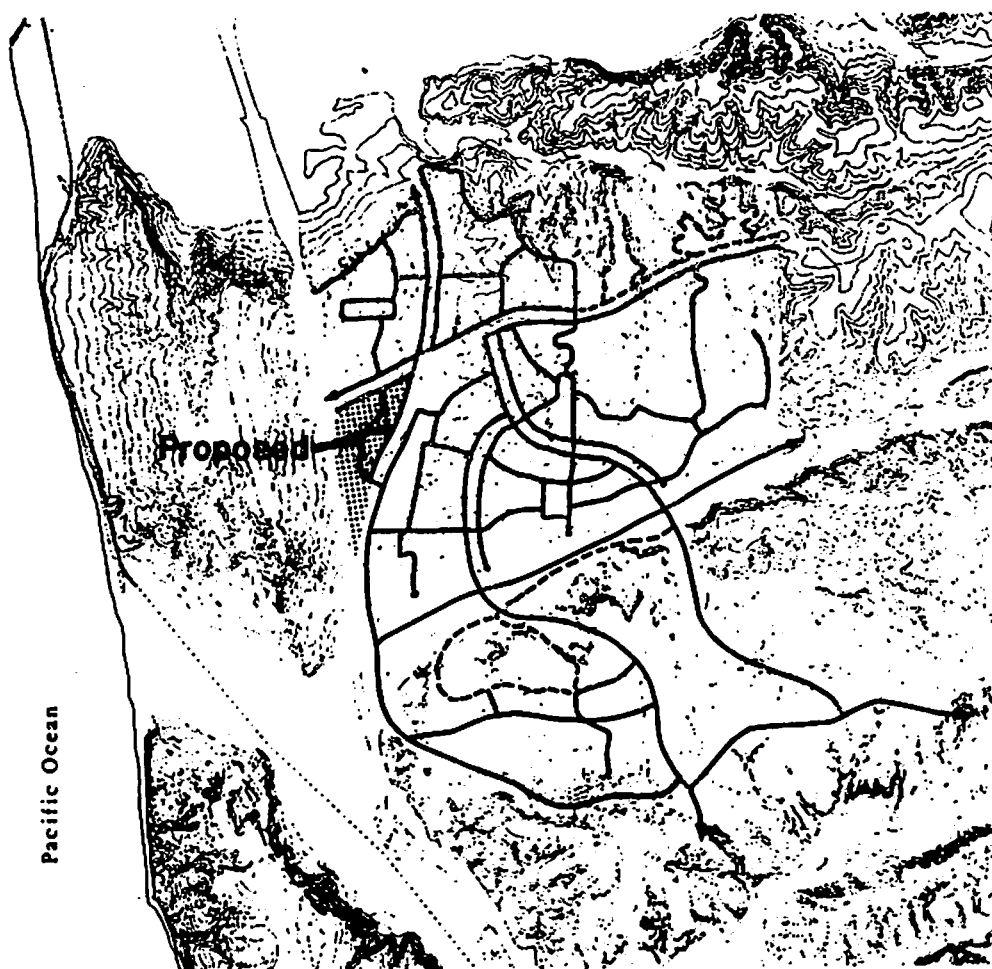


NORTH CITY WEST PROPOSED STREET SYSTEM



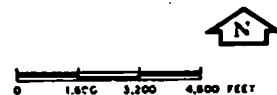
The location of the intersection of "A" Street with Del Mar Heights Road has been designed to minimize impacts on the future flows of traffic on Del Mar Heights Road. The "A" Street intersection will be approximately midway between the Interstate Route 5 northbound ramp intersection and the El Camino Real intersection. The mid-point location will allow adequate left-turn lanes to be installed at each intersection on Del Mar Heights Road, and it will allow future traffic signals to be interconnected efficiently.

"A" Street will be a collector street that provides local access to the business park and continuity with the collector street systems planned north of and east of North City West Employment Center. The street is planned to be 78 feet wide from curb-to-curb with a 14-foot-wide raised median designed to allow nonconflicting left-turn lanes to be installed at each business park parcel driveway. The street would be striped for two traffic lanes in each direction plus eight-foot-wide shoulders suitable for future other than automobile transportation uses. The shoulder area could be used for exclusive bus lanes, bus stop areas, high-occupancy vehicle lanes, or bike lanes depending on future transportation demands and facilities in North City West.



NORTH CITY WEST PROPOSED BICYCLE AND PEDESTRIAN WAYS

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



North City West Employment Center will be the employment center designated in the North City West Community Plan, and it will be included in future transit systems. The additional width of street being planned for "A" Street will provide long-range flexibility to meet future transportation system demands within the dedicated public right-of-way.

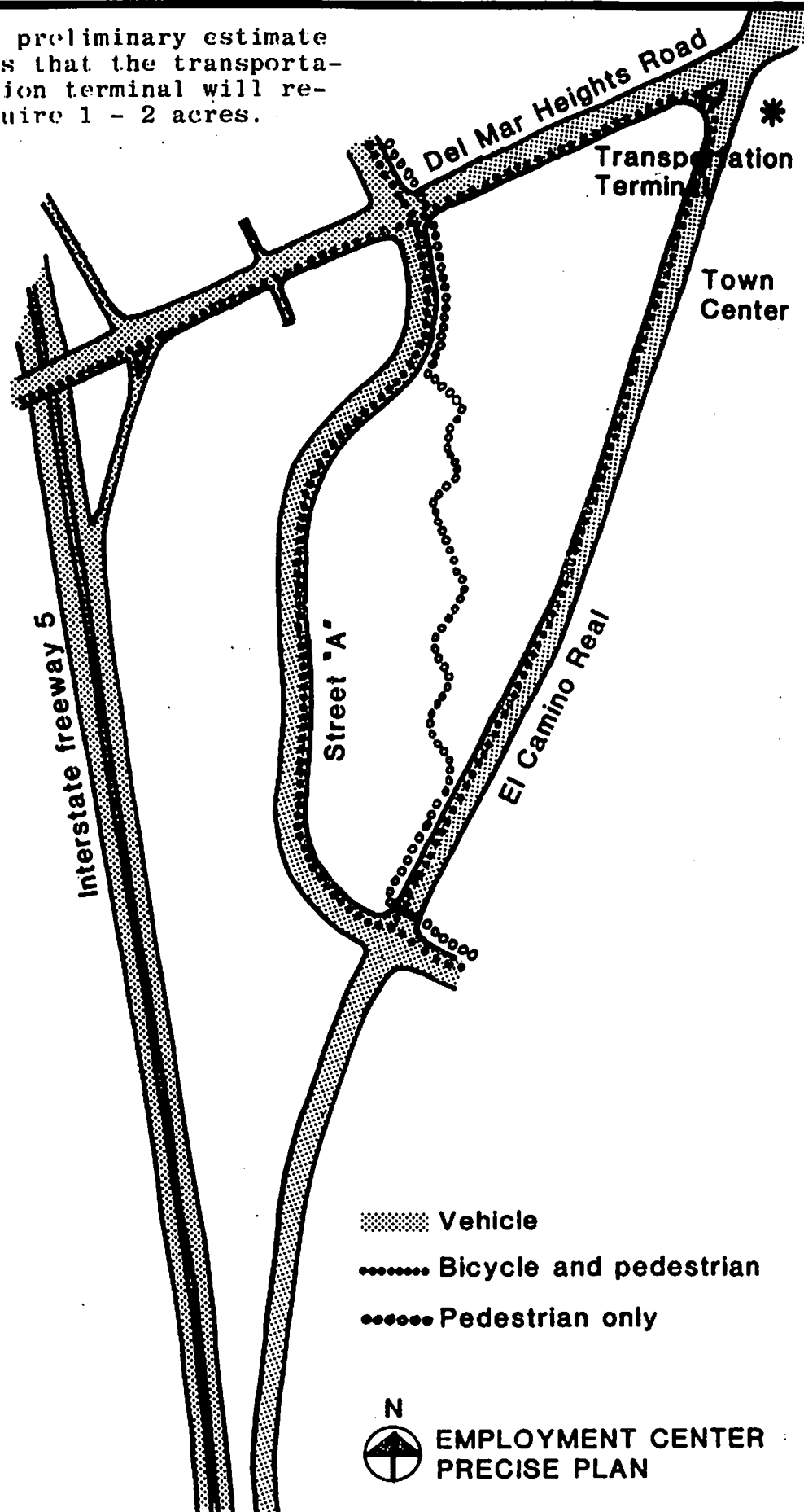
Bicycle travel on El Camino Real, Del Mar Heights Road and Street "A" will be accommodated by a "free lane" within the roadway. The nature of expected bicycle travel in the area and the steep terrain encountered, suggest that roadway travel is preferred over parkway travel. This system is a continuation of the system used in the First Neighborhood on Del Mar Heights Road.

An additional pedestrian linkage following the S.D.G. & E. easement/open space will connect the north and south extremes of the development.

These systems converge at Del Mar Heights Road and El Camino Real providing a concise connection to the town center.

A transportation terminal is planned for inclusion in the town center. This location is suitable for a convergence of the various forms of public transportation along with a "park and ride" parking lot of adequate size.

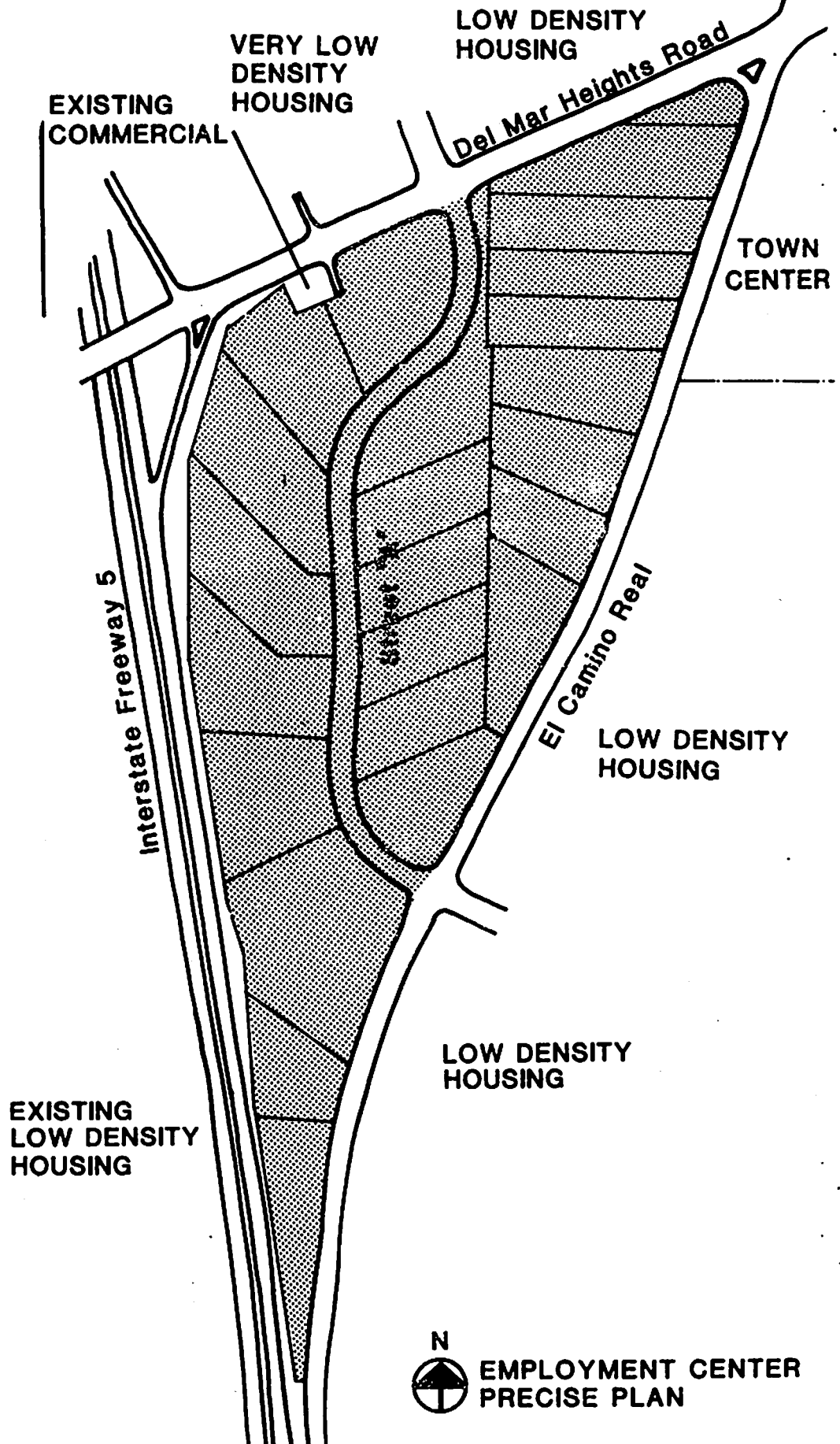
A preliminary estimate is that the transportation terminal will require 1 - 2 acres.



The criteria for the Industrial-Office Park Precise Plan also stipulates that a "site plan layout of the proposed lots and the site's relationship to the town center be provided."

The relationship to the town center is precisely as called for in the Community Plan. The Employment Center is directly across the street from the town center at the major intersection of Del Mar Heights Road and El Camino Real Road. This geographical relationship is supported by pedestrian, bicycle and automobile access systems.

The lot layout plan is the result of careful analysis and creative planning. The complete rationale for the plan is illustrated in the Design Element under separate cover.

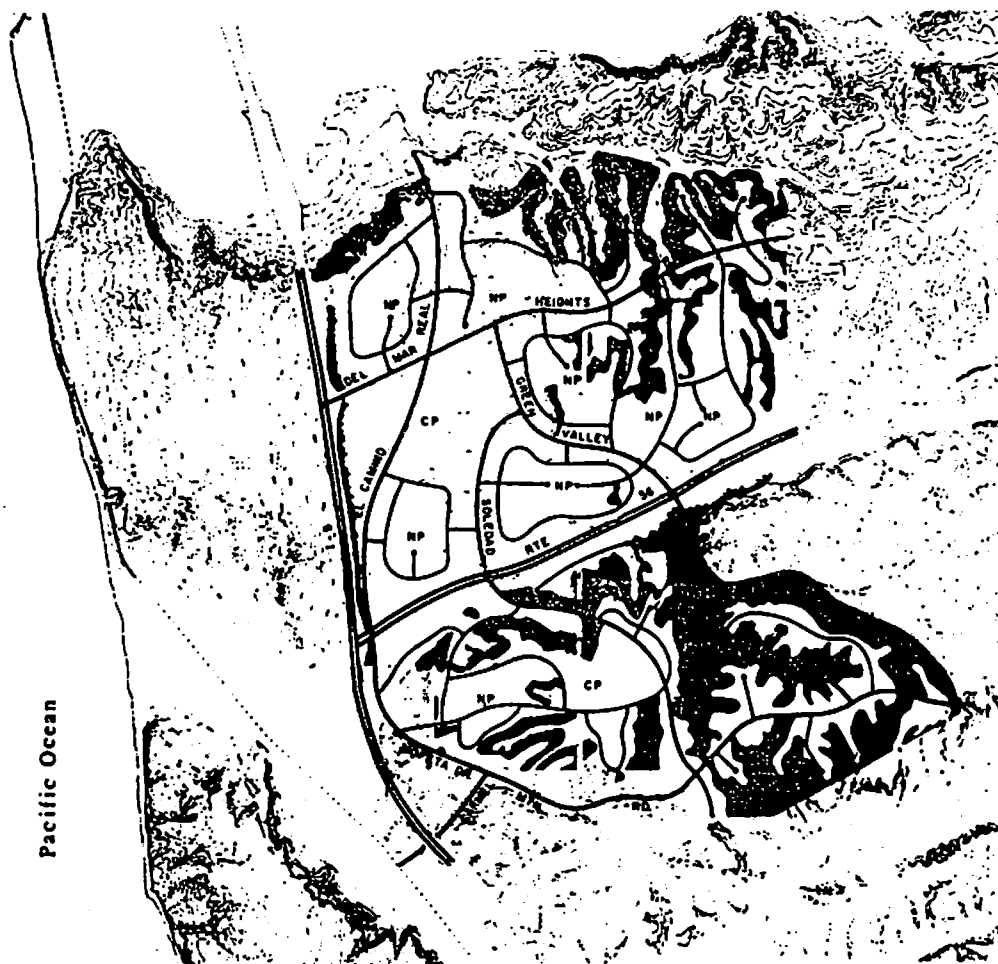


The industrial-Office Park Precise Plan Criteria stipulates that an environmental impact statement must accompany the plan. This item is under separate cover.

Although the 5 lots in the north-east corner of the Precise Plan are not numbered, they are part of the overall Precise Plan for the Employment Center and as such are bound by all restrictions and guidelines contained in this document.

These lots have the further requirement that a full EIR containing specific archaeological and biological information on the properties will be required in addition to the present EIR which inventories the resources for only those lots shown as numbered. No discretionary action other than the adoption of the Precise Plan will take place on these unsurveyed properties until the resources have been property inventoried and their significance established.

No public parks or recreation areas are designated within the industrial-office park.



NORTH CITY WEST PARKS AND OPEN SPACE

- | | | | |
|----|-------------------|----------------|-------------|
| CP | COMMUNITY PARK | [Stippled Box] | OPEN SPACE |
| NP | NEIGHBORHOOD PARK | [White Box] | FLOOD PLAIN |



0 1,600 3,200 4,800 FEET

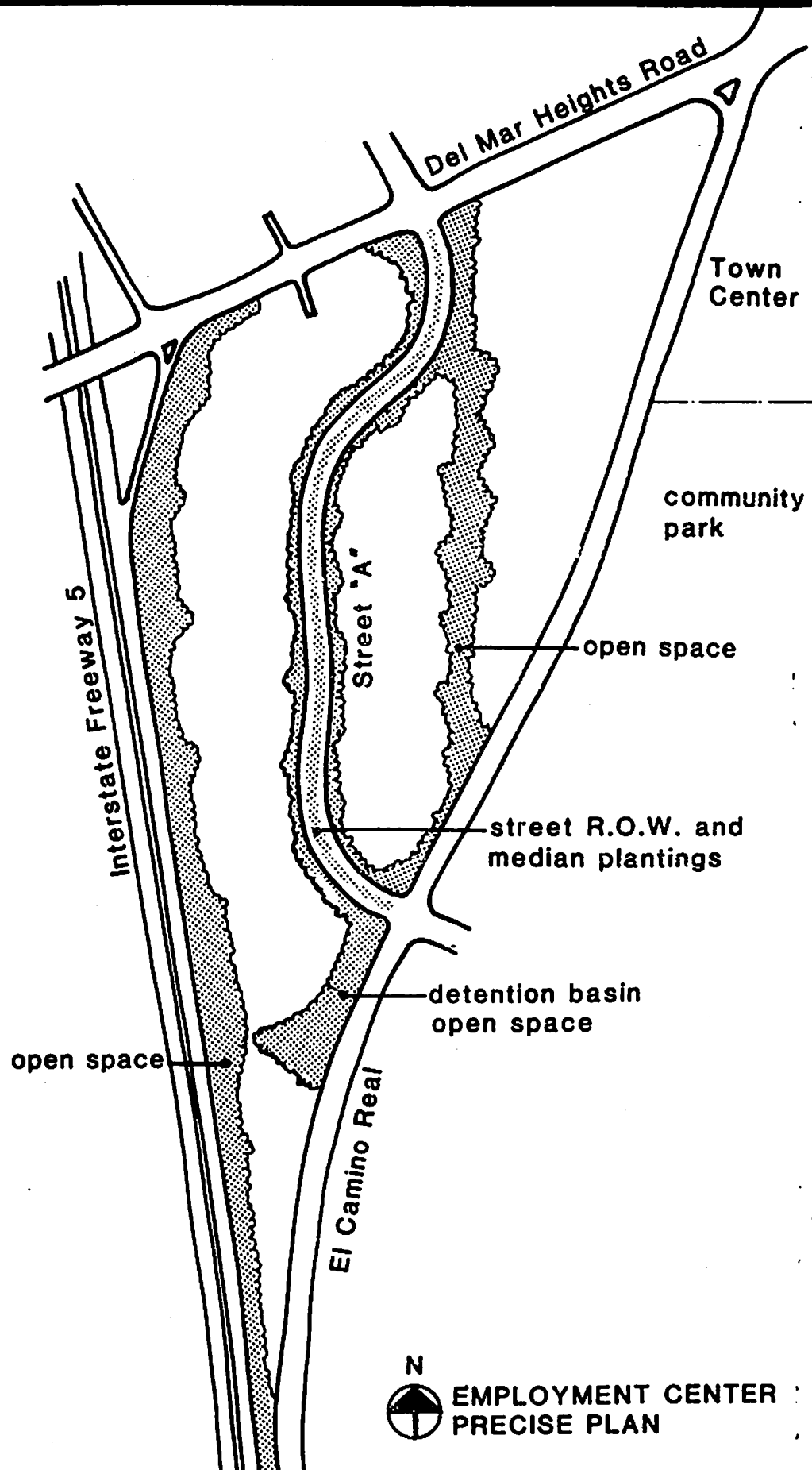
An infra-structure landscape plan has been included in the Design Element which sets aside controlled greenbelt areas one of which coincides with the community plan's open space area adjacent to Interstate 5. Additionally, concentrated plantings in the street median R.O.W. and detention basin will create a park-like atmosphere.

Open space designated in the precise plan will be maintained as follows:

a. The Property Owners Association will maintain the open space adjacent to I-5, the S.D.G. & E. power easement and the median and entry areas of Street "A".

b. The maintenance district will maintain the street medians of Del Mar Heights Road, the El Camino Real and the detention basin, if required.

c. The Property Owners will maintain the parkway areas included in or adjacent to their property.



In order to further develop the objectives of a balanced, self-contained identifiable community, the public services necessary to support and integrate this facility have been studied.

1. Educational facilities.

No sites have been designated within the industrial-office park element. However, the inclusion of private schools and child care centers nearby (i.e. The Town Center) will enhance the Employment Center.

2. Library facilities at the Town Center will be located well for the use of employees.

3. Health and Medical facilities located nearby in the Town Center, will enhance the integration of this element into the community.

4. Fire Protection. A new station is planned for construction within North City West. The City of San Diego has already acquired a site adjoining the north boundary of Carmel Valley. Until a new station within North City West can be built, a one-company fire facility in Del Mar Heights will continue to serve both North City West and Del Mar Heights.

5. Police Facilities. The City of San Diego has responsibility for providing 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.

6. Utilities. The extension of sewer and water utilities to serve the North City West Employment Center can be achieved either by implementation of existing plans contained in the North City West Community Plan, or by the subdivision process.

Telephone: Connections to the existing facilities of Pacific Telephone are available on the east side of Interstate 5 at Del Mar Heights Road. Underground extensions of these facilities will be made to provide service to the North City West Employment Center.

Gas and Electric Service: The principal north-south transmission facilities of S.D.G. & E. bisect the North City West Planning Area. These transmission facilities, coupled with

the distribution facilities provided by the improvement district set-up under the 1913/1915 Act, will provide the necessary gas and electrical service to the North City West Employment Center.

Water Service: Water is available to serve the project from the existing 30-inch water main connecting Del Mar Heights and the Rancho Bernardo water main. This 34,840-foot line was built in 1972 to serve a future population of 60-80,000 persons within the northern regions of San Diego, including this project.

Sewer Service: Sewer is available to serve the project from the existing trunk line in El Camino Real and the Carmel Valley trunk sewer. The Carmel Valley trunk sewer was constructed in 1970 as a portion of the Los Penasquitos Sewer District. This sewer is intended to serve a total population of 90,000, including the project area and has an ultimate capacity of 12.5 million gallons per day. Currently less than one percent of the line's capacity is used. Development of the North City West Employment Center should cause no capacity problems with the sewer trunk main.

1. Zoning. This element will be processed under the planned development procedure. An M-I-P zoning designation is requested with consideration of adoption of a proposed ordinance adding Chapter X, Article 3, Division 7. This submitted herewith as Exhibit D for content and understanding only. The City may wish to adopt it as an amendment to the existing ordinance or choose another form altogether.

2. Grading has been designed based on the concept of multi-level terraced sites with low embankments of varying slope. The land forms will be comprised of smooth flowing slopes and terraces that have been derived from the existing terrain. Erosion control will be accomplished through a system of individual site controls and overall systems concurrent with the best ecological practices.

3. Open Space. It is suggested that lands designated open space by the landscape plan and open space by the community plan be set aside and adopted into the San Diego Open Space System.

All necessary street right-of-ways will either be provided by the subdivider or if condemnation is required paid for by the subdivider.

All public improvements, including but not limited to, streets, parkways, open space, drainage facilities and detention basins shall be installed by the initial subdivider, Pardee, with provision for reimbursement under the subdivision law.

There are no public facilities located within the Employment Center such as parks, school sites, and public buildings. The Employment Center will pay for its share of the public facilities located in other areas of the community by means of facilities benefit assessment to be paid at the time of obtaining a building permit.

An assessment district shall be formed covering Precise Plan Development Unit 2 for the purpose of maintaining street medians, certain open space, parkways, development entrances and drainage devices.

This and the following sections forms the instrument that sets forth the Urban Design Guidelines for all physical components of the North City West Employment Center. The design and site criteria, referred to as the design element, is a part of the precise plan requirements. The guidelines illustrated are the means to implementation of the precise plan.

The purpose of the guidelines is to create an outstanding development of the highest quality. Interpretation of the guidelines should always be made in favor of high design quality.

The contents of the Design Element are based on the "Industrial-Office Park Design Concepts and Environmental Criteria" as described on page 89 of the North City West Community Plan.

A. 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."

The overriding goal of this plan and its design elements is to create an outstanding example of industrial-office park design. The result of this effort will be a development that will form an appropriate "gateway" to North City West by attracting and maintaining a strong base of substantial businesses that will offer a broad range of employment opportunities to the residents of North City West.

Visualizing the Employment Center as an integral part of the North City West community has led to strict adherence to the objectives set forth in the North City West Community Plan.

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.

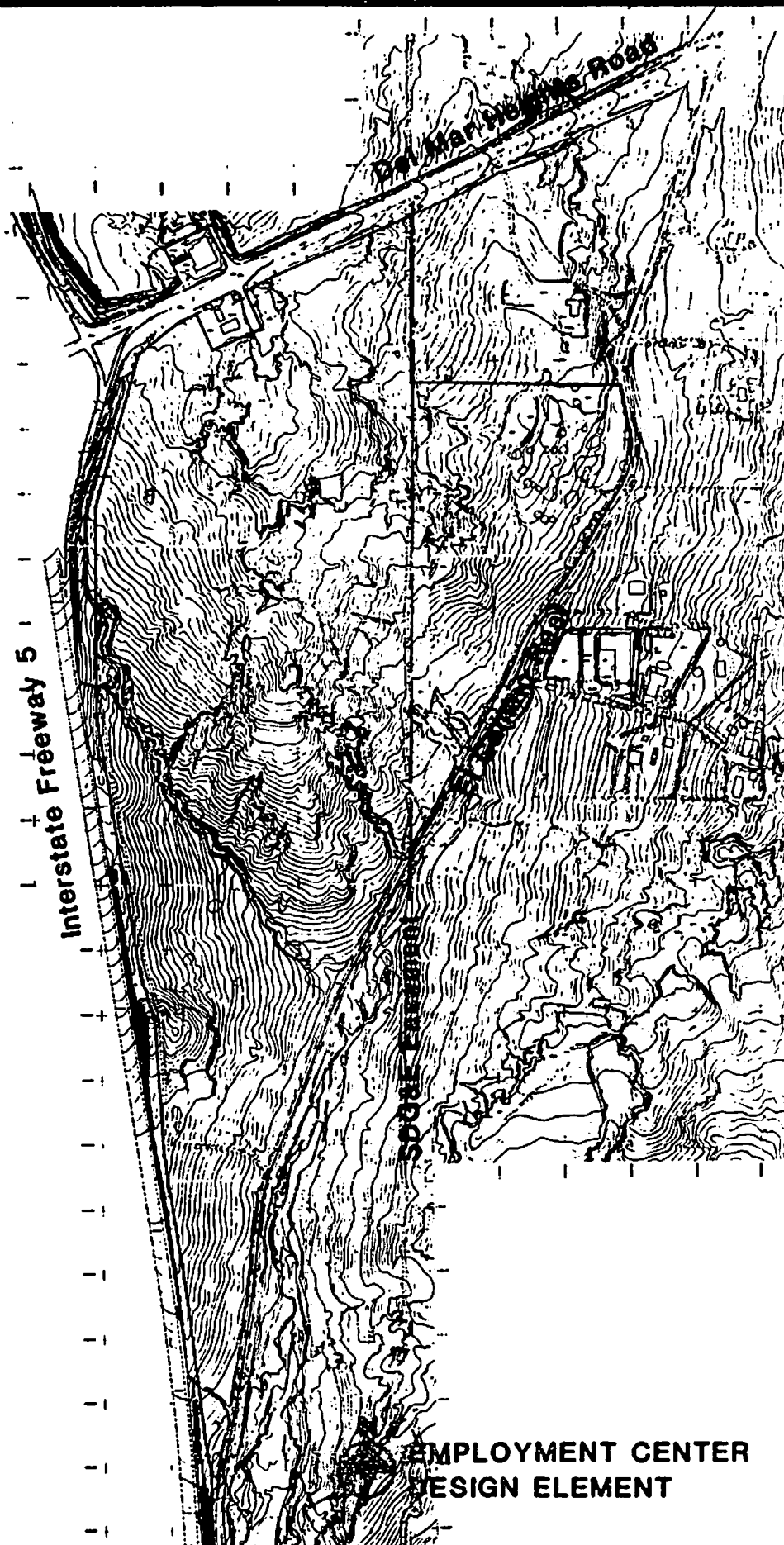
3. In order to promote preservation of a natural environment, industrial sites must be developed as a part of a planned industrial park with strict development controls. Through this action the relationship of structures, driveways, parking areas, grading and landscaping can be coordinated and natural 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.

The overall design concept of the North City West Employment Center has been developed by an evolutionary design process. The solutions of various issues, objectives and constraints were overlaid to create a total end product. Views, viewshed, grading, traffic, drainage landscape and land use were all considered and resolved in addition to the previously stated criteria and objectives.

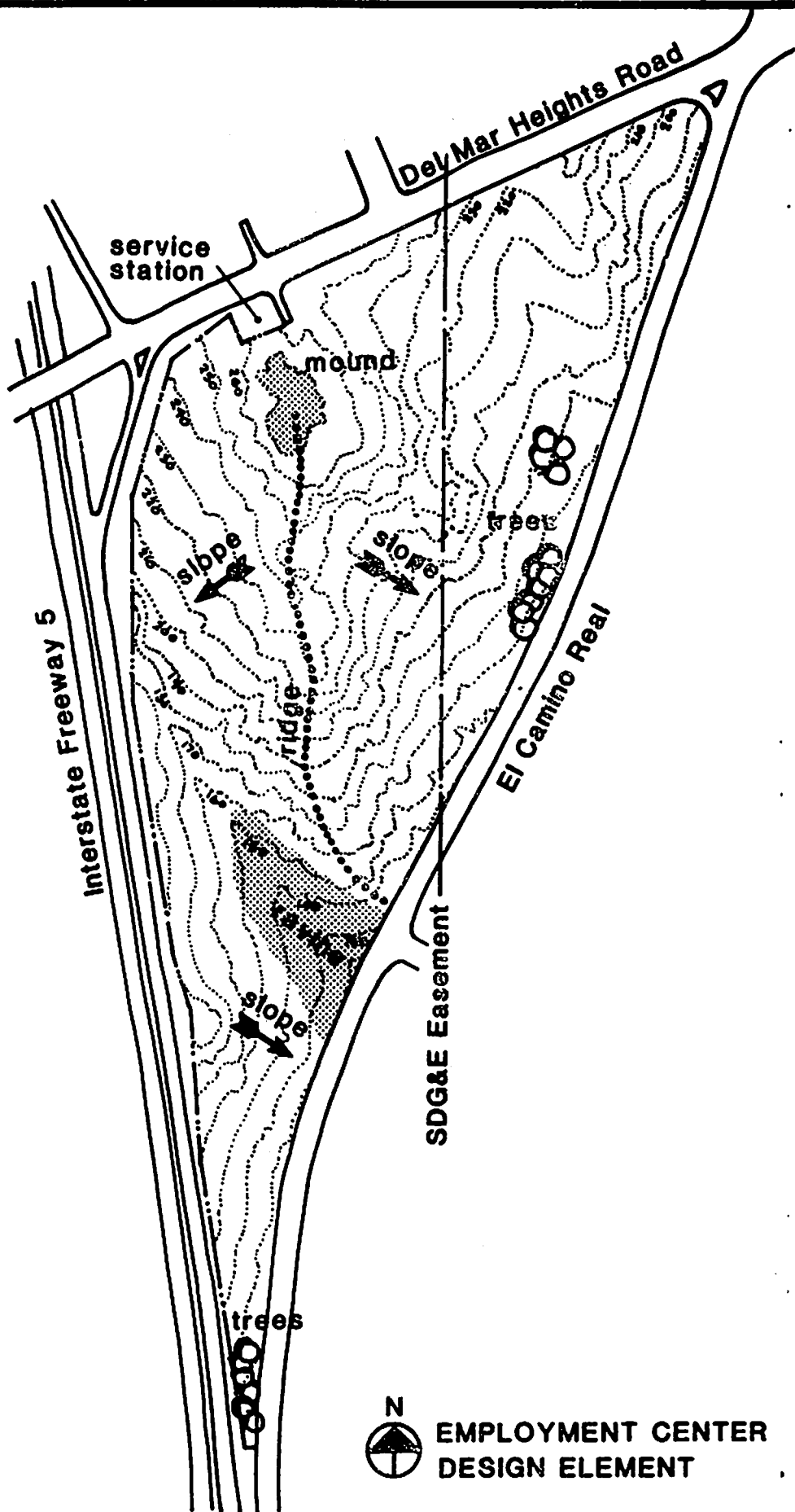
The following sequence of diagrams and text illustrates the evolution of the plan so that all interested parties and participants may work within an atmosphere of understanding toward a unified goal. The issues and objectives contained within this section form the basis for all subsequent design guidelines. If conditions arise that are not covered in the Design Guidelines refer to the Plan Rationale for general guidance.



The planning process began with an overall site analysis concerning itself with the natural environmental characteristics of the 120-acre site itself. The site is quite rugged with approximately 130' change in elevation from north to south. The high point is established by a mound near Del Mar Heights Road. The low point is generally represented by a deep ravine at El Camino Real Road. There is an existing stand of Eucalyptus trees and many Torrey Pines scattered throughout the site.

The site is generally bisected by a prominent ridge which combined with other various land forms creates areas of varying visibility and exposure.

The North-South S.D.G. & E. easement forms a definite man made barrier to development and yet another division of the site.



EMPLOYMENT CENTER
DESIGN ELEMENT

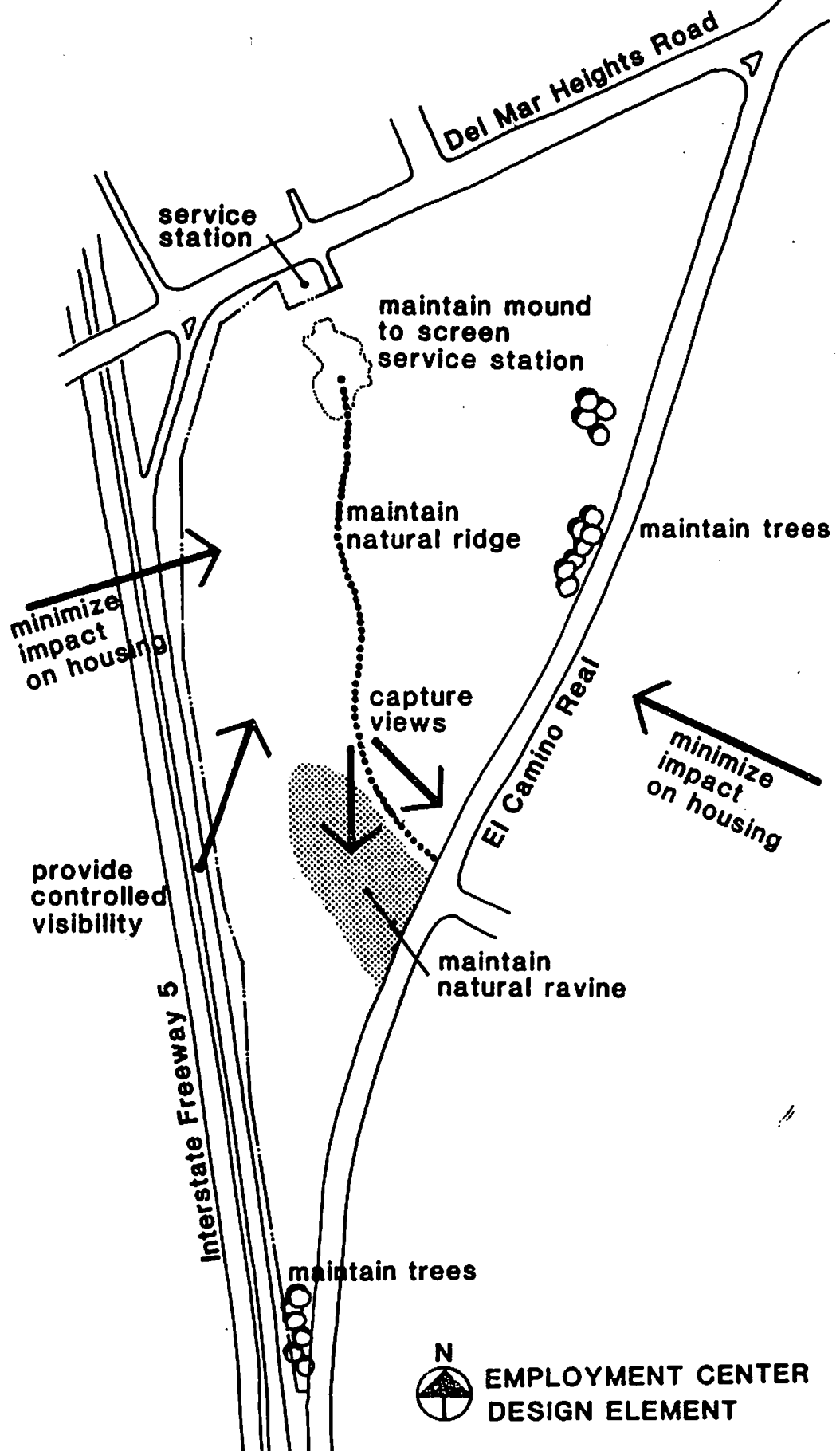
OBJECTIVES AND CONSTRAINTS

19

Beyond the specific internal characteristics, an examination of surrounding land use and terrain along with the practical demands of a development venture led to the establishment of definite design objectives and constraints.

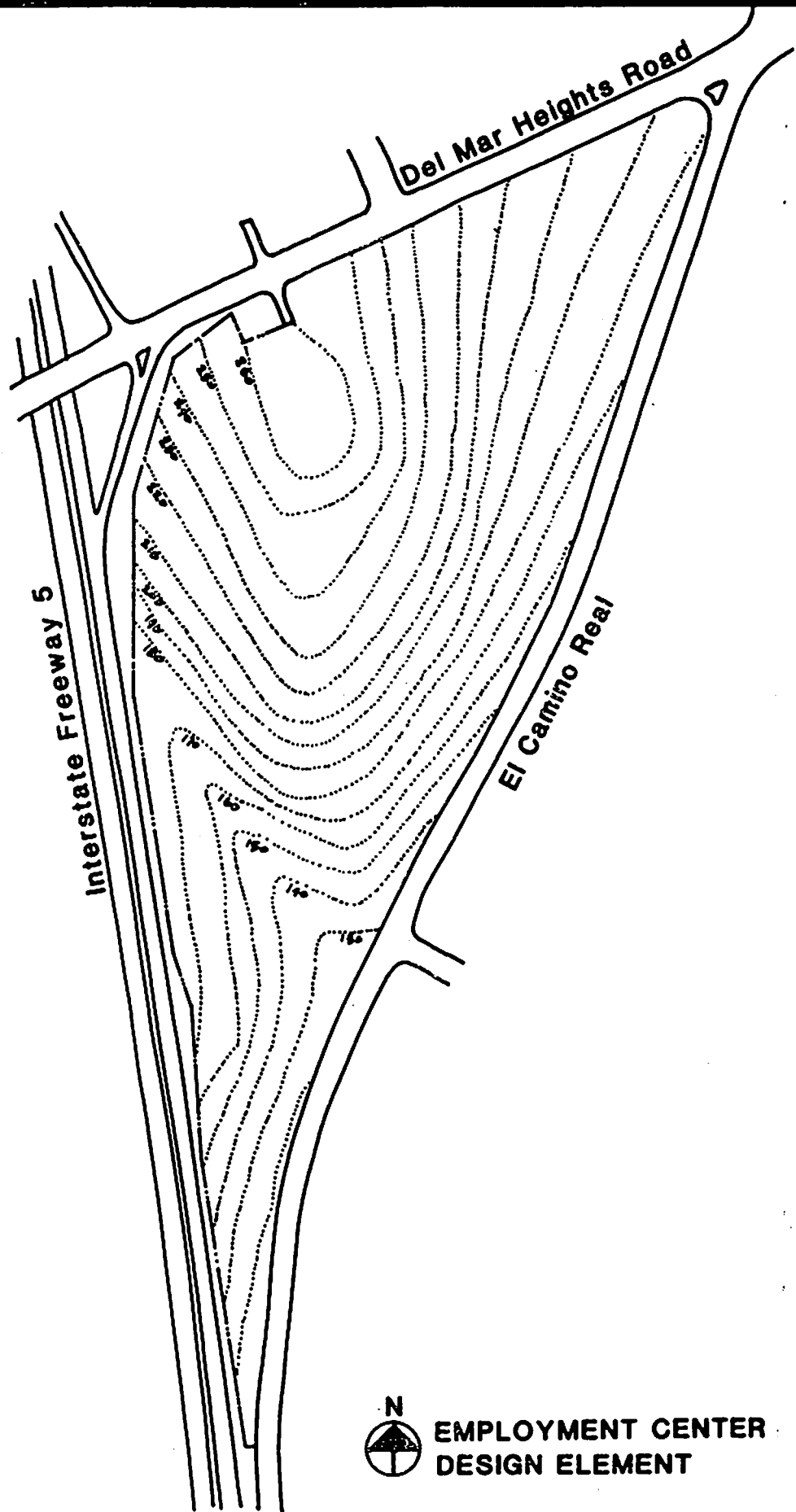
It was determined that preservation of the high point and low point of the site, i.e. mound and ravine, and the intermediate ridge would tend to maintain the existing overall grade and visibility relationships of the site to the surrounding area.

While it is important to screen the anticipated buildings from view of the surrounding residents, the exposure from Interstate 5 of the north westerly portion of the site must be maintained for successful marketing of the area for prime users. These two objectives seem to conflict. Views from the potential sites are to the south across Carmel Valley.



The general tendency in large business-industrial parks is to mass grade the site into large simple building pads. This accepted norm was discarded in favor of terraced grading. The contouring of the property to create building sites will establish a natural character and reduce earth moving by one-third.

The diagram illustrates the concept of terracing as it might be accomplished for agricultural and erosion control purposes. This is an interesting point of departure for a grading study as it represents the most efficient method for converting raw rugged terrain to useful property.



A balanced grading concept was detailed for the Employment Center using the principles of contour related terracing.

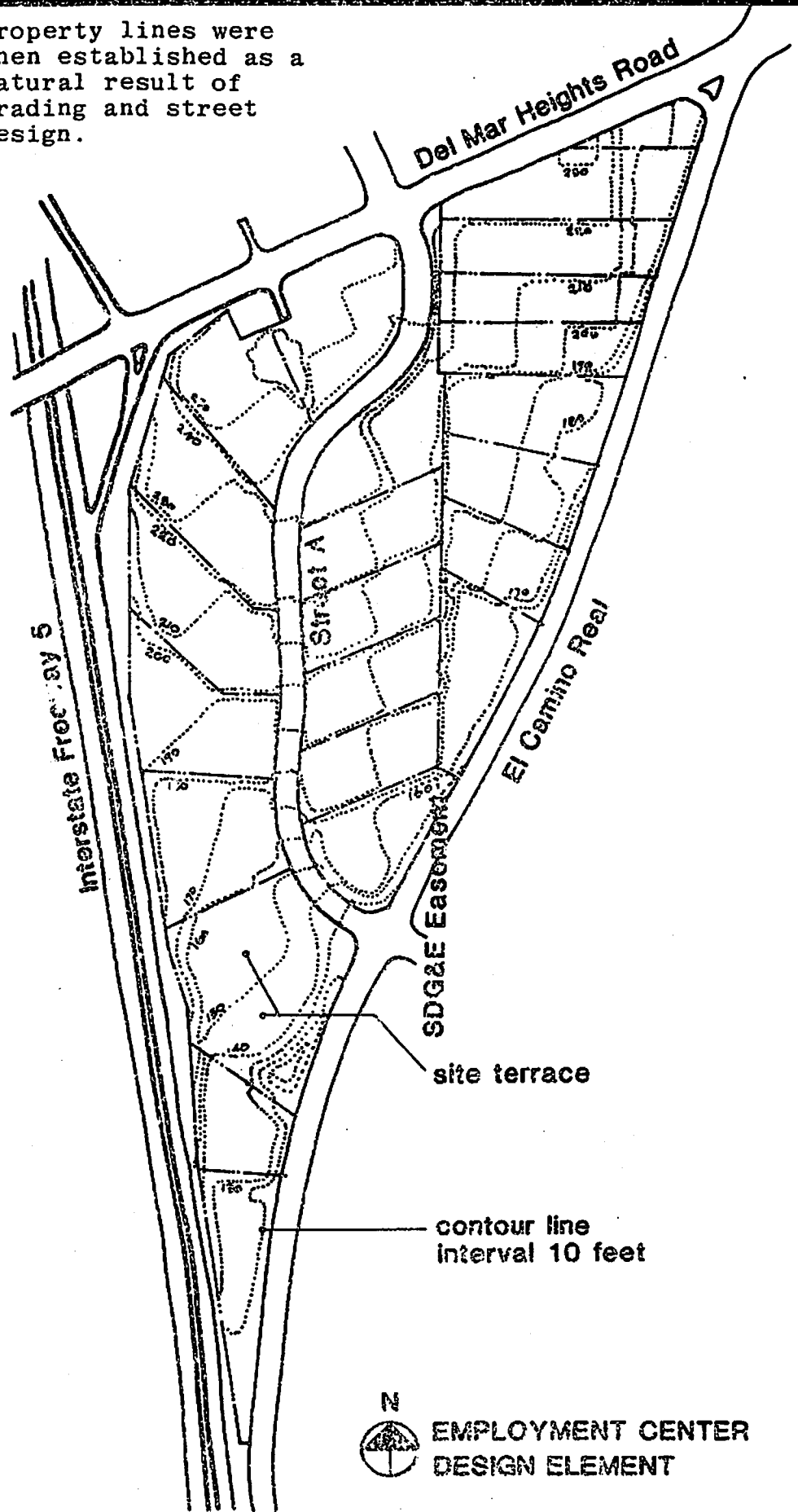
Another accepted premise of business-industrial park planning namely that building sites may be comprised of only one pad was discarded. In order to gradually step the grades across the site, multiple pad elevations were established within each building site.

The north west area grades were manipulated so that they step up and away from the freeway when viewed from the south-west while they step down when viewed from the west. This will diminish the apparent size of buildings from the Del Mar Heights residential area.

A fairly substantial undulating grade change was established along the S.D.G. & E. easement which will spatially contain the east sites and create a backdrop reducing the perceived scale of the development from future North City West residential areas.

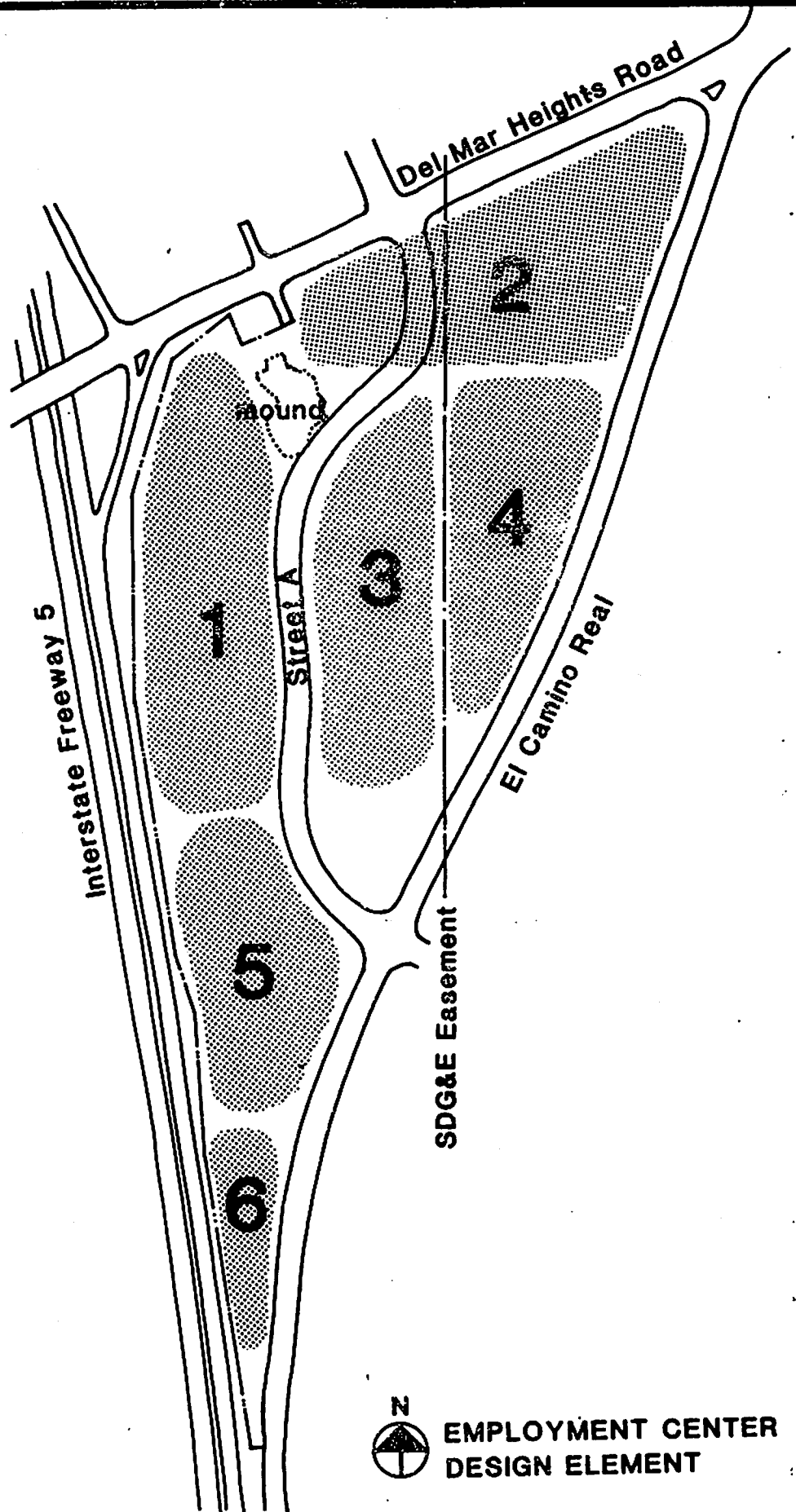
The street was gently wound around and down the ridge to the ravine reinforcing the existing division of the site. Intersections were located to integrate this street with future North City West streets.

Property lines were then established as a natural result of grading and street design.



The implementation of these principles will result in a business-industrial park with several zones, each embodying unique environmental and visibility characteristics. These characteristics presently exist or are implied in the natural conditions of the site. They have been merely developed into useable land and reinforced. Comparison of this diagram with the site analysis will illustrate this point.

Zone 1 will tend to be attractive to high visibility prestige oriented users. Zone 2 will be available to more public and town center oriented users. Zone 3 will be transitional building types oriented to the open space of the S.D.G. & E. easement. Zone 4 completes the transition to the residential areas with confined scale definition. Zone 5 lends itself to a large efficiency oriented user with natural and imposed land forms isolating this area from general view. Zone 6 will be attractive to small users oriented to Carmel Valley activity.



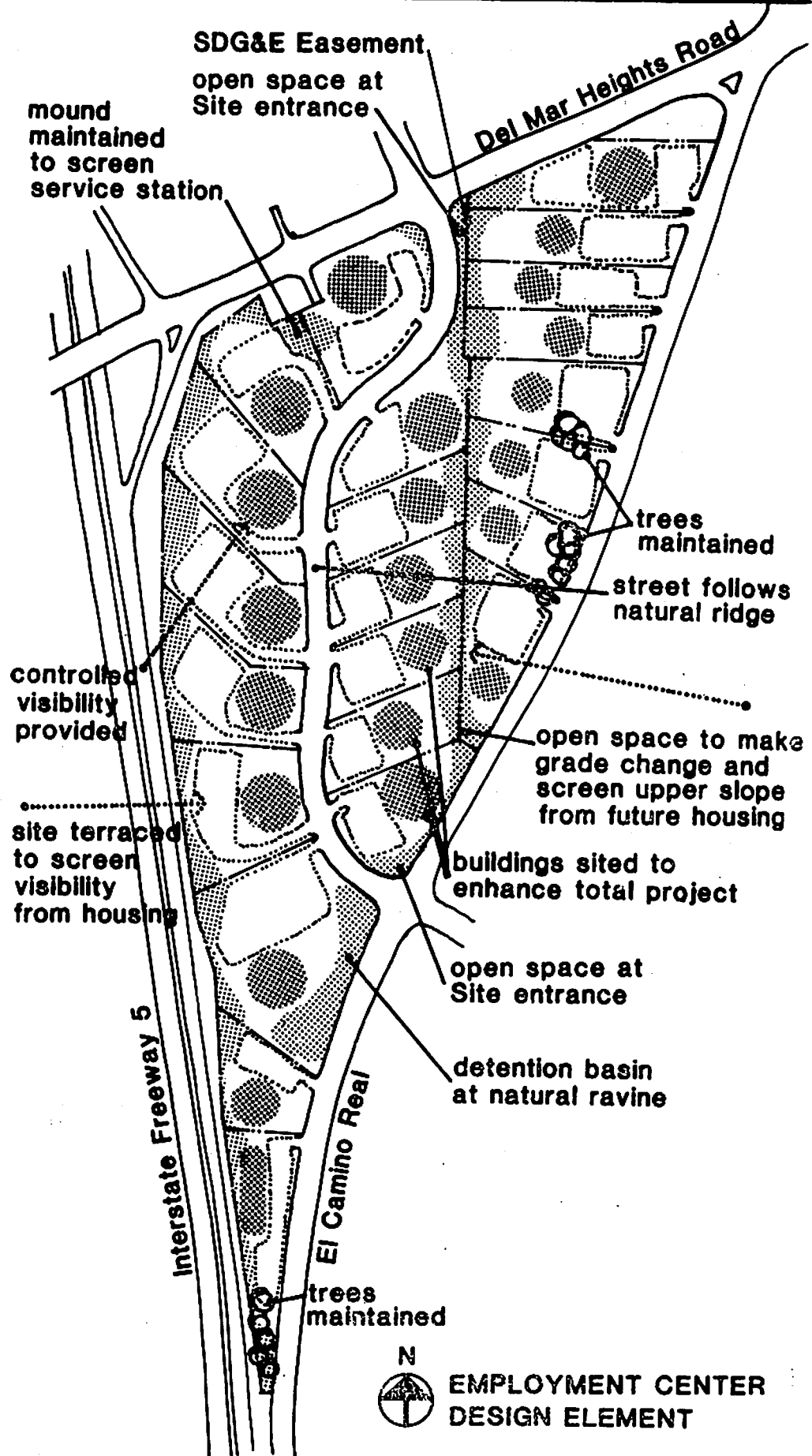
EMPLOYMENT CENTER
DESIGN ELEMENT

Responding to the earlier stated design objectives and constraints, more specific criteria were developed to complete the conceptual master plan process. Comparison with the objectives diagram will verify this step.

To reinforce the grading technique developed for the northwest sites, a complementary landscaping concept was developed. This concept allows for exposure oriented views to the building sites while traveling north on Interstate 5 but screens the buildings from the westerly residents. This concept resolves the two conflicting arrows shown on the objectives diagram. Further, structures should be sited in this area so as to not interfere with the sight line concept illustrated.

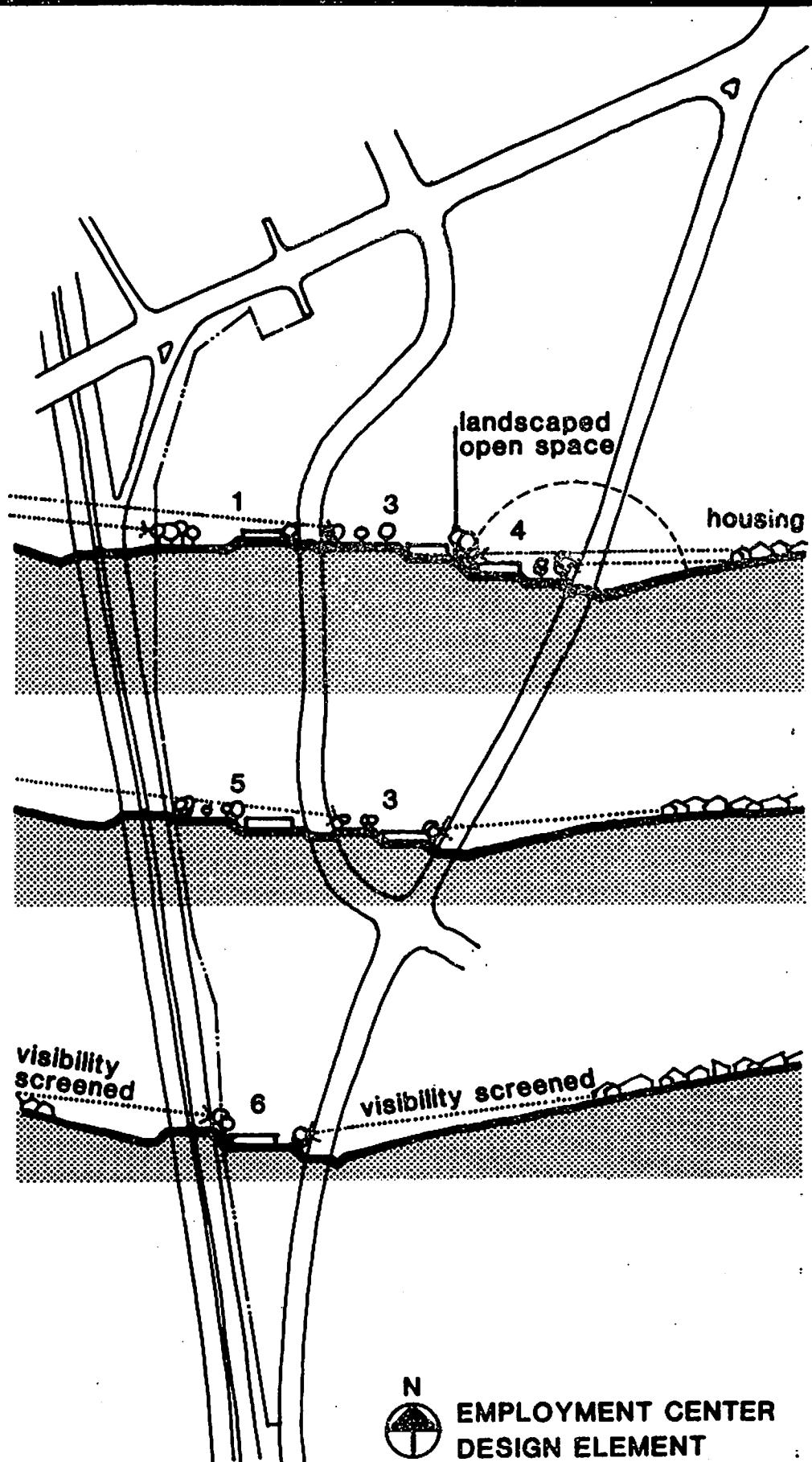
The landscaping of the mound separating the Zone 1 and Zone 2 properties will screen these facilities from view from the west and define that area that concludes at the Town Center to the east.

The basic grade elevations of the existing ravine are maintained by its use as an entry and retention basin.



The development of the undulating slopes behind the Zone 4 properties will be landscaped and developed as an active recreation area. This mass of landscape will contain and soften the El Camino Real sites. The users within Zone 3 properties are encouraged to build at the edge of the open space spine to reinforce its role as a unifying element. However attention must be paid to the viewshed from the residential areas to the east. While the landscaped open space will tend to soften the impact of these structures and render many of them not visible, this exposure to the east must not be considered a back side of the buildings. The inclusion of the water detention basin as a landscape element at the south entrance to the center will provide a gracious entrance, and a landscaped foreground/buffer between this major user and the residential area.

The constraints, objectives and goals of this plan must be interpreted for each building site. Most of the concerns illustrated here relate to the North City West and Del Mar Heights context. More specific guidelines for the implementation of the project are developed in the following text.



A vital part of the plan is the infra-structure. This is a combination of systems and features that are installed by the original land developer and are in place prior to commencement of work by the various future land owners.

Public facilities as well as permanently installed privately maintained features are included. Through the careful design and installation of infra-structure, a cohesive environmental statement is achieved. Because a major statement must be made by the landscape, particular attention has been given to the landscape elements of the infra-structure.

The following infra-structure components will be installed or mandated by the original land developer.

1. Streets and sidewalks (See Precise Plan for details).

2. Parkway and median landscaping.

3. Employment Center entry areas.

4. Open space landscaping. On El Camino Real north of Pardee holdings only open space within the public right-of-way will be developed.

5. Overall drainage system.

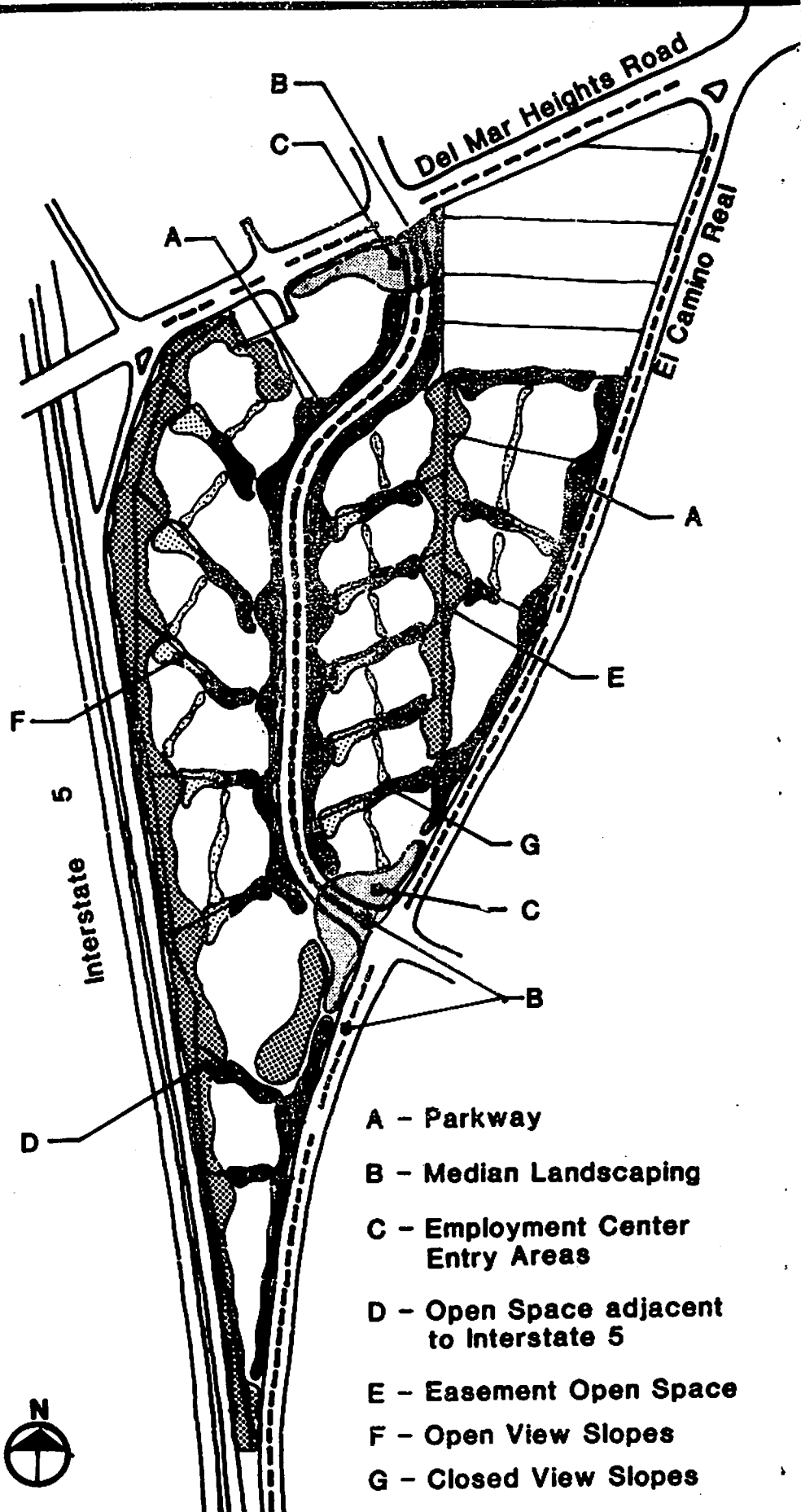
6. Lighting and signage.

The concept advocated for the North City West Employment Center is that individual buildings be designed and sited into a park-like environment. The standards outlined in this report promote the development of landscape design which will harmonize with the goals of the Landscape Master Plan while allowing the developer some latitude in determining his final precise landscape plan.

These landscape development guidelines will inform the public about the landscape design requirements which will be used by the Planning Director in reviewing landscape plans and to assist the developer and his design personnel in achieving the desired quality level of landscape development in the North City West Employment Center. In addition, the guidelines will aid the applicant for plan review in expediting the review of his plans by providing sufficient information that will clearly define the standards which his plan should reflect.

The landscape development guidelines will also act as a supplement to City, County, and State Ordinances, covenants, restrictions and codes.

The Employment Center's proximity to Interstate 5 and the site's location at the major entrance to the North City West Community warrants an outstanding example of industrial-office park design. It is the intent of the landscape concept to create a unified plant material pallet throughout the center as well as develop an individual sense of community identity for the center as a whole. Common areas such as Parkways (streetscape setbacks), Street Medians, Parkway Entry areas, Landscape areas adjacent to Interstate 5 and the Easement Open Space fall under the category of "shared" landscapes. In order to develop and maintain a sense of cohesiveness the following guidelines have been established for the areas in common.



**EMPLOYMENT CENTER
DESIGN ELEMENT**



A. Parkway (Street-scape setbacks).

1. The entire area between street curb and the setback line should be landscaped except for vehicle access driveways, pedestrian paths.

2. Whenever possible, design this area in the form of undulating free-form berms or sloped planting areas.

3. A low plane of undercover is desired in this area to maintain uniformity and openness.

4. Trees should conform to the Master Landscape Plan and Plant List, pg. 41.

5. Primary Street-scape Setback Tree - See Master Landscape Plan and Plant List, pg. 41.

6. Tree to Landscape Area Ratio. There should be one specimen tree for every 400 square feet of landscaped setback area (minimum).

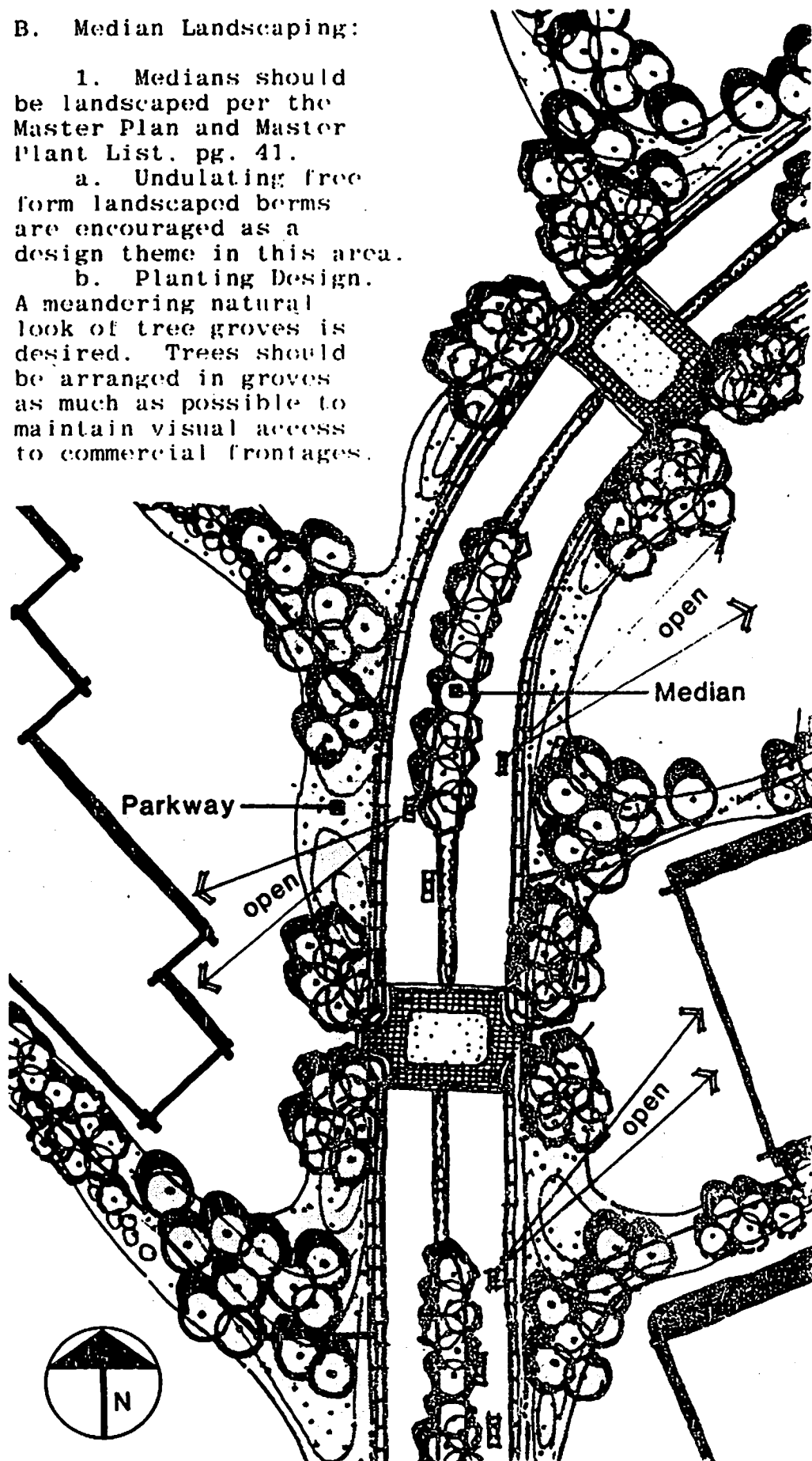
7. Planting Design. A meandering natural look of tree groves is desired. Trees should be arranged in groves as much as possible to maintain visual access to commercial frontages.

B. Median Landscaping:

1. Medians should be landscaped per the Master Plan and Master Plant List, pg. 41.

a. Undulating free form landscaped berms are encouraged as a design theme in this area.

b. Planting Design. A meandering natural look of tree groves is desired. Trees should be arranged in groves as much as possible to maintain visual access to commercial frontages.

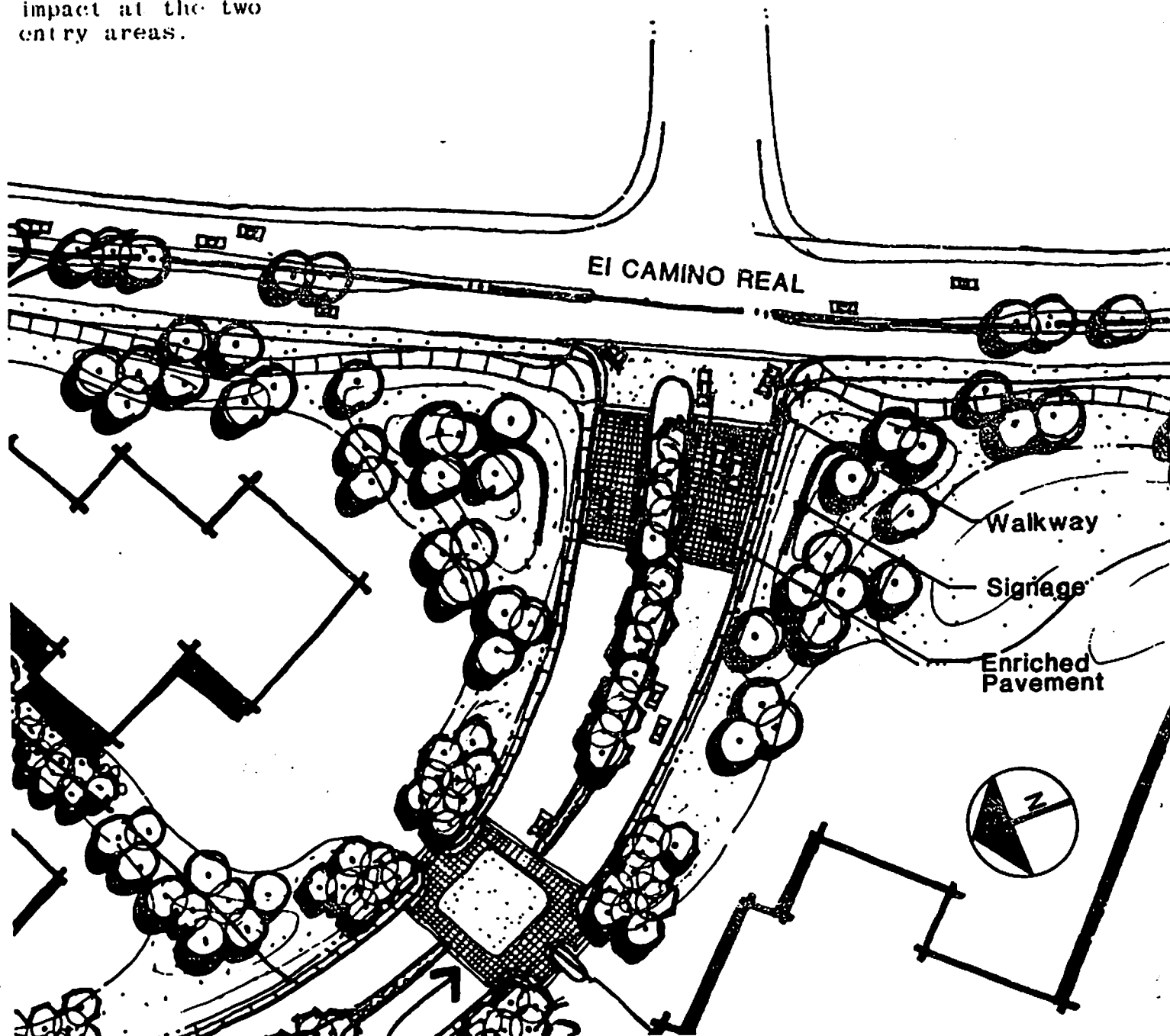


C. Employment Center Entry Areas.

1. Entrances should be landscaped per the Landscape Master Plan and Master Plant List, pg. 41.

a. The landscape concept intended for the Employment Center is an open park-like character. It is fundamental that this theme have the greatest impact at the two entry areas.

b. A deep setback of ground cover is intended at both primary entrances. Tree groves and signage should be held back a significant distance from entry corners to emphasize a broad open character and to create a sense of spaciousness.



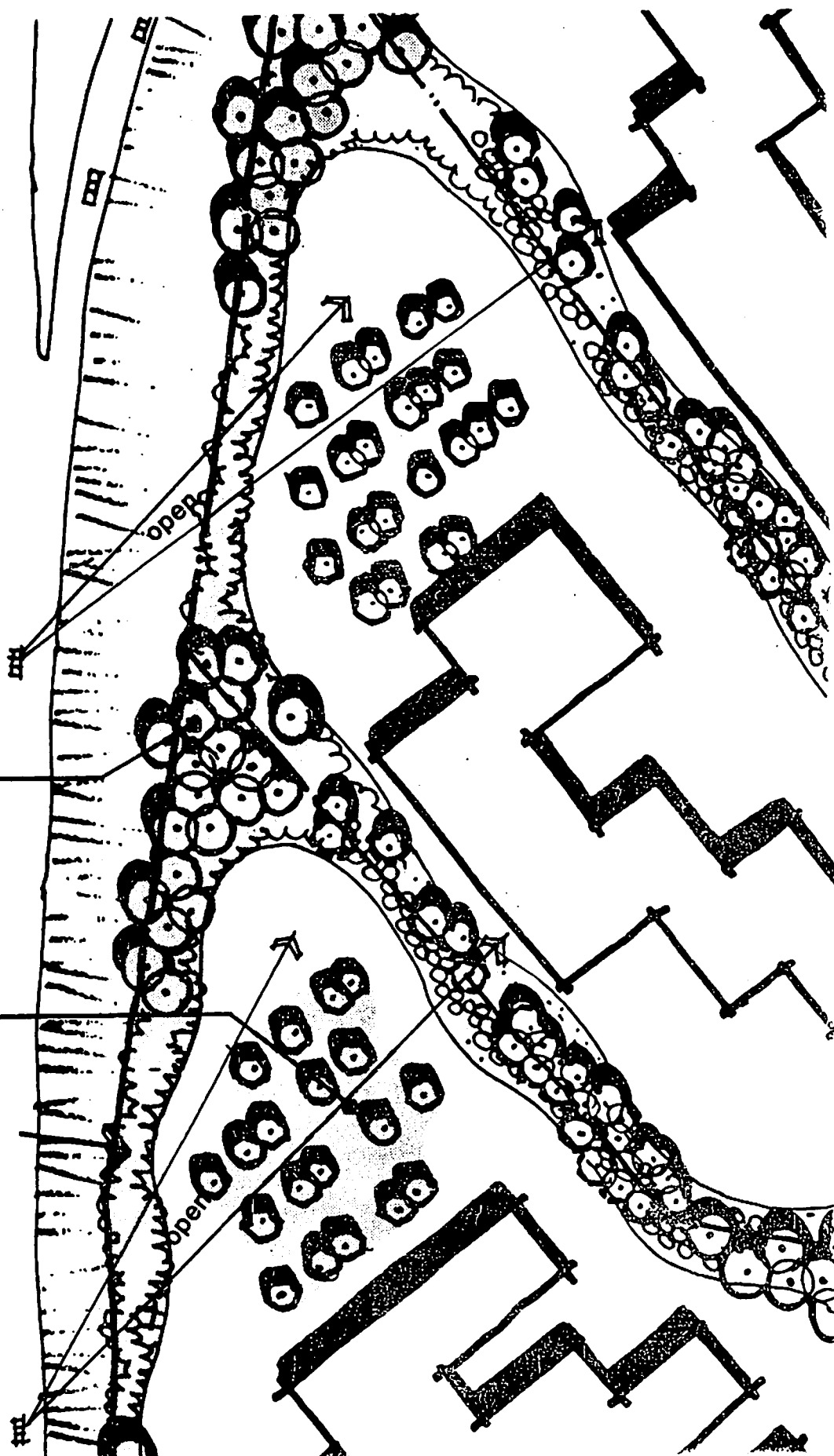
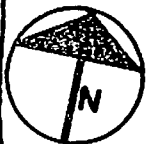
D. Open Space adjacent to Interstate 5.

1. A refined native look is desired for this area and should be landscaped per the Landscape Master Plan and Master Plant List, pg. 41.

a. Planting design - A meandering natural look of tree groves is desired. Trees adjacent to Interstate 5 should allow visual access to the site as well as screen commercial frontages and parking lots from neighboring residential areas.

Dense tree groves for screening views from the west.

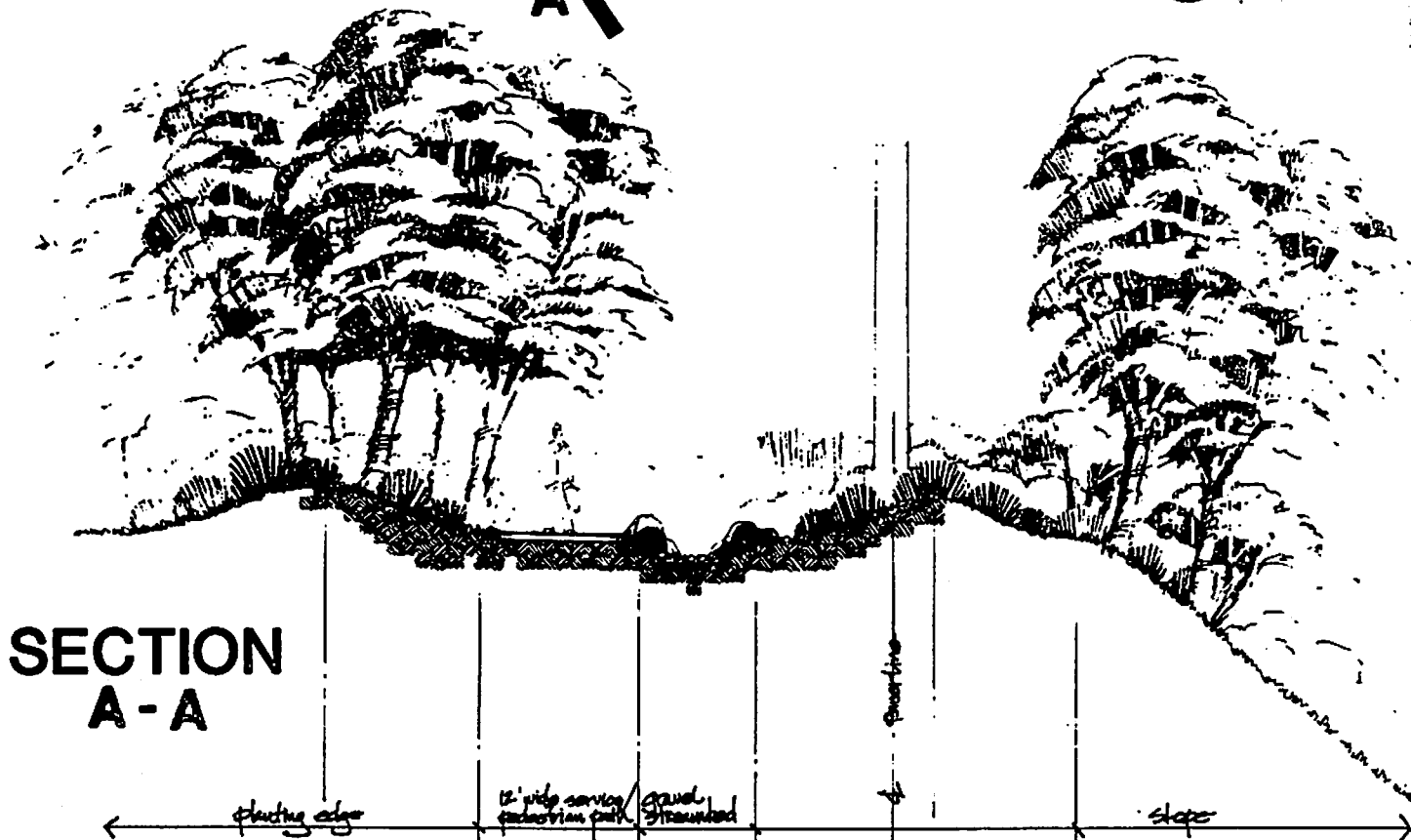
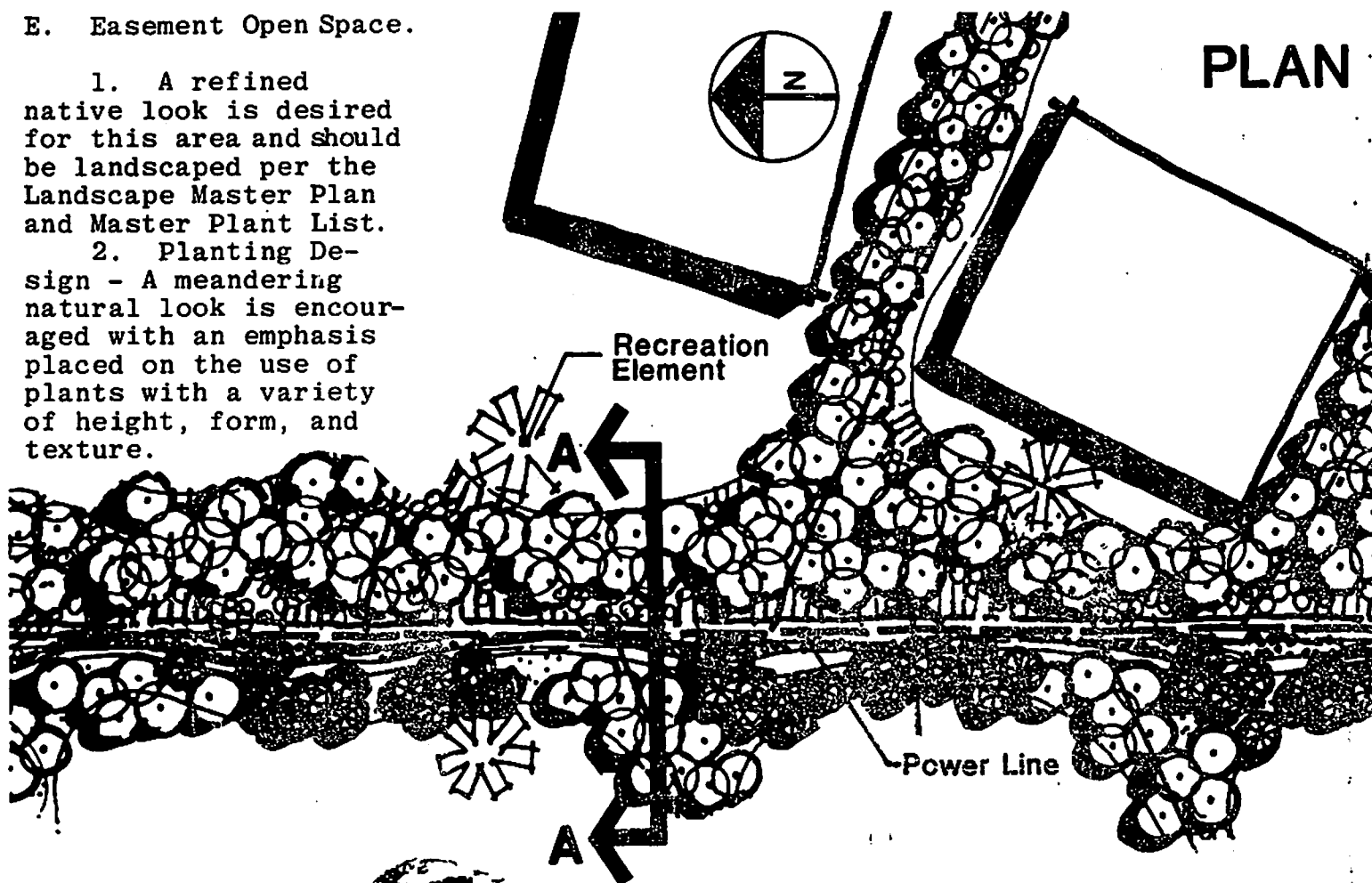
Windrow spacing of trees in parking areas create view corridors into the site from the freeway while concurrently setting up a dense visual barrier parallel to neighboring residential areas to the west.



E. Easement Open Space.

1. A refined native look is desired for this area and should be landscaped per the Landscape Master Plan and Master Plant List.

2. Planting Design - A meandering natural look is encouraged with an emphasis placed on the use of plants with a variety of height, form, and texture.



F. Overall Drainage System.

a. Performance Design Requirements for Individual Pad Drainage/Erosion Control System - Construction will probably not proceed immediately after some of the individual building pads are constructed. If controls are not provided, runoff and erosion of these pads could significantly increase the quantities of water and sediment in downstream detention basin. One method to control runoff from these areas is to construct a berm which has a constant crest elevation that is at least 3-inches higher than finish grade enclosing the entire pad. This berm would, in effect, make the pad a detention basin. The pad should be graded such that it gently slopes to one corner where a temporary and portable riser/outlet pipe should be provided. The riser should be a minimum of 6" in diameter and its crest should be 3 - inches below the top of the berm and be above the surface of the pad to allow complete drainage. The riser would connect to a minimum 6" diameter outlet pipe which passes through the base of the berm and conveys the outflow to the permanent drainage facilities.

If flow out of the pads must cross steep slopes, a downdrain or non-erosive channel should be provided down the slope. The outflow from uphill pads may be routed through the downhill pads if desired to minimize the number of drainage channels.

b. Performance Design Requirements for Detention Basin - Detention basins shall be located and sized so that under estimated 10-year and 25-year storm conditions the rate of outflow from the basin, when combined with routed outflows from the rest of North City West area, will not exceed the overall rate of discharge in Carmel Creek which is estimated to occur under current land use conditions.

The maximum rate of discharge from the Employment Center detention basin is 70 cfs under 10-year storm conditions and 75 cfs under 25-year storm conditions.

Control over discharges from the detention basin is provided by the size of the low level outlet. An 18-inch diameter outlet is provided for the detention basin at the Employment Center. This size was selected after routing studies

using runoff from the 10-year storm, showed other outlet sized to be either too large or too small to meet the objectives.

Sediment production from the area after development and landscaping of the tributary area if complete will be less than under existing conditions. Thus, the detention basin is designed to pass through all silt and sediment generated. Its objective, being to regulate the peak rates of runoff from the area.

During a transitory interim period when units are being constructed there will be exposed construction slopes and a potential for production of excess amounts of sediment will be present. This potential will be minimized by the following on-site controls: 1) No grading between October 15 and March 15 of each year; and 2) Vegetation of bare slopes before 1 November each year.

These on-site controls should effectively eliminate the sediment hazard associated with construction. However, as a back-up the detention basins will be fitted with risers. These risers will be in place only during the transitory construction period. Then if excessive erosion does occur, because of failure in the on-site controls, the sediment will accumulate in the basin and

have to be removed. Under this condition the riser will allow the low level outlet to continue to function.

Debris and trash are expected to be minimal since the entire area will be landscaped and maintained as a business park. However, what debris and trash that does materialize will either be flushed through the system or be picked up after major flood events.

Since the detention basin is adjacent to the El Camino Real, an emergency spillway is provided to pass the 100-year flood without overtopping the roadway.

An open concrete spillway, designed for the 100-year storm is preferable. We have provided for such a design at all detention basins in NCW except at the Employment Center. There, it is our understanding that overtopping of the El Camino Real is not acceptable. A 60-inch culvert is believed to be the most economical option. If an open spillway were provided it would apparently be necessary to build a bridge over the spillway to avoid overtopping the street. Such a bridge would certainly be more costly than the 60-inch culvert.

Based on future proposed landscaping of the area it is believed that there will be little debris which would be capable of clogging a 60-inch culvert.

G. Street Lighting.

All general illumination of Street "A" will be coordinated to provide a variety of light quality and intensity. Emphasis will be placed on areas of high vehicular and pedestrian activity through increased light intensity at those areas. A gradual reduction of light intensity between major point of interest will provide the desired modulation of light without sacrificing safety and utility.

Light standards should not exceed 25' in height and be of a consistent and high design quality.

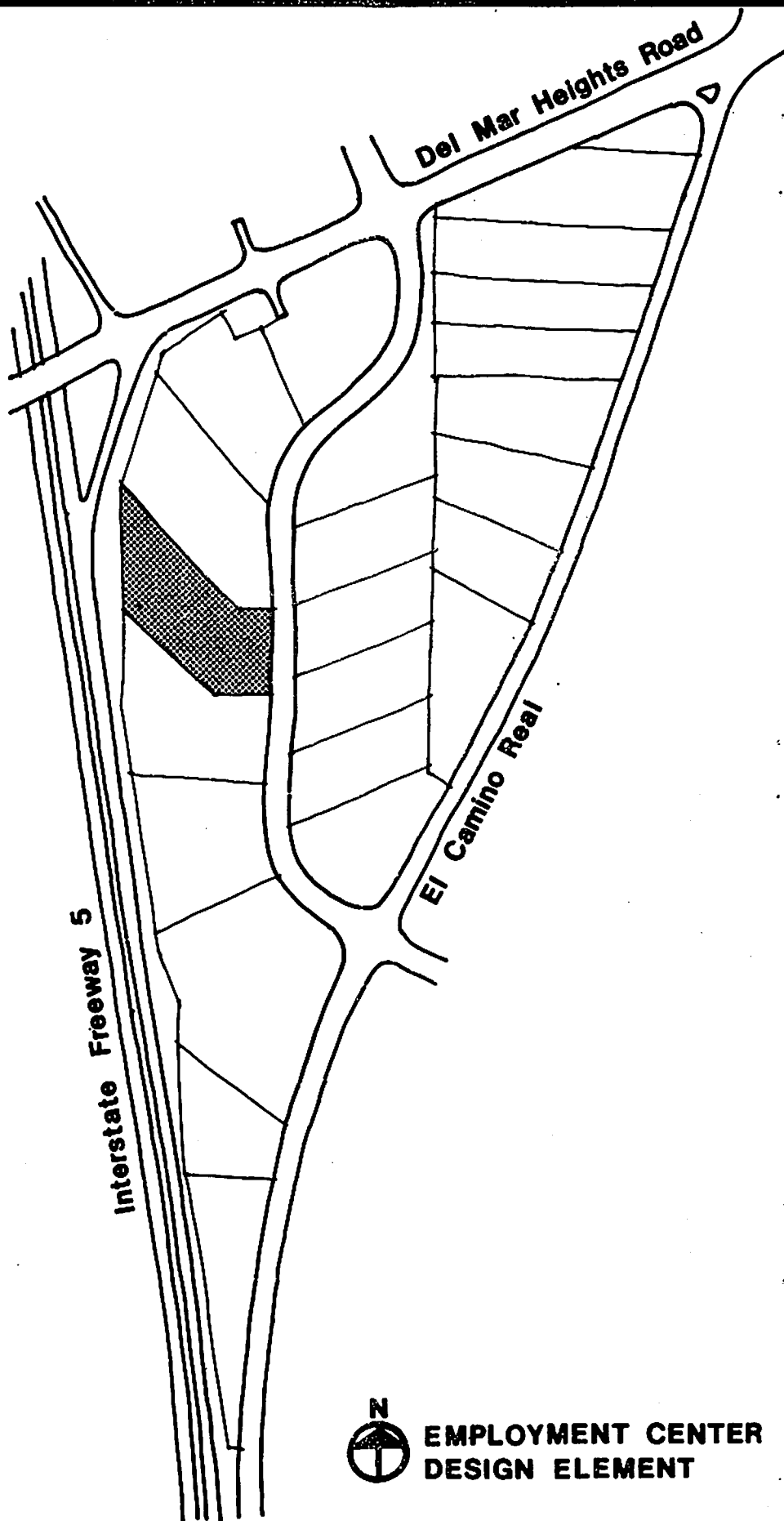
H. Entry Signage.

Identification of the Employment Center at the two major entrances will be achieved by the installation of a major sign incorporating only the center name and logo at each entry.

A park-like character is intended at both entrances, hence the signs will be designed to fit into the landscape theme of rolling mounds and tree groves. The overall height of the sign will be limited. The signs will be front lighted using a wash effect.

Beyond the continuity created by infrastructure, design and installation, a consistent design philosophy has been established to control the development of individual sites for a predetermined result. This control is necessary to provide the most beneficial conditions for all parties involved.

The following guidelines have been established in addition to the requirement of the M.I.P. zone by the City of San Diego as in the infra-structure guidelines, landscape design has been emphasized.



EMPLOYMENT CENTER
DESIGN ELEMENT

A. Parkways adjacent to Employment Center:

As per the General Landscape Development Guidelines.

B. Individual property vehicular entrances:

1. A broad set back to greenway in character with the two main entries is desired.

2. Separate pedestrian throughfare from main roadways is encouraged.

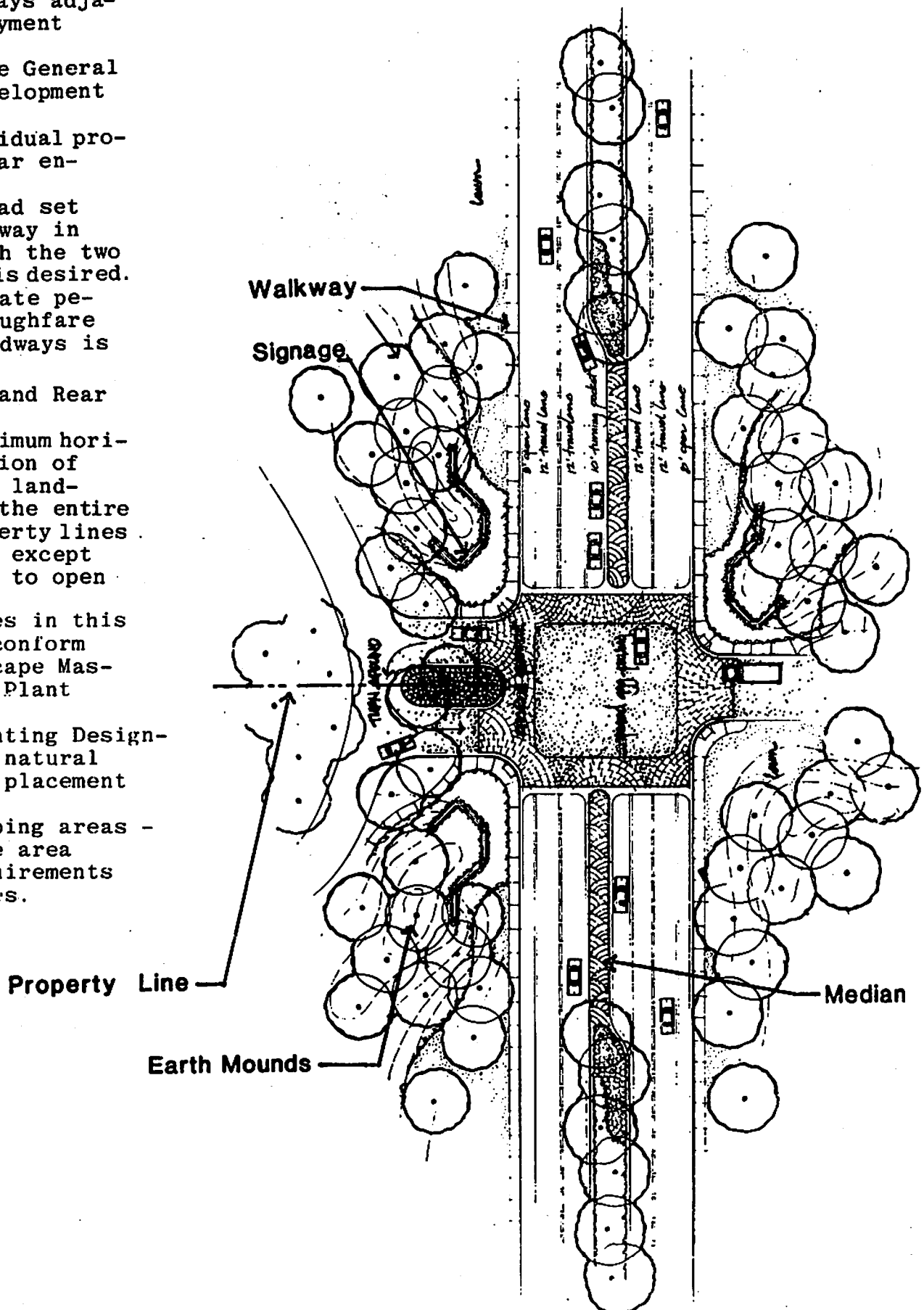
C. Side and Rear Boundaries:

1. A minimum horizontal dimension of 15' should be landscaped along the entire interior property lines or boundaries except when adjacent to open space.

2. Trees in this area should conform to the Landscape Master Plan and Plant List, pg. 41.

3. Planting Design- A meandering natural look of tree placement is desired.

4. Sloping areas - Consult slope area planting requirements for guidelines.



D. Slope Areas:

1. Slope areas should be landscaped per the Landscape Master Plan and Master Plant List, pg. 41.

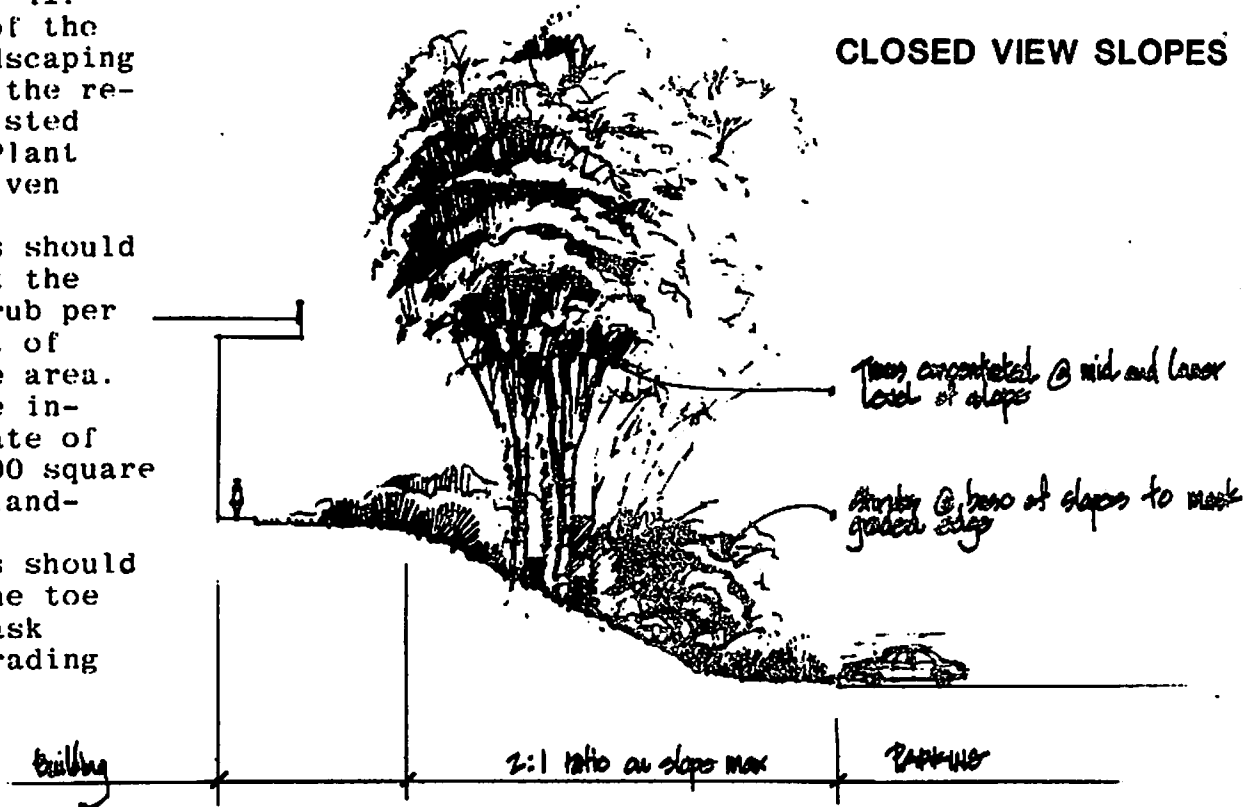
a. 100% of the slope area landscaping should utilize the required trees listed in the Master Plant List for any given site.

b. Shrubs should be installed at the rate of one shrub per 100 square feet of slope landscape area. Trees should be installed at a rate of one tree per 400 square feet of slope landscape area.

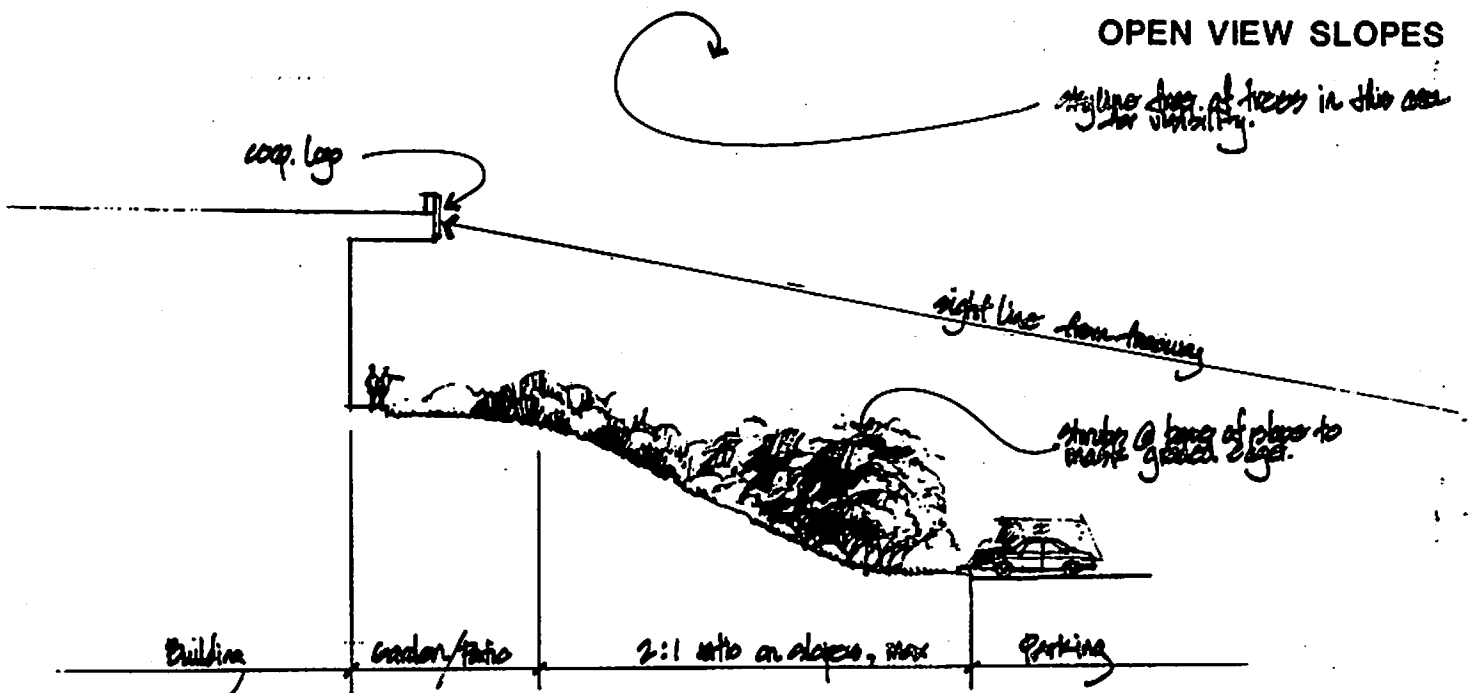
c. Shrubs should be massed at the toe of slopes to mask transitional grading areas.

d. Tree placement on slopes should favor the toe and middle areas of slopes.

CLOSED VIEW SLOPES



OPEN VIEW SLOPES



E. Approximately Level Areas.

1. A ratio of 1 tree or large shrub per 200 square feet of landscape area is considered minimum.

2. Use of a low ground cover is encouraged in areas adjacent to zones of high pedestrian traffic.

3. Trees should conform to the Master Plant List, pg. 41.

4. Emphasis should be placed on development of a special design character at building entrances.

5. Uniformity of tree canopy is encouraged around buildings.

F. Undeveloped Site Areas - Undeveloped site areas designated for future use and expansion should be maintained in a weed and debris-free condition, but need not be landscaped. Graded areas, however, will require necessary plant cover to prevent soil erosion.

G. Outdoor Storage Areas - All outdoor storage areas should be visually screened on all sides (except at access points) to a vertical height of eight feet. Outdoor storage areas should be meant to include all company-owned and operated motor vehicles, with the exception of passenger vehicles. Planting should be used to soften hard materials where such are used for screening.

H. Loading Areas -

The perimeter of all loading areas should be visually screened on all sides to a vertical height of eight feet. Planting should be used to soften hard materials which are used for screening.

I. Refuse Collection Areas.

1. All outdoor refuse collection areas should be visually screened on all sides to a vertical height of six feet except at access points.

2. Plant materials should be used to soften whatever hard materials are used for screening.

J. Parking Areas:

1. Parking areas adjacent to pedestrian and vehicular thoroughfares should screen vehicles from potential sightlines.

2. Creation of large planting islands (tree groves) is encouraged as opposed to smaller regimented pockets of individual trees.

3. A random spacing of trees in a "windrow" fashion is required in parking lots adjacent to Interstate 5. The effect desired is a lineal placement of trees to create view corridors into the site from the freeway while at the same time setting up a dense visual barrier parallel to neighboring residential areas to the west.

4. Evergreen trees with spreading canopies are encouraged in this area for shading purposes.

5. Trees should conform to the Master Plant List, pg. 41.

K. Telephone, Electrical Service and other utilities - Transformers, terminal equipment, etc. should be visually screened from view by use of landscaping.

L. Provisions for a small recreational facility for employees is encouraged (i.e. basketball half-court, outdoor racquetball/tennis backboard, horseshoes, shuffle board, jogging par course, etc.)

A. Landscape Grading and Drainage Criteria.

1. Slope sculpturing, site grading, mounding, and berming.

a. Manufactured slopes shall be contoured in a "natural" way if possible with slope gradients no greater than 2:1 (2 foot horizontal to 1 foot vertical).

b. Stockpile acceptable topsoil whenever possible.

c. Earth berms should be rounded and natural in character.

d. Maximum allowable (mowable) slope for grass is 3:1, 4:1 slope is preferred.

e. Berms should be designed to obscure undesirable views (automobiles, for instance) and add character and interest to the site.

f. Grading should insure that the entire site will surface drain and that there are no drainage problems created; all drainage problems pre-existing on the site should be corrected.

g. All planted areas should drain at a 2% minimum gradient slope to drainage swale.

h. All drainage unpaved swales should have a 1% minimum flow-line.

2. Subsurface Drainage.

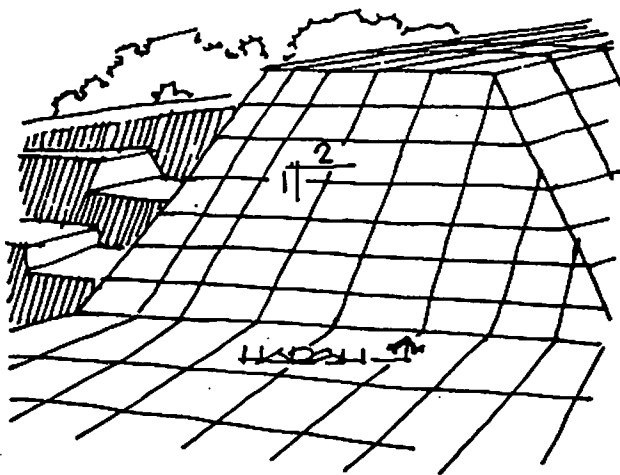
Whenever subsurface drainage devices are required, they should comply with the standards and specifications of the City and County of San Diego and the overall drainage plan for North City West.

B. Planting Preparation/Plant Installation.

1. Soil Preparation.

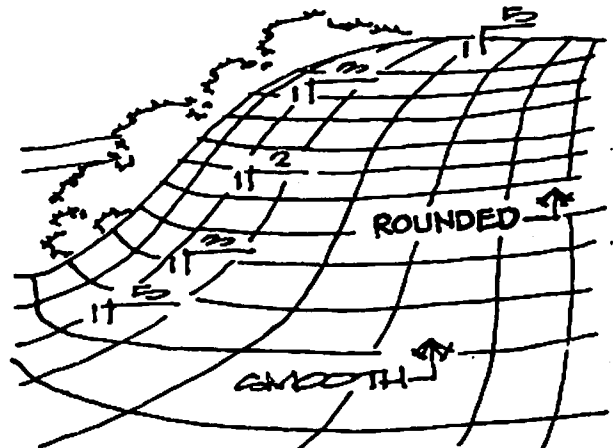
a. All landscape developments should receive soil testing to determine soil suitability for planting.

b. All soils should be fertilized, amended, and tilled in order to promote healthy and vigorous plant growth.



Avoid harsh transitions between tops and bottom of slopes.

Grading should be rounded and natural in character.



2. Plant Materials Quality Control.

a. All trees, shrubs and plants should be in accordance with the California State Department of Agriculture's regulations for nursery inspections, rules and grading. All plants should have a habit of growth normal to that species and shall be sound, healthy, vigorous, and free of insect infestations, plant diseases and objectionable disfigurements. All plants should have normally well-developed branch systems and vigorous and fibrous root systems which are not root or pot bound. The size of the plants will correspond with that normally expected for species and varieties of commercially available nursery stock. All plants should be adaptable to the climatic conditions of the area in which they are planted. All plant materials should be of good quality and meet marketable merchandise standards.

b. Trees should exhibit a trunk caliper adequate to support their foliage crowns. Shrubs should exhibit a balanced and uniform growth pattern. Ground cover rooted-cuttings should be healthy, vigorous, and well-rooted.

3. Spacing.

a. Groundcovers.

Groundcovers should be planted on whatever spacing is required in order to attain full area coverage within nine to twelve months following installation.

b. Tree and Shrub Spacing. The spacing of trees and shrubs should be appropriate to the species used. The plant materials should also be spaced so that they do not interfere with the adequate lighting of the premises or restrict access to emergency apparatus such as fire hydrants or fire alarm boxes. Proper spacing should also ensure unobstructed access for vehicles and pedestrians in addition to providing clear vision of the intersections from approaching vehicles.

4. Plant Installation.

a. Watering Basin (non-irrigated plants). All non-irrigated trees and shrubs should have at their base a watering basin a minimum of two feet in diameter and a minimum of six inches deep.

b. Plant support. Shrubs and trees should be supported by wood stakes or wire guys as required. Vines should be firmly attached to walls, fences, posts, etc. mechanically.

C. Plant Materials.

1. General Guidelines:

a. Use low-maintenance plant materials on slopes and public and/or common areas.

b. Emphasize color.

c. Avoid using plants with invasive and shallow root systems.

d. Avoid using plants with fruit that will stain paving or autos in such areas.

e. No shrub should be less than one gallon in size.

f. No specimen tree should be smaller than a 24" box in size.

g. Use of boxed "specimen" size trees are encouraged at special areas such as building entrances, parkway entrances and focal points.

2. Hydro-seeding.

a. Hydro-seeding of slopes is permitted. Proposed hydro-seeding plans should be subject to a special review. Plan proposals must be submitted by landscape architects or competent technicians in the field.

b. A native mix of shrubs and ground covers is recommended.

c. Consult Individual Site Design Guidelines, pg. 32 for requirements on plant spacing and size on slope areas.

D. Lawn Areas:

1. Lawn seed or sod mixes should be suitable for the soil, climate, and maintenance program existing on the lawn site.

E. Planting Design:

Planting design should consider the following functions and characteristics of plant materials.

1. Architectural potentials - Space articulation (Use of plant materials to create horizontal and vertical planes to enlarge, enframe or enclose a particular space.) Privacy control (Reinforcement of architectural elements to screen adverse views into and out of a site.)

2. Engineering uses - Erosion control, acoustical control, atmospheric purification, traffic control, glare reduction.

3. Climatological uses - Temperature control, Wind control.

4. Esthetic uses - unification of diverse objects, design reinforcement through the use of complimenting plant material, emphasizing focal points/ areas of interest, scale modulation, sound, odor, color.

F. Irrigation.

1. All permanent landscaped areas should be served by a permanent automatic underground irrigation system.

2. The irrigation system should provide adequate coverage for all landscaping and provide the proper amount of precipitation for the respective plant materials applied at a rate suitable for the soil and slope gradients on which it is applied.

3. Architectural planters and portable plant containers which cannot be served by a hose bib system (hose bibs should be located so that no hose longer than 50 feet is required to reach any given plantings).

G. Hardscape.

1. Landscape materials.

Landscaped areas may include such features as rock groupings, sculptures, and gravel or decomposed granite areas. However, gravel or decomposed granite areas should in no case exceed 25 percent of the required landscaped area unless otherwise approved in order to prevent too large an area from being devoted to ground cover. It is preferable that plant material predominate in landscaped areas. Additional features, such as raised planters, curbs, wheelstops, bollards, headers and other devices should be utilized to protect the planted areas from damage by pedestrian, automobile or other types of vehicular traffic.

NOTE: All landscaping within or around parking areas should be protected by minimum 8" high concrete curbs or by some other protection device approved by the Planning Director.

2. Wheelchair Ramps.

Wheelchair ramps and other provisions for handicapped persons should be provided as required by the State of California and/or the City or County of San Diego.

3. Bicycle Paths.

Bicycle paths shall be designed in conformance to the standards of the City of San Diego. Pedestrian paths should be a minimum width of 12' when both pedestrians and bicyclists share a common "corridor" through landscaped greenbelts.

4. Furnishings,

including benches, signs, planters, fountains, etc., should be developed or designed to be a part of or related to the architectural statement through form and use of materials.

5. Fences and Walls.

Fences and walls should be designed as an integral part of the architecture or as complementary to the architecture and landscape character and shall be subject to approval by Planning Director as to materials, color, and height. The following materials should be prohibited for use in walls or fences:

- a. Corrugated metal and plastic.
- b. Fiberglass panels.
- c. Mica plaster.
- d. Unpainted, brightly polished metals.
- 6. Paving materials.

All paving materials should be used with integrity and be appropriate for their use and provide safe, well-drained surfaces.

- a. Paving material patterns and colors should be appropriate to and harmonious with related architectural character, colors, etc. enriched pavement at important locations (entrances, intersections, etc.) is encouraged for emphasis and clarity of circulation.

7. Parking Lighting.

Light standards and fixtures should not exceed 25' in height. Security lighting fixtures are not to be substituted for parking lot or walkway lighting fixtures and are restricted to lighting only loading and storage locations or other similar services areas.

Light standard and fixture design should be consistent with other light fixtures and be compatible with the architectural and

landscape design.

8. Landscape Lighting.

- a. Landscape lighting should be held to a minimum especially on sites where buildings or structural elements are washed with light.

- b. Light fixtures and standards should be consistent with architectural style and be inconspicuous. Height of fixtures should be minimum.

H. Maintenance:

1. General Maintenance.

a. All planting areas should be maintained in weed and debris-free condition.

b. Plantings damaged by vandalism, automobile, etc., or acts of nature should be restored, replaced, corrected, etc. within thirty days after damage has been sustained.

2. Lawns.

a. Lawns shall be mowed during the main growing season once a week. Consideration should be given to lawn cutting height. Edges shall be trimmed by use of power edger adjacent to walks, curbs, paving, headers, shrub areas, etc.

b. The irrigation system shall be programmed to deliver adequate soil moisture, as determined by close personal inspection. During the growing season at least one (1) inch of water per week shall be applied.

c. Fertilizer shall be applied on a monthly basis. A standard non-burning commercial turf fertilizer shall be used.

3. Irrigation.

a. All planted areas should be watered sufficiently to promote vigorous growth of all plant materials.

b. Irrigation systems should be maintained in good working order. Cleaning and adjustments to the systems should be a part of regular maintenance activities.

4. Plant Replacement. All plant materials which die or fail to exhibit healthy growth should be replaced in quantity, kind, and size as governed by the original landscape installation plan.

5. Drainage Devices.

a. All landscape drainage devices should be maintained in good operating condition.

b. All drainage swales, channels, etc. should be maintained in a state conducive to conducting water in a free-flowing condition.

6. Walks and Drives. All walkways shall be kept clear of debris from the maintenance operation, erosion run-off from storms, irrigation or wind blown debris.

7. Trash Removal. In general, it is intended that the maintenance Contractor see that the premises are kept neat and clean of foreign debris. Clean-up shall consist of removal of all debris, paper, weed, cut grass on a weekly basis.

MASTER TREE LIST

Parkway (street-scape) - Primary tree - Pinus Torreyana/Torrey Pine. (Alternates - Pinus halepensis, Pinus pinaster or Pinus eldarica).

Median Landscape - Primary tree - Platanus acerifolia/London Plane Tree.

Parkway Entry Areas - Primary tree - Pinus Torreyana/Torrey Pine. (Alternates - Pinus halepensis or Pinus eldarica).

Landscapes adjacent to 5 - Primary tree - Pinus Torreyana/Torrey Pine. (Alternates - Pinus halepensis or Pinus eldarica).

Drainage Streambed area - Primary tree - Platanus acerifolia/London Plane Tree.

Slope Areas - Primary tree - Eucalyptus cladocalyx.

Parking Areas - See Additional Approved Tree List.

ADDITIONAL APPROVED TREE LIST

Alnus rhombifolia/
White alder.

Arbutus unedo/
Strawberry tree.

Bauhinia variegata
candida/White orchid
tree.

Cupaniopsis anacardioides/Carrotwood
tree.

Erythrina caffra/
Katfirboom Coral tree.

Erythrina Coral-
loides/Naked Coral tree.

Eucalyptus cladocalyx/Sugar Gum.

Ficus rubiginosa/
Rusty-Leaf Fig.

Ficus Nitida/Indian
Laurel Fig.

Koelreuteria paniculata/Golden Rain
tree.

Melaleuca leucadendra/Cajeput tree.

Metrosideros excelsa/New Zealand
Christmas tree.

Pinus halepensis/
Aleppo Pine.

Pinus Torreyana/
Torrey Pine.

Platanus acerifolia/London Plane
tree.

Platanus racemosa/
California Sycamore.

Pyrus kawakami/
Evergreen Pear.

The final element to be considered is the architectural expression of the buildings themselves. The overall goal is to create a complex of buildings in a park-like setting. While each property owner is encouraged to fully explore the creative possibilities inherent in his site and building program, a consistency of approach to certain basic issues is desirable. An individual statement is encouraged if it adds to the whole in a positive way.

The following text and diagrams outline the desired approach. The sum of the parts shown result in structures of dignity, excellence, sensitivity and timelessness. Fadish approaches are to be avoided. Integrity is to be encouraged.

Strict adherence to the M.I.P. Zone Requirements of the City of San Diego and the Uniform Building Code is necessary over and above these guidelines. The guidelines are to illustrate intent only and as such are general in nature. Interpretation of the intent should be made clearly in favor of design quality.

Interpretation of these guidelines will be made by a design review committee in addition to the City approvals required by the M.I.P. Zone. This committee will be composed of representatives of the developer and local design professionals. Their authority and responsibilities will be fully detailed in the covenants conditions and restrictions to be imposed on the property.

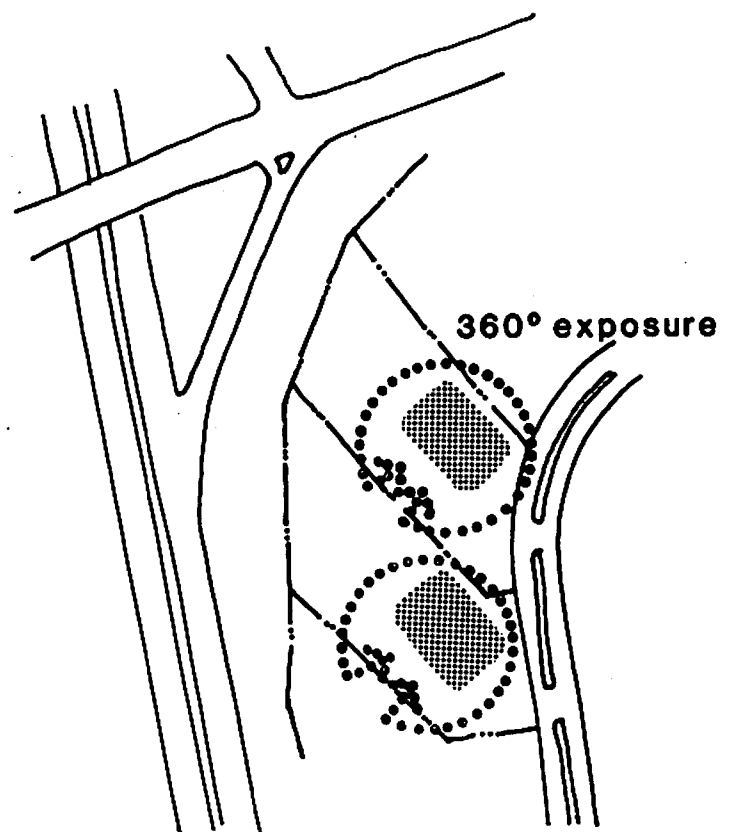
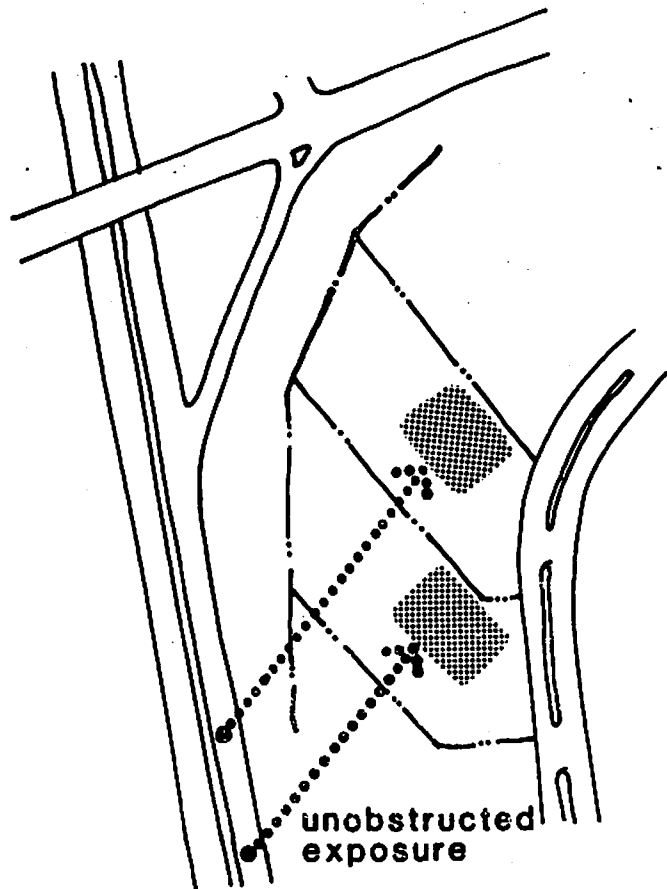
Because the guidelines are general in nature a close working relationship between users/property owners in the center and their design consultants with the committee will be necessary. Full interpretation and enforcement of the guidelines and other goals and objectives of the Precise Plan and related documents will be the result of a mutually cooperative approach. Property owners are encouraged to consult the committee before commencing design.

Without exception, outstanding architecture always begins with creative, intelligent and sensitive site planning. Likewise the overall success of the Employment Center is in large part dependant on a group of well sited carefully placed buildings.

Placement of major elements, sun orientation, view orientation, building to building mass relationships, circulation are a few of the site planning concerns to be taken into account.

Specific guidelines relate most clearly to specific zones. Reference to the plan rationale is encouraged for a description of the intent of the zones. It is important to note however that many sites will provide full 360° exposure from major access points. In these cases extreme care must be taken to pay full design attention to all sides of the structure (i.e. Many buildings will not have a "back" but will have multiple "fronts").

It is also necessary that buildings are placed on the northwest sites of "Zone 1" so that the exposure control effect of the plan is implemented. Do not obstruct the exposure of one building with another.

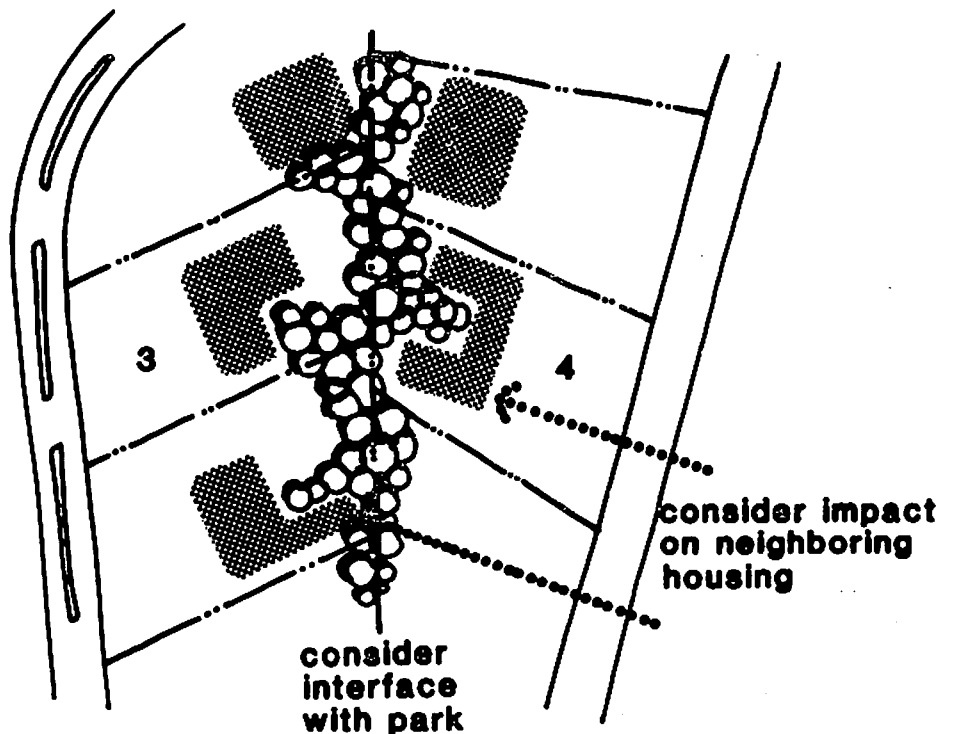


Buildings sited in "Zones 3 and 4" are encouraged to make extensive use of the open space provided for employee activities. If it is impractical to place the building at the edge of the open space, extension of a part of the building to the open space or extension of the open space to the building is encouraged.

Architectural statements should be derived from these site concerns and the "viewshed" of the surrounding residential areas. Grading associated with the building should be of a natural rolling form. Accessory buildings must be considered as an integral part of the whole composition.

It is required that each property allow clear access to each and every structure supporting the San Diego Gas & Electric power transmission line on the property or easement. This access may be provided in any form that allows for the movement of mechanized equipment and heavy trucks. Coordination with San Diego Gas & Electric Company is necessary.

Parking areas and drives should be located and designed so as to provide safe and easy movement by vehicles and pedestrians alike. Beyond the aesthetic considerations outlined previously property owners are encouraged to take steps toward promoting energy conservation by providing carpool, preferential parking, secure bicycle storage, turnaround and waiting areas for vanpool programs. These design considerations would create an environment conducive to fuel conservation.



A complete discussion of building form would lead to many subjective judgements and opinions. There is one aspect of form however that certainly can be demonstrated to have a significant effect on the success of architectural design: scale. Scale is manifested in the overall relationship of masses one to another, to the land forms, and finally to the human dimension.

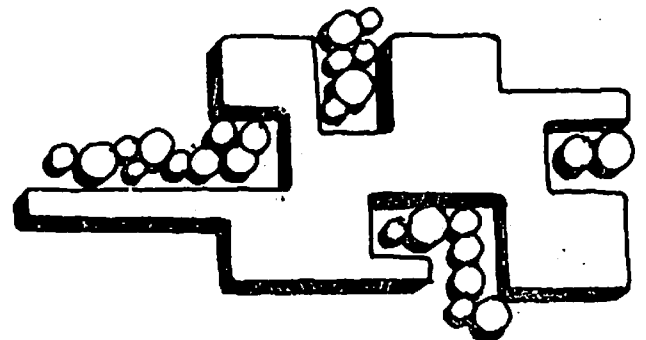
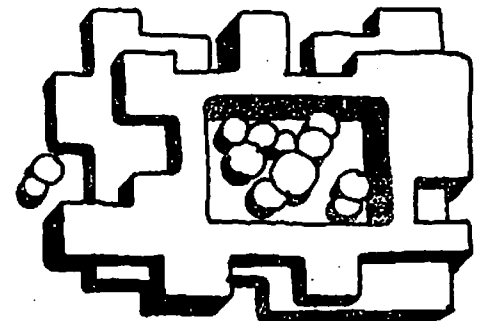
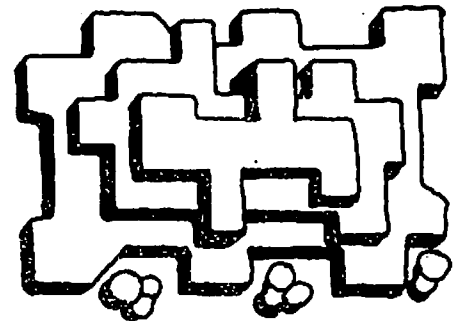
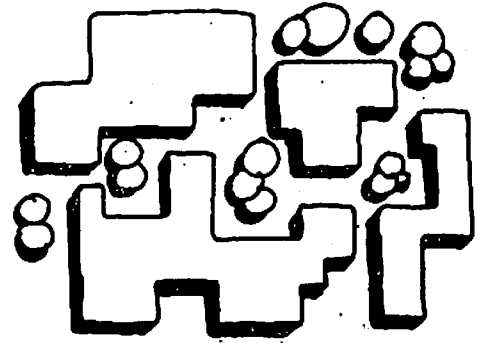
It is anticipated that many users will occupy large facilities. This in and of itself is certainly not a liability. In fact, this can become an asset to the overall environmental concerns if the design approach is sensitive.

Large structures fragmented into multiple, smaller structures as a group or campus certainly is more likely to achieve a human scale relationship. When this is not practical, a single structure containing elements of varying height and mass fractures the scale, once again moving toward human scale. Small scale elements clustered around a major form offers a transition from the large elements of a building form to the human dimension. The building sites are purposely graded at 10' and 15' intervals to provide the opportunity to easily achieve split levels.

Structures and functional elements extending into or becoming part of the land form also tend to unite the building with the site and its landscape adding an element of sensitivity and scale. Likewise, bringing the landscape into the building form through the use of courtyards, atriums and gallerias all add human related element to the design.

Whichever approach is taken, one of the above or another, the primary basis for judgement should be the buildings relationship to its neighbors, the land and human scale.

History has proven that there are no absolute rules regarding manipulation of scale. The guidelines attempt to bring forth some basic issues to consider along with overall goals that should prove useful.



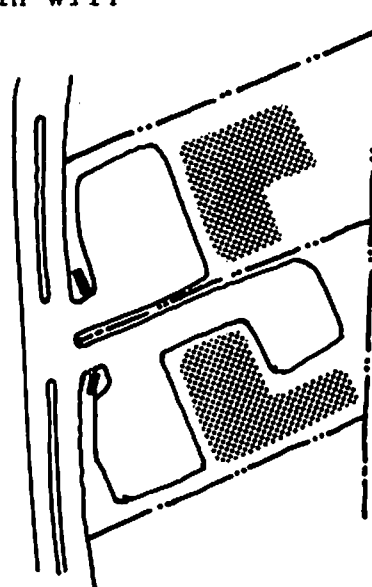
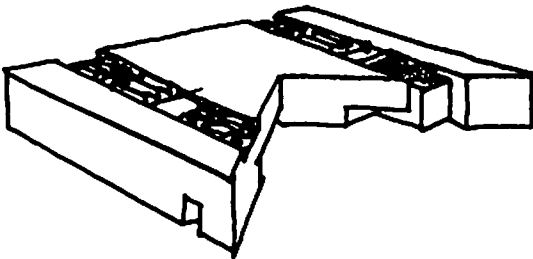
Because of the overall grade relationships within the project site and surrounding areas, some roofs may be exposed to view from above. In these cases special attention must be paid to the arrangement and design of the roof and its various elements. These include, mechanical equipment, vents, fans, penthouses, skylights, etc. The concept of screening equipment, etc. by means of a perimeter screen or parapet is not valid when a roof is viewed from above. The roofscape must be organized and designed as carefully as the other primary exposures of the building. Equipment can be integrated into building form when it cannot be hidden from view.

It is acceptable to install an identification sign at the entrance to each facility. The sign should be mounted on monuments or standards well unified with the surrounding land forms and landscaping. The sign should be only large enough for legibility, and not make a strong design statement of its own. Monuments and sign standards should be consistent throughout the center.

Graphics and signage installed directly on buildings is acceptable, however discretion is encouraged. Buildings visible from the interstate highway and surrounding roads should not attempt to call undue attention to themselves through the use of unnecessarily large or bold graphics.

With the approval of the first development plan, a comprehensive sign plan will be approved.

Lighting of signage and graphic elements should be discreet. Lighting of all building elements and miscellaneous structures should be soft, minimal and indirect if possible. Under no circumstances should a building or group of buildings compete for attention by the use of excessive or strong lighting.



While very few materials are considered inherently undesirable, consistency, simplicity and honest use of materials is very desirable. The use of "natural" materials and earthtone colors is encouraged. However, whatever the choice of materials and color there should be one dominate material used and it should be expressed with its own natural integrity. Faddish and attention attracting application of color such as "super graphics" or "racing stripes" are strongly discouraged.

The preferred materials and colors are those which convey permanence, substance, timelessness, and restraint.

Energy conservation and use of alternate energy sources is a reality and challenge that must be met. Each user is strongly encouraged to address this aspect of design and engineering with a commitment to evolving a solution responsive to his needs. There are many levels of technology currently available ranging from minimum energy code requirement to completely independent systems. It is expected that most users/owners will go beyond the minimum requirements.

Aspects of building design affected by this energy conscious design are siting/orientation, landscaping, mechanical equipment, building envelope, fenestration, shading, etc.

The equipment associated with energy related design i.e. solar collectors, etc., must be incorporated as an integral part of the architectural design. An "add on" approach will be rejected. Therefore energy consciousness and technology must be part of the original design concept.

Other concepts that have proven effective are:

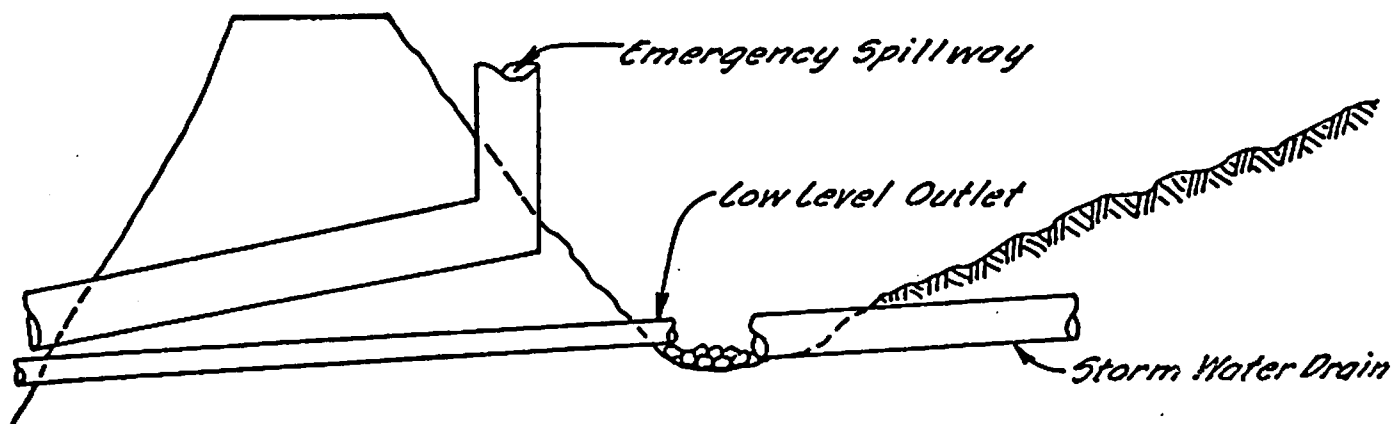
1. Skylighting to reduce artificial light load.
2. Low consumption florescent lighting.
3. Operable sash to provide natural ventilation in lieu of air conditioning where feasible.
4. Maximum insulation for heating load reduction.
5. Building orientation to promote passive solar energy design.
6. Solar heating of hot water and space heating.

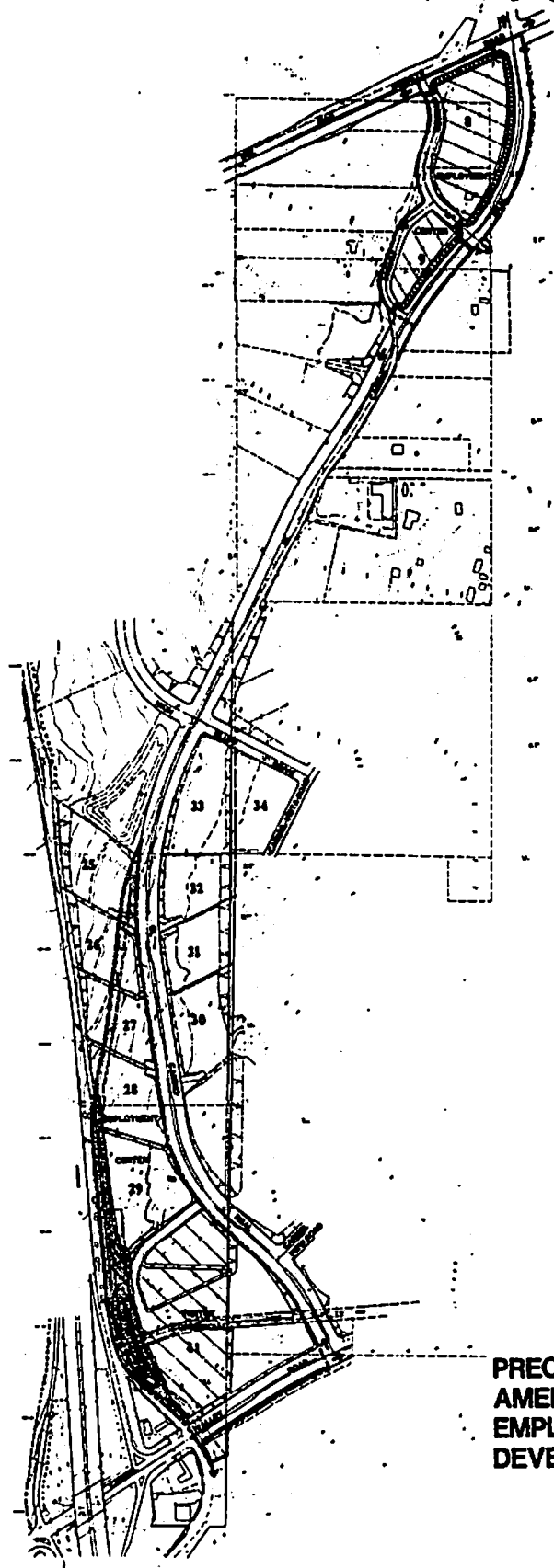
These design suggestions should be considered and applied to the individual structures when feasible and advantageous for the specific design under consideration.

The detention basin for the NCW Employment Center, development Unit 2, uses the El Camino Real roadway embankment to temporarily impound, storm water runoff. This embankment is approximately 24 feet in height at the location of the detention basin and, at the crest elevation of the emergency spillway, impounds 9.7 acre-feet of runoff. Runoff from development Unit 2 and from areas west of Highway I-5 are collected in a system of stormwater drains. This runoff is discharged into the detention basin near the low point in the basin floor and near the intake to the low level outlet. To prevent erosion, riprap is provided at the location where the storm drain discharges into the basin.

Outflow from the basin is through a 18-inch diameter pipeline that passes through the base of the roadway embankment and is discharged into the existing stream channel located on the east side of El Camino Real road. This outlet is sized to limit the rate of outflow during a 10-year storm event to a level that is less than that which would occur under the existing natural condition.

A 60-inch diameter emergency spillway riser is provided to prevent El Camino Real roadway from being overtopped during a 100-year storm event. Outflow from the spillway is also discharged to the stream channel on the east side of the road.





LEGEND

- SUBDIVISION BOUNDARY
- RAIL PATH
- PEDESTRIAN PATH
- PEDESTRIAN CROSSING
- OPEN SPACE

LAND USE SUMMARY

TYPE	LOT	TOTAL ACRES
EMPLOYMENT CENTER	0	0.0 AC.
	0	0.0 AC.
	0.15	10.0 AC. 10.0 AC.
VISITOR COMMERCIAL	01	10.0 AC. 10.0 AC.
OPEN SPACE	0.00	0.0 AC.
SEWER & COLLECTION	0.00	0.0 AC.
STREETS		10.0 AC.
		TOTAL 47.0 AC.

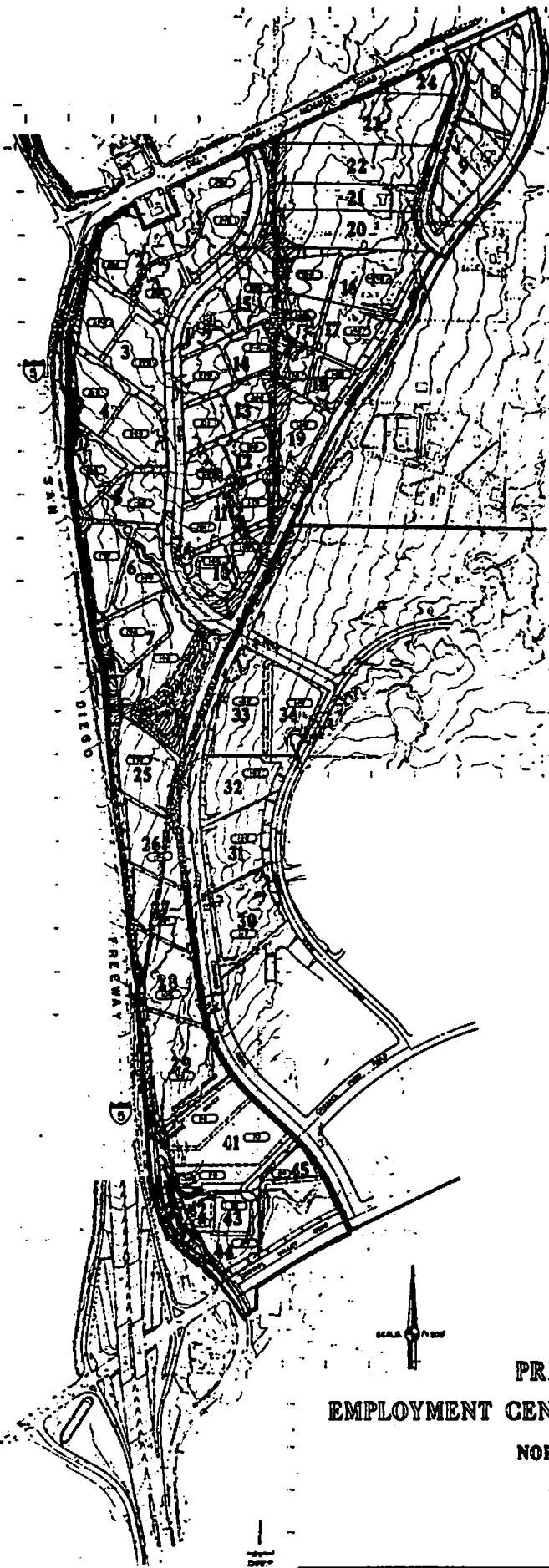
NOTES

LOTS 23 - 34 WERE APPROVED WITH PRECISE PLAN NO. 2.
PORTIONS OF LOTS 23 - 34 WERE APPROVED WITH PRECISE
PLAN NO. 2 AS LOTS 2 & 3.

**PRECISE PLAN OF:
AMENDMENT TO
EMPLOYMENT CENTER
DEVELOPMENT UNIT NO. 2**

RICK ENGINEERING COMPANY
PLANNING AND DESIGN DIVISION
11111 111TH AVE. SUITE 100
MINNETONKA, MN 55345
PHONE (763) 831-1111
FAX (763) 831-1112

DESIGNED BY: RICK ENGINEERING COMPANY
DATE: 11/11/01
DRAWN BY: RICK ENGINEERING COMPANY
DATE: 11/11/01
CHECKED BY: RICK ENGINEERING COMPANY
DATE: 11/11/01
APPROVED BY: RICK ENGINEERING COMPANY
DATE: 11/11/01



- LEGEND**
- 28 RELATED LOT NUMBER
 - 28 INDICATED PRO. ELECTION
 - 28 INDICATED SLATS
 - 28 ORIGINAL PRECISE PLAN AREA
 - 28 ADJUSTMENT TO PRECISE PLAN, 80% RES
 - 28 OPEN SPACE LAYOUT
 - 28 REPRODUCTION OF PRECISE PLAN BOUNDARY

PRECISE PLAN
EMPLOYMENT CENTER & VISITOR CENTER
NORTH CITY WEST

RICK ENGINEERING COMPANY

PLANNERS - CIVIL ENGINEERS - LAND SURVEYORS

1211 W. 12TH STREET, SUITE 100, SAN ANTONIO, TEXAS 78207

DATE	BY	CHKD	APPD