NORTH CITY WEST

CARMEL DEL MAR

NEIGHBORHOODS

4, 5, & 6

PRECISE PLAN

OCTOBER 16, 1990

CITY OF SAN DIEGO

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CARMEL VALLEY NEIGHBORHOODS 4, 5, & 6

PRECISE PLAN

PREFACE

On November 18, 1982, the City Planning Commission of the City of San Diego unanimously approved the Carmel Valley Neighborhoods 4, 5, & 6 Precise Plan within the North City West Community Plan by Resolution No. 4085. In addition, the Commission considered and certified the Environmental Impact Report (EQD No. 81-12-12) by Resolution No. 4083.

The City Council of the City of San Diego unanimously adopted the Carmel Valley Neighborhoods 4, 5, & 6 Precise Plan on December 14, 1982, by Resolution No. 257673. By Resolution No. 257672 the Council also certified the information contained in the Environmental Impact Report for compliance with the California Environmental Quality Act of 1970. In addition, the findings of the EIR were approved by Resolution No. R-257674. The Plan and EIR are on file in the office of the City Clerk.

On November 1, 1984, the City Planning Commission of the City of San Diego unanimously approved an amendment of the Precise Plan (Resolution No. 5295) relative to shifting two commercial centers and adding twenty-one acres of employment center uses. Also, the Commission considered and certified Negative Declaration No. 84-0594 by Resolution No. 5291.

The City Council of the City of San Diego unanimously adopted the Precise Plan on December 18, 1984, by Resolution No. 262226 and certified the Negative Declaration by Resolution No. 262225.

The City Council of the City of San Diego unanimously adopted an amendment to Carmel Valley Neighborhoods 4, 5, & 6 Precise Plan on March 22, 1988, by Resolution No. 270598.

On July 12, 1990, the Planning Commission of the City of San Diego approved an amendment to Neighborhood 4 (Resolution No. 0723), which decreased the number of residential units from 1,004 to 951; added a 5.0 acre neighborhood shopping center and provided an alternative open space designation for right of way reserved for a future freeway.

The City Council of the City of San diego unanimously adopted the amendment on October 16, 1990, by Resolution No. 276725.

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I. INTRODUCTION

A. PURPOSE

This precise plan has been prepared in accordance with the requirements of the North City West Community Plan. The community plan requires the preparation of individual precise plans for each of the identified neighborhoods within North City West prior to the approval of tentative maps, zoning changes or grading plans for each neighborhood. The purpose of this precise plan is to provide guidelines for the development of Neighborhoods 4, 5 and 6 encompassing approximately 822 acres of North City West.

Companion documents to this precise plan include its accompanying environmental impact report, and the North City West Planned District Ordinance (PDO). The North City West Public Facilities Financing Plan and the School Facilities Master Plan are also applicable to this precise plan. When adopted, the precise plan and attendant documents will become the basis for reviewing tentative maps and other plans for development within the precise plan area. The North City West PDO and Urban Design Guidelines establish the procedures and standards for city review of land development within the precise plan area. The plans for financing, development, and maintenance of public facilities are governed by the Public Facilities Financing Plan. The methodology for the provision of schools is outlined in the School Facilities Master Plan.

This precise plan should not be considered a static document. It must be continually monitored to remain responsive to community-wide needs and should be amended, as appropriate, in consideration of changes in environmental, social, economic or market conditions.

B. LOCATION

The precise plan area, encompassing Neighborhoods 4, 5 and 6 of North City West, is located north of Carmel Valley Road within the central portion of the city of San Diego's North City West Community Planning Area. The property is bordered on the south by Carmel Valley Road, and on the west by El Camino Real; Interstate 5 (I-5) is located west of El Camino Real. The designated town center for North City West, and Carmel Valley, the designated first neighborhood of North City west, are located immediately north of the precise plan area. The eastern portion of the property is roughly bordered by the northern extension of Carmel Valley Road. Figure 1 serves as a location and vicinity map of the property.

C. SETTING

Topographically, the precise plan area is characterized by gently rolling hills and valleys; a number of small canyon-like areas are located in the northeastern portion of the property. Elevations on the property range from approximately 40 feet above mean sea level (AMSL) to 350 feet AMSL. Carmel Creek, a tributary of Los Penasquitos Creek, is located south of Carmel Valley Road outside the boundaries of the precise plan area. It is the major drainage course for the property. Carmel Creek discharges into Los Penasquitos Lagoon, adjacent to Torrey Pines State Reserve.

D. PLANNING BACKGROUND

North City West was first identified by the City of San Diego as an area for future growth and development in its Progress Guide and General Plan, adopted in 1967. On February 27, 1975, the San Diego City Council adopted the North City West Community Plan. Figure 2 depicts the community plan area and locates the precise plan area within the community plan boundaries. The community plan outlines the conceptual development of North City West and calls for the orderly development of residential, commercial, and industrial land uses and public facilities on 4,286 acres of land generating an estimated population of 40,200 housed in approximately 13,970 dwelling units.

In the North City West Community Plan, the City of San Diego identified the specific process by which development in the precise plan area should take place. The community plan divides North City West into separate precise plan development units (PDU's), as shown in Figure 2, and requires the adoption of a precise plan for each PDU prior to the approval of any subdivision maps, zoning changes, or grading plans. The community plan outlines specific information to be included in each precise plan as described below:

- The development unit precise plan must be in general conformance with the North City West Community Plan objectives and proposals in terms of overall density, neighborhood concept, major open space delineation and major and collector street patterns;

- Illustrate the complete circulation system, including local streets and transit, and further indicate how the system will relate to the total North City West circulation system;

- Illustrate a system of separate bicycle and pedestrian pathways linking the neighborhood center with the residential areas and open space system and also illustrate how these pathways can link to the town center;

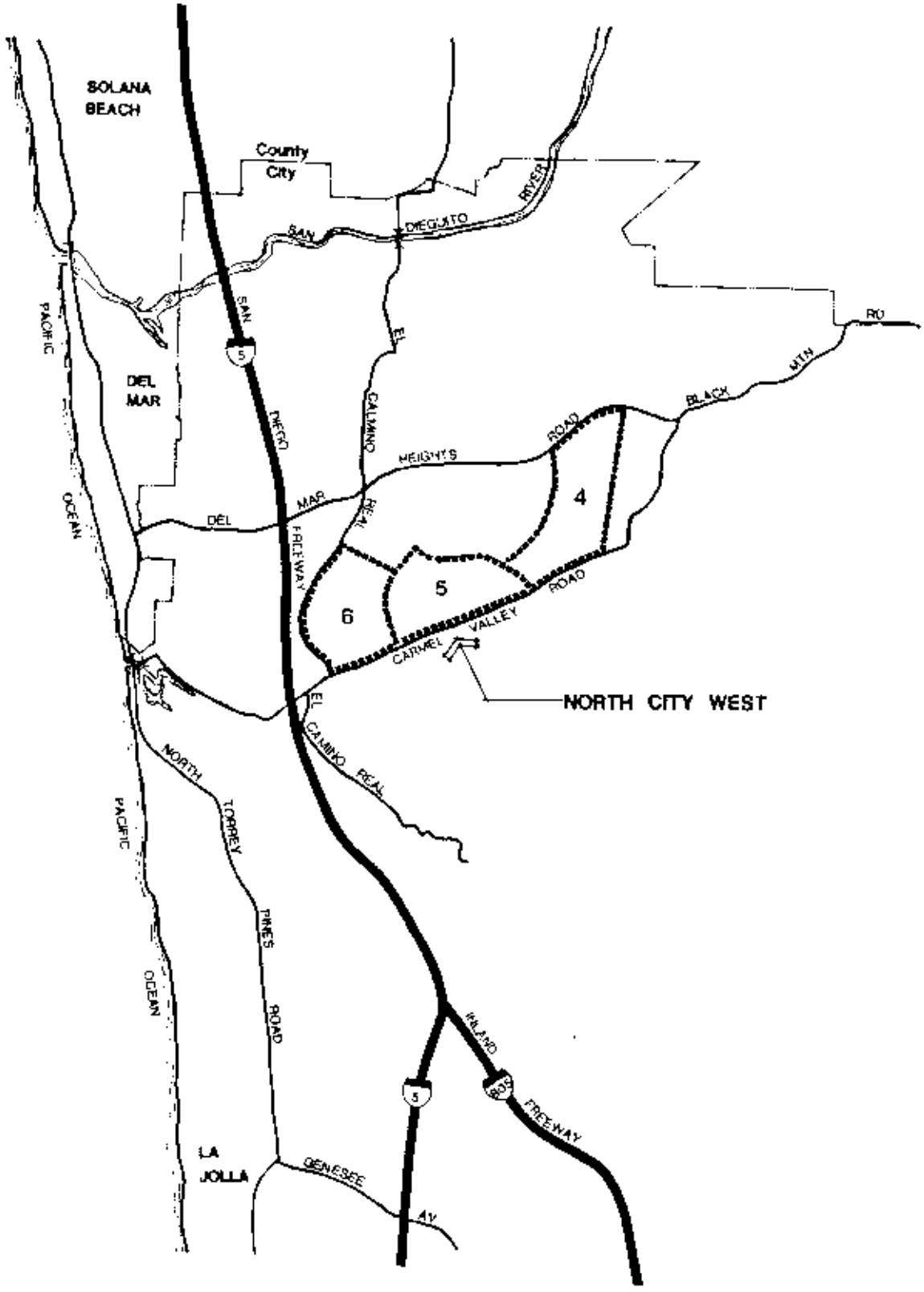
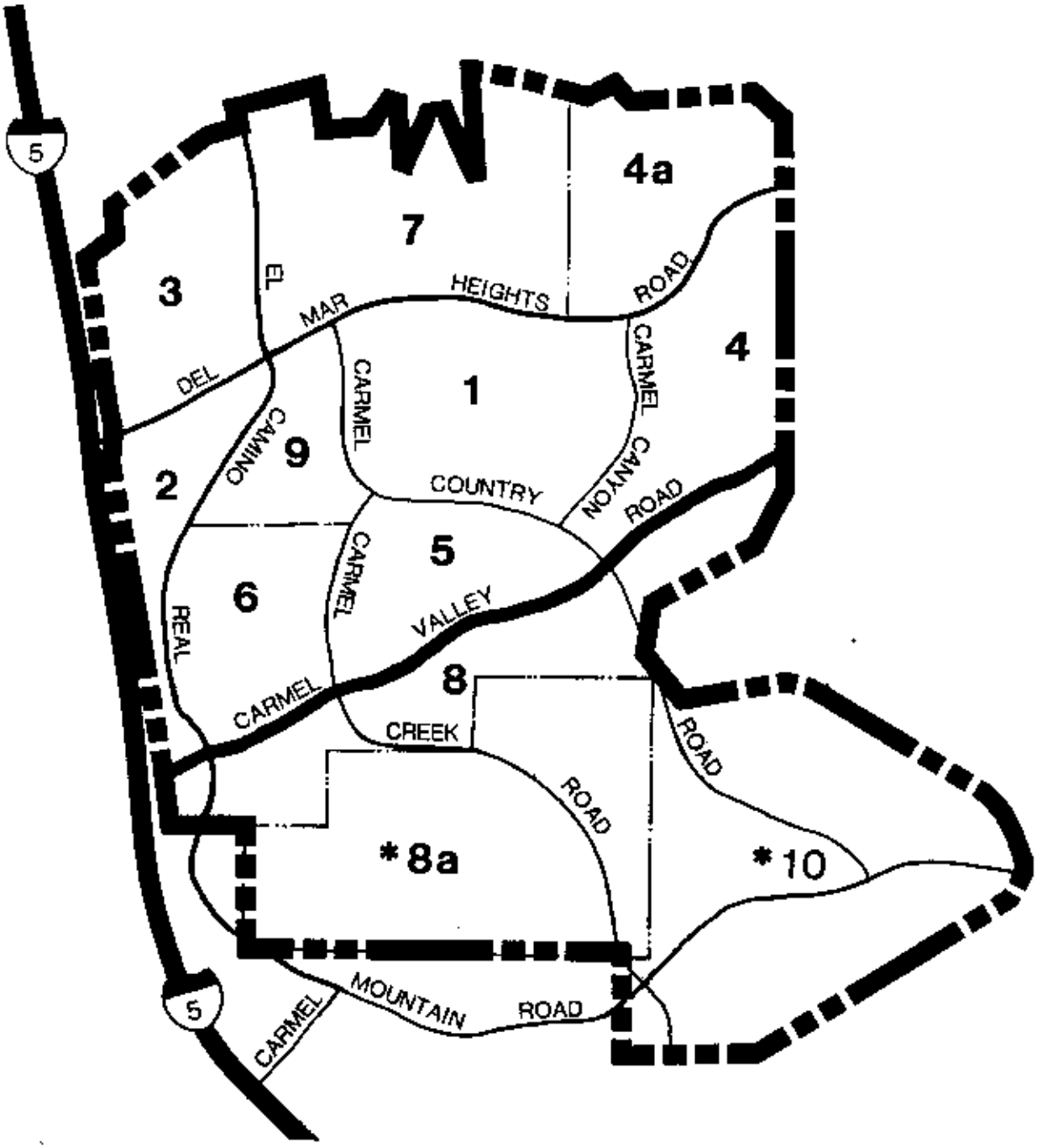


Figure 1
Location Map



* Units not yet adopted by City Council

Figure 2

Precise Plan Development Units

- Contain data describing the housing balance projected regarding the quantity and/or proportion of low and moderate income housing, as well as a plan describing efforts to be made to maintain an ethnic and racial balance;

- Contain a detailed design plan for the layout of the neighborhood center including shopping area and uses, neighborhood school and park; the city and local school district must agree to the sites and design of the facility;

- Illustrate the timing of necessary public facilities through the assessment district and fees approach to serve the development; and

- Contain an environmental impact statement.

Source: North City West Community Plan, 1975.

At the present time, precise plans for ten PDU's within North City West have been prepared and adopted by the City of San Diego (illustrated in Figure 2). Each of these PDU's contains the required information and has been found to be in conformance with the North City West Community Plan.

The precise plan described in this document is a plan for three PDU's as shown on Figure 2. These three PDU's are referred to in this document as Neighborhoods 4, 5 and 6. Authorization to prepare a single precise plan covering all three PDU's was granted by the Planning Commission on December 11, 1981. On December 14, 1982, the City Council adopted the Precise plan by Resolution #257673. On December 18, 1984 and March 22, 1988, the City Council amended the Precise Plan by Resolution #262226 and 270598 respectively.

E. OPPORTUNITIES AND CONSTRAINTS ANALYSIS

Prior to designating land uses for the precise plan area, a preliminary opportunities and constraints analysis of the property was conducted. The analysis included a review of general biological, geological, and topographic constraints to development; an examination of potential road alignments and proposed public facilities; and an evaluation of potential views and ease of access to and from the precise plan area. The results of that analysis are shown in Figure 3.

Flood hazard would not be a significant constraint to development of the precise plan area. As shown in Figure 3, the 100-year floodplain boundary for Carmel Creek is located south of the proposed alignment for Carmel Valley Road.

Visual resources within the precise plan area include views of the pacific Ocean to the west, Carmel Valley to the south, and Black Mountain and other significant features along the I-15 corridor to the east. From the higher areas in the western portion of the property, scenic views of the Pacific Ocean and Torrey Pines State Reserve are available. Ocean views as well as views of Black Mountain, Rancho Bernardo, and Rancho Penasquitos are available from the extreme eastern portion of the property. Observers in the central portion of the property are afforded pleasant views of Carmel Valley to the south.

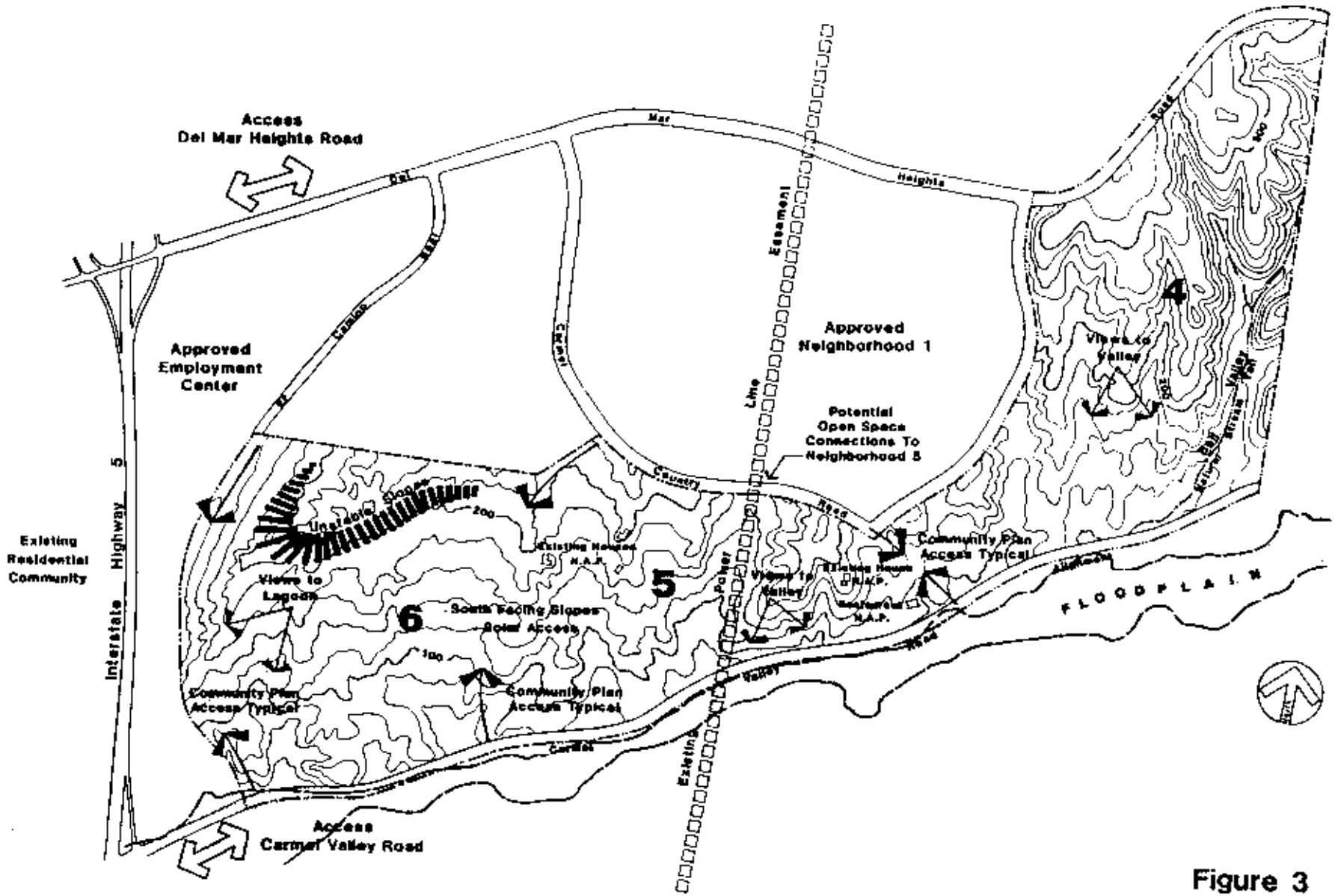


Figure 3

Opportunity/Constraint Analysis

II. LAND USE ELEMENT

A. INTRODUCTION

This section describes the type, location, and acreages of various land uses proposed for the precise plan area. It is important to note that this Land Use Element provides only a quantitative or "structural" description of the precise plan. The Urban Design Element deals with the more qualitative or design aspects of the land uses proposed for the precise plan area.

While the precise plan outlines specific land use acreages for each neighborhood as well as residential densities and dwelling unit counts for each residential site, the site sizes, densities, and yields may be subject to minor modification during precise engineering and design. Such modifications may be required due to adjustments in road alignments, grading, and utility design during engineering of development plans and tentative maps.

B. NEIGHBORHOOD CONCEPT/INTEGRATION OF LAND USES

This precise plan will involve the development of Neighborhoods 4, 5 and 6 in the south-central portion of North City West. Each neighborhood will be served by an internal loop system; the neighborhoods will be linked with each other and with the designated town center to the north at key access points. While not illustrated in detail on the precise plan, all individual parcels of land within the precise plan area will be provided public access at the time of filing a subdivision map. A system of bikeways and pedestrian pathways will also link the three neighborhoods. The proposed neighborhood concepts and their relationship to each other and to adjacent neighborhoods are shown in Figure 4.

Although each neighborhood within the precise plan will be separated from adjacent neighborhoods by physical barriers such as roads and topographic separation, certain factors have combined to make a view of the entire precise plan area as a single unit, rather than as three totally separate neighborhoods, appropriate. Each neighborhood within the precise plan area is intended to have its own identity, and the land uses throughout the precise plan area are also intended to function as an integrated, self-contained whole. This will be accomplished in a variety of ways as outlined below:

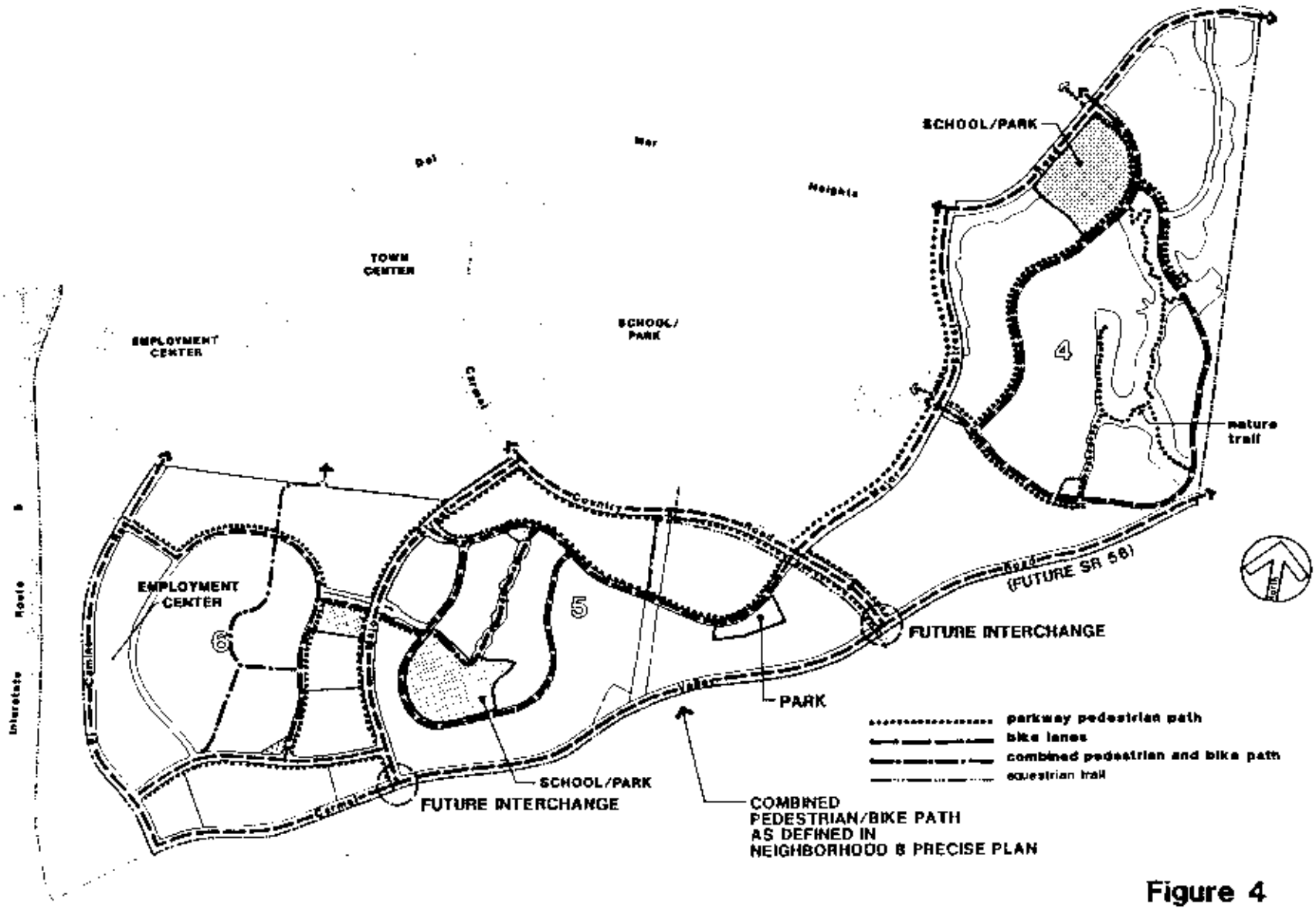


Figure 4

Neighborhood Concepts (LINKAGES)

- Neighborhood facilities throughout the precise plan area such as schools, parks, and commercial centers will be linked by circulation elements, including roads, bikeways, pedestrian pathways, and open space easements.

- Neighborhood facilities will be centrally located to provide access to residents throughout the precise plan area.

- Neighborhood facilities will be buffered from surrounding residential areas by open space slopes, streets and paths but these facilities will still be accessible to residents.

- Neighborhoods will be designed to maximize views in residential areas and along the public collector loops.

C. RESIDENTIAL COMPONENT

1. Neighborhood 4

Neighborhood 4 is the largest and easternmost neighborhood within the precise plan area and contains the greatest amount of topographic relief. The northern portion of Neighborhood 4 is characterized by two mesa top areas which are divided by a fairly steep south-trending canyon. A portion of Bell Valley is located in the southeastern portion of Neighborhood 4.

With a total of 337.87 acres, approximately 951 dwelling units are proposed within Neighborhood 4, with a gross neighborhood density of 2.81 du's/acre and a net residential density of 4.42 du's/acre. The land uses proposed for Neighborhood 4 are shown in Figure 5. Table 1 is a land use acreage analysis of the neighborhood. All acreages are subject to minor modification during detailed engineering and design. Consequently, the dwelling unit calculations provided within this precise plan may be subject to some modification.

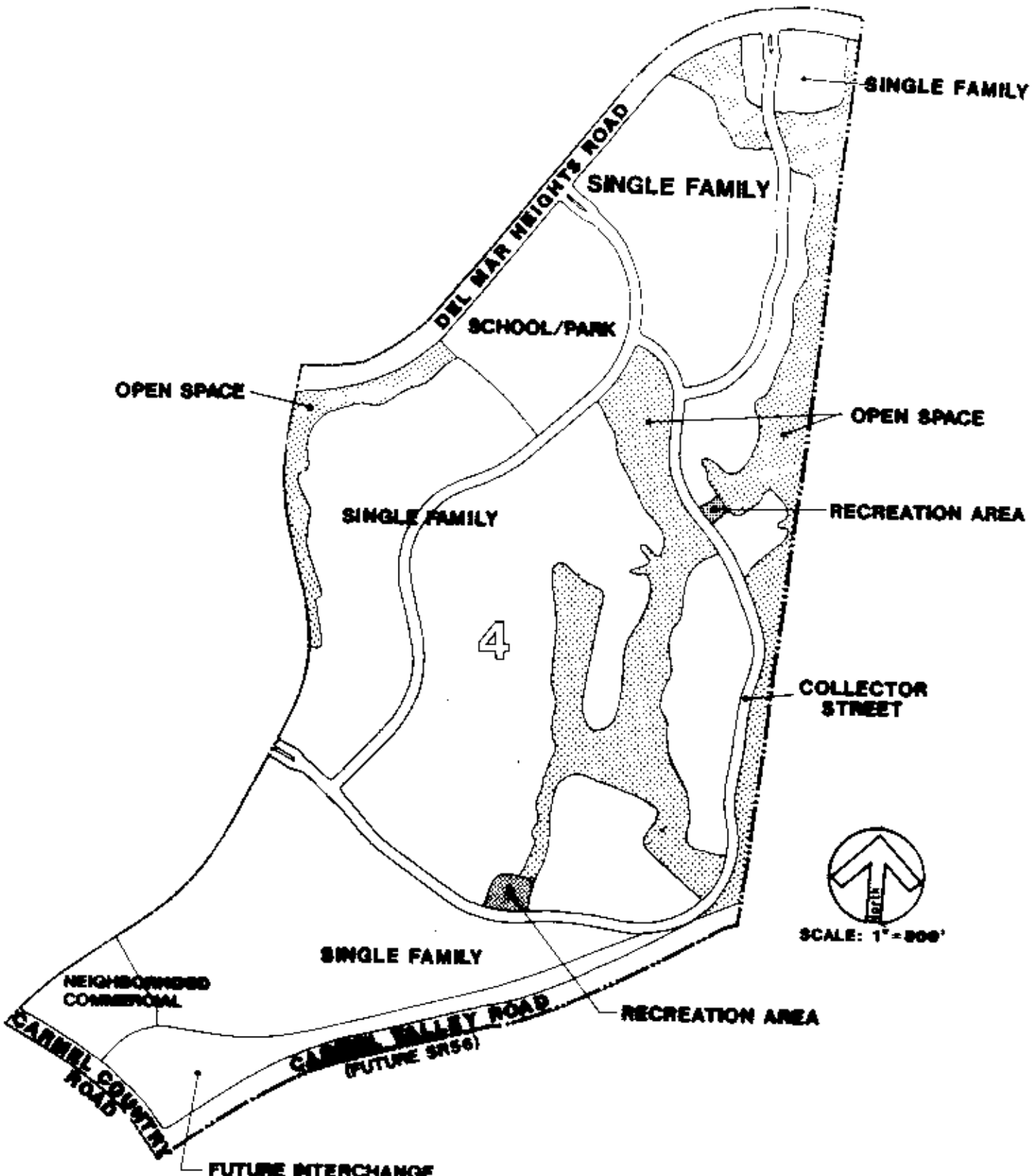


Figure 5
Neighborhood 4
Land Use Plan

Table 1

Neighborhood 4 Land Use

Proposed Land Use	Number of Lots	Total Acres
Single Family (SF-1)	951	215.02
Open Space	14	49.44
*Recreation Centers	2	(1.80)
School/Park Site	1	16.10
Neighborhood Commercial	1	5.00
Major Collector Streets		52.31
T O T A L S	951 DU's	337.87 Ac

* Included within residential acreage.

Neighborhood 4 is oriented in a north-south direction, taking advantage of topography which falls toward Carmel Valley. The collector loop system of bikeway, pedestrian, and automobile circulation generally trends in a north-south direction. Several fringes of open space, as schematically outlined within the North City West Community Plan, have been incorporated into the overall design of the neighborhood. A nature trail (see Figure 6) is proposed within these natural open space areas. Access to the neighborhood is proposed from Del Mar Heights Road, Carmel Country Road, and Carmel Canyon Road which connect to the loop collector system. This loop system, in turn, focuses upon the school/park site along Del Mar Heights Road and the commercial center within the Carmel Valley neighborhood and Neighborhood 4. The school/park site along Del Mar Heights Road, while at the northern end of Neighborhood 4, is actually centrally oriented to its service area since it must also serve the future neighborhood north of Del Mar Heights Road. The overall design of the collector loop system, with its attendant bikeways and pedestrian ways and the north-south trending open space system, facilitates easy access to the school/park site and reduces the effective distance between residential areas and this important neighborhood facility.

A total of 951 single-family detached dwelling units is proposed which would tend to accommodate approximately 2,760 persons at a family size of 2.9 persons per dwelling unit. This higher end single-family product takes advantage of the higher elevation and views available of Black Mountain, across north City, and the ocean.

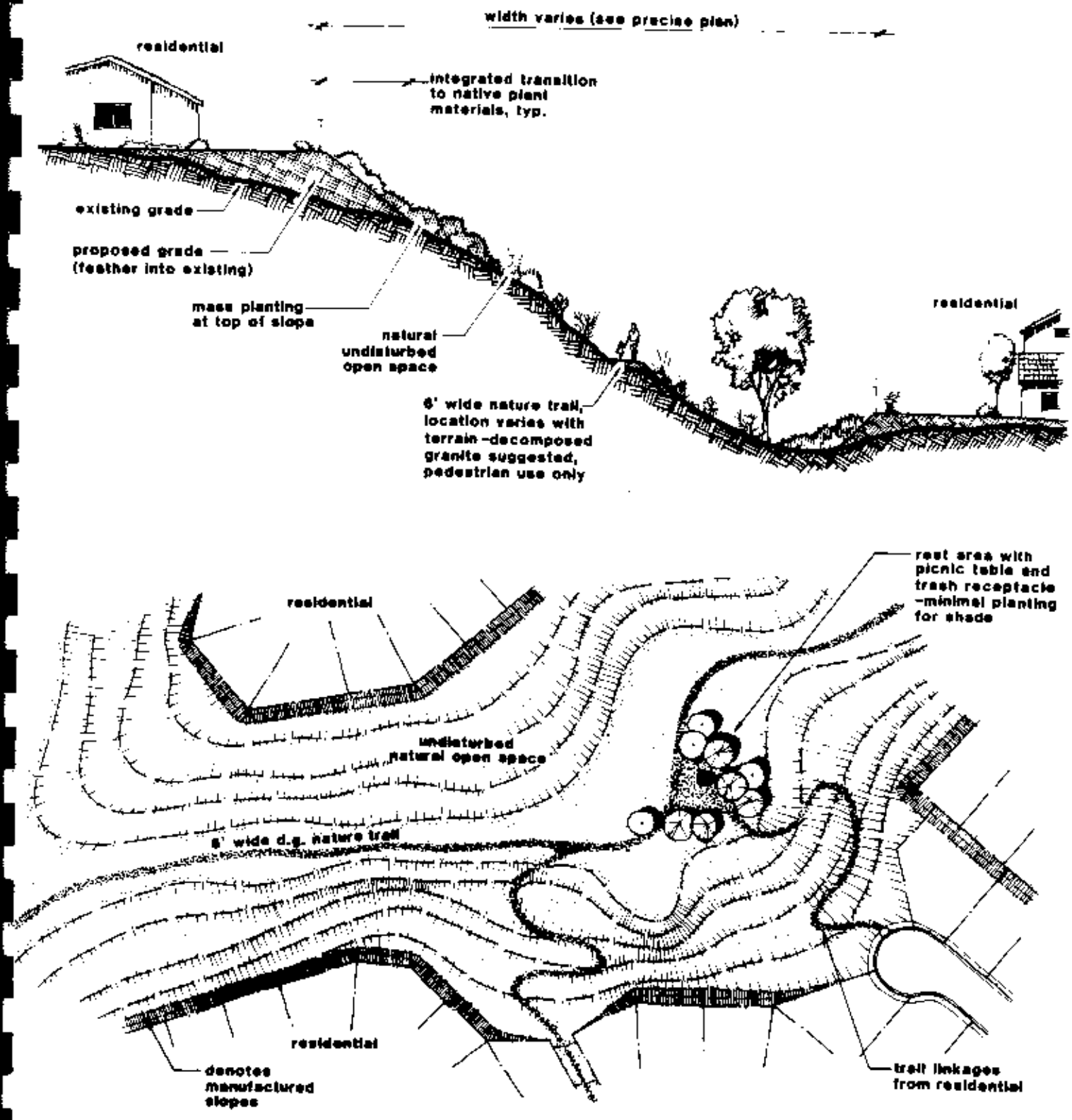


Figure 6

Nature Trail

Neighborhood 4

The entire neighborhood is connected to the school/park site via the open space system and to the commercial center via the collector loop system. Recreational facilities will be provided to supplement the neighborhood park within the northern portion of Neighborhood 4.

2. Neighborhood 5

Neighborhood 5 is the central neighborhood within the precise plan area characterized by gently rolling hills with a southtrending valley in the central portion of the neighborhood.

With a total of 242.65 acres, Neighborhood 5 is proposed to be developed with 897 dwelling units with an average net residential density of 5.73 du's per acre with a net residential density of 5.67 du's per acre or a gross neighborhood density of 3.70 du's/acre. Figure 7 illustrates the land uses proposed to be located within Neighborhood 5. Table 2 is a land use acreage analysis of the neighborhood. All acreages are subject to minor modifications during detailed engineering and design. Consequently, the dwelling unit design calculations provided within this precise plan may be subject to some modification.

Neighborhood 5 is oriented toward Carmel Valley. A 15.0-acre school/park site is located in the southwestern portion of the neighborhood adjacent to the internal loop road system. The school/park site is accessible via linear open space linkages. A 3-acre park site is to be developed in the eastern portion of Neighborhood 5 to complement the 15-acre school/park site. (See page 126 for further details). The neighborhood is bisected by the 150-foot wide San Diego Gas & Electric Company easement (see Figure 8) which is proposed to be landscaped in order to serve as an additional open space feature for the neighborhood. The easement provides a linkage between the Carmel Valley neighborhood to the north and Carmel Valley to the south. Neighborhood 5 is therefore strongly tied to adjacent neighborhoods and the valley via the easement open space linkage.

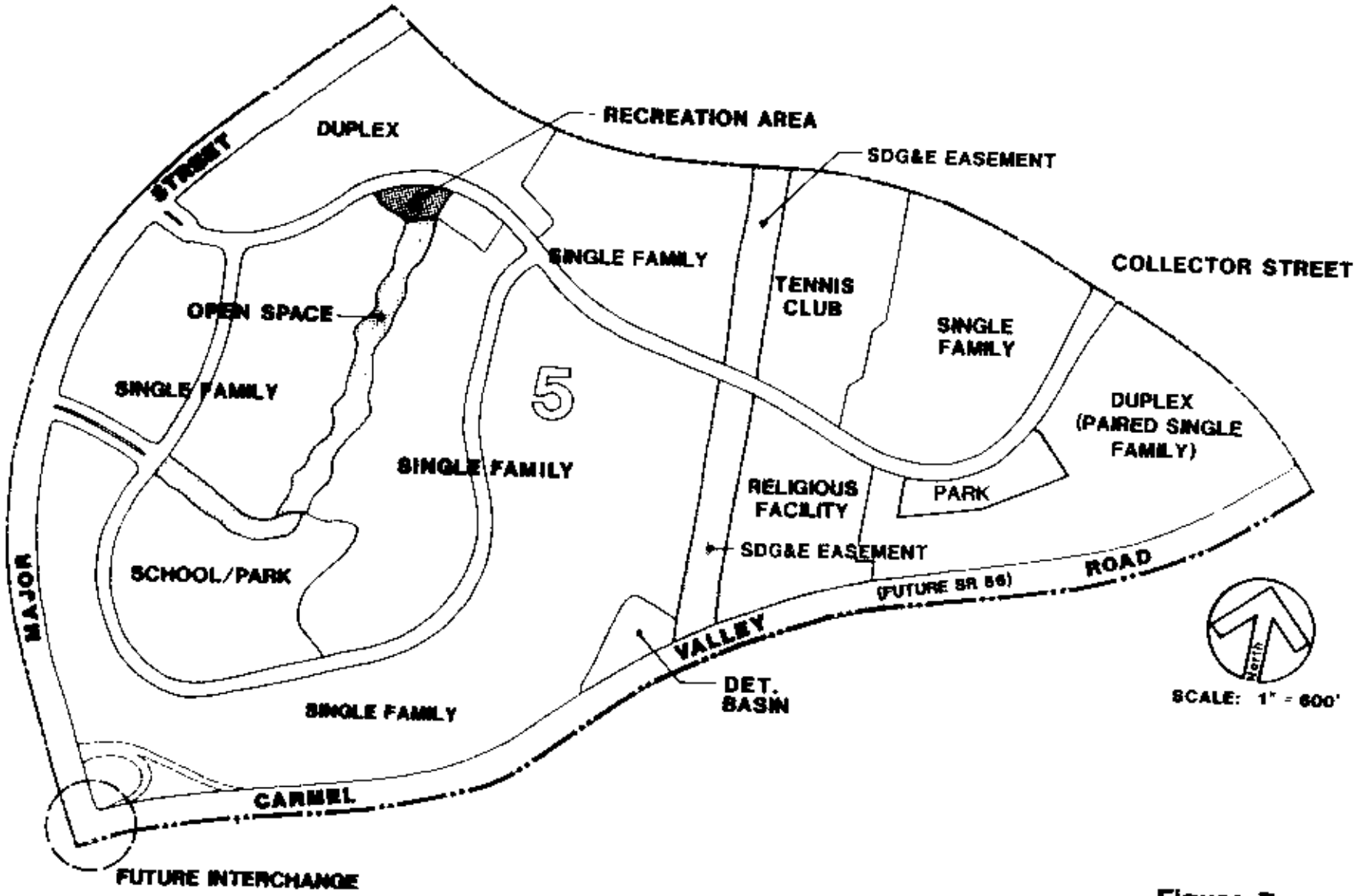
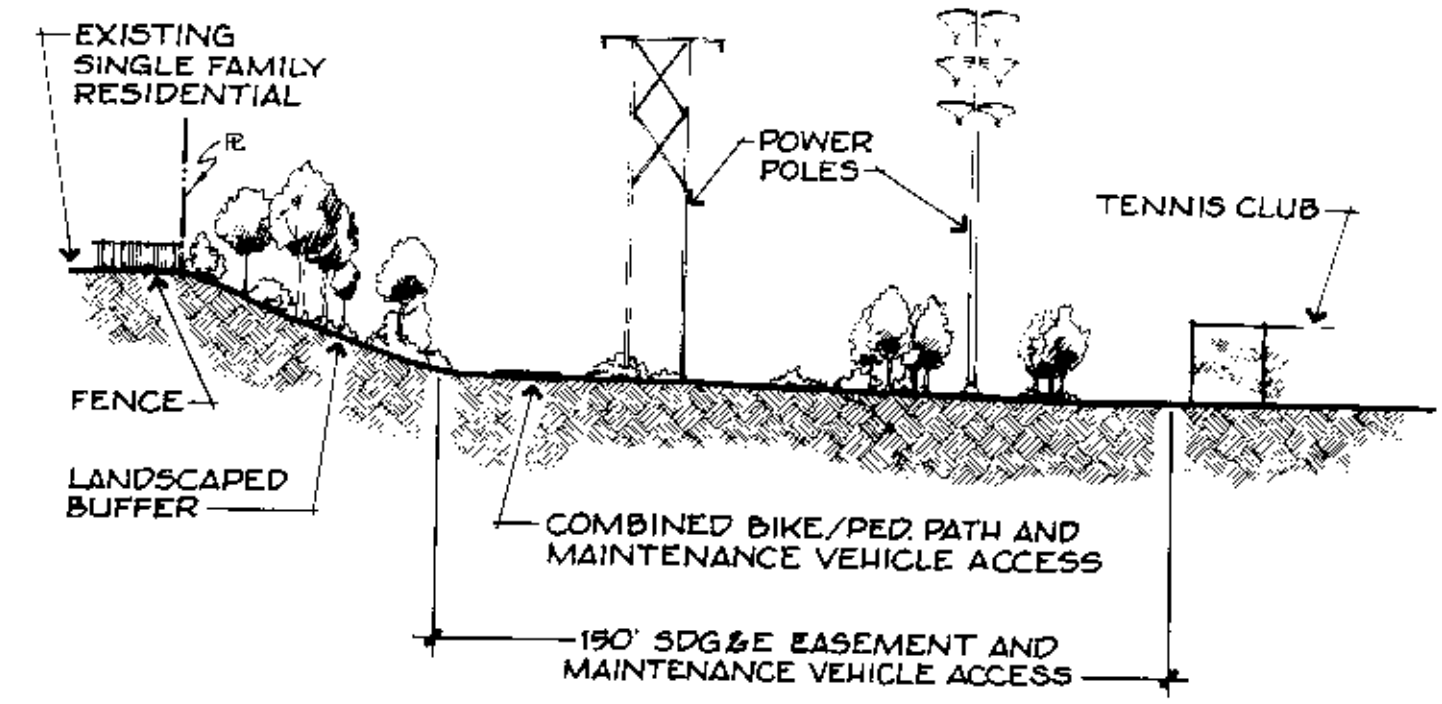


Figure 7
Neighborhood 5
Land Use Plan



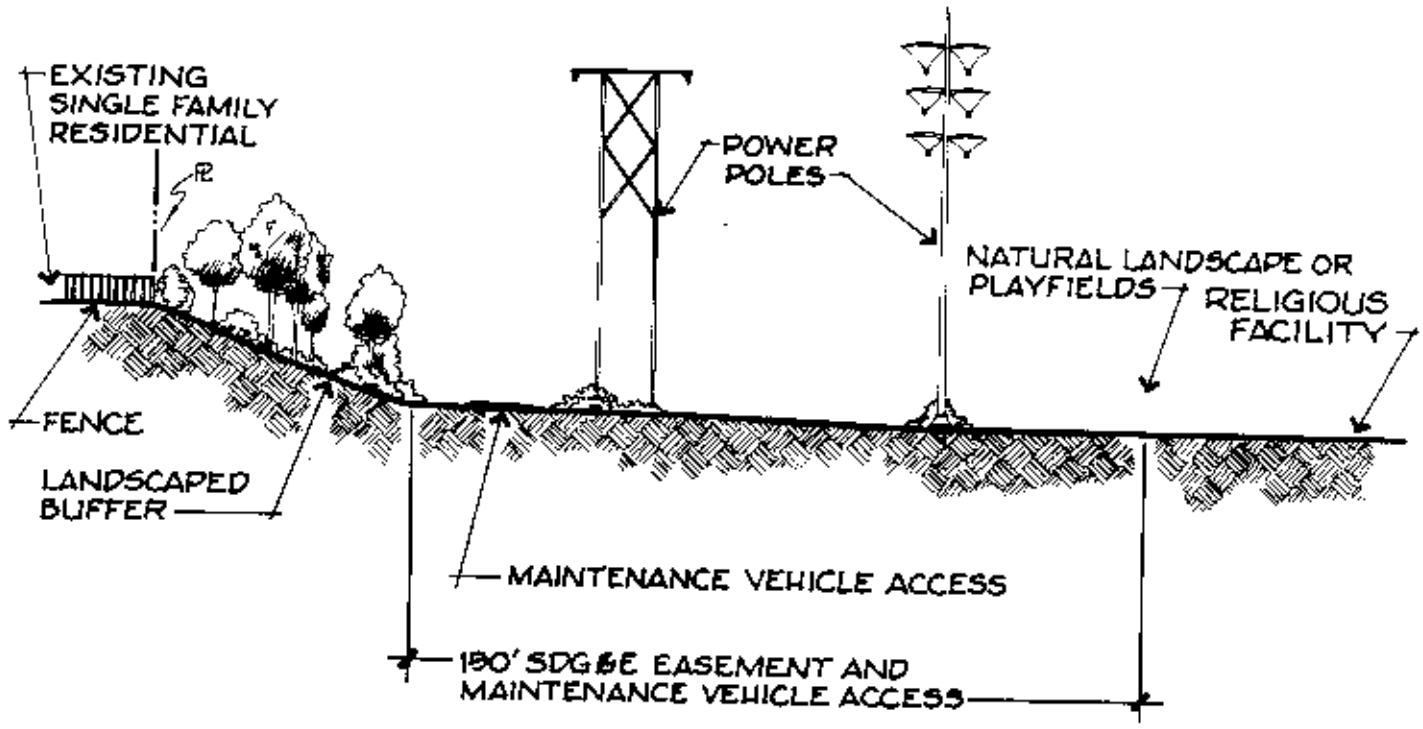


Figure 8

S.D.G.&E. Easement Design

NEIGHBORHOOD 5

Table 2

Neighborhood 5 Land Use

Proposed Land Use	Number of Lots	Total Acres
Single Family	663	125.59
Duplex	234	29.52
* SDG&E Easement		(6.3)
** Open Space Dedication		(10.74)
** Detention Basin		(1.44)
Elementary School/Park Sites		18.18
Tennis Club		10.77
Religious Facility		15.02
Major and Collector Streets		43.57
T O T A L S	897	242.65

* Included within Tennis Club and Religious Facility acreages.
** Included within Residential acreage.

Two basic types of residential development are proposed for Neighborhood 5. The first a duplex, or paired single-family development, is located within the northwestern portion of the Neighborhood nearest the higher density residential uses proposed within the town center site. An additional area of paired single-family consisting of typical 30'x 100' lots is located in the southeastern portion of the neighborhood between the loop collector street and Carmel Valley Road. A total of 234 dwelling units are proposed which will accommodate approximately 585 persons assuming a family size of 2.5 persons per dwelling unit. These paired units will not set a precedent for allowing higher density residential developments along Carmel Valley Road (SR-56), in other neighborhoods, especially Neighborhood 4. Recreational facilities are proposed at the northern portion of open space linkage connecting to the school/park site. This recreational area will serve residents of the duplex area.

The second product type is a detached single-family unit. This unit is a smaller unit than that proposed within Neighborhood 4, thereby providing more versatility to the general public who will wish to live within North City West. The location for this product is oriented toward Carmel Valley and has broad, sweeping views of the Valley. A total of 663 dwelling units is proposed

which will accommodate approximately 1,923 persons, assuming a family size of 2.9 persons per dwelling unit.

A total of 683 single-family units have been constructed westerly of the SDG&E easement and will be served by a centrally oriented twelve acre Neighborhood Park, which is currently under construction. A three acre elementary school will also be provided.

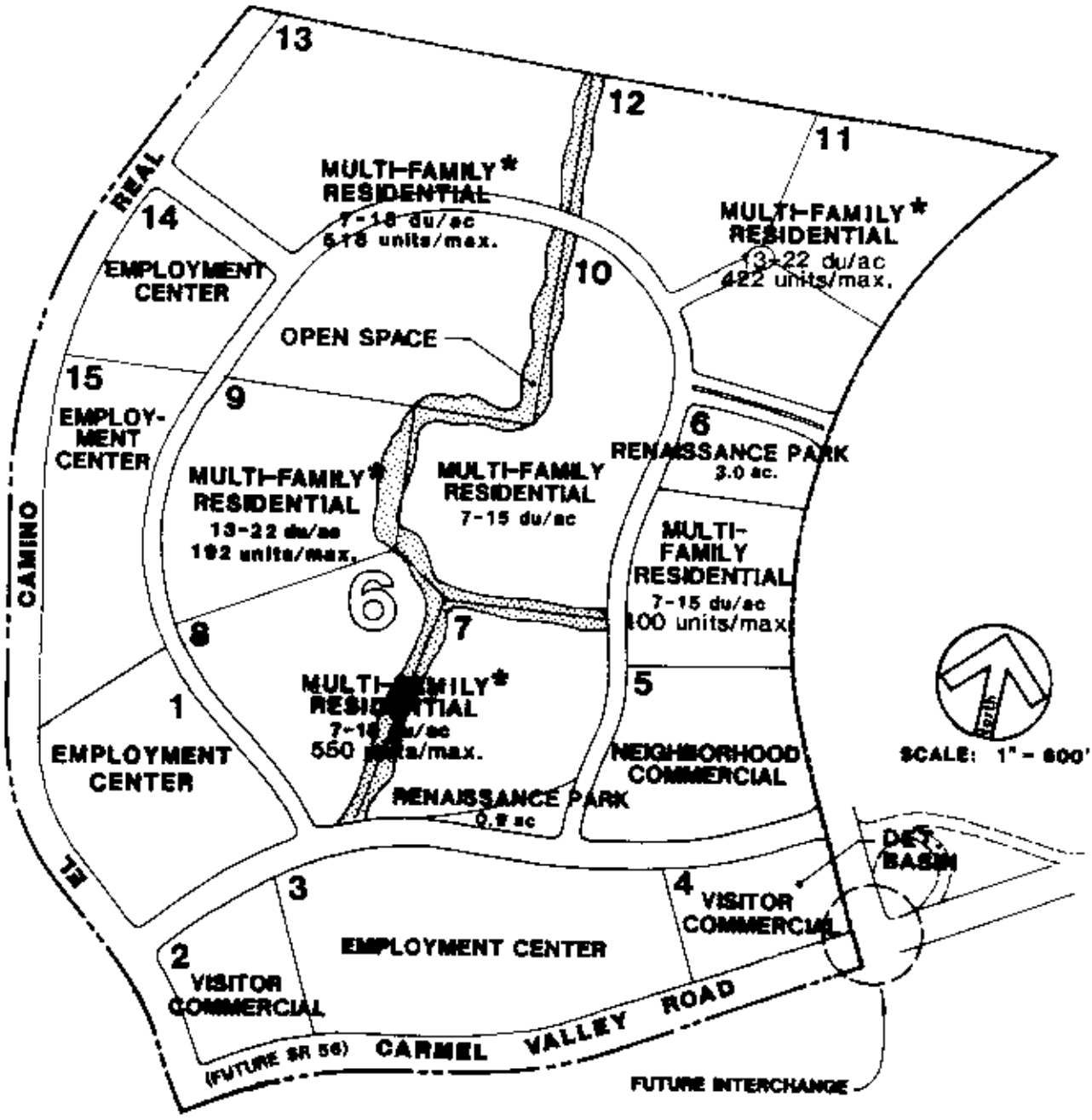
A religious facility of 15 acres and a Tennis Club of 10.8 acres are also proposed within Neighborhood 5. See page 136 for further details.

3. Neighborhood 6

Neighborhood 6 is the westernmost neighborhood within the precise plan area. Topographically, Neighborhood 6 is characterized by gently rolling terrain at elevations ranging from 40 to 200 feet AMSL.

With a total of 241.46 acres, Neighborhood 6 is proposed to be developed with 1,782 dwelling units for a gross neighborhood density of 7.4 du's/acre. In terms of net residential density, the figure is 13.31 du's/acre. Due to its proximity to the designated town center and the employment center and its easy access to I-5, Neighborhood 6 will be the most densely developed neighborhood within the precise plan area. To provide variety among the individual projects, a series of density ranges from 7- 22 du's/acre is proposed within Neighborhood 6. At the present time, planning for Neighborhood 6 is based on a "superblock" concept with pads at different elevations representing future residential projects. Open space linkages connect the individual superblocks to the proposed community park and town center. Figure 9 illustrates the land uses proposed to be located within Neighborhood 6; Table 3 is a land use acreage analysis of the neighborhood.

The total of 1,782 dwelling units will accommodate an ultimate population of 3,297 persons based upon a family size of 1.85 persons per dwelling unit.



* NOTE: each NCW Development Plan must provide 1800 sq.ft. of open space per dwelling unit and may contain a private recreation facility (900 sq. ft. of open space per dwelling unit in lots 9, 11, 12)

Figure 9

Neighborhood 6 Land Use Plan

Table 3

Neighborhood 6 Land Use

Proposed Land Use	Number of Lots	Total Acres
Lot 9 (13-22 du/nra)	192	10.75
Lots 7, 8, 10 (7-15 du/nra)	550	52.66
Lot 6 (7-15 du/nra)	100	10.40
Lots 11, 12 (13-22 du/nra)	422	25.98
* Renaissance Parks		3.87
Lot 13 (7-15 du/nra)	518	37.03
* Open Space		(60.97)
* Open Space		(1.90)
Employment Center		52.54
Visitor Commercial		9.59
Retail Commercial		13.10
Major Collector Streets		29.41
T O T A L S	1,782	241.46

* Included within residential acreage.
** Included within visitor commercial acreage.

Each superblock is designed to incorporate an average 10-foot grade differential between individual superblock products. This allows for views to extend over each development. Also, each superblock is large enough to allow for the construction of 75-200 units, thereby providing the economic justification for provisions of individual private recreation centers for each project. It is proposed that the recreational needs of future residents in Neighborhood 6 be met by the private recreational complexes; two separate Renaissance Parks offering an informal play space on 3.9 acres; the community park, located in the town center, which will double as a neighborhood park for this neighborhood and the nearby neighborhood park within Neighborhood 5.

A minimum 20-foot wide open space spineway linkage is proposed within the interior of Neighborhood 6. This linkage will provide pedestrian and bicycle access to the town center, community park, and junior high school to be located immediately north of the neighborhood. A majority of this linkage is presently built.

To implement this linkage, it is proposed that the subdivision map for the superblock on each side adjacent to the proposed facility dedicate an open space easement. The easement on each map shall extend from top to bottom of the adjacent slope and shall also contain a minimum 10-foot wide area adjacent to the property line, to provide for actual construction of the pedestrian and bicycle facility. Adjacent slope areas will provide for an interesting and undulating landscape feature. Other open space and walkways within each superblock should connect to this access facility. Various design approaches should be utilized in providing the connections from the interior walkways of each superblock to the major spineway linkage. In addition, the following guidelines should be utilized in reviewing future individual development proposals for projects within Neighborhood 6.

- The overall density of each superblock shall not exceed the precise plan proposal.

- The private recreational areas and walkways within each superblock should connect to the major open space spineway linkage. Gates defining the private area from the public linkage can be provided.

- Each superblock should provide a private recreational area for its residents. The recreation area shall be integrated with the design of the project.

- The grading, landscaping, and architectural design of each superblock development shall be in accordance with the design element of this precise plan and be compatible with and complement other superblocks within the precise plan area.

- The interior street and walkway pattern of each superblock shall be compatible with adjacent superblock developments.

- The internal street network should not dictate the design of individual superblock developments.

Recreational needs of future residents within Neighborhood 6 will be met by the recreational complexes within the superblocks, the community park located nearby within the town center, and the neighborhood park and school complex within Neighborhood 5 which is within a 1/2 mile service district radius. In addition, a .9 acre Renaissance Park and a three acre Renaissance Park are proposed. Retail commercial services are provided adjacent to the residential development within Neighborhood 6. This site is ideally located to serve both residents of Neighborhoods 5 and 6, along the loop collector streets connecting the neighborhoods adjacent to the major street running between Neighborhoods 5 and 6.

4. Population and Housing Mix

Various housing types will be included within the precise plan are in order to provide diversity in the development of individual residential products and to ensure that housing will be available to a variety of income groups. Single-family detached housing is expected to appeal primarily to the upper middle and middle income groups. Low density attached housing is expected to appeal to the upper middle, middle, and lower middle income groups. Higher density attached housing is expected to appeal to the lower middle and moderate income groups. Table 4 describes the housing mix expected to be located within each of the three neighborhoods and provides a summary of the population characteristics of each individual neighborhood.

5. Affirmative Action Program

An effective affirmative action marketing program will be utilized in conjunction with development of each of the three neighborhoods. The affirmative action program of the San Diego Building Contractor's Association (BCA) or its equivalent will be employed in order to ensure affirmative marketing of residential units. The objective of the program will be to establish a racially balanced neighborhood through advertising and other methods. The advertising program will be geared toward informing people of all races and income groups that housing within the precise plan area is available on an equal opportunity basis.

Table 4

Population and Housing Mix

	Total Acreage	Residential Acreage	No. of DU's & Density	Percent of Total Neighborhood DU's	Persons/ DU	Estimated Population
Neighborhood 4						
Single-Family Detached	--	--	951	--	2.9	2,760
Neighborhood Totals	337.87	215.02	951 4.42 Du/Ac	100%	--	2,760
Neighborhood 5						
Single Family Detached	--	--	663	74%	2.9	1,923
Duplex (Paired Single-Family)	--	--	234	26%	2.5	585
Neighborhood Totals	242.65	155.11	897 5.81 Du/Ac	100%	--	2,508
Neighborhood 6						
Attached Residential (Condominiums)	--	--	1,782	100%	1.85	3,297
Neighborhood Totals	241.46	136.82	1,782 13.32 Du/Ac	100%	--	3,297
PRECISE PLAN AREA TOTALS	821.98	506.95	3,630 7.16 Du/Ac	--	--	8,565

* Based on current estimates of family size figures in similar product types.

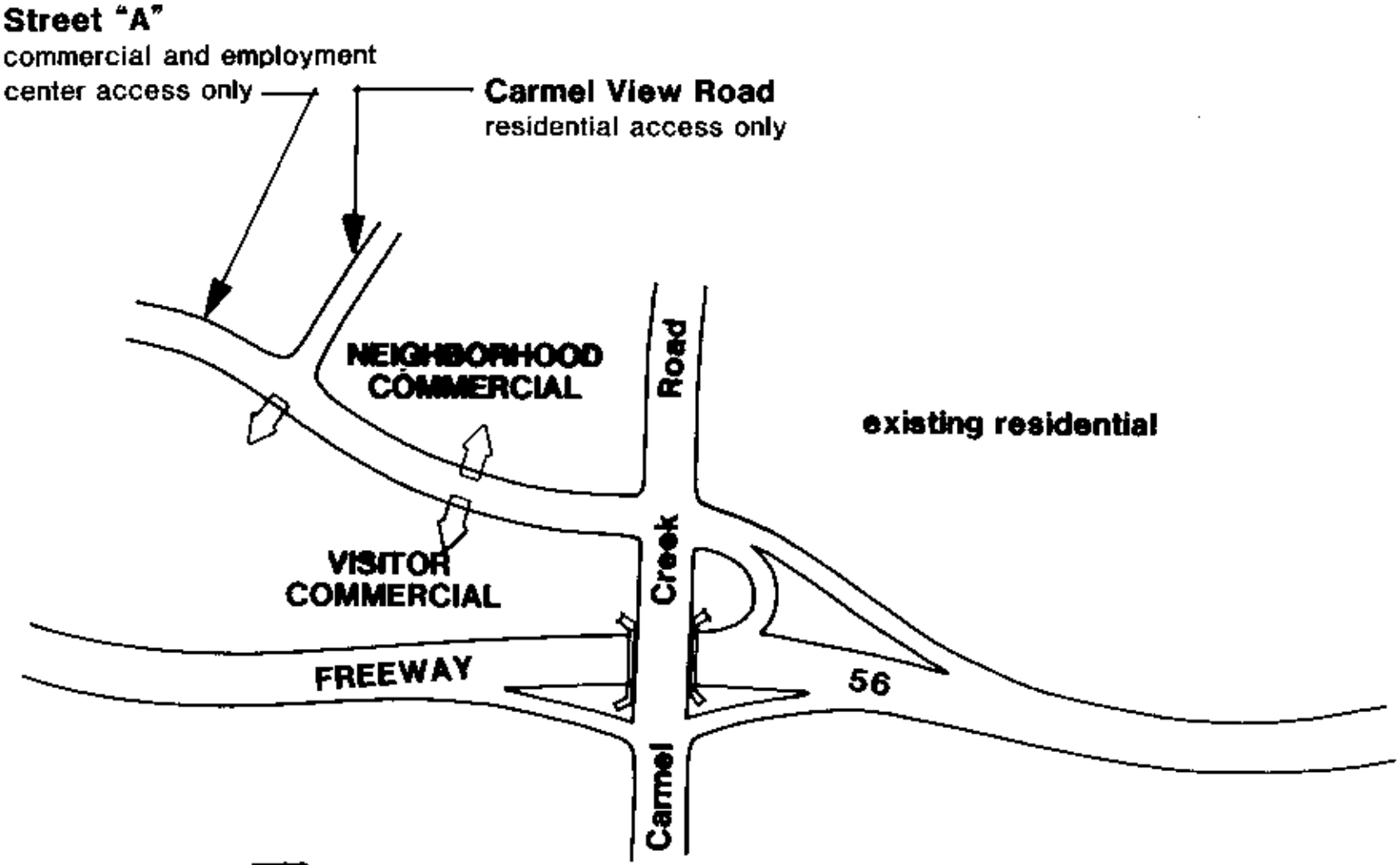
D. COMMERCIAL COMPONENT

In accordance with the expanded concept of neighborhood identification, two retail commercial centers are proposed within the precise plan area. The western commercial center will be approximately 13.1 acres in size and will serve the needs of the residents of Neighborhoods 5 and 6 as well as the needs of residents in adjacent neighborhoods within the service area. Possible uses include a chain supermarket and drugstore, delicatessen, laundromat, dry cleaners, beauty or barber shop, real estate office, card/gift shop, and other services or retail establishments. A new four lane collector street is proposed on the southerly side of the shopping center providing direct access. This new street will service the Commercial, Visitor and Employment Center land uses leaving the reconstructed Carmel View Road for residential access exclusively. The new street connects directly to the on and off ramps with Route 56 now being proposed by CalTrans.

A 9.59 acre visitor commercial center (including detention basin) is proposed in the southern portion of Neighborhood 6. Its location adjacent to the employment center and Carmel Valley Road (future SR-56) will make it convenient for use by residents travelling to and from their places of employment as well as visitors to the area. The visitor commercial center will be developed in accordance with the North City West Planned District Ordinance and will be suitable for development of a motel, restaurants or other visitor-oriented uses as identified in the VC Zone. The visitor commercial center will be oriented toward major streets, and will be compatible with employment center development (see Figure 10). The visitor commercial area has been split into two sections in order to take advantage of both the commercial center at Carmel Creek Road and the larger visitor center area at El Camino Real.

The visitor commercial and neighborhood commercial areas are adjacent to achieve the benefits of mixed use, such as proximity to restaurants, parking and shopping. Shopping and service uses will be limited to a maximum of 13.1 acres, with visitor oriented uses occupying 9.6 acres.

Development intensity of the commercial component of Neighborhood 6 will be consistent with the traffic study prepared in conjunction with the precise plan. This study assumed a total number of vehicular trips for the visitor commercial and the neighborhood commercial development of approximately 5,200 and 8,700 ADT, respectively. If these trip estimates are to be substantially exceeded, future traffic studies must be completed showing that the community's street system can adequately handle the increased volumes.



no scale

Figure 10

Neighborhood 6
Conceptual Relationship
Commercial and Visitor Commercial
to Freeway 56

Due the long-range development plans predicted for the town area, it is expected that the Neighborhood 6 retail commercial development will provide services for the entire precise plan area for many years to come without intruding into individual residential projects within the precise plan area. The separating collector street providing access to the commercial activities assures that intrusion into residential streets will not occur. The location of the commercial centers allow for self-containment of each individual neighborhood and permits integration between neighborhoods.

In addition, a small neighborhood commercial center is proposed within the southwestern corner of Neighborhood 4 adjacent to the Carmel Country Road ramps within SR-56. This location will serve the residents of Neighborhood 4, the eastern half of Neighborhoods 5 and 1 as well as Neighborhood 8 to the south. All of these can be serviced without intrusion into the Neighborhood 4 residential areas.

With the location of the commercial as shown on the precise plan, each commercial center within North City would be spaced approximately one mile apart and serve approximately 8,000 residents within a 1/2 mile radius directly accessible by interior and exterior circulation, bikeways, and pedestrian pathways. Each commercial center will also provide buffers between the center and adjacent residential uses.

Design Guidelines

The following general criteria should be used to evaluate future development plans to be submitted for the commercial components within Neighborhood 6.

* Future Development Plans Required

  The commercial components of Neighborhood 6 shall be governed by development plans. Right-of-way needs for SR-56 (Carmel Valley Road) and the right-of-way needs for the interchange with SR-56 and Carmel Creek Road shall be dedicated within the development plan or plans for the commercial component of Neighborhood 6 to the satisfaction of the City Engineer and Caltrans.

* Visual Character of Carmel Valley

Views from Carmel Valley to the commercial component of Neighborhood 6 shall be protected by use of landscape beams, setbacks and architectural treatment in place of noise attenuation walls adjacent to Carmel Valley Road. Signage, lighting, location and design of parking lots shall also be carefully considered so as not to visually detract from Carmel Valley.

* Buffer Residential Development

Residential development to the northwest will be screened and buffered from the commercial and visitor uses by the slope elevation and landscaping on the residential lots, the 60 foot wide collector street system and an intense landscaping strip on the commercial property. This landscaping will be of varying width (averaging 15 feet wide) and will be designed so as to take advantage of land elevation and building location. As a result, commercial buildings will be separated by an average 100 feet distance from residential structures. This separation will include the collector street and a total of 40 feet of undulating terrain and landscaping.

Residential Development located directly north of the commercial center will be buffered by an intense landscaping strip on the residential property which will be maintained by the Commercial Center. It is to these future homeowners' benefit to have control of their landscape buffer to the commercial area. The buffer slope will vary in height from 20 to 30 feet. This will provide additional separation between the commercial and residential projects.

* Development Compatibility

Architectural style and materials within the visitor and neighborhood commercial developments shall be compatible. A 50 foot height limit shall not be exceeded so as to keep the development in scale with residential developments within Neighborhood 6. Roof-top mechanical equipment shall be enclosed so as not to detract from future views of the valley from residential areas located on higher elevations within North City West.

* Pedestrian Access

Pedestrian access to the Visitor & Commercial components will be provided by the 18' curb to the property line pedestrian walkway and landscape strip. This walkway links both segments of the visitor commercial area with the Neighborhood Commercial site. The employment center south of Street "A" is also connected to this linkage. A pedestrian linkage between the residential areas and the commercial center shall also be provided. This linkage shall be located between the 18' walkway and landscaping area on Carmel View Road and the northwest Corner of the Shopping Center.

* Conformity to Section III Urban Design Element.

Development Plans for the commercial components shall conform to the Urban Design Element of this Precise Plan as well as the previously stated general Design Guidelines.

E. EMPLOYMENT CENTER COMPONENT

A 52.5 acre employment center is shown on the precise plan in the western superblock of Neighborhood 6. The employment center will be vertically buffered from residential land uses to the north and east by a ten to thirty foot slope and landscaping. The employment center will be compatible with the employment and visitor commercial center on the west side of El Camino Real, will be limited to a 50' height regulation and conform to the Urban Design Guidelines of this plan.

Employment Center development will also be consistent with North City West Planned District Ordinance Employment Center (EC) zone which requires that all lot areas not devoted to buildings, driveways, and similar areas shall be landscaped in accordance with plans approved by the Planning Commission. Architectural site plans must also be approved by the commission.

Recent Employment Center development plans have not been required to conform to the average industrial/business park trip generation rate of 200 trips per acre on a case-by-case basis. This rate is the one assumed by North City West traffic studies. Of staff concern is the fact that these recent plans have consisted largely of commercial office uses which are higher traffic generators. For this reason, the recordation of a final map covering lots 3 and 4 as described in Figure 9 of the Neighborhood 6 Land Use plan, shall not be allowed until such time as a satisfactory computer traffic forecast has been accepted by City Staff and the North City West Transportation Phasing plan and Financing Plan is appropriately amended. In addition, the development plan covering lots 3 and 4 shall dedicate right-of-way needs for future construction of SR-56 (Carmel Valley Road) to the satisfaction of the City Engineer and CalTrans (see Figure 11).

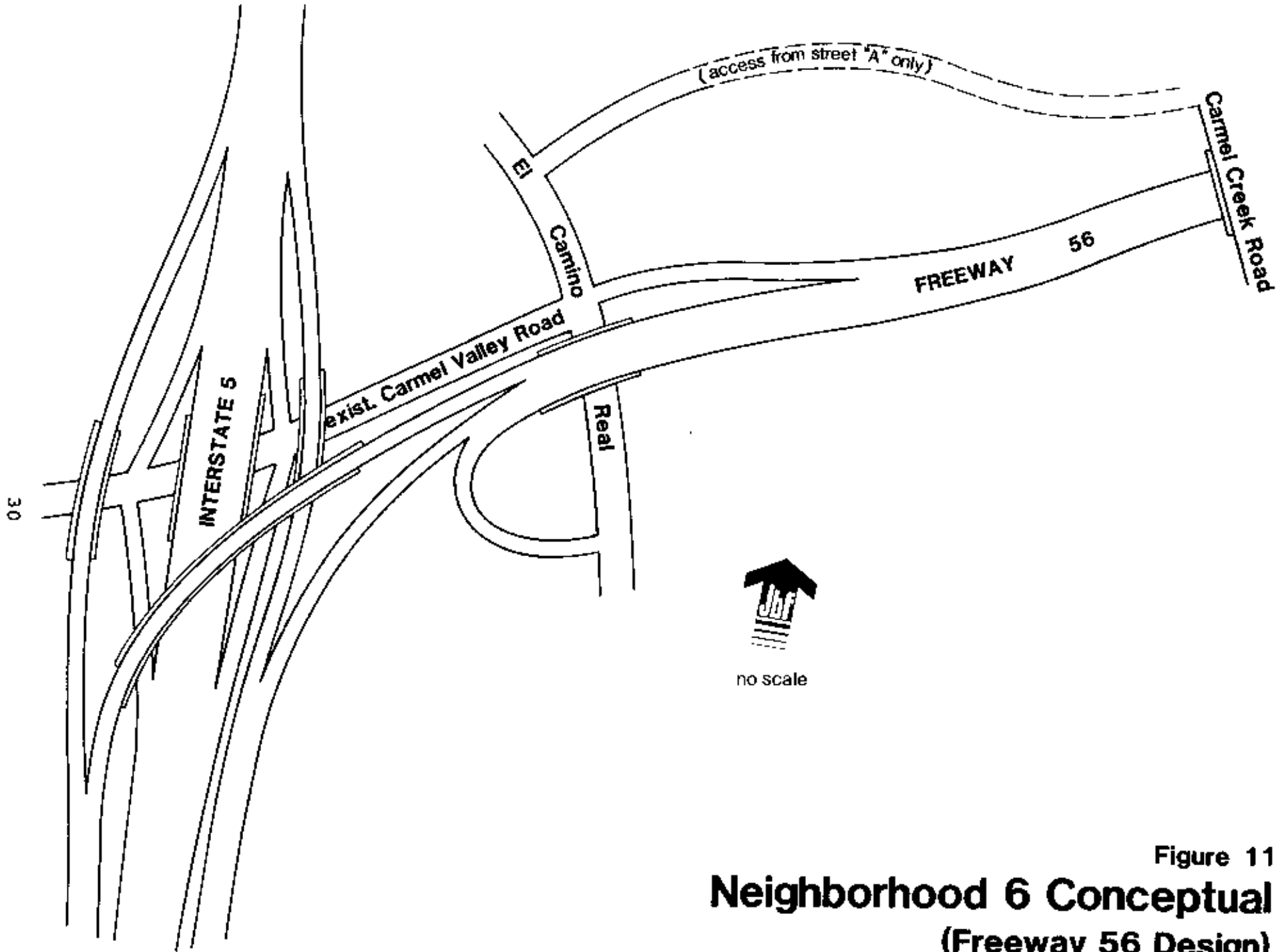


Figure 11

Neighborhood 6 Conceptual
(Freeway 56 Design)

F. DEVELOPMENT PHASING

Phasing of development within Neighborhoods 4, 5 and 6 is proposed to be directly related to the provision of the major street network and other infrastructure as set forth within the adopted Public Facilities Financing Plan for North City West. With this assurance that public facilities will be provided commensurate with the provision of housing, actual phasing of individual housing products can become a function of the marketplace.

It is anticipated that development will begin within Neighborhood 6, more specifically lots 7, 8 and 9 and within units 1, 2 and 3 within Neighborhood 5. These specific areas are located with easy access from Carmel Valley Road, El Camino Real and the first major street inward from El Camino Real. A total of 5 major products can be marketed at one time throughout this phasing procedure. Sewer, water, road access and utilities can be provided with minimal offsite extension cost. This phasing sequence is also consistent with the philosophy of expanding development within North City West from west to east in order to take advantage of freeway and major street access with minimal cost.

The designation of Carmel Valley Road as an official state route (SR-56), shall dictate future changes in right-of-way requirements for Carmel Valley road. This in turn will necessitate concurrent revisions in land use, tentative maps, and development plans for Neighborhood 4 and 5. The precise plan takes these potential factors into account by initiating development within Phase 1 which is not adjacent to Carmel Valley Road.

After the first phase of development is well underway, expansion will radiate outward to encompass needed product types. Figure 12 illustrates the phasing plan.

G. ZONING IMPLEMENTATION

Adoption of the precise plan is but one step in the series needed to initiate development within the precise plan area. While the precise plan and attendant design element provide guidelines for the review of development plans and tentative maps, actual implementation depends upon the implementation mechanisms provided within the City Zoning Ordinance. For the implementation of the precise plan for Neighborhoods 4, 5 and 6, zoning is proposed as illustrated on Figures 13, 14 and 15 and as briefly described in Table 5.

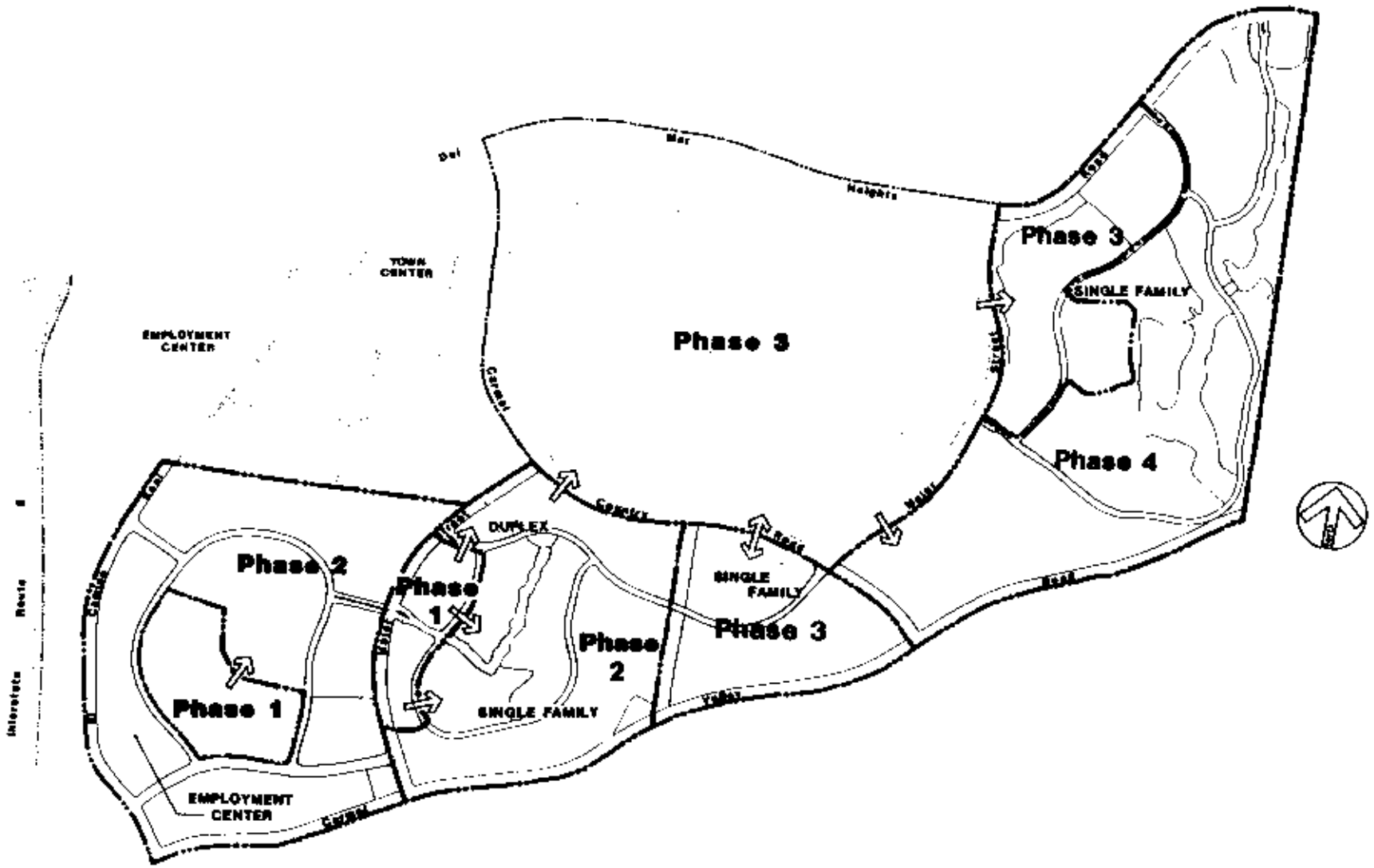


Figure 12

Phasing Plan

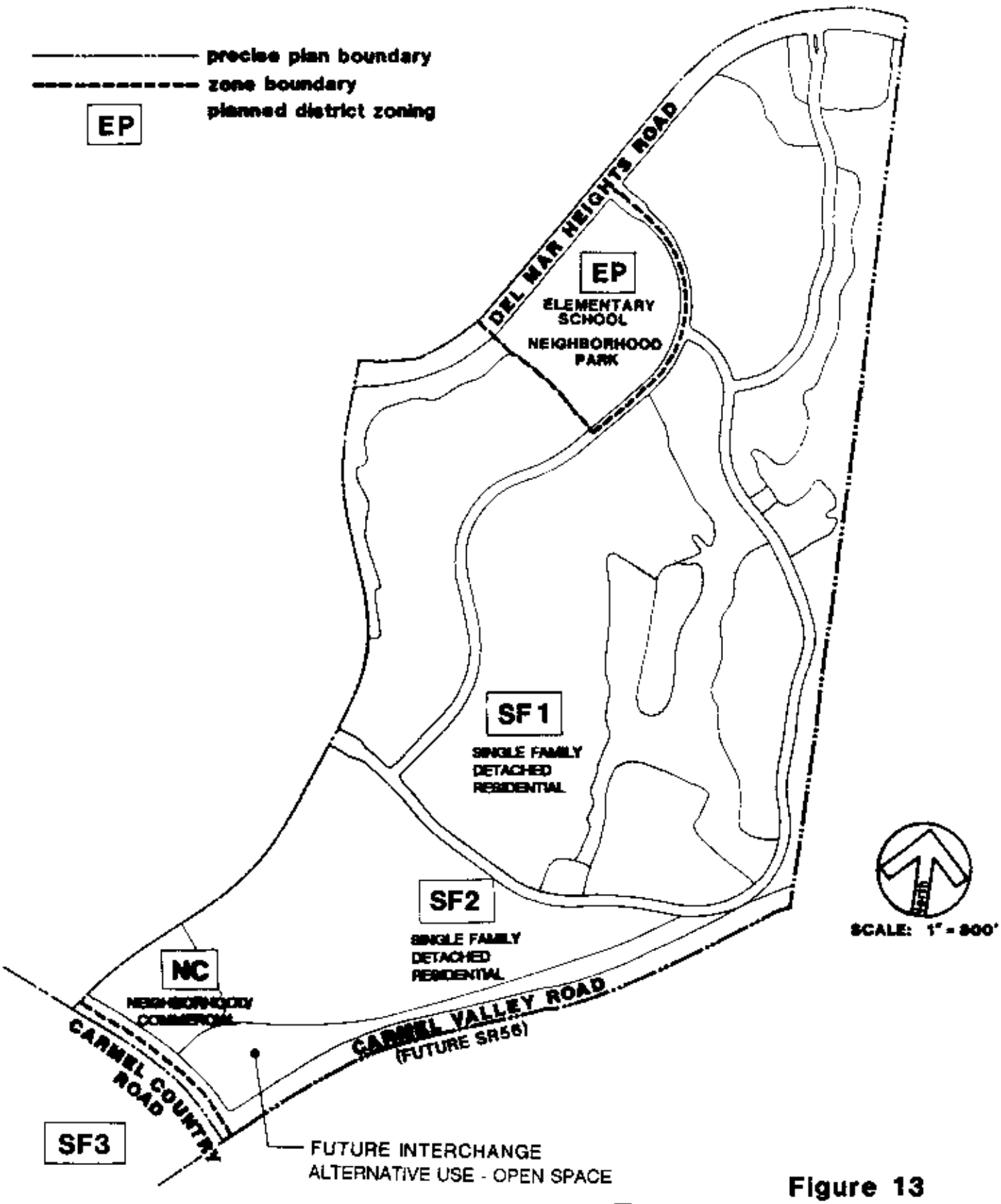


Figure 13
Proposed Zoning
Neighborhood 4

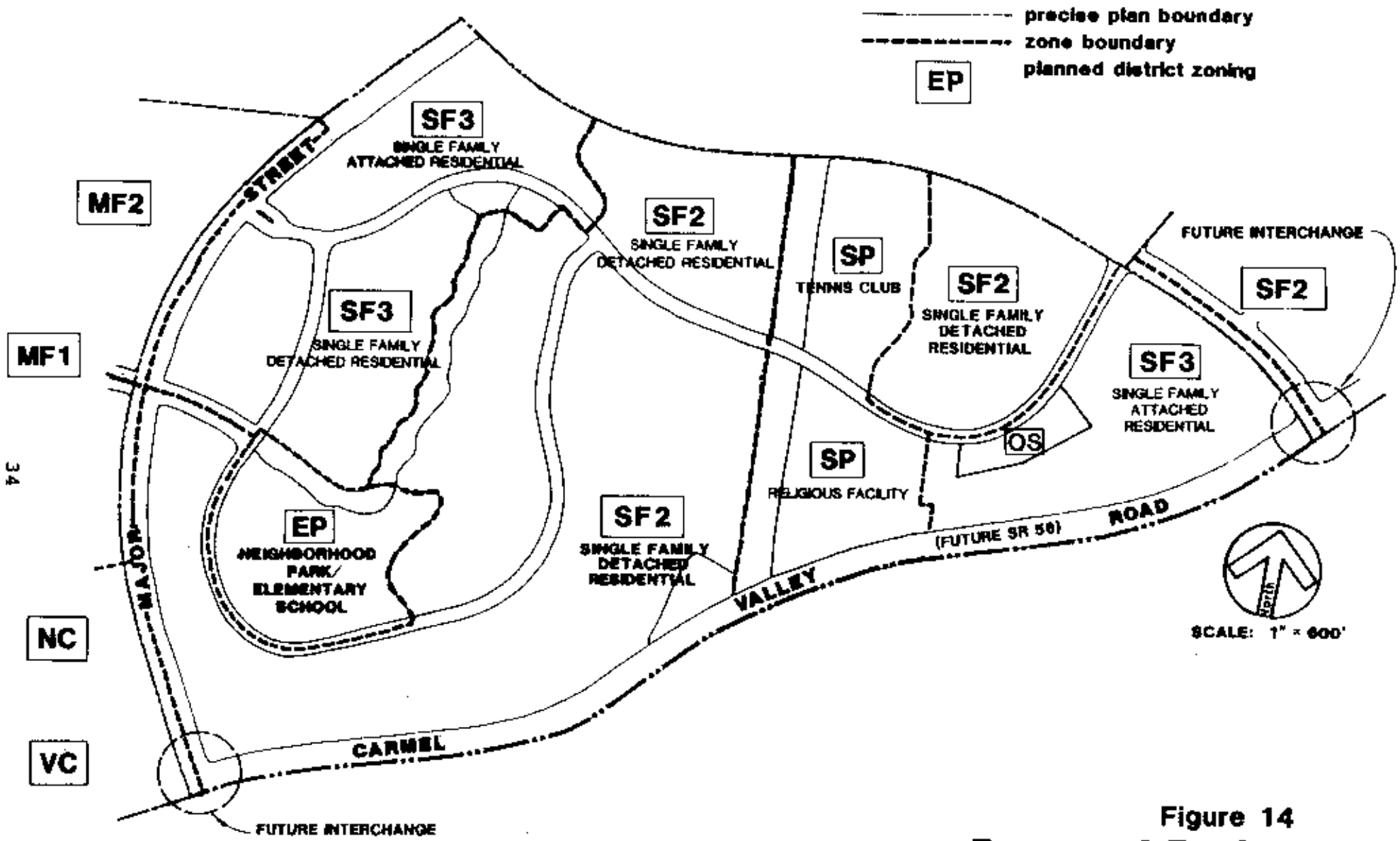


Figure 14

Proposed Zoning
Neighborhood 5

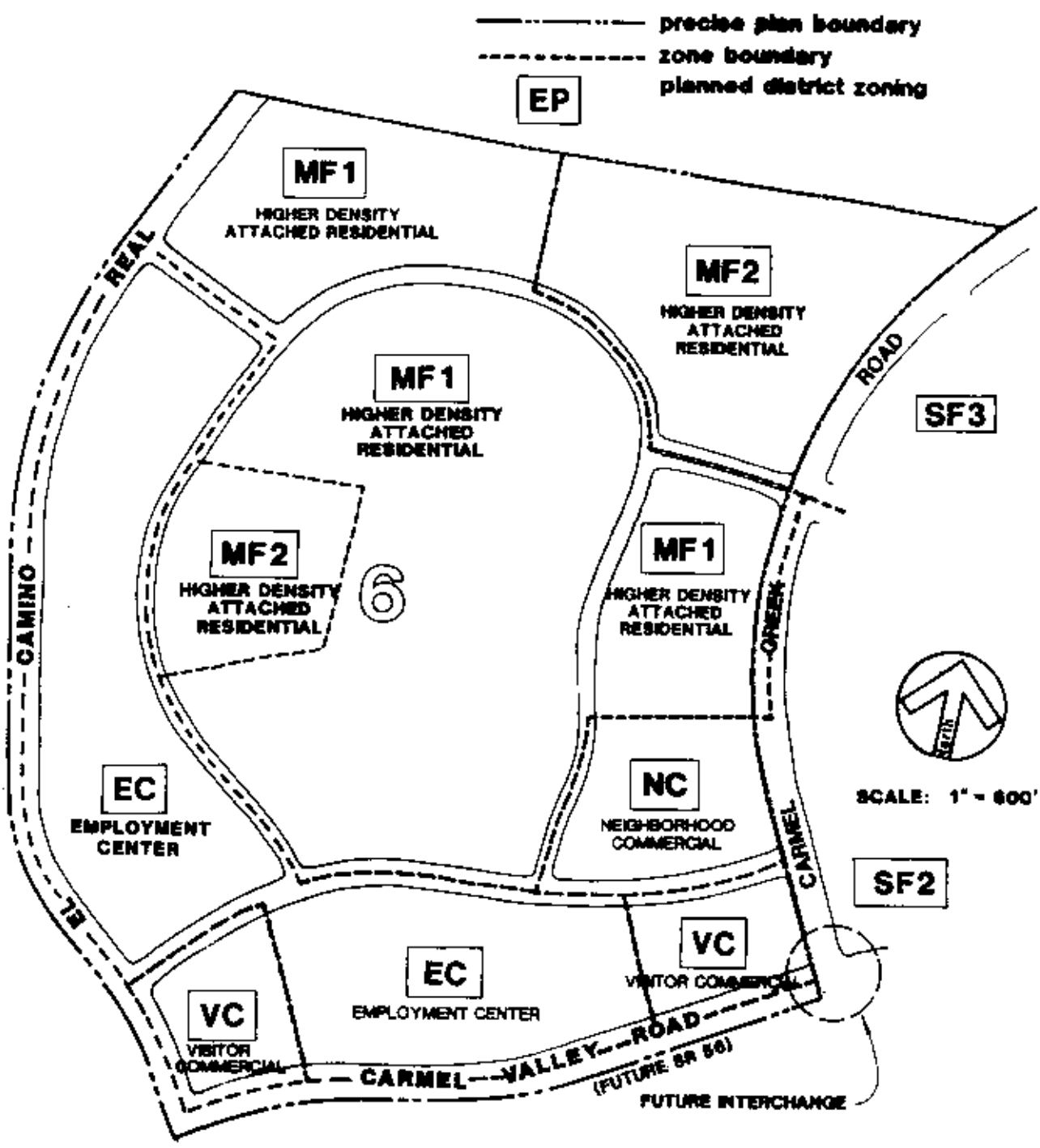


Figure 15

Proposed Zoning Neighborhood 6

Table 5

Zoning

Land Use Category	Zoning	Brief Description of Zone*
Single-Family Detached Neighborhood 4	SF1	Minimum lot size of 6,000 sq. ft.
Small Lot Attached & Detached Neighborhood 5	SF3	Minimum lot size of 3,000 sq. ft.
Single-Family Detached Neighborhood 5 & 4	SF2	Minimum lot size of 4,500 sq. ft.
Elementary School & Neighborhood Parks	EP	School & Park Use
Neighborhood Commercial Neighborhood 6 & 4	NC	Neighborhood & Visitor Commercial Uses
Visitor Commercial Neighborhood 6	VC	Visitor Commercial Uses
Low-Density Residential Neighborhood 6	MF1	Maximum Density to 15 units/acre
Medium-Density Residential Neighborhood 6	MF2	Maximum Density to 22 units/acre
Employment Center Neighborhood 6	EC	Minimum lot size of 40,000 sq. ft.
Tennis Club and Religious Facility	SP	Educational, recreational, institutional, public or quasi public uses
Park Site Neighborhood 5	OS	Open space and public park use

* See North City West Planned District Ordinance for further description of specific zone district regulations.

It should also be noted that existing zones within the North City West Planned District Ordinance are being proposed. However, due to the lack of detailed planning for some of the individual "superblocks", it is proposed that a requirement for submittal of future development plans for individual developments within each superblock be utilized. Prior to obtaining a building permit for a particular superblock, a development plan with attendant map if further parcelization is required, will be submitted. The maximum density and use permitted for each superblock is specifically stated within the precise plan, thereby formally establishing densities. This procedure for implementation will encourage individual design and variety within each "superblock project" and will not force an expensive, and most probably an impractical, preliminary design on areas that may not be immediately developed.

H. WATER AND ENERGY CONSERVATION ELEMENT

Development of the precise plan area is an excellent opportunity to implement effective water and energy conservation measures on a significant scale. Due to the large cumulative demand for these resources throughout the area and due to their limited availability, conservation on this scale is appropriate. The following measures are intended to minimize the precise plan area's water and energy usage:

1. Landscape plans will include extensive use of drought-tolerant plant species in accordance with the Design Element.

2. Residential units will incorporate low-flow devices on plumbing and energy efficient appliances.

3. All irrigation in both common and private areas will use soil moisture override systems, to avoid sprinkling when the ground is already saturated.

4. New residents will be provided.

5. Low-flush toilets will be installed as required by state law.

6. Individual residential developments will be designated to provide maximum solar access for both active or passive solar systems. This is greatly facilitated by the plan area's natural orientation to the south; no manufactured slopes or adjacent developments preclude solar access.

7. If solar units for hot water and/or space heating are not proposed to be included in the construction of residential units, the design of residential units will include "stubouts" to facilitate later addition of solar units.

8. Individual units will be designed to allow flow-through air circulation, which should be excellent within Carmel Valley.

I. DESIGN GUIDELINES

The conceptual design graphics presented in this document outline specific preliminary design guidelines for development within the precise plan area. The following Urban Design Element also applies.

III. URBAN DESIGN ELEMENT

A. INTRODUCTION

The purpose of this element is to establish design criteria for Carmel Del Mar that produce aesthetic appeal without inflicting a particular style or personal taste.

Style: That which is considered fashionable in a culture at a given time.

Taste: An individual or group performance for a certain aesthetic quality.

These design criteria are based on developing visual unity and sequence compatibility.

1. Visual Unity: - Spaces, forms, colors and textures that are complete, in harmony and balanced.

2. Sequence Compatibility: - Extend the sense of harmony into a three-dimensional linear manner in which a street or neighborhood is viewed, not one pattern by itself but a pattern viewed in various sequences.

Variety is essential, regarding building placement, mass configuration and site treatment. The use of variety is intended to be employed when a series of buildings can be perceived at one time. The use of variety is not intended to mean that any one building, design or combination of buildings can be utilized only once.

Carmel del Mar will be essentially a residential community consisting of a variety of housing accommodations and supporting facilities such as schools, parks, recreation and convenient commercial facilities. Therefore, these guidelines are intended to produce a visual effect of this community that is residential in character.

Design considerations to implement this effect are as follows:

1. Scale: - Structures, streets, and other man-made elements are to be small in size, avoid dehumanizing sizes such as large parking lots, long straight streets, large plain buildings and rows of buildings that are exactly the same.

2. Variety and Individuality: - Each living unit should convey an individual appearance that is compatible to its neighbor but yet different, when two or more units can be viewed at the same time. Project landscaping should allow for individual landscape expression that can be viewed by the public.

3. Territoriality: - Homes and their yards should be designed to provide for outside as well as inside privacy. Short cul-de-sac streets, well defined sub-communities (neighborhoods) have been planned to extend the individual's sense of territory to include his neighborhood.

Design Concepts and Guidelines

The following design features, design guidelines and development standards will regulate and guide future development in Carmel Del Mar. The basic objective will be to create a visually and functionally integrated urban environment fulfilling the broader considerations previously discussed. The guidelines presented herein are intended to be flexible. Each individual site within Carmel Del Mar will be developed during different periods. Economics, technology, and markets are constantly changing. A design element that is too strict, with no room for alternatives (if necessary and justifiable) is rendered useless when these factors evolve. Therefore, these guidelines will provide basic framework for directing the creation of this unique community.

The concepts and guidelines are presented in the following sections:

- Circulation Systems
- Streetscape Considerations
- Site Planning Considerations
- Architectural Considerations
- Landform Considerations
- Open Space and Recreation
- Landscape Considerations
- Landscape Development Standards
- Master Plan Lists

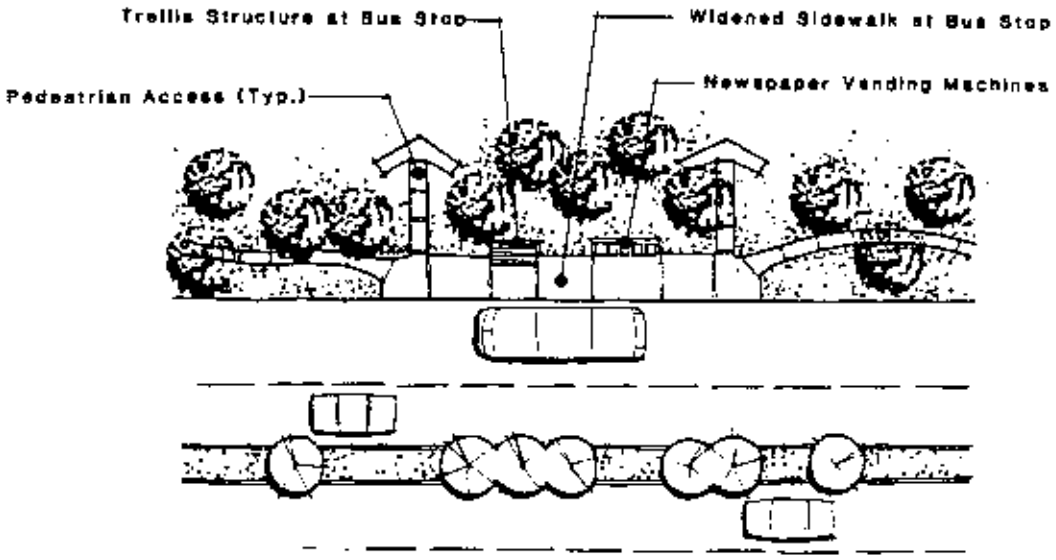
B. CIRCULATION SYSTEMS

People movement within Carmel Del Mar will occur in a variety of ways: either by public transit, automobile, bicycle, or by foot. Frequently, these various transportation methods are conceived separately, individually, with little thought given to their interrelationships. Because of the nature and character of Carmel Del Mar, the individual transportation systems must carefully interrelate. Concepts and guidelines for the bus, automobile (including service, emergency, and parking), bicycle and pedestrian systems are included in this section.

Concepts and Guidelines

1. Public Transit Consideration

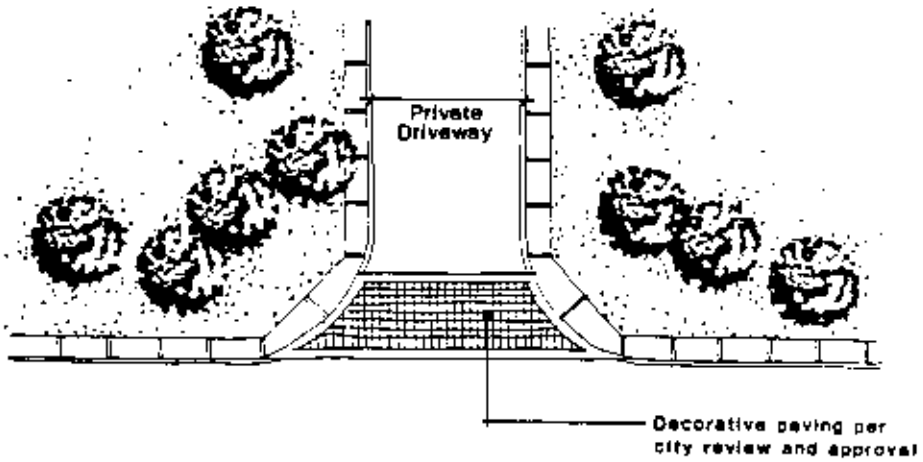
Bus routes when implemented may occur along collector and major arterial streets. Bus stops normally occur every 3-5 blocks on routes in suburban residential areas. They should be integrated into building or pedestrian areas and should provide full accessibility. These facilities shall be designed to maximize security features and shall be located in proximity to both traffic signals and pedestrian crosswalks, so as to provide for ease of ingress for buses and ease of access for pedestrians.



2. Automobile

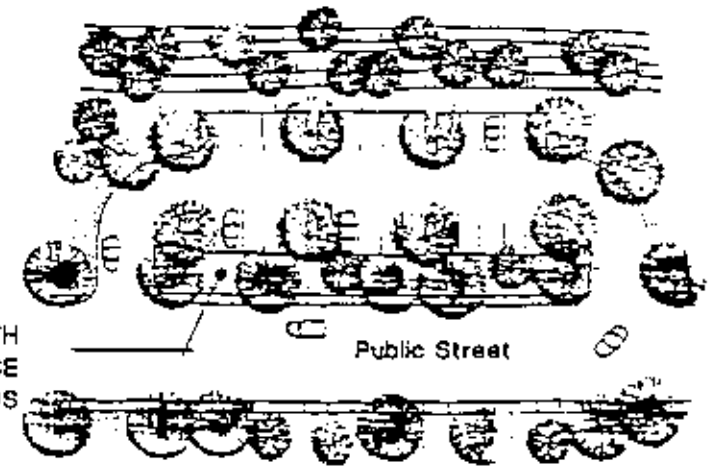
a. Driveway entrances into parking areas should be minimized in order to avoid breaking the pedestrian continuity of the sidewalk areas.

b. Automobile driveways should be carefully designed with the pedestrian crossing in mind. The driveway width should be as per City standard or otherwise required by the City Engineer. Decorative paving subject to the approval of the City Engineer may be used to visually accent the pedestrian right-of-way, at heavily used entries to public facilities such as schools and commercial centers.



c. Large parking areas should feed off an internal project street rather than a public street area. In that manner, ingress and egress is simplified and the project provides drive up and drop off access as well as parking.

d. Large parking lots should be avoided. Those parking lots located in the viewshed of the public street should be screened.



TYPICAL PARKING LOT

3. Service Access

a. Preclude the use of public rights-of-way for the loading and unloading of goods by providing adequate delivery areas.

b. Provide off-street loading and unloading bays for new commercial and recreational developments.

4. Bicycle Considerations

Bicycle paths provide an energy efficient alternative to the automobile, help to link the commercial, residential, and open space uses within a project and contribute to the sense of cohesiveness within a project. Studies by the California Department of Transportation show that, contrary to popular belief, the safest location of bicycle routes is within the roadway section. Accordingly, it is suggested that:

a. Bicycle lanes shall be provided for all streets classified as major streets or arterials.

b. The minimum paved width for a bike lane shall be 8 feet.

c. Secure bicycle parking facilities shall be provided at major activity centers.

5. Pedestrian Considerations

a. Projects should front on the public street and provide identifiable pedestrian access from the street into the project, even in areas where parking lots are located between the street and the buildings.

b. On-grade street crossings should be developed in conjunction with major street crossings. Pedestrian crossings may be identified through special paving design upon approval by the City.

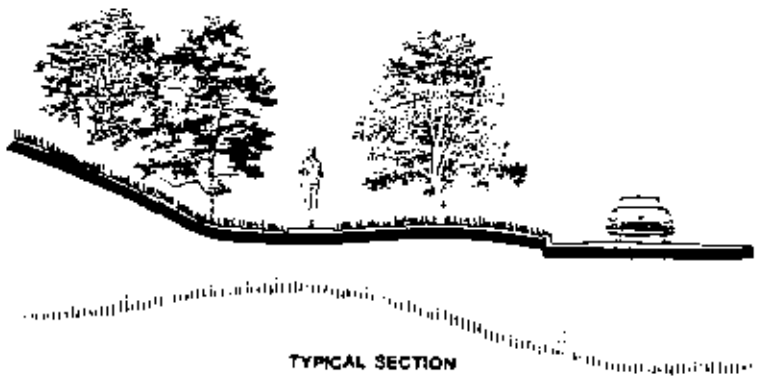
c. All pedestrian pathways shall have adequate lighting and signing to provide for the safety of the users.

d. Separate pedestrian and automobile access will be provided throughout the project.

e. Internal pedestrian circulation paths separated from the automobile access will reduce dependency on the automobile and minimize conflicts between pedestrian, bicycle and automobile traffic.

f. Commercial and recreational areas should have direct links to the open space system.

g. Landscaped pedestrian sidewalks should be provided along public streets, where feasible, to encourage pedestrian activity and expedite pedestrian access.



TYPICAL SECTION

C. STREETSCAPE

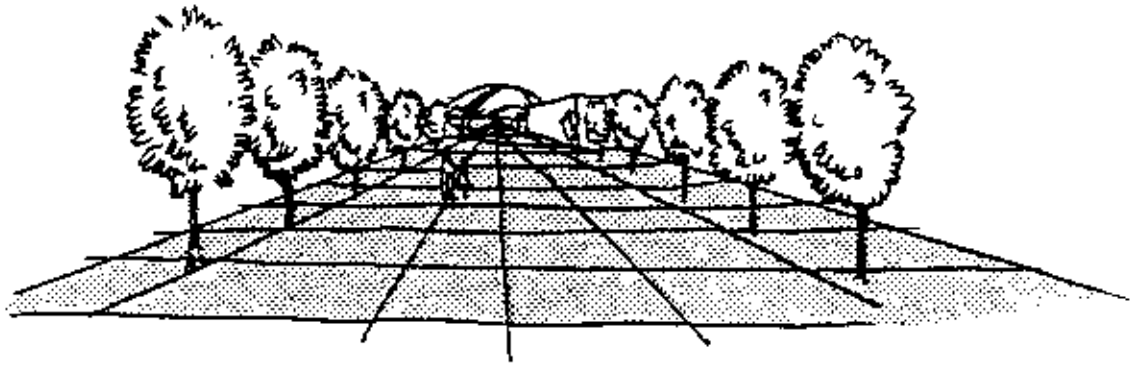
The streetscape is much more than the sum of the structures, buildings, planting, paving, and street furniture that give the street its appearance. These are only physical characteristics. The true streetscape incorporates emotional and cultural factors as well as physical factors. All of these factors contribute to perhaps the most important characteristic, function. Are conflicts resolved? Do adjacent structures functionally mesh with the street scene? Do people identify with and feel comfortable in the built environment? Are people attracted to the area? It is the streetscape which often creates the first impressions of an area. A positive first impression will enhance the marketability and ultimately the degree of success which any development can expect.

Concepts and Guidelines

1. General Concepts And Guidelines

The streetscape design for Carmel del Mar should consider the following concepts and guidelines. The concepts presented in this section are general in nature with more specific development standards presented in following sections.

a. Recognize and enhance major views.



b. Provide transportation nodes conveniently located so as to efficiently move people, goods, and vehicles throughout the area.

c. Provide a pedestrian network that includes spatial and design qualities that allow the pedestrian to feel that the space was created for him, not as an afterthought.

2. Street Graphics

The following signage and graphic guidelines for Carmel del Mar are recommended. If a comprehensive sign plan for North City West is adopted by City Council, that ordinance shall take precedence over these guidelines.

a. Information should be located on a single sign, rather than utilizing multiple signs.

b. Each individual site should establish a design vocabulary that will create a distinctive yet consistent sign program. The design vocabulary should address lettering style, formcolor, and materials.

c. Signs on walls, poles or hanging within building complexes should reflect the personality of the individual source it identifies.

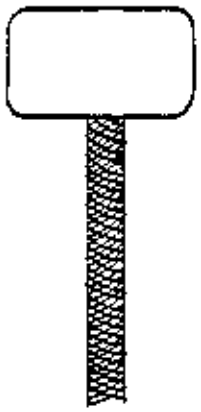
d. Private development signing should be coordinated for directional signing, identifying entrances, etc.

e. Building identification signs should emphasize the use of logo designs.

f. Other signs identifying building activities and tenants should be designed to fit the structure and design of the building.

g. Major identification signs should have simple forms and shapes to minimize visual clutter.

h. Sign supports should be of a black or other dark color with a flat finish to minimize their visibility.



Dark Nonreflective Sign Supports Blend Into the Background Better Than Light Reflective Supports

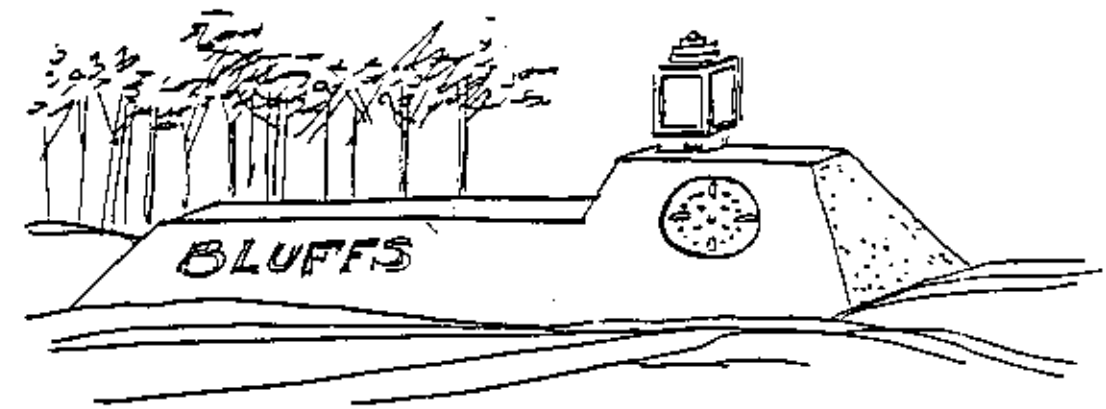
i. Street graphics within the project should be of consistent type and styles. Signs in both public and private areas should be appropriate to the scale and character of the buildings or features they represent and should comply with the guidelines presented below.

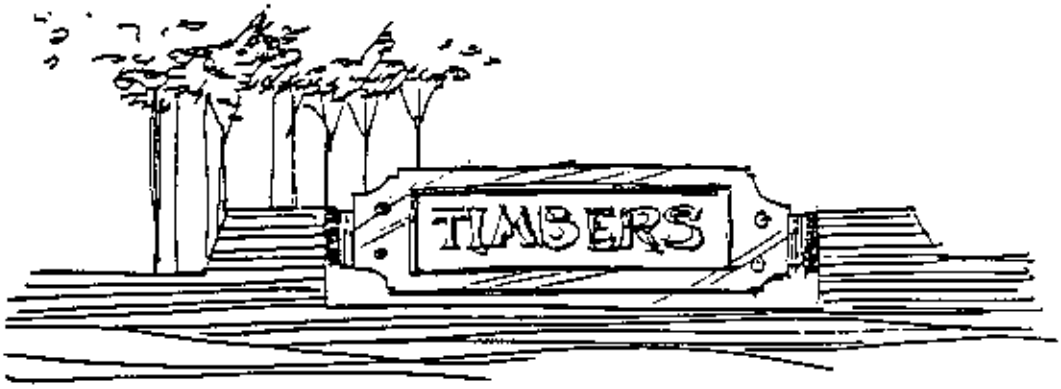
j. Proper signing for parking access, directional signing, and identifying entrances should be graphically coordinated. Sign sizes should be subdued relative to the other design elements of the project.

k. Street signing within the project area should be graphically coordinated in the design of the signs themselves and in their location.

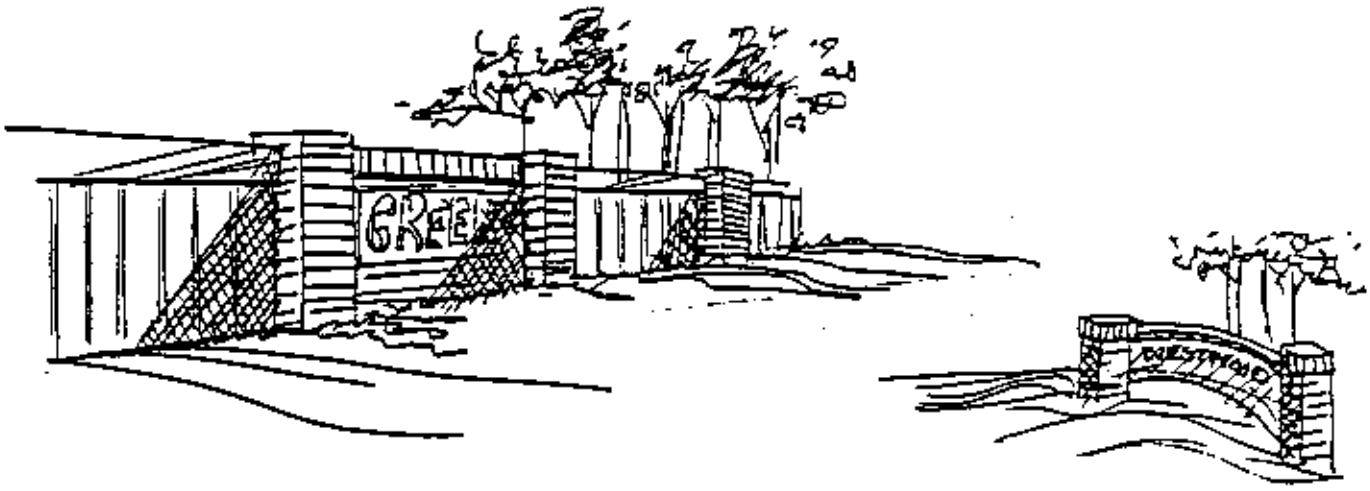
l. Single, rather than multiple sign supports should be utilized; especially for major identification signs.

m. Vehicular sight distance requirements shall be adhered to for all sign installations.

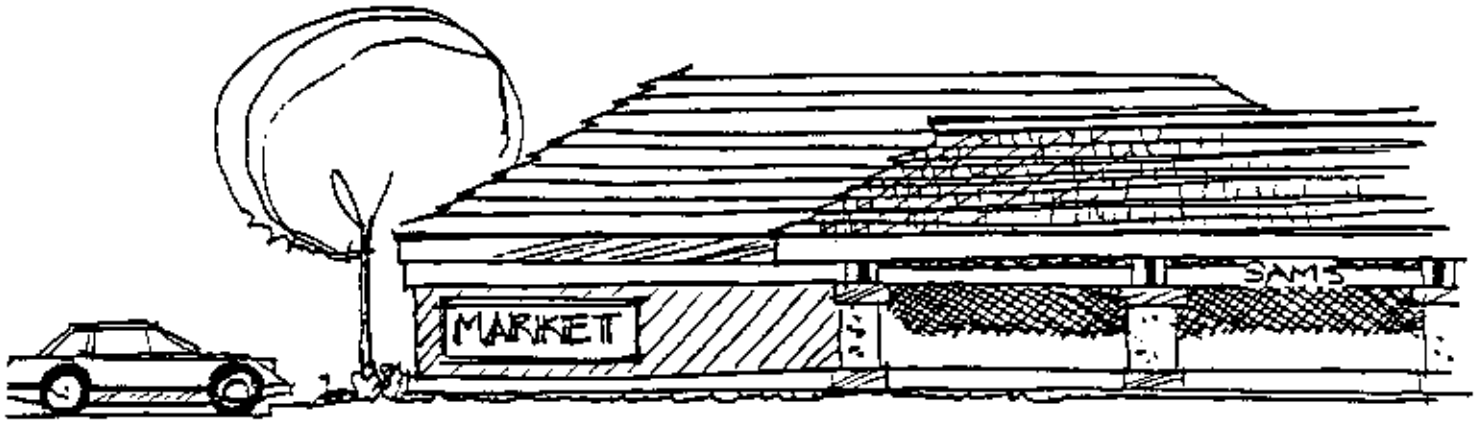




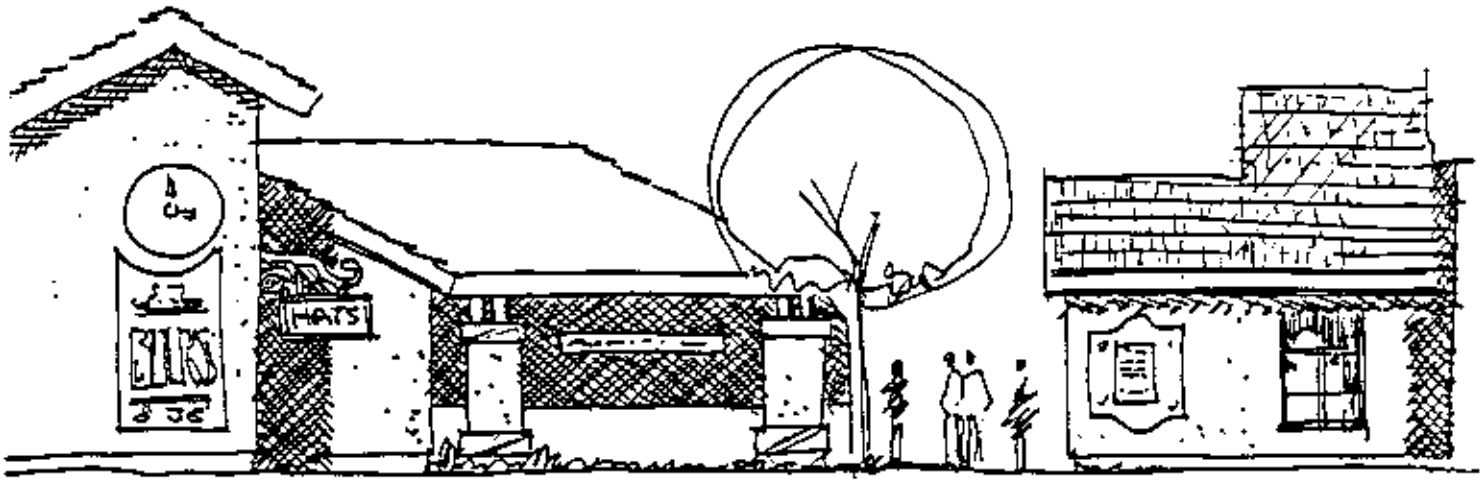
Ground signs identifying neighborhood and apartment complexes should be designed as an integral element within the surrounding landscape, landforms, and walls.



Top letters of the sign should not be more than 5' higher than the surrounding grade.



Signs that can be perceived from public street and trails should be in proportion to the building or business they identify.



Signs within building complexes should be sized to pedestrian scale.

3. **Signage Development Standards** (This section to be superceded upon adoption of a sign plan - ordinance covering the North City West Community).

a. **Definitions:**

For the purpose of this section, the word sign is defined to mean any painted or fabricated element including its structure which may consist of any letter, figures, character, or marks. A sign (supergraphics) may also include the entire wall of a building, free-standing walls, fences, or other appurtenances upon which the graphics are painted or displayed.

(1) Advertising Sign: Identifies occupant of the premises upon which such signs are placed, or identifies such premises; or describes or defines goods offered, manufactured or produced, or services rendered on the premises.

(2) Directional Sign: Any sign that is designed primarily to point the way or identify any particular feature or facility, including private as well as public signs.

(3) Sign Types: The following definitions apply to signs discussed in these guidelines:

(a) Ground sign - any sign supported wholly by uprights, braces or poles in or upon the ground including poster panels and painted bulletins.

(b) Projecting sign - any sign other than a wall sign which is attached to and projects from a structure or a building fence or wall.

(c) Roof sign - any sign erected upon, against,or directly above a roof, or on top of or above the parapet of a building.

(d) Wall sign - any sign whose exposed face is parallel or approximately parallel to the face of the building or structure to which it is affixed.

(e) Other signs - This general category includes such devices and displays as the following:

- Portable sign - any sign not permanently installed or affixed to any sign structure or building.

- Banner sign - a temporary sign composed of lightweight material secured or mounted so as to allow movement of the sign caused by movement of the atmosphere.

- Temporary window or building sign - any sign painted on the interior of a window or constructed of paper, cloth or other light material and attached to the interior side of the window or building wall, and displayed so as to direct attention of persons outside the building to a sale of merchandise or a change in the status of the business.

- Outdoor advertising sign (off-premises sign)- any sign which is not appurtenant to the use of the property on which displayed and which does not identify the place of business as purveyor of the merchandise advertising upon the sign. Such signs shall include vehicle mounted signs (mobile signs).

(f) Nonconforming Sign - any advertising structure which fails to meet all of the applicable regulations and restrictions of this ordinance.

b. <u>Regulations</u>

All signs should be approved by the Planning Director except as described below under "Exceptions." Size, height and means of support for each sign will be considered on an individual basis subject to the conditions noted below. Each sign should be in scale with the building it identifies. The use of natural materials, especially wood, is encouraged.

(1) Ground signs should be permitted only when the following conclusions can be reached:

(a) That there are special circumstances or conditions applying to the land or buildings for which the sign is sought, which do not apply generally to the land or buildings in the neighborhood.

(b) That the aforesaid circumstances or conditions are such that the strict application of the provisions of the ordinance would deprive the applicant of the reasonable use of the land or buildings.

(c) The granting of the sign will be in harmony with the general purpose and intent of the Planned District regulations and will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

(d) Ground signs when permitted should not exceed an area of 40 square feet or exceed a height of 8 feet. Ground signs should not encroach or overhand into the public right-of-way, with the exception of public signs.

(2) Roof signs are prohibited. A sign should not project above the top of the second floor or the parapet or eaves, whichever is lower, of the building to which it is affixed.

(3) Animated signs, including, but not limited to, those signs which rotate, move, flash, reflect, blink or effect changes in the hue or intensity of illumination are prohibited. Pennants, banners, streamers, and signs, any parts of which may be set in motion by the movements of the atmosphere, are also prohibited. Neon signs are prohibited.

(4) For each dwelling unit, one nameplate having a maximum area of two square feet should be permitted.

(5) Temporary Real Estate Signs for New Construction:

(a) All signs should be removed two years after the filing of the final subdivision map or the issuance of the Occupancy Permit.

(b) Flags on model homes with a maximum height of twenty feet are permitted, three flags for each model home.

(6) Temporary Real Estate Signs:

One temporary sign should be permitted on each lot or parcel of real estate, to advertise the leasing, rental or sale of such lot or parcel, provided that such sign meets all of the following conditions:

(a) Such sign should be installed and maintained by or at the direction of, the owner of such lot or parcel of real property.

(b) Such sign should not exceed 24 x 24 inches in size and no part of such sign should extend more than four feet above the surface of the group upon which it is erected.

(c) Such sign should be unlighted.

(7) All temporary on-site and off-site subdivision signs shall be subject to the conditions and limitations of City of San Diego Ordinance 0-16428 adopted May 20, 1985.

(8) Exceptions:

(a) Exterior signs within a building complex such as apartments, cluster housing, school, and commercial centers that are smaller than twelve square feet, and that cannot be perceived from the public street or public trail need not require Planning Director approval.

(b) Signs within a model sales compound that are smaller than sixteen square feet need not require Planning Director approval.

4. **Street Furniture**

a. Public telephones should not be considered as "afterthoughts;" they should be integrated into the street scene. If possible, they should be located on or adjacent to a structure; either a bus shelter or building facade.

b. Trash receptacles should be installed periodically, especially at waiting areas like bus shelters. They should be constructed of a "natural" stone-like looking material. Highly reflective metallic receptacles would not be appropriate unless they function as part of an integrated design vocabulary of a site.

c. Benches should be contoured for human comfort and constructed of a warm, inviting, and vandal resistant material (i.e., hardwood). No advertising should be allowed on any benches.

d. Bollards can be utilized as a safety separation between vehicles and pedestrians. Their materials should match the light standards and trash enclosure materials. Bollards, when used, shall not be located within the street right-of-way.

e. Newspaper vending machines should be allowed only in groups of uniformly designed units in logical areas (i"e., bus stops and commercial areas).

f. Bicycle parking racks utilized along the streetscape shall be made from textured concrete with wheel slots and metal rings for security.

g. Traffic signal structures shall be compatible with the adjacent street furniture. Deviations from city standards shall be approved by the City Engineer.

h. Miscellaneous items such as mailboxes, fire call boxes, traffic speed and directional signs, traffic signal boxes, and electrical transformers should require careful location studies along with color and material coordination. Deviations from city standards shall be approved by the City Engineer.

5. Lighting

Light quality must be geared to the specific use of the area. A community such as Carmel Del Mar requires a warm, simple lighting geared to its distinctive character. The lighting must be more human in scale, closer spaced and lower than is usually found in other areas. Each light must also be attractive to look at during the day when the pole, base and light add another dimension to the urban scene.

When designing lighting systems, it must be remembered that today we are undeniably experiencing a shortage of energy. We cannot arbitrarily continue increasing lighting levels or apply our present levels indiscriminately nor can we disregard current quality and safety standards based on years of research.

a. **General Concepts**

(1) The public sidewalks, places and alleys, exteriors, roofs, outer walls and fences of buildings and other constructions and signs visible from any public street, place or position in Carmel Del Mar should not be illuminated by privately controlled floodlights or any other illumination except as permitted herein.

(2) Lighting helps to define the organization of streets and circulation. Lighting levels should reflect the streetscape activity.

(3) Entry monuments will be treated with indirect accent lighting.

(4) Interior building lighting should not be used as an advertising device.

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

b. **Design Guidelines**

(1) Building Exterior Floodlighting

(a) The floodlighting of shopping centers, public and institutional buildings is intended to attract attention to these buildings and to create a favorable impression with passersby.

(b) Building or roof outline up-lighting is to be avoided. Building or wall lighting should be indirect.

(2) Street Lighting:

Any street lighting other than that required by City Council Policy shall require the formation of a street lighting assessment district. Street lights shall be low pressure sodium only.

(a) Community Streets - (Carmel Country Road, "M.C." Road and Del Mar Heights Road).

Light standard - City standard (painted brown).

(b) Neighborhood Streets - (Major and Minor)

Light standard - Mission style (painted brown)

(3) Tennis Courts and Playgrounds:

All lighting systems should be subject to Planning Director approval.

(4) Parking Lots:

(a) All lighting systems should be designed so as not to shine directly on adjacent residential structures.

(b) Parking areas should be well lighted, but with numerous small fixtures or flood lights from a hidden light source.

(5) Pedestrian Lighting:

Lighting of pedestrian walks, plazas, and buildings should be well lighted with numerous small fixtures. If floodlighting is used, their sources should be well hidden. Light sources should be low and closely spaced to maintain pedestrian scale. The maximum height, with the exceptions of safety lights at intersections, should be approximately 12 feet. Intersections might have increased wattage for definition and to alleviate automobile/pedestrian conflicts. The effect would be one of varying size pools of light. Either gas or electric lights would be suitable. No neon, mercury vapor, exposed fluorescent, or any high intensity lights should be used for permanent installations. All pedestrian-scale lighting shall be located outside the public street right-of-way.

D. SITE PLANNING

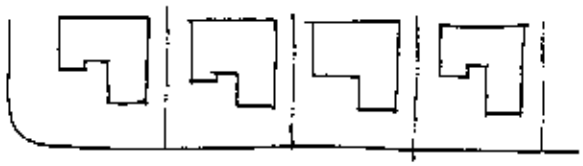
The location and "footprint" of a structure on an individual parcel is as important, if not more so, than the "design" (aesthetically speaking) of the building itself. Because of the variety of lot sizes and uses, special attention must be given to the location of each structure.

Each adjacent building may be similar in character but shall not be identical.

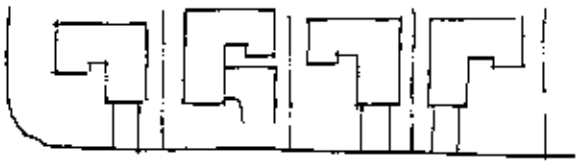
Two story building can best relate to a neighboring one story building if it contains a one story element.

Avoid stereotype patterns.

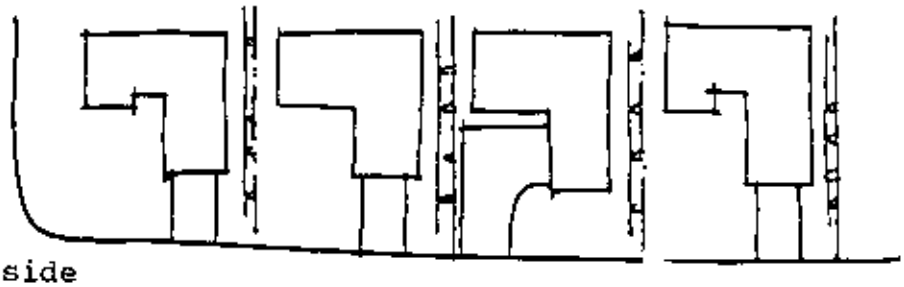
Avoid this:



Preferred:

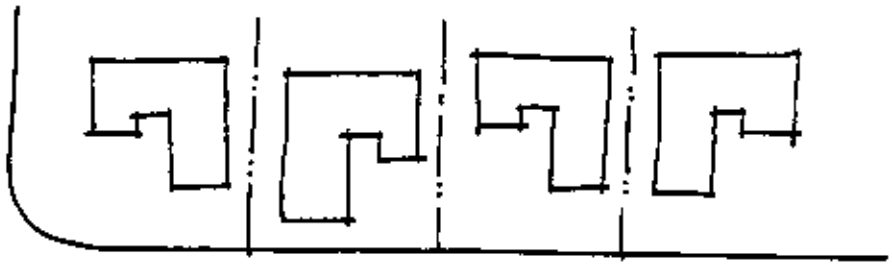


SLOPING STREET CONDITION



Where practical place low side of building at corner street and place high side against slope side of lot.

Short side elevation to corner.

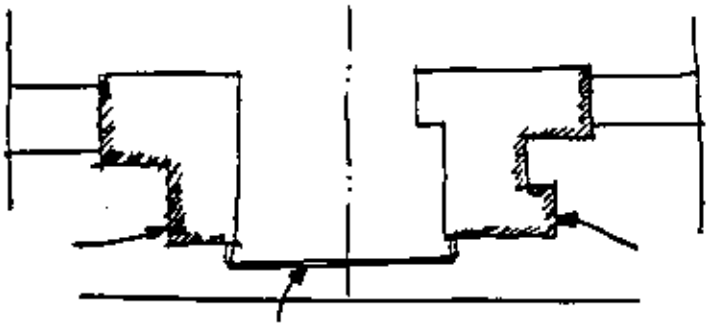


Place high-side to high-side as much as possible.

Low side at corner OK Avoid where possible

OK at corner when side elevation is treated like Primary Elevation.

COLLECTOR AND SIDE STREETS

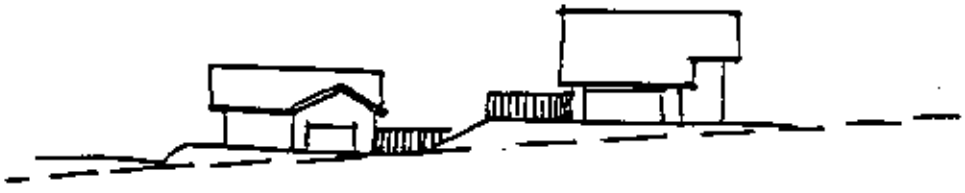


Primary Elevation

Primary Elevation

Solid fence or wall

AT SLOPING STREET



Solid fence need not extend up slope.

Site Planning Guidelines for Multi-Family Development

a. Structures should be sited within multi-family projects to create a diversity of open space or should be centered around a central greenbelt corridor.

b. Structures should not all be oriented in the same direction but should expose different facades.

c. Long rows of structures should be avoided, where possible, perhaps interrupted by parking, recreation areas, or open space.

d. A diversity of orientations and placements should be utilized for individual structures to take advantage of views, open space, circulation and parking facilities.

E. ARCHITECTURE

This section contains design concepts and guidelines related to architectural form, massing, aesthetics and materials. To give the developer enough flexibility, the guidelines are conceptual in nature and allow a variety of options. These guidelines, though conceptual, should be followed as closely as possible to ensure that the intended community design quality is implemented and maintained.

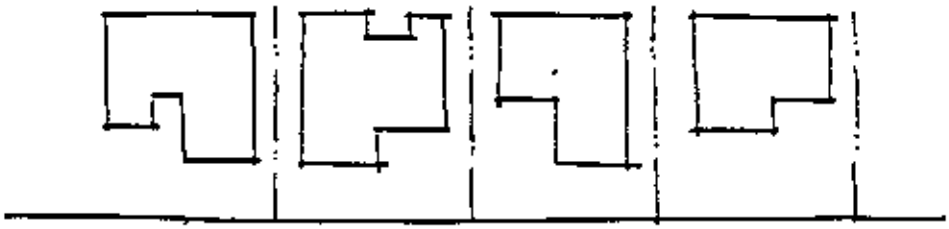
In building design, structures within a development should posses both similar architectural styles and visual variety. The backsides of buildings on relatively high areas facing into lower areas and along roadways should be well detailed and interesting. Earth tones and textured materials complementing the community environment are considered especially appropriate.

Special care should be taken in roof design and selection of roofing materials, particularly in hillside areas where roofs will be especially visible. On hillsides, consideration should be given to roofs designed for deck or balcony space. Codes, covenants, and restrictions (CC&R's) should prohibit unscreened aerial antennae and other unsightly rooftop utilities such as solar collectors.

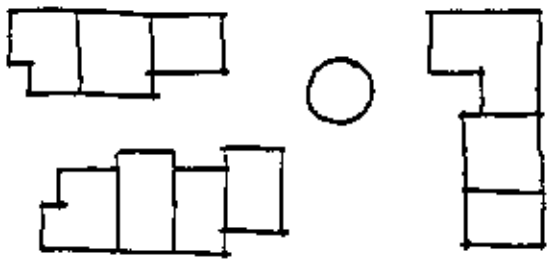
Community design features such as fencing, lighting fixtures, seating areas, and signing should be compatible in styles, scale, and color with project buildings and spaces.

1. **Form**

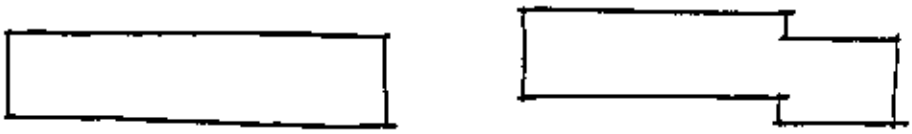
Rectangular plans and variations of rectangle will assure compatibility and variation.



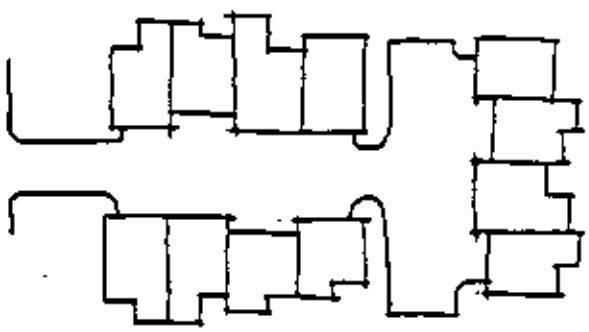
A simple square, rectangle, circle, or triangle can be used occasionally.



Avoid long buildings without a break in the plan or facade.



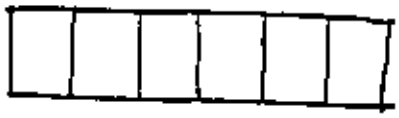
Rear sides of house or auto court need not vary as much as front side.



Cluster housing plans should be broken to reflect that the building is a cluster of individual homes attached rather than a monotonous building.

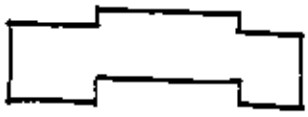
Acceptable:

Avoid:

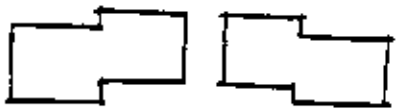


a. Apartment buildings

When parking is not attached or a part of the building, building plans should incorporate simple jobs so that long plain roofs and long wall elevations can be avoided.

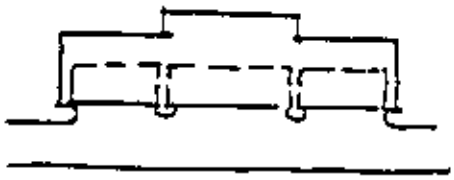


or

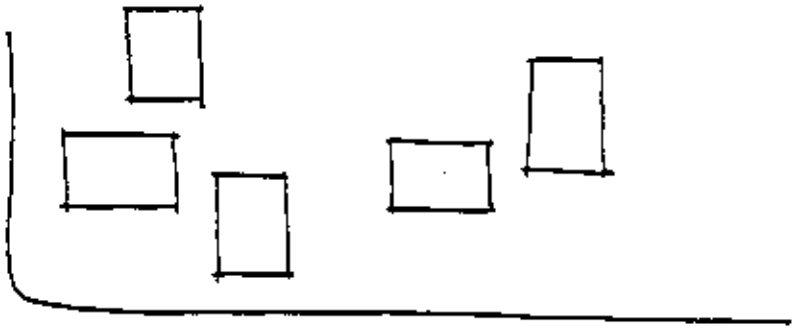


etc.

When parking is attached or under portion of building, vary the building width.



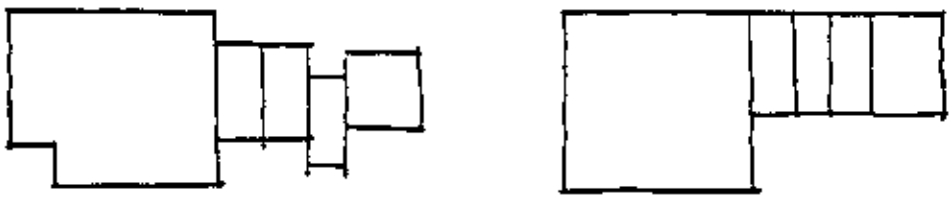
Simple rectangular forms when arranged in an interesting complex are acceptable.



Variation of size perceived from street.

b. Commercial and Institutional Buildings

Large structures, even if the plan is serving only one use, should be arranged to appear as a cluster of small buildings.

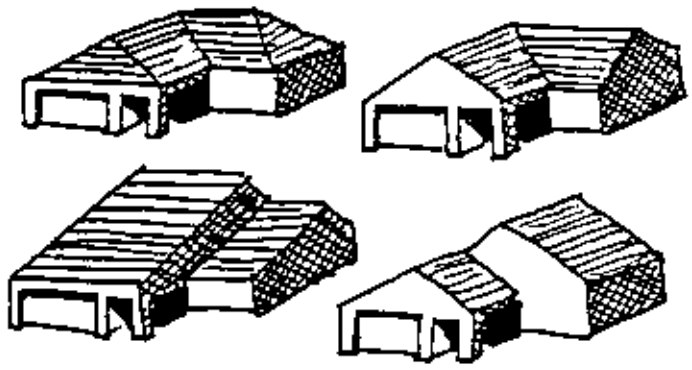


Acceptable

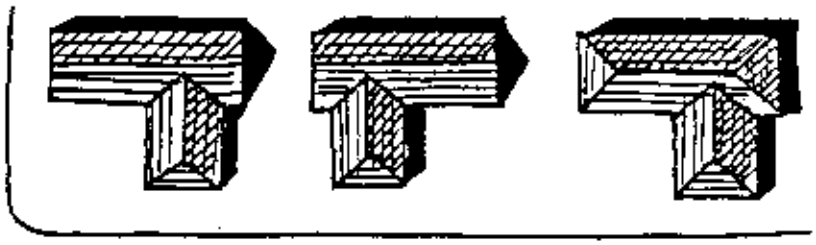
Avoid

2. Roofs

a. Similar floor plan shapes should be varied by roof and porch treatment when similar plans occur together.

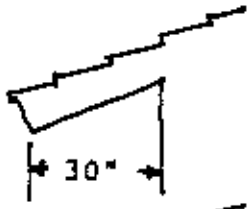


b. Avoid combining gable and hip roofs where possible.



Avoid at corners - OK at interior Lots - Better

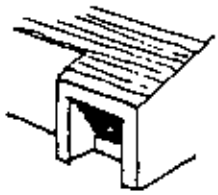
c. Eaves shall be as follows:



Preferred eave overhangs on Primary Elevations

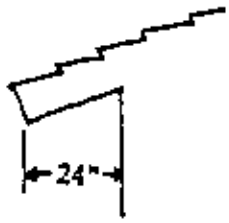
Normal eave 30" minimum preferred

Boxed eave any length



Clipped eave depth of trim and gutter

Normal eave 24" minimum preferred



d. All roof-top equipment required on commercial and multi-family structures shall be screened from view by elements which are compatible with the materials and colors of the main structure.

3. **Covered Patios**

a. Covered patios should be in accordance with the City of San Diego Building Code, and the permitted building coverage and setback requirements of the Planned District Ordinance.

b. Materials should be of natural stained wood or of a color and a material that matches the building structure to which it is attached.

c. Roof pitch may be of less slope than the building to which it is attached.

4. **Additions**

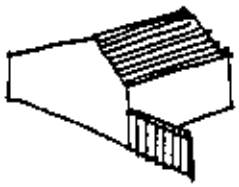
a. Additions should be in accordance with the City of San Diego Building Code and the permitted building coverage and setback requirement of the Planned District Ordinance.

b. Wall materials, openings, trim, color and roof pitch should match the building structure to which the addition is attached.

5. **Fencing and Walls**

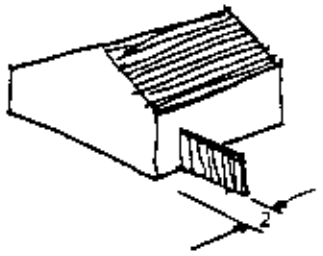
In general, fences and low walls should duplicate building wall materials, wood, stucco, shingles, and possibly brick. Fencing shall not interfere with proper vehicular sight distance.

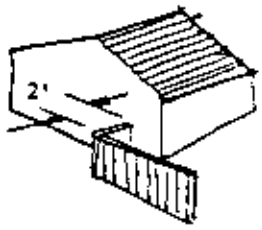
If fence has material changes, it should not be flushed with wall, except when wall of structure is on property line.



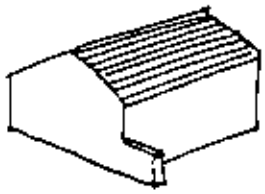
Flushness unattractive.

2' minimum preferred when fence is not integral part of the wall.



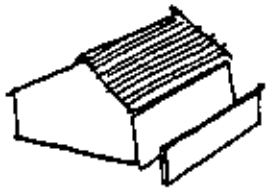


Flushness can best be utilized as design feature if wall and fence handles as same architectural surface.

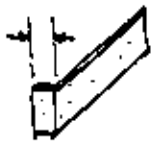


Walls that project in a way to reveal their thickness on Primary Elevation should return or terminate into a 12" medium appearance.

Thinness of wall unnatural

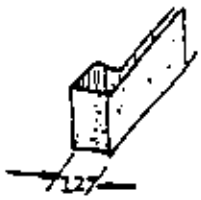


12" minimum return



or

Better with return



12" minimum preferred

Chain link fences are not permitted except for the following conditions:

- Fence should be of green or black vinyl clad lineage, with wood posts, maximum height of 5'.
- Fence should not be located along street frontage.

Other fencing and wall material not permitted:

- Corrugated metal.
- Bright colored plastic.
- Reed material.

Noise walls shall be 6' in height of block wall construction and shall be coordinated with the architectural design of individual developments. Noise walls shall incorporate one or more of the following design techniques or materials:

- Split fence construction.
- Slump stone.
- Masonry finish complementing architecture.
- Pilasters - if used, pilasters shall be a maximum of 20' apart.

6. Flag Poles, T.V. and Radio Aerials

a. Flag poles should be located a minimum of 10 feet setback of the front and rear property line and within the same sideyard setback requirement of the building structure.

b. Flag pole maximum height should be 30 feet from grade.

c. Except for public buildings, flag poles should be lighted.

d. Exterior T.V. and radio antennas should not be permitted.

e. Satellite dishes are subject to the approval of the Director of Planning.

7. Solar Heating Collector Panels

Solar panels may be located on slope banks if screened from major streets and collector streets.

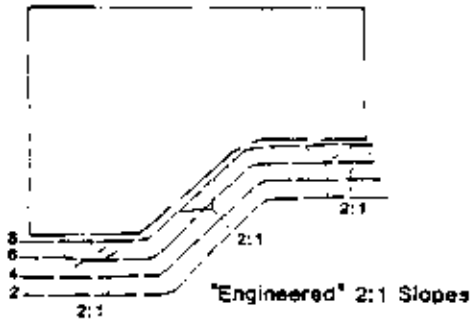
F. LANDFORM AND GRADING

The purpose of this section is to provide general criteria for grading within Carmel Del Mar. These criteria are intended to create a pleasant aesthetic environment by working together with landscape planting, circulation, and land use, as well as other elements of the total community. The concept drawings in this section are intended to show general conditions and are not keyed to specific locations. They are intended to serve as guidelines that can be used in evaluating proposed final grading plans.

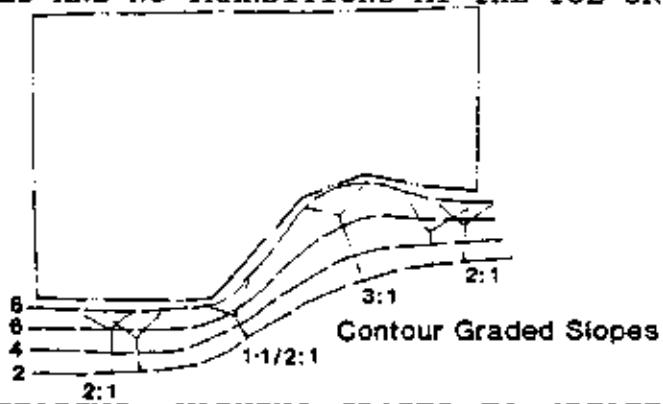
1. Concepts and Guidelines

a. Variable slope gradients should be encouraged. In some instances, however, it may be desirable to create an "architectonic" effect from the slope. That is, the slope may become an extension of a given structure, with a rigid, geometric form. This would be acceptable in more highly developed areas, for example, between buildings where a "natural" effect may not be desired. Large slopes adjacent to native areas should retain a "natural" appearance.

b. In general, continuous "engineered" slopes that have hard edges and no transition areas at the top or toe of the slope shall be avoided. This is especially important along the perimeter slopes where "natural" landform contour grading shall be used to create a transition to the undistributed slopes.

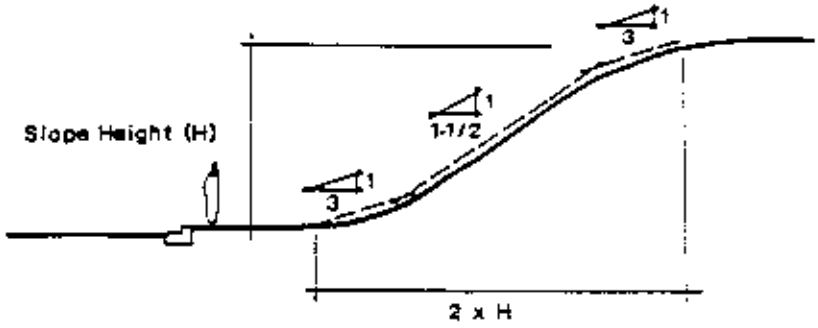


AVOID LONG, CONTINUOUS "ENGINEERED" APPEARING SLOPES THAT HAVE HARD EDGES AND NO TRANSITIONS AT THE TOE OR FOOT OF THE SLOPE.

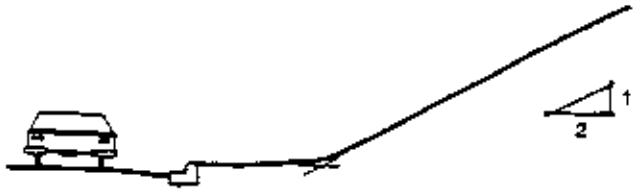


USE CONTOUR GRADING, VARYING SLOPES TO CREATE A MORE NATURAL APPEARING SLOPE, EXCEPT WHEN PHYSICAL RESTRAINTS ON THE SITE MAKE IT IMPOSSIBLE TO DO SO.

WHERE SOIL CONDITIONS PERMIT, USE A COMBINATION OF 3:1 AND 1-1/2:1 SLOPES WITH ROLLED EDGES TO CREATE A MORE NATURAL APPEARING TRANSITION IN GRADE.

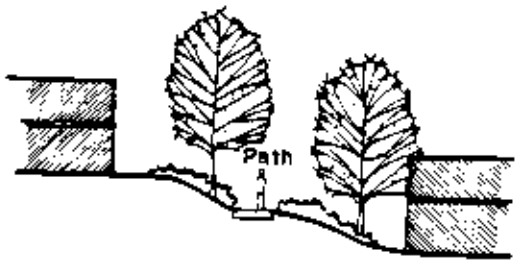


c. When used, 1-1/2:1 slopes shall be undulated between 1-1/2:1 to 2-1/2:1 or 3:1 gradients. All 1-1/2:1 slopes shall be landscaped with drought-tolerant native or naturalized species. Temporary irrigation will be utilized when irrigation is required. A three-year maintenance plan will be prepared and implemented for 1-1/2:1 slopes located within publicly maintained open space areas. 1-1/2:1 slopes shall be utilized only in areas necessitated as a result of previously approved plans, and where approved by the City Engineer.



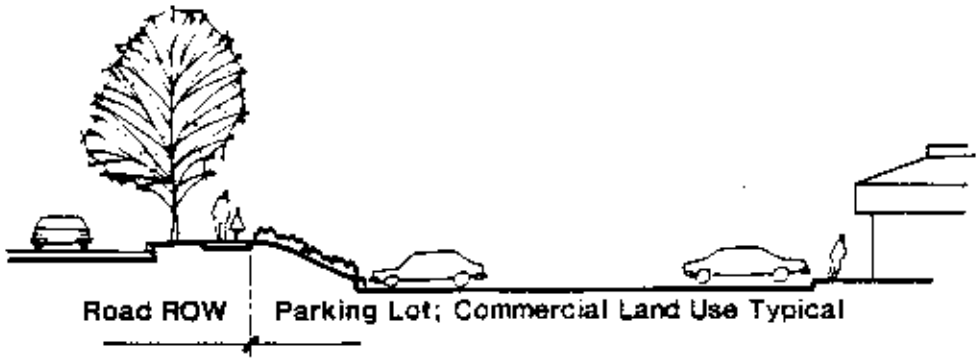
"ROLL" THE EDGES OF ALL 2:1 SLOPES TO CREATE A NATURAL APPEARANCE.

d. Transition spaces should be used between adjacent land uses to take up grade.

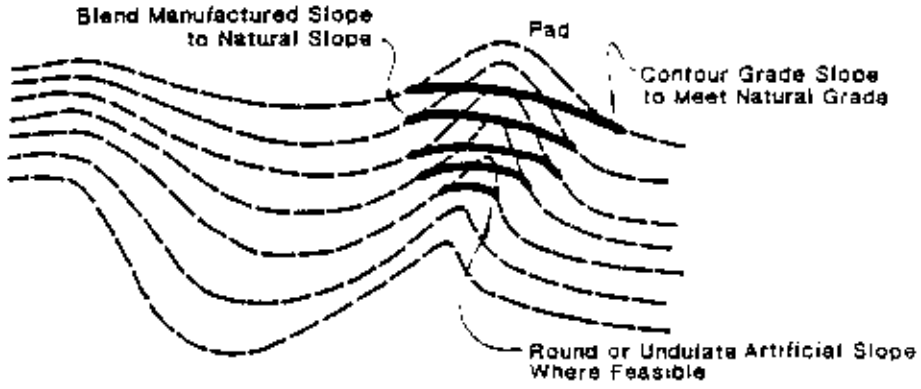


e. Berms can be a useful and beautiful way to solve many problems, but they should be large enough to actually have a strong visual impact, or they could have an undesirable "dumped wheelbarrow" appearance.

f. Landscape grading should use grade changes imaginatively, accenting or de-emphasizing the change in grade as necessary to achieve the desired design goals. Circulation elements such as trails and paths can effectively respond to grade conditions by meandering in long graceful curves. In contrast, walks that switch direction too often in response to poorly conceived landscape berms, or walks that go up and down over small berms have an unnatural appearance and should be avoided.



A PARKING AREA THAT IS DEPRESSED SLIGHTLY BELOW THE GRADE OF THE ADJACENT ROAD WILL MINIMIZE THE VISUAL IMPACT OF THE PARKING LOT WITHOUT OBSTRUCTING VIEWS OF THE SIGNS, ETC.



g. All grading operations should take into account the potential for erosion and settling. During construction, measures shall be taken to control runoff from construction sites. Filter fabric fences, heavy plastic earth cover, gravel berms or lines of straw bales are a few of the techniques which should be considered. Grading shall be phased so that prompt revegetation or construction can control erosion. Where possible, only those areas which will later be resurfaced, landscaped, or built on should be disturbed.

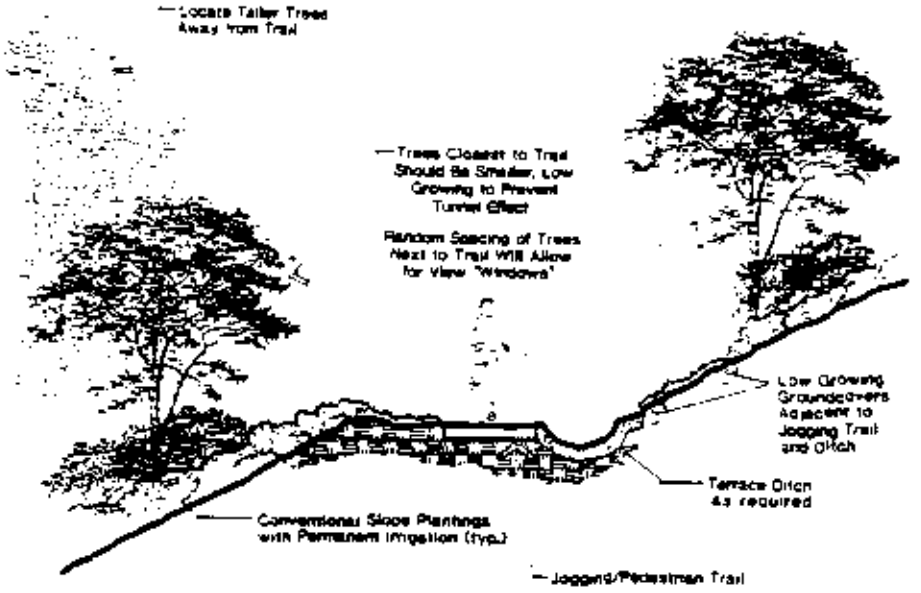
G. OPEN SPACE AND RECREATION

The preservation of open space in Carmel Del Mar is a significant component of the community design concept. Regardless of the aesthetics of structures, humans require a certain amount of quality open space within their home and work environments to maintain an optimum level of physical as well as mental health. Within these open spaces, provisions for recreational opportunities shall be considered. These include both active and passive recreation areas.

Open space can be defined as the total area of land and/or water within the boundaries of the project which are designed and intended for use and enjoyment as open space areas. It shall not include land covered by buildings, paved areas (for automobiles) or accessory structures.

Open space generally includes areas such as parks and trail systems through developed areas which have been improved to allow for active or passive recreational uses, plazas, landscaped slopes, and landscaped areas along major roads within the area. The open space

system is composed of several elements, including the major open space areas located in the northeastern and southeastern portions of the precise plan area and the interior slopes which will be generated by creating the building pads. These slopes will be landscaped to provide erosion control as well as visual separation between building pads. Another element of the developed open space system is the landscape right-of-way and building setback areas along the streets. The streetscape will create much of the project's character as a dominant visual element which extends through all areas.



Typical Pedestrian Path on Slopes

NO SCALE See Figure 4 for Location of Pedestrian Paths

The last major element of the open space system is the existing SDG&E power easement area. Figure 8 illustrates in concept form how a portion of this easement may serve as a primary pedestrian link tying the school/park site to the proposed Tennis Club directly to the south of Carmel Country Road.

While providing for recreational use within the easement, it is necessary to provide for vehicular access to the power lines for cleaning of insulators and line maintenance. Landscaping should be designed to screen power poles, maintenance vehicle access, etc. Care should be taken to not call attention to undesirable elements.

Where recreational uses are to be accommodated within the easement, the landscape palette shall conform to the recommended plant list for recreational open space shown on the Master Plant List. When no use other than a pedestrian path is proposed, landscaping shall utilize a combination of native and naturalized plants as specified in the plant list for restored open space shown on the Master Plant List.

1. Concepts and Guidelines

a. Recreation uses shall be provided within the private multi-family developments (e.g. swimming pools, tennis, basketball, volleyball, handball, shuffleboard and badminton courts; children's play areas and accompanying equipment; picnic and barbecue facilities; or similar uses for the recreational benefit of tenants); these uses shall be linked with the community-wide open space system by pathways and/or bikeways.

b. Open spaces shall be integrated with pedestrian walks and defined by landscaping and other elements to create a sense of place.

c. Viewpoints may be developed as passive recreation areas. Benches, tables, pathways, and paved areas may be installed to enhance the use of these areas. These amenities should complement the landscaping described above, and an informal atmosphere should be created.

d. The following facilities shall be provided in Carmel Del Mar through individual parcel development: tot lots, children's playgrounds, tennis courts, picnic areas, and open lawn areas. The following facilities shall be provided in the major open space areas located in the northeastern and southeastern portions of the plan area: hiking trails, jogging trails, pedestrian paths and picnic areas. Pedestrian paths to be in the major open space areas shall be hard-surfaced with asphalt or concrete and shall be landscaped as shown on the preceding sketch, "Pedestrian path on Slopes."

H. LANDSCAPE MASTER PLAN

1. Introduction

The design, installation, and maintenance of landscapes has been in progress in various neighborhoods of North City West for several years. The original landscape Master Plan for North City West is the basis for the following discussions of landscape considerations. The concepts and guidelines have been refined to take advantage of the experiences of the last few years. The conceptual landscape plan is illustrated in Figure 16 and the landscape master plan is illustrated as follows:

LANDSCAPE MASTER PLAN

1. Introduction

2. Purpose and General Remarks

3. Landscape Categories

   a. Streetscapes

      (1) Community Streets

      (2) Neighborhood Streets

         (a) Major
         (b) Minor

      (3) Neighborhood Entrances

   b. Open Space

      (1) Recreational Open Space

         (a) Parks
         (b) Preserved Natural Landscapes
         (c) Restored Natural Landscapes

(2) Non-Recreational Open Space

(a) Manufactured Slopes

- Major Assessment District Slopes
- Major Private Yard Slopes
- Minor Private Yard Slopes

c. **Community Landscapes (institutions, commercial centers)**

4. **Landscape Development Implementation**

a. **Area Wide Landscape Standards**

(1) Streetscapes
(2) Open Space
(3) Community Areas

b. **Site Specific Landscape Standards**

c. **Landform**

d. **Irrigation**

e. **Hardscapes**

f. **Planning and Preparation/Plant Installation**

g. **Plant Materials**

h. **Maintenance**

i. **Landscape Plant Submittal and Review Items**

j. **Brush Maintenance**

5. **Master Plant List**

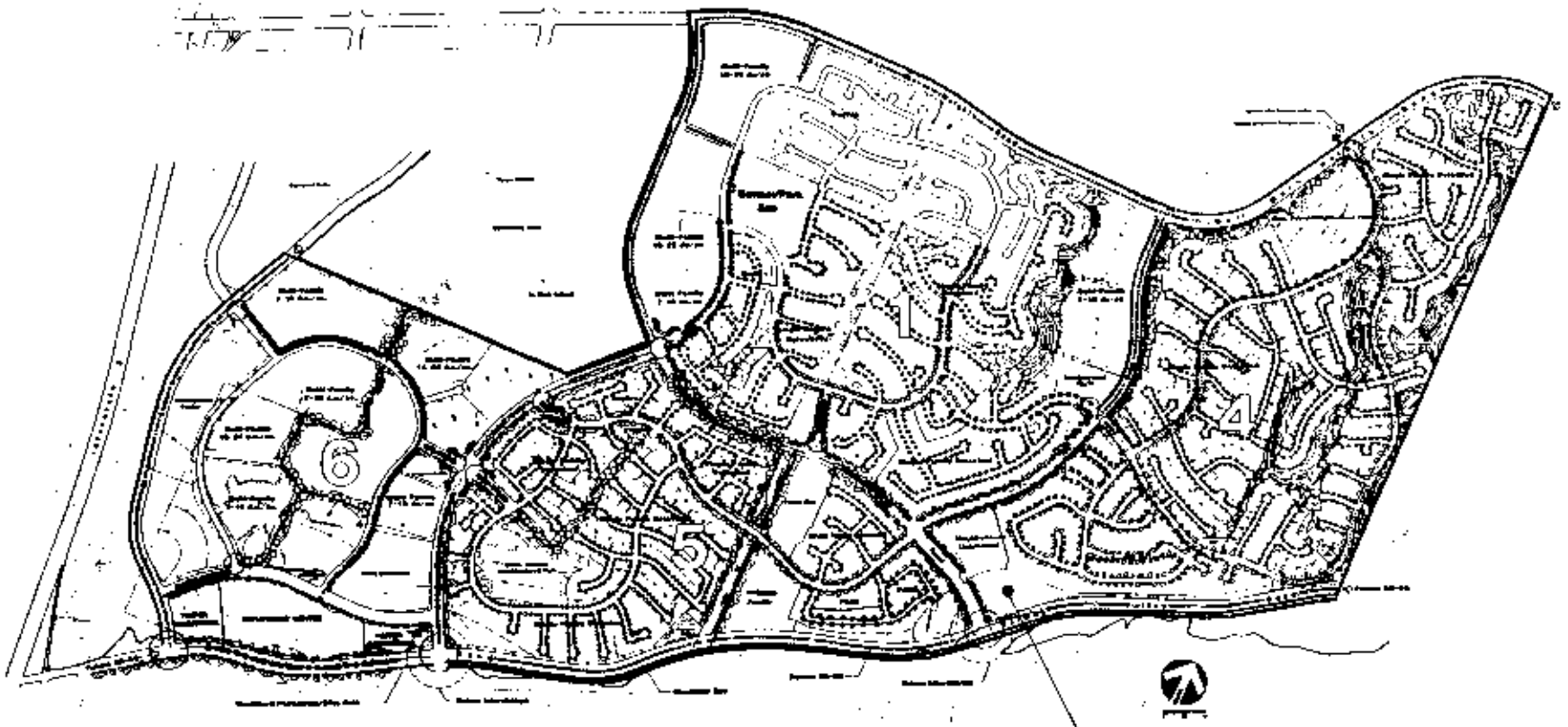


Figure 16

Landscape Concept Plan

2. Purpose and General Remarks:

The purpose of the Landscape Master Plan is to organize the landscape development of Carmel Del Mar to promote the following landscape development values:

a. Regional Landscape Evocation

Such evocation shall be accomplished by the creation of new landscapes which feature landscape characteristics which imitate or reproduce in spirit regional landscape characteristics (for example, eucalyptus windbreaks characteristic of the region might be established). Landscape evocation might be associated with the development of plans for such community planning aspects as the following:

- The development of community identity; the public perception of the community.
- Public access routes to and through the community.
- Regional open space systems.
- Regional recreational systems (bicycle, equestrian, hiking trails, for examples).

b. Community Identity, Coherence, and Character

Community landscaping shall contribute to the production of a visual sense of community through the use of thematic "community" plant materials throughout the community. The organized community-wide spatial arrangement of plant materials (primarily trees) shall contribute to neighborhood definition as well as community definition.

c. Neighborhood Identity, Coherence, and Character

Neighborhood landscaping should contribute to the production of a recognizable visual sense of the neighborhood by using thematic "neighborhood" plant materials throughout each designated community neighborhood. Plant materials should be used in simple combinations and occur in dominant concentrations

throughout each neighborhood to establish a significant basis on which neighborhood character will evolve.

d. **Master Plan Design Principles and Guidelines**

(1) The achievement of the foregoing landscape development values will be a function or product of enforceable landscape development implementation guidelines and regulations. That is to say: design continuity and coherence requires design control; design control will create community and neighborhood identity, coherence and character.

(2) Expression of "variety and individuality" will be the natural outcome of the inhabitants expressing themselves (their culture, values, taste) through landscaping their "territory." Certain types of landscaping expression should be forbidden in areas accessible to the public eye (even if such landscape is on private property) for the sake of maintaining a high landscape aesthetic standard through the community.

(3) Generally speaking, the landscape character of Carmel Del Mar should be a function of the following landscaping elements:

(a) A Eucalyptus/Torrey Pine planting program for streetscapes and open spaces.

(b) Restricted plant palettes - for areas where landscape guidelines and regulations are applicable. Property owners in the nonregulated sectors should utilize similar plant palettes as are used for the regulated sectors of their particular neighborhood.

(c) Tree patterns - Tree planting patterns of an informal, "Naturalized", grouped (i.e., grove) character should be stressed to promote landscape "flow."

(d) Land form - informal naturalesque free-form berming with lawn as ground cover should be emphasized.

(4) The landscape design is critical in establishing the character of Carmel Del Mar. The design should be compatible with and may enhance or emphasize the site topography. The design should complement the architecture of the site and be compatible with the characteristics of existing and proposed neighborhood architecture and landscaping.

(5) All of the site not occupied by structures, unplanted recreational facilities or areas, and paving materials should be landscaped (i.e., planted and irrigated) with combinations of ground cover, shrub, and tree materials.

(6) Maximize use of shrubs to screen parking, storage and utility areas.

(7) Plant design should stress effective combinations of plant materials (color, texture, etc.).

(8) Landscape plantings should be simple in nature while emphasizing the area's theme through the use of natural and/or complementary plant combinations.

(9) Major landscape units should be developed in coordination with the land use organization and open space patterns master planned for Carmel Del Mar. Within this basic structure, functional and comfort parameters such as wind control, sun control (shade), and buffer or screening areas must be related to adjacent use.

(10) In recognition of the movement types and patterns through which people will experience and relate to the landscape (pedestrian, bicycle, equestrian, auto), the landscape design should offer a sequence of events and experiences which relate to and recognize the inherent qualities of the site and the intentions of the development.

(11) Drought tolerant naturalized plantings should be used where possible and appropriate such as in open spaces and manufactured slopes.

(12) Where landscape improvements within open space areas or developed areas occur within or adjacent to native chaparral plant communities a fuel management program should be considered based on a situation evaluation basis.

3. Landscape Categories

a. **Streetscapes** - Within Carmel Del Mar, the streetscapes are comprised of the following landscape categories:

(1) Community Streetscapes
(2) Neighborhood Streetscapes
(3) Neighborhood Entries

(1) Community Streetscapes

Major roads serving the community are mapped as community streetscapes. Community streetscapes may be comprised of all or part of the following elements:

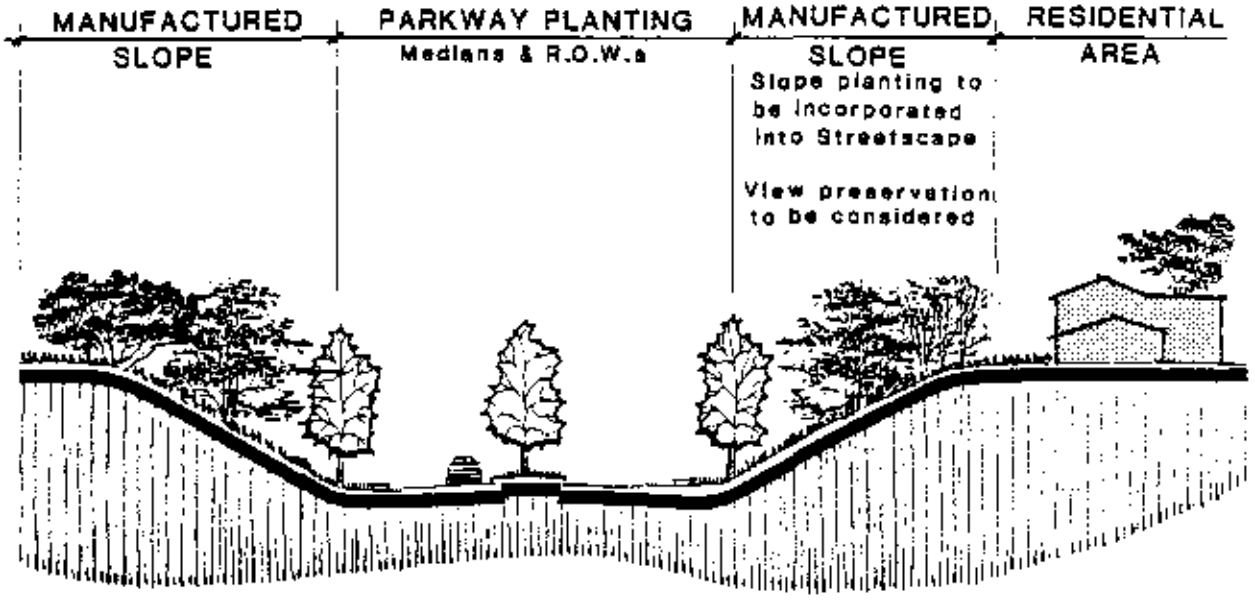
- Street trees
- Median landscape
- Right-of-way (setback) landscaping areas (which may include circulation elements such as bicycle paths)-

(a) Street trees - informal groupings

(b) Median landscape - where width permits street trees to be located within the median.

(c) Right-of-way (parkway) landscaping - lawn should be utilized where appropriate.

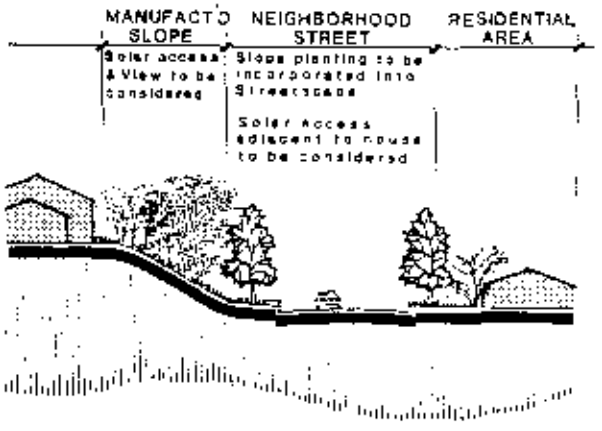
(d) Manufactured slopes - landscaping shall complement street tree and right-of-way plantings.



(2) Neighborhood Streetscape.

Each neighborhood should feature two dominant types of streetscape, a Major Streetscape and a Minor Streetscape.

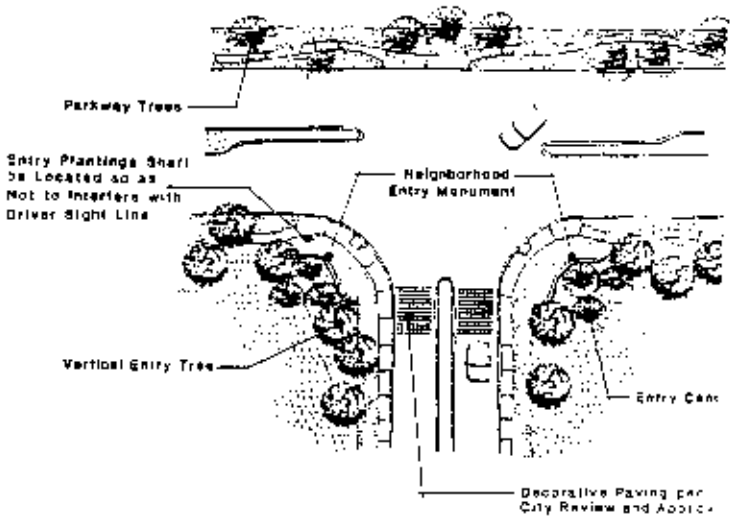
(a) Major Streetscape. The streets which comprise the major streetscapes are those which provide major "through street" corridors through and within the neighborhood. The trees which identify this streetscape should possess strong characteristics which make an emphatic visual statement.



(b) Minor Streetscape. Any streets where the housing is made up of a particular product type or which for locational reasons can be identified as being unique unto itself shall be considered a Minor Streetscape. Minor streetscape landscape control is limited to the required street tree.

(3) Neighborhood Entries

Neighborhood entrances are generally short streetscape segments which link the neighborhood street system with the community street system. Monument walls, signs, paving and landscaping should combine to "announce" that a neighborhood has been entered. Each neighborhood shall have a designated "Entrance Tree" to define the entrance in conjunction with other neighborhood thematic plant materials.



A neighborhood entrance may feature all or part of the following list of landscaped elements:

- Entry Quadrants
- Right-of-way (Parkway) Landscaping
- Manufactured Slopes
- Median Landscaping

(a) Entry Quadrants

Entry quadrants shall contain the major entrance "landscape" monument and appurtenances and a strong statement of the entrance theme tree. Flowing ground covers, shrubs, and vines shall be planted.

(b) Right-of-Way (Parkway) Landscaping

The entrance streetscape right-of-way landscape zone shall feature a strong and formal statement of the entrance theme tree. Flowering ground covers, vines, and shrubs shall be planted.

(c) Manufactured Slopes

Manufactured slopes which form a part of the entrance setting shall utilize the entrance tree, shrub, vine, and ground cover plant palette.

(d) Median Landscape

Medians shall feature the entrance theme tree if the median width is suitable for the tree in question. If the median width is not adequate, a tree shall be selected from the neighborhood streetscape plant palette as a substitution.

b. <u>Open Space</u>

The scope of Open Space landscape planning includes the following landscape categories:

- Non-recreational Open Space.
- Recreational Open Space

(1) Recreational Open space (exclusive of buildings, parking lots, and streetscape setback areas).

All recreational open spaces which fall under the jurisdiction of the City of San Diego Park and Recreation Department shall be designated in conformance with two city documents:

- Standards and Criteria for Park and Recreation Facilities.

- Consultant's Guide for Park and Recreation Facilities.

NOTE: Whenever standards in the Carmel Del Mar Precise Plan exceed the City of San Diego Guidelines and Regulations, the Carmel Del Mar standards shall take precedence.

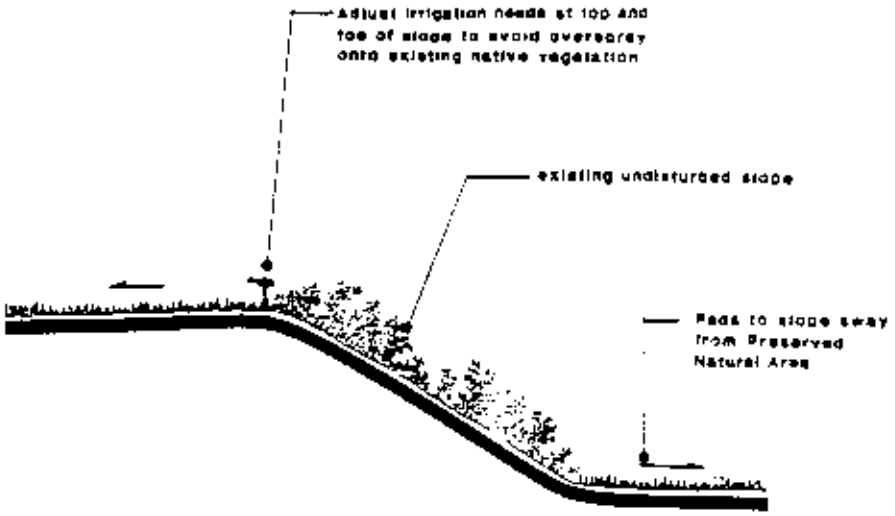
(a) The Recreational Open Space landscapes shall not feature more than three principal tree species per master plan list. Miscellaneous trees may be selected by the developer from the approved tree list. One of the principal trees should be a theme tree. The theme tree should be distinctive with strong character and seasonal interest. The name of the recreational area may be taken from the name of the theme tree (e.g. Sycamore Park).

(2) Recreational Open Space includes the following landscape categories:

(a) Preserved and restored "natural" areas. Preservation of remnants of the native regional landscapes will enhance the regional orientation of Carmel Del Mar's landscape development. When preserving such "natural" landscapes, the developer should ensure that surrounding irrigated and cultivated landscapes do not adversely affect the ability of the natural plant communities to maintain their ecological "steady state"; that is to say, excess irrigation water may flow into and destroy natural areas by eroding soil or "overwatering" native plants. Such problems should be addressed and solved by the developer.

Cut slopes adjacent to natural areas should vary in percent grade to the extent possible. Where developed areas are situated adjacent to preserved or restored "natural" areas containing chaparral plant communities, a fuel management program should be employed based on a situation evaluation basis.

(b) Parks. Parks shall be landscaped in accordance with City of San Diego requirements.



(2) Non-Recreational Open Space includes the following landscape categories:

(a) Manufactured Slopes are categorized as follows:

- Major Assessment District Slopes are those slopes greater than 5' in vertical height which are adjacent to streets and are not privately owned. The objective is for all major city owned slope plantings to relate well together since they are so highly visible.

- Major Private Yard Slopes are defined as those slopes exceeding 15 feet in vertical height. The basic idea being to design the planting with view preservation in mind and to strengthen the theme of the streetscape by using similar plants on all highly visual slopes.

- Minor Private Yard Slopes are defined as those slopes 15 feet in vertical height or less. In general, private yard slopes should complement the adjacent streetscape, especially so when the slope is highly visible from the street.

c. **Community Institutions and Commercial Centers**

Community institutions and commercial centers may include all or part of the following items which require landscape solutions as noted in the following section, Landscape Development Implementation Guidelines.

(a) Street Tree
(b) Streetscape Setback Area
(c) Site Vehicular Entrances
(d) Side and Rear Setback Areas
(e) Parking Areas
(f) Manufactured Slopes
(g) Interior "On-Site" Areas
(h) Undeveloped Areas
(i) Outdoor Storage Areas
(j) Loading Areas
(k) Refuse Collection Areas
(l) Telephone and Electrical Service and Utilities
(m) Landscape elements related or integral to building architecture (e.g., architectural planters)
(n) Building Entrances
(o) Containerized Plant Materials
(p) Hardscape, Lighting, Signing

The following general criteria should be used to evaluate a future development plan to be submitted for the commercial component within Neighborhood 4.

- Commercial buildings shall not exceed one story in height.
- There shall be not more than two driveway entrances from Carmel Canyon Road and no access from Carmel Valley Road.
- Parking areas shall be screened from the street by 3 foot high landscaped mounding within the 10 foot wide setback area or by a 3 foot high masonry wall behind the 10 foot wide setback area.
- Bicycle parking facilities/areas shall be provided.
- Outdoor storage of merchandise, material or equipment shall be prohibited.

- Articulation, material accents and color variation shall be provided on the sides and rear facades of the commercial buildings to provide visual relief.
- Abutting residential properties shall be buffered by a 6 foot high masonry wall and a 5 foot wide landscape planter inside the wall.
- Mechanical equipment, either on the ground or on the roof, shall be screened from adjacent properties.
- Architectural variation shall be provided on the roof top to break up a flat roof appearance from other properties or streets.
- Merchandise deliveries shall be limited to the hours 6 AM to midnight.
- Outdoor pennants, banners, balloons, and streamers shall be prohibited.
- All outdoor lighting shall be so screened or directed that the light does not shine on adjacent properties or streets.

4. Landscape Development Implementation

All required landscaped areas, other than medians and manufactured slopes, not planted with lawn should have an area to shrub ratio of not less than one shrub for 50 square feet of shrub/ground cover area.

a. **Area Wide Landscape Standards**

(1) Community Streetscapes

(a) Street Trees

Plant Palette:	Platanus acerifolia Liquidamber styraciflua Eucalyptus sideroxylon Pinus canariensis
Minimum Size:	24" box
Spacing:	An average one tree per 50 lineal feet of street frontage.

(b) Medians Landscapes

- Shrubs over three feet tall should not be used unless they are boxed specimens used as accents in the median plant composition.
- Sight lines as related to auto and vehicular circulation or pedestrian movement across the streets should be considered when determining shrub and tree placement.
- Shrubs should be located within a planting area so that when they achieve their mature growth and spread, they will not encroach over the median curb line. The minimum distance that a shrub shall be planted from said curb line will vary with the kind of shrub used.
- Medians should not be mounded.
- Lawn should be considered for use in medians where appropriate. Such medians occur only along the perimeter streets, at major neighborhood entries, and along Carmel Country Road.
- Storm drain inlets may be located within the medians.

Plant Palette:	Per Master Plant List
Minimum Size:	Groundcovers - flats Shrubs - 1 gallon Trees - 24" box
Spacing:	Shrubs and Groundcovers- as required per species, follow standard accepted practice. Trees random, average of one per 50' on center.
Location:	All median areas where the minimum width is greater than 2 feet. Trees shall be planted a minimum of three (3) feet from face of curb. Shrubs shall be located within a planting area so that when mature spread is achieved they will not encroach over the curb. Minimum distance from curb shall vary by species.

(c) Right-of-Way (Parkway) Landscape.

Mounds should not exceed a gradient of 4:1 (25%).

ROUND TOPS AND TOES OF SLOPES

Plant Palette:	Per Master Plant List
Minimum Size:	Trees - 15 gal. 75% 24" box, 25% Shrubs - 1 gallon Groundcover flats
Spacing:	Same as median landscape

(d) Manufactured Slopes

Plant Palette:	Per Master Plant List
Minimum Size:	Groundcovers - flats Shrubs - 1 gallon Trees - 1 gallon, 50% Trees - 5 gallon, 50%
Spacing:	Random, average of one tree per 400 square feet.

(2) Neighborhood Streetscape (Major Streets)

(a) Street Trees

Plant Palette:	Liquidamber styraciflua "Burgundy" and "Palo Alto" Eucalyptus sideroxylon Pinus canariensis
Minimum Size:	15 gallon
Spacing:	Random, average of one tree per 20 lineal feet of street frontage.

(b) Right-Of-Way (Parkway) Landscape

Plant Palette:	Per Master Plant List
Minimum Size:	Groundcovers - flats Shrubs - 1 gallon Trees - 5 gallon, 75% Trees - 15 gallon, 25%

(c) Manufactured Slopes

Plant Palette:	Per Master Plant List
Minimum Size:	Groundcovers - flats Shrubs - 1 gallon Trees - 1 gallon, 50% Trees - 5 gallon, 50%
Spacing:	Random, average of one tree per 400 square feet.

(3) Neighborhood Streetscape (Minor Streets)

(a) Street Trees

Plant Palette:	Per Master Plant List
Minimum Size:	5 gallon
Spacing:	Random, average of one tree per 20 lineal feet of street frontage.

(b) The tree shall lend itself to the predominant style of architecture within that section.

(c) There will be color compatibility between the housing and the tree flower color.

(d) There will not be duplication of the same tree within the overall neighborhood. Each inner-neighborhood streetscape will have only one tree species.

(4) Neighborhood Entries

(a) Decorative paving may be used at entries subject to the approval of the City Engineering Department.

(b) Sight lines as related to auto and vehicular circulation of pedestrian movement across streets should be considered when determining tree and shrub placement, wall, fence and sign placement, mound

configurations, or any other landscape features in the quadrant area.

(c) Mounds should not exceed a gradient of 4:1 (25%).

(d) A theme tree will be used at entry quadrants and medians where space permits.

Theme Tree:	Araucaria heterophylla
Alternates:	Populus nigra "Italica" Sequoia sempervirens Agathis robusta
Minimum size:	24" box
Spacing:	Formal, as required.

(e) Background tree to be used in areas contiguous with entry streetscape, where circumstances permit.

Plant Palette:	Per Master Plant List
Minimum Size:	5 gallon, 50% 15 gallon, 50%
Spacing:	Random, average of one tree per 400 square feet.

(5) Recreational Open Space

(a) Park and recreation areas or open space which fall under the jurisdiction of the City of San Diego Park and Recreation Department should be designed in conformance with two City documents:

- Standards and Criteria for Park and Recreation Facilities.
- Consultant's Guide for Park and Recreation Facilities. Whenever standards in the Carmel Del Mar Landscape Development implementation Guidelines and Regulations exceed the City of San Diego guidelines and regulations, the Carmel Del Mar standards should take effect.

The Park and Recreation Landscapes should conform to the Master Plan and Master Plant List as approved by the City of San Diego and as may be necessarily modified by the Parks Department.

(b) Landscapes shall feature no more than three principal tree species, one of which should be a theme tree.

Plant Palette:	Per Master Plant List
Minimum Size:	5 gallon, 50% 15 gallon, 50%
Spacing:	An average spacing of one tree per 400 square feet.

(c) Manufactured Slopes shall follow the standards as discussed under Non-Recreational Open Space landscapes.

(6) Non-Recreational Open Space

Preserved Natural Landscapes

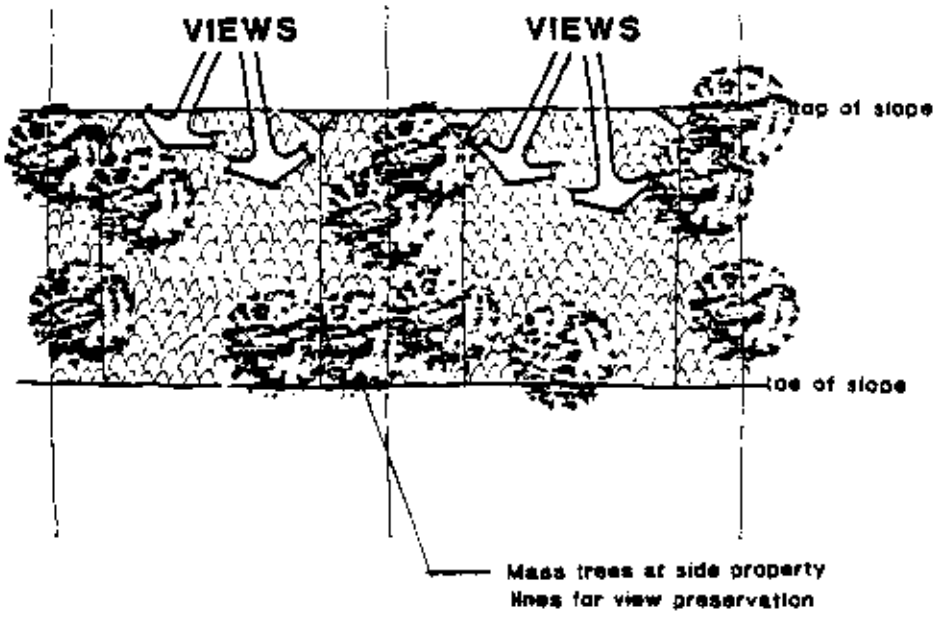
(a) No landscaping required. Avoid irrigation runoff into natural areas.

(b) Manufactured slopes.

100% of the manufactured slope landscaping should utilize the required trees listed in the Master Plant List.

Shrubs and trees should be installed at the rate of one per 100 square feet of slope landscape area and shall be massed, as appropriate, to break-up the linear nature of the manufactured slope.

Tree placement on large slopes should favor the bottom half areas. Trees planted in the upper half of any given slope should be grouped in relation to where building site side property lines intersect the top of slope in order to provide views from the slope tops and minimize potential fire hazards **by introducing City approved low fuel volume plant materials.**



(7) Major Assessment District Slopes.

Plant Palette:	Per Master Plant List
Minimum Size:	Groundcovers - flats Shrubs - 1 gallon Trees - 1 gallon, 25% Trees - 5 gallon, 25%
Spacing:	An average of one tree per 400 square feet.

NOTE: If slope constitutes a portion of the Community and Major Neighborhood Streetscape, the tree ratio shall be 1 gallon 50%, 5 gallon 50%.

(8) Major Private Yard Slopes

Plant Palette:	Per Master Plant List
Minimum Size:	Groundcovers - flats Shrubs - 1 gallon Trees - 1 gallon, 25% Trees - 5 gallon, 25%
Spacing:	An average of one tree per 400 square feet.

(9) Minor Private Yard Slopes:

Plant Palette:	Per Master Plant List
Minimum Size:	Groundcovers - flats Shurbs - 1 gallon Trees - 1 gallon, 25% Trees - 5 gallon, 25%
Spacing:	An average of one tree per 400 square feet.

(10) Community Landscapes

(a) Street Trees: See Landscape Master Plan

(b) Streetscape Setback

Plant Palette:	Per Master Plant List
Minimum Size:	Groundcovers - flats Shurbs - 1 gallon Trees - 15 gallon, 65% Trees - 24" box, 35%
Spacing:	An average of one tree per 400 square feet.

(c) Interior "On Site" Areas

Plant Palette:	Per Approved Plant List
Minimum Size:	
Vehicular Entries:	24" box, 65% 30% box, 35%

Rear & Side Yards:	5 gallons, 35% 15 gallons, 30% 24" box, 35%
Parking Areas:	15 gallon if upright 24" box if canopy form
Spacing:	
Rear & Side Yards:	1 tree/400 sq. feet
Parking Areas:	1 tree/5 parking stalls

b. **Site Specific Guidelines and Regulations**

All or part of the guidelines and regulations may be applicable to the precise site plan for any given development.

(1) Streetscape Setback Area

(a) The entire area between street curb and the setback line should be landscaped except for vehicular access driveways or pedestrian, bicycle or equestrian paved routes.

(b) Undulating free-form berms and lawn should be utilized wherever possible.

(c) Planting and grading should create a variety of depths.

(d) Trees should conform to the Master Landscape Plan and Plant List.

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

(f) Tree Planting Pattern

- Streetscape Setback Trees. Trees should be informally grouped in a "naturalistic" fashion.

(2) Vehicular Entrances (driveways for Single Family Housing not included).

(a) Vehicular entrances should be identified or accented with a group of trees. (Five similar trees, minimum).

(b) This entrance tree should be recalled onsite, if possible.

(3) Side and Rear Boundaries

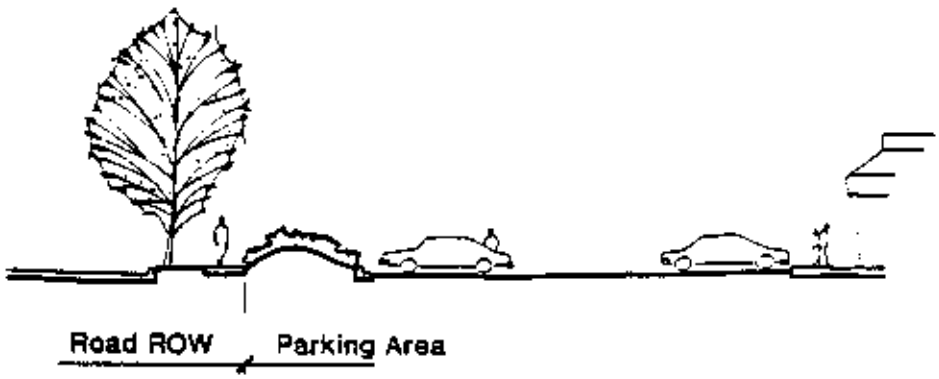
(a) Trees should conform to Master Landscape Plan and Plant Lists.

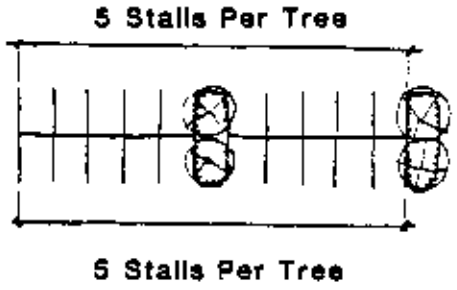
(b) Tree Planting Pattern - avoid equal spacing of trees.

(4) Parking Areas

(a) Planting islands should be created in order to permit "compositional groups" of plant materials rather than a linear scheme which reflects the functional physical organization of the parking lot.

(b) Landscape or screen (with fences, walls or berms, etc.) parking areas in such a manner as to interrupt or screen the areas from views from streets and adjacent properties. Use grouped or linear masses of shrubs and trees with growth potential and habits (size, height, density) sufficient to meet this requirement.





(c) Trees should be planted in the ratio of one (1) per each five (5) parking stalls, minimum. These trees should be planted in the parking area and not in other areas in the site.

(d) Trees and other plant materials should conform to the Landscape Concept Plan and Master Plant List.

(5) Interior "On-Site" Area

(a) Trees should be planted in a ratio of one tree per 500 square feet of landscaped area, minimum.

(b) Use of lawn is encouraged in the area whenever possible.

(c) Trees should conform to Master Landscape Plan and Plant List.

(d) The developer (builder) should designate a "Theme Tree" to be featured on-site around the building(s).

(6) 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 unless required by a governing agency. Erosion control will be provided in graded undeveloped site areas per City of San Diego requirements.

(7) Outdoor Storage Areas

All outdoor storage areas should be visually screened on all sides (except at access points). 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. The selection of landscape types shall provide screening for aesthetic reasons yet still maintain see-through for security purposes.

(8) Loading Areas

The perimeter of all loading areas should be visually screened on all sides to the extent possible. Planting should be used to soften hard materials which are used for screening. The selection of landscape trees shall provide screening for aesthetic reasons yet still maintain see-through for security purposes.

(9) Refuse Collection Areas

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

(b) A landscaped area with a minimum width of six feet should be provided around refuse areas except at access points.

(c) Plant materials should be used to soften whatever hard materials are used for screening.

(10) Telephone, Electrical Service, and Other Utilities

Transformers, terminal equipment, etc., should be visually screened from view by use of landscaping with adequate clearances as required by the utility company.

(11) Landscape Elements Related or Integral to Building Architecture

The use of planters with draping vines, perennials, annuals, etc. along with shrubs and small trees (where feasible) on vertical building surfaces, decks, terraces, balconies, etc., is strongly encouraged.

(12) Containerized Plant Material

Use of potted accent plants is encouraged.

c. **Landform - Landscape Grading and Drainage Criteria**

(1) Slope Sculpturing, Site Grading, Mounding and Berming.

(a) Manufactured slopes shall be contoured in a "natural" way with slope gradients no greater than 2:1 (two horizontal to one vertical); 1-1/2:1 slopes will be permitted only in those areas described previously, where necessitated by grading for previously approved plans within Neighborhood 1. When utilized, 1-1/2:1 slopes will be contoured from 1-1/2:1 to 2-1/2:1 or 3:1.

(b) Stockpile acceptable topsoil whenever possible.

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

(d) Maximum allowable (mowable) slope for lawn areas 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 (except architectural planters) should drain at a 2% minimum gradient slope to drainage swale.

(h) All drainage unpaved swales should have a 1% minimum flowline.

(i) Formalized lawn play fields may be graded at a 1% minimum gradient.

(2) Subsurface Drainage.

Whenever surface devices are appropriate or needed, they should comply with the standards and specifications of the City of San Diego.

d. **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 should be located so that no hose longer than 50 feet is required to reach any given plantings.

(4) A fertilizer injector system is recommended, especially where large plant containers or planters integral to building structures are utilized in a landscape theme.

e. **Hardscape**

Each precise site plan should be developed under the following protective "hardscape" design guidelines and regulations.

(1) Landscape Materials

Landscaped areas may include such features as rock groupings, organic mulch, sculptures, gravel or decomposed granite. However, organic mulch, 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 developed to inert ground cover. It is preferable that plant material predominate in landscaped areas. Additional features, such as raised planters, curbs, wheelstops, bollards and 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 6" high curbs or by some other protection device approved by the Planning Director.

(2) Site Pedestrian Access

All proposed developments should submit a plan of pedestrian access to and through said development to the Planning Department prior to the issuance of building permits. This plan should show pedestrian access to the subject property and to adjacent properties (where applicable) and should be binding on subsequent development of the property. This plan should show all walkways proposed, necessary or required.

(3) Wheelchair Ramps

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

(4) Bikeways

Bikeways on-street or off-street shall be designed in conformance with the CalTrans Highway Design Manual's section on Bikeway Planning and Design.

(a) Bicycle paths located in landscaped areas should meander.

(5) Furnishings

(a) Street furniture, benches, mailboxes, seat/walls, etc. should reflect a total design and be integrated with the sidewalks and berm systems.

(b) Furnishings, including signs, mailboxes, and graphics, for any given development should be selected or designed and constructed according to the environmental quality and standards of said development.

(6) 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
(b) Fiberglass
(c) Mica plaster
(d) Unpainted, brightly polished metals

(7) Paving Materials

All paving materials should be appropriate for their use and provide safe, well-drained surfaces. Paving material patterns and colors should be appropriate to and harmonious with related architectural character, colors, etc., and should anticipate the scale of space and intensity of use in which the paving occurs.

(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) Entry quadrants, neighborhood, parks, commercial and institutional landscapes, and residential common area landscapes should feature safe, directed path lighting, accent "up-lights" that feature plants or planted areas, and soft flood washed directed at walls and berms or to silhouette vertical plantings.

(c) Signs, when illuminated, should utilize directed lighting.

(d) Colored lights should not be used.

(e) Requirement for security and/or safety lighting should take precedence over any other lighting standard.

(f) Outdoor spaces, intended for intensive night activities, should be illuminated to an appropriate level with appropriate shielding and/or cut off limits.

f. Preparation and Installation

(1) Soil Preparation

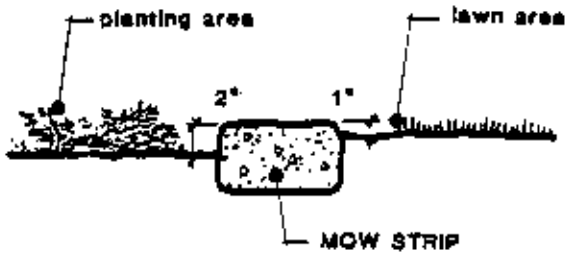
(a) All landscape developments should receive soil testing to determine soil suitability for planting.

(b) All soils should be fertilized, amended, and tilled to conform to recommendations made by the soil testing laboratory and/or landscape architect in order to promote healthy and vigorous plant growth.

(c) Specifications should be submitted with landscaping plans to insure that adequate soil preparation will be made.

(2) Headerboard/Mowing Strips

All shrub and groundcover areas should be separated from lawn areas by 2x4 Redwood headerboard (laminated on curves) or mowing strips (concrete or masonry).



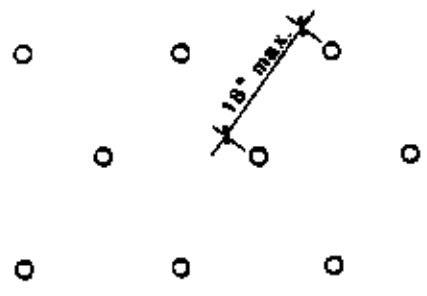
(3) Plant Materials Quality Control

(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 habitat 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 to be 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 routed.

(4) Spacing

(a) Groundcovers. Groundcovers should be planted on whatever spacing is required in order to attain full area coverage within twenty-four months following installation. Maximum spacing for rooted cuttings is 18 inches.



(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. Proposed spacing should also ensure unobstructed access for vehicles and pedestrians in addition to providing clear vision of the intersections from approaching vehicles.

Care should be exercised to allow space for plants to grow and attain the ultimate size desired without restriction. Spacing of plant materials within or adjacent to chaparral plant communities shall provide for adequate clearance between plant materials at maturity and should reduce the need for additional selective thinning, pruning or plant removal in the future. Proper spacing of plant materials within fuel management zones will help to reduce the fire hazards associated with those chaparral plant communities.

(5) 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) Watering Basin (slopes). All trees and shrubs should have at their base a watering basin, minimum 2 inches deep.

(c) Plant Support. Plants should be supported by wood stakes or wire guys as required. Any wires should be marked for public safety. Vines should be firmly attached to walls, fences, posts, etc., mechanically.

g. **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) Use plant varieties which require low maintenance in public and commercial areas or in large scale landscaped areas; avoid "temperamental" plant materials.

(f) No shrub should be less than one gallon size (liner size minimum on slopes).

(g) In general, no eucalyptus should be greater than 15 gallon size, boxed specimens may be used for special effects.

(h) Use boxed "specimen" size trees for immediate effect.

(i) Use low fuel volume plant materials for all new or restored plantings which occur adjacent to chaparral plant communities.

(2) Hydroseeding

Hydroseeding of hillside areas should be permitted. Proposed hydroseeding plans should be subject to a special review. Plan proposals must be submitted by the landscape architect or competent technicians in the field.

(3) Lawn Areas

Lawn seed or sod mixes should be suitable for the soil, climate, and maintenance program existing on the lawn site. Common Bermuda grass should not be used.

(4) Planting Design

(a) Plant materials characteristics to be considered in plant composition:

Form (general outline)
Structure (trunk and branch growing patterns)
Scale
Flowers and fragrance
Bark
Color foliage
Shade casting qualities (light or heavy)
Decorative fruit
Seasonable interest, change of aspect
Fall color
Fire retardance
Drought tolerance

(b) Plant material functions to be considered in plant composition:

Erosion control
Wind barrier
Noise barrier
Traffic control/barrier
Shade
Dust abatement
Glare reduction
Frame view
Screen view
Emphasize or de-emphasize land form
Provide background ("setting")
Provide focal point ("specimen" tree)
Grove effects

(c) The planting plans should create, direct and frame views as appropriate to the settings for individual developments.

(d) Planting plans should address the relation of building masses to the scale of the landscape.

(e) Planting plans should provide contrasts between "urban" and "natural" areas where the site permits.

(f) Visual confusion in landscaping due to the use of many unrelated plant varieties should be avoided. Complex plant mixtures should be avoided in favor of broad masses and site landscape character consistency.

(g) The plant material should be chosen and placed to complement land forms, enhance building lines and facades, and satisfy functional considerations such as screening objectionable views, etc.

(h) Choice and arrangement of landscaping should be appropriate to the scale and style of the individual project as well as relate to the Master Landscape Plan.

(5) Master Plant List

The Master Plant List is organized to complement the Master Landscape Plan and text. Substitutions may have to be made for plants that are not available at the time of implementation. Such substitutions may be made subject to the approval of the Planning Director.

h. <u>Maintenance</u>

These maintenance standards should be followed subsequent to landscape installation:

(1) Landscape Appearance

(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) Growth Control and Training

(a) Lawn and groundcover areas should be trimmed and/or mowed regularly.

(b) Trees should be trimmed or pruned as often as required to develop strong and healthy trunk and branch systems appropriate to their function in the landscape (e.g., street trees should be "headed up;" multi-trunk trees should be pruned to promote an attractive multi-trunk character).

(c) High fuel volume plant materials within or adjacent to fuel management zones should be routinely thinned, pruned, or removed as required.

(d) All plant growth that falls within the scope and jurisdiction of these landscape development guidelines will be controlled so that the plant materials will not:

(1) Interfere with the installation, maintenance, repair, or functioning of any public utilities.

(2) Restrict pedestrian, bicycle or vehicular circulation in their respective circulation corridors or routes.

(3) Restrict any crucial sight lines related to the safe operation of moving vehicles at street intersections, etc.

(4) Create any slope instability, heave construction footings, pavement, etc.

(3) Cultivation

(a) All plantings are to be maintained in a healthy growing condition by means of conscientious programs of fertilization, cultivation, corrective pruning, etc., in accordance with general accepted horticultural practices.

(b) Trees and shrub stakes, ties, and guy wires should regularly be inspected and adjusted to avoid damage to the plant materials and to preclude potential safety problems.

(4) Irrigation

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

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

(5) Plant Placement

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.

(6) 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.

i. Landscape Plan Submittal and Review Items

Detailed landscape and irrigation plans, prepared by a registered Landscape Architect should be submitted to and approved by the Planning Director prior to issuance of a building permit and installed prior to issuance of Certificate of Use and Occupancy.

(1) Provide complete landscape plans (landscape, planting, grading and irrigation) and specifications for review.

(2) Planting plans should show conformance to the Landscape Master Plan and Master Plan text in the following aspects:

Plant varieties
Plant sizing and quantities
Plant spacing and layout, sight lines
Plant composition and pattern
Plant installation specifications
Soil preparation
Plant area coverage

(3) Grading plans should show conformance to the Landform, Grading and Drainage Sections of the Master Plan text in the following aspects:

Positive site drainage
Mounding and berming
Slope gradient appropriate to land use
Sight lines

(4) Irrigation Plans should show conformance to the Irrigation section of the Master Plan text.

j. Brush Management

The Neighborhood 4, 5 & 6 Precise Plan was initially adopted prior to the Landscape Technical Manual. All portions of the Precise Plan area presently have approved tentative or final maps and therefore are not required to conform to the Landscape Technical Manual.

5. Master Plan List

a. Community Streetscapes

(1) Street Trees

Platanus acerifolia	London Plane Tree
Liquidamber styraciflua	American Sweet Gum
Eucalyptus sideroxylon	Red Ironbark
Pinus canariensis	Canary Island Pine

(2) Medians and Parkways

Trees:	Same as Street Trees
Shrubs:	None
Groundcovers:	Turf

(3) Manufactured Slopes

Trees:

Pinus torreyana	Torrey Pine
Pinus halapensis	Aleppo Pine
Pinus canariensis	Canary Island Pine
Eucalyptus cladocalyx	Sugar Gum
Eucalyptus sideroxylon	Red Ironbark

Shrubs:

Escallonia "fradesi"	NCN
Xylosma congestum	NCN
Melaleuca nesophila	Pink Melaleuca
Lantana sp.	NCN
Ceanothus sp.	Mountain Lilac
Tecomaria capensis	Cape Honeysuckle
Photinia fraseri	NCN
Cistus hybrids	Rockrose
Limonium perezii	Seal lavender

Groundcover:

Delosperma alba	White Trailing Iceplant
Gazania uniflora	Trailing Gazania
Lonicera japonica	Japanese Honeysuckle

b. **Neighborhood Streetscapes (Major)**

(1) Street trees:

Liquidamber styraciflua "Burgundy" or "Palo Alto"	American Sweet Gum
Eucalyptus sideroxylon	Red Ironbark
Pinus canariensis	Canary Island Pine

(2) Medians and Parkways

Trees:	Same as Street Trees
Shrubs:	None
Groundcovers:	Turf

(3) Manufactured Slopes

Trees:

Pinus canariensis	Canary Island Pine
Eucalyptus sideroxylon	Red Ironbark
Eucalyptus nicholii	Peppermint Gum

Shrubs:

Escallonia "fradesi"	NCN
Xylosma congestum	NCN
Lantana sp.	NCN
Hemerocallis sp.	Day Lily
Agapanthus sp.	African Lily
Raphiolepis sp.	India Hawthorn

Groundcovers:

Delosperma alba	White Trailing Iceplant
Gazania uniflora	Trailing Gazania
Lonicera japonica	Japanese Honeysuckle

c. **Neighborhood Street (Minor)**

Street Trees:

Albizia julibrissia	Silk Floss Tree
Brachychiton acerifolium	Flame Tree
Callistemon viminalis	Weeping Bottlebrush
Calondendron capense	Cape Chestnut
Catalpa speciosa	Western Catalpa
Erythrina spp.	Coral Tree
Eucalyptus ficifolia	Red Flowering Gum
Grevillea robusta	Silk Tree
Jacaranda mimosifolia	NCN
Koelreuteria bipinnata	Chinese Flame Tree
Koelreuteria paniculata	Golden Rain Tree
Liriodendron tulipifera	Tulip Tree
Magnolia grandiflora	Southern Magnolia
Markhamia hildebrandtii	NCN
Melaleuca linariifolia	Flaxleaf Paperback
Melaleuca quiquenervia	Cajeput Tree
Metrosideros excelsa	New Zealand Christmas Tree
Prunus varieties	NCN
Pyrus kawakamii	Evergreen Pear
Stenocarpus sinnuta	Firewheel Tree
Tabebuia chrysotricha	Golden Trumpet Tree
Tabebuia ipe	NCN
Tipuana tipu	Tipu Tree
Pinus spp.	Pines

d. **Neighborhood Entries**

Theme Tree:

Araucaria heterophylla	Star Pine

Background Trees:

Koelreuteria bipinnata	Chinese Flame Tree
Ricus florida	Bay Fig

Shrubs:

Leptospermum laevigatum	Australian Tea Tree
Bougainvillea sp.	NCN
Raphiolepis sp.	India Hawthorn
Agapanthus sp.	African lily
Gamolepis chrysanthemoidies	NCN

Groundcover:

Turf	
Delosperma alba	White Trailing Iceplant
Gazania uniflora	Trailing Gazania

e. **Recreational Open Space**

Trees:

Eucalyptus lehmanii	White Ironbark
Pinus torreyana	Torrey Pine
Pinus halepensis	Aleppo Pine
Eucalyptus cladocalyx	Sugar Pine
Eucalyptus sideroxylon	Red Ironbark
Koelreuteria bipinnata	Chinese Flame Tree
Platanus acerifolia	London Flame Tree

Shrubs:

Ceanothus sp.	Mountain Lilac
Photina fraseri	NCN
Raphiolepis sp.	India Hawthorn
Melaleuca nesophila	Pink Melaleuca
Tecomaria capensis	Cape Honeysuckle
Xylosma congestum	NCN
Cistus hybrids	Rockrose

Groundcover:

Delosperma alba	White Trailing Iceplant
Turf	
Gazania uniflora	Trailing Gazania
Lonicero japonica	Japanese Honeysuckle

f. **Preserved "Natural" Landscapes**

Utilize species indigenous to the region.

g. **Major Assessment District Slopes**

Trees:

Pinus torreyana	Torrey Pine
Eucalyptus cladocalyx	Sugar Gum
Eucalyptus lehmanii	Bushy Yate
Eucalyptus nicholii	Nichol's Willowleafed Peppermint Gum

Tall Shrubs:

Escallonia "fradesii"	Escallonia
Leptospermum laevigatum	Australian Tea Tree
Melaleuca nesophila	Pink Melaleuca
Photinia fraseri	NCN
Tecomaria capensis	Cape Honeysuckle

Sub Shrubs:

Acacia ongerup	NCN
Caenothus "Joyce Coulter"	NCN
Limonium perezii	Statice

Groundcover:

Delosperma alba	White Trailing Iceplant

Accent Plants at Street Corners:

Bougainvillea	NCN
Dietes	Fortnight Lily
Escallonia	NCN
Euryops	NCN
Hibbertia scandens	Guinea Gold Vine
Lantana (all kinds)	NCN
Rosa banksiae	Lady Banks Rose
Rosa "Californica"	Native Rose
Tecomaria capensis	Cape Honeysuckle

h. **Major Private Yard Slopes**

Trees:

Eucalyptus sideroxylon	Red Ironbark
Pinus canariensis	Canary Island Pine
Pinus halepensis	Aleppo Pine

Tall Shrubs:

Cotoneaster "Franchettii"	NCN
Photinia fraseri	NCN
Tecomaria capensis	Cape Honeysuckle
Xylosma congestum	NCN

Sub Shrubs:

Acadia "pecoff verde"	NCN
Ceanothus "Joyce Coulter"	NCN
Cistus hydridus	White Rockrose
Cistus purpureus	Orchid Rockrose

Groundcover:

Delosperma alba	White Trailing Iceplant

i. **Minor Private Yard Slopes**

Trees:

Eucalyptus lehmannii	Bushy Yate
Eucalyptus sideroxylon	Red Ironbark
Pinus halepensis	Aleppo Pine

Tall Shrubs:

Cotoneaster "franchettii"	NCN
Photinia fraseri	NCN
Tecomaria capensis	Cape Honeysuckle
Xylosma congestum	NCN

Sub Shrubs:

Acacia "pecoff verde"	NCN
Ceanothus "Jouce Coulter"	NCN
Cistus hydridus	White Rockrose
Cistus purpureus	Orchid Rockrose

Groundcover:

Delosperma alba	White Trailing Iceplant

j. **Accent Plants**

The following list of shrubs and ground covers have been compiled for consideration based on their flower color. The landscape architect shall select shrubs and groundcovers to accent the selected tree for the specific neighborhood section in question.

PLANTS WITH PINK OR RED FLOWERS

Abelia	Kalanchoe
Belperone	Kniphofia
Bergenia	Jasminum
Bougainvillea	Lagerstroemia
Calliandra	Lampranthus
Callistemon	Lantana
Cistus	Leptospermum
Crassula	Lenicera
Diosma	Mimulus
Distictis	Nerium
Drosanthemum	Polygonum
Escallonia	Pelargonium
Galvezia	Raphiolepis
Heuchera	Tecoma
Hibiscus	Vinca Rosa

PLANTS WITH BLUE OR VIOLET FLOWERS

Agapanthus
Ajuga
Bougainvillea
Ceanothus
Ceratostigma
Clematis
Echium
Felicia
Grewia
Hardenbergia
Hebe
Iris
Lagestroemia
Lampranthus
Lantana
Limonium
Osteospermum
Pelargonium
Plumbago
Rosmarinus
Sollya
Teucrium
Tibouchina
Vinca
Wisteria

PLANTS WITH WHITE FLOWERS

Abelia
Bougainvillea
Carissa
Carpenteria
Cistus
Cytissues
Dietes
Diosma
Escallonia
Hebe
Hibiscus
Jasminum
Lagerstroemia
Lantana
Leptospermum
Ligustrum
Marguerite
Myrtus
Nandina
Nerium
Osmanthus
Photinia
Pittosporum
Pyracanthus
Raphiolepis
Trachelospermum
Viburnum
Wisteria

PLANTS WITH YELLOW TO ORANGE FLOWERS

Acacia	Justicia brandegeana
Aeonium	Lampranthus
Aloe	Lonicera
Bougainvillea	Mahonia
Cassia	Malephora
Dietes	Marguerite
Euryops	Poinciana
Gamolepis	Rosa banksiae
Gazania	Sedum dendroideum praeltum
Gelsemium	Sedum rubrotinctum
Hemerocallis	Strelitzia
Hibbertia	Tecoma Stans
Hibiscus	Tecomaria capensis "Aurea"
Jasmine	Thunbergia

k. Screen Plantings

Shrubs:

Photinia fraserii	NCN
Eucalyptus lehmannii	Bushy Yate
Dodonea viscosa	Hopseed
Xylosma congestum	NCN

l. Restored Open Space

Trees:

Eucalyptus sideroxylon	Red Ironbark
Eucalyptus lehmannii	Bushy Yate
Pinus torreyana	Torrey Pine
Pinus canariensis	Canary Island Pine

Shrubs:

Acacia latifolia	NCN
Heteromeles arbutifolia	Toyon
Rhus integrifolia	Lemonade Berry
Acacia redolens	NCN
Plumbago capensis	Cape Plumbago

IV. PARKS, RECREATION, AND OPEN AREAS

A. INTRODUCTION

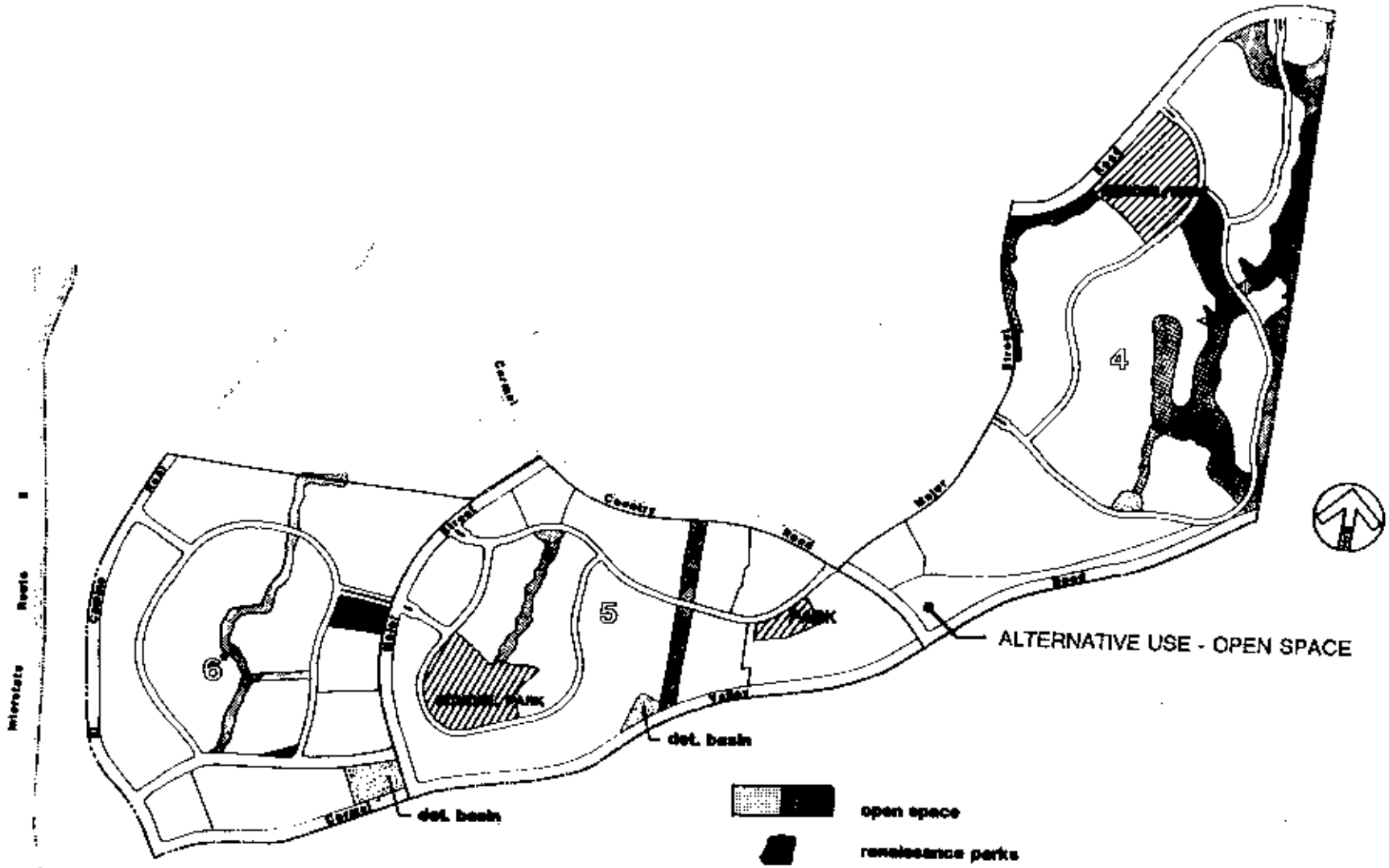
The North City West Community Plan sets forth park, recreation, and open areas proposals for the community plan area in order to ensure that future residents are provided with adequate recreational opportunities and natural open areas are preserved within the community plan area.

Designated parks and open areas within the precise plan are shown in Figure 17. This section outlines the ways in which this precise plan responds to the provision of the park and recreation opportunities to future residents.

B. NEIGHBORHOOD PARKS

Two population based neighborhood parks which will be maintained by the City of San Diego Parks and Recreation Department are proposed within the precise plan area. The school/park complex within Neighborhood 4 contains 15.0 acres. This park shall be open for public use at the time 80% of the Residential development in Neighborhood 4 is completed. The school plant is located on three acres, leaving a total of 12 acres available for community use. This arrangement of securing the school buildings on a smaller acreage and leaving the playfields open for public use greatly expands recreational opportunities to the neighborhood. The proposal provides 12 acres of neighborhood park use to the community under a joint use concept rather than the more typical five acres where the playfields are fenced off as part of the school grounds. The school/park complex within Neighborhood 5 is 15.18 acres in size and will provide 12 + acres for park use. The Neighborhood 5 park is scheduled to be open for public use in November, 1987. In addition, land for a 3-acre park is to be donated to the City in the eastern portion of Neighborhood 5 by the property owner and developed as a park through the community wide facilities benefit assessment district.

A neighborhood school/park is not proposed for Neighborhood 6. This neighborhood is adequately served by the proposed community park to be located within the town center area and by the neighborhood park adjacent to the elementary school within Neighborhood 5. All of Neighborhood 6 is included within the attendance area of the school within Neighborhood 5 and it seems logical that the



* NOTE: Each planned residential development must provide the required amount of open space per dwelling unit and may contain a private recreation facility.

Figure 17

Parks, Recreation and Open Space

neighborhood park can likewise serve the same attendance area. Convenient bikeway and pedestrian access to both the neighborhood park and community park is provided.

Neighborhood 6 is proposed as a multi-family development with each superblock required to provide recreational facilities to its residents. This combination of facilities and nearby provision of both a neighborhood and community park should more than adequately provide residents of Neighborhood 6 with recreational opportunities. In addition, almost 4 acres of Renaissance parks are also proposed within Neighborhood 6 in order to provide a local play space for children within the immediate area. These Renaissance parks are in excess of the population-based park standards and will be maintained at the expense of a maintenance district. The three acre Renaissance park will be open for use in January, 1988.

Both active and passive recreational opportunities will be offered within the neighborhood parks. Recommended park facilities include picnic areas, children's play areas, lawn areas and multi-purpose playfields. A schematic design of a typical neighborhood park within the precise plan area is illustrated in Figure 18.

C. RENAISSANCE PARKS AND RECREATION AREAS

Additional recreational areas will be provided within the precise plan area to supplement the Neighborhood Parks. These small recreation areas (renaissance parks) are generally one to two acres in size and will be designed to offer an informal turf play space for children. Typical design will emphasize a large grass area with appropriate landscaping buffer along adjacent streets and residential units. Some play equipment and a few picnic tables may also be provided. Two such parks are proposed within the precise plan area (See Figure 19).

As is the case with the neighborhood park and school, the renaissance parks will be acquired and constructed utilizing F.B.A funds and will be incorporated into the North City West Public Facilities Financing Plan. However, unlike the Neighborhood Park, future maintenance of the renaissance parks will be accomplished under the North City West and Open Space Maintenance District rather than from City General Funds, since they are in excess of City Population-based park standards.

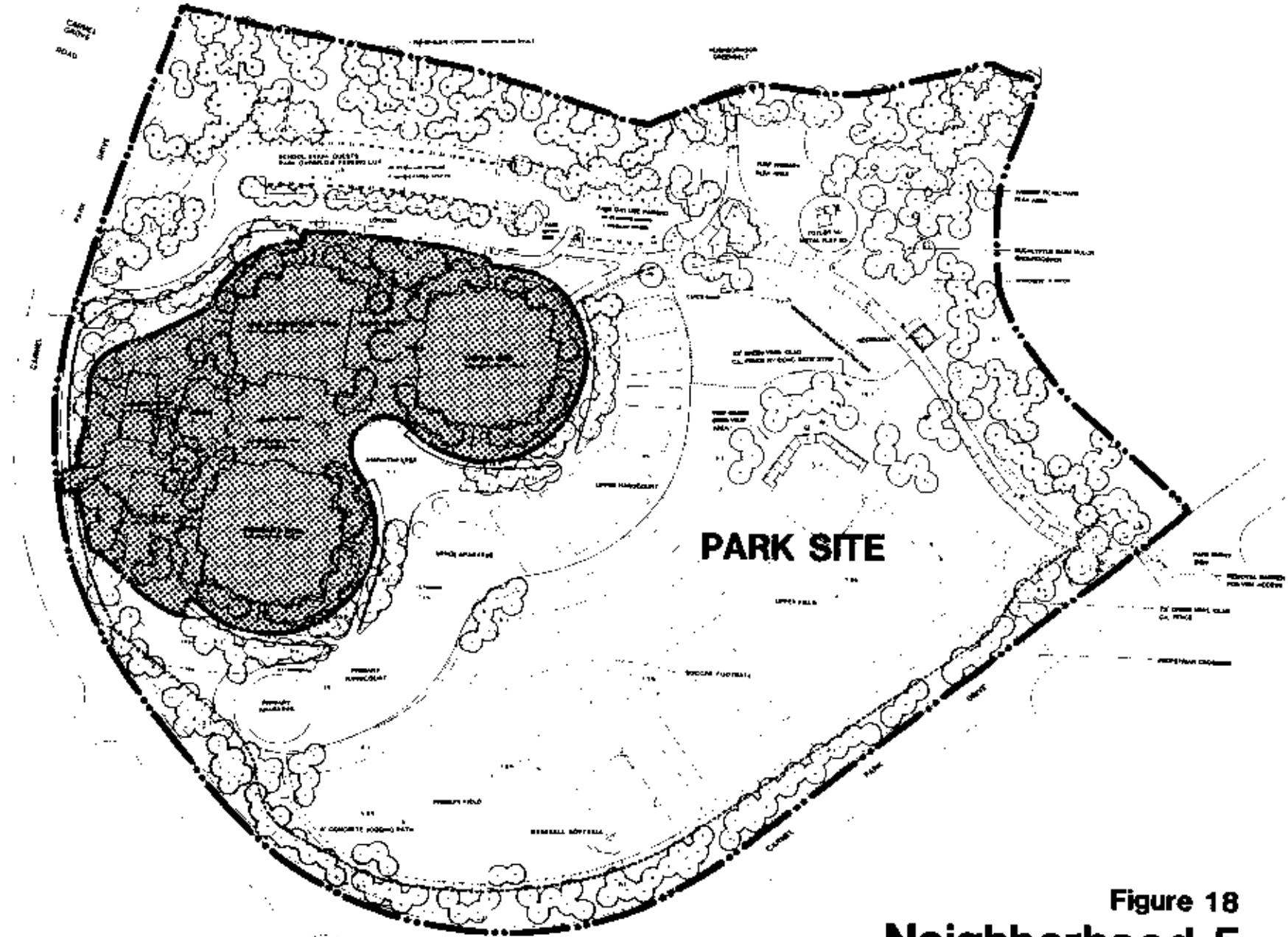
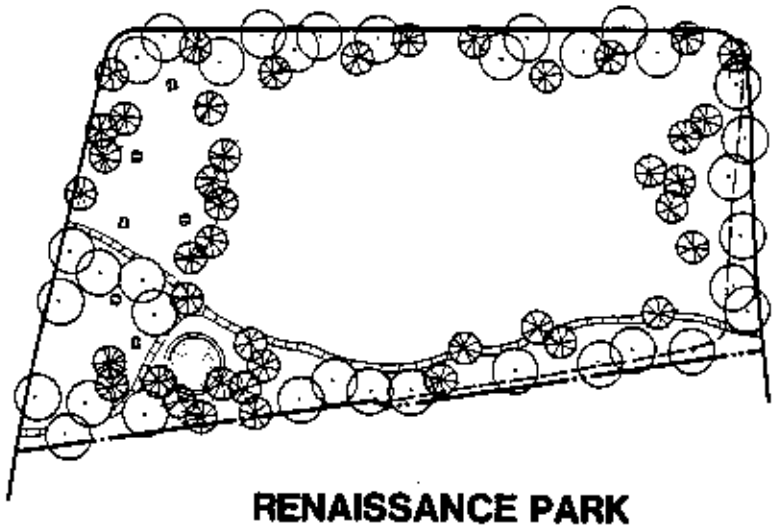
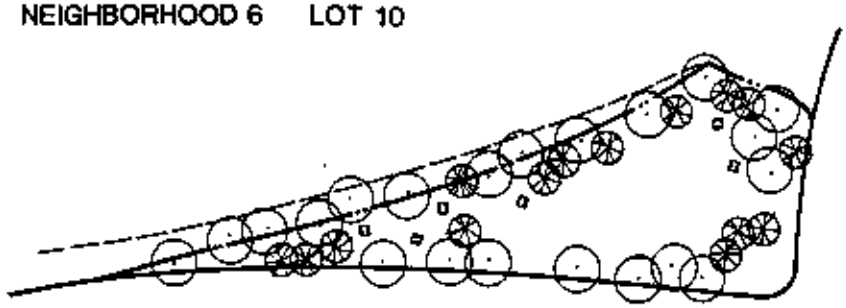


Figure 18
Neighborhood 5
Park Site



RENAISSANCE PARK
NEIGHBORHOOD 6 LOT 10



RENAISSANCE PARK
NEIGHBORHOOD 6

Figure 19

RENAISSANCE PARKS

In addition, all multi-family developments within the precise plan area will contain their own recreational facilities maintained by the individual project homeowner maintenance associations. These recreational areas will be provided in conjunction with individual multi-family residential projects and may contain swimming pools, tennis courts and other facilities deemed appropriate by the developer.

D. OPEN AREAS

Open areas within the precise plan area takes many forms. It includes natural areas, manufactured area to provide linkages between neighborhood facilities, the San Diego Gas and Electric Company easement, slope treatment along major roadways, and neighborhood entrances. Together, these areas define the character of the neighborhood, provide visual interest and serve a more important function of tying the community together. While design treatment and landscaping guidelines are provided within the design element of this precise plan, the following brief descriptions and illustrations convey the intent of open area provisions and treatment within the precise plan area.

1. Neighborhood Entrances

Each neighborhood within the precise plan area has primary entrance points where the collector loop system connects to the exterior major street system. Each of these entrances will receive a special design treatment in order to create project identity within the precise plan area. In general, a 14-foot landscaped traffic island will be provided. Figure 20 illustrates a typical entrance point; however, it must be emphasized that each point will be different and attempt to reflect the design character and feeling of the individual project. Design of neighborhood entrances must also be in conformance with City engineering standards.

2. Slopes Along Major Streets

Slopes along major streets provide visual relief and interest to the general public travelling through the area. They become directional in nature and provide identity to the community. They also serve as buffers for noise. A typical treatment of major street slopes is illustrated in Figure 21.

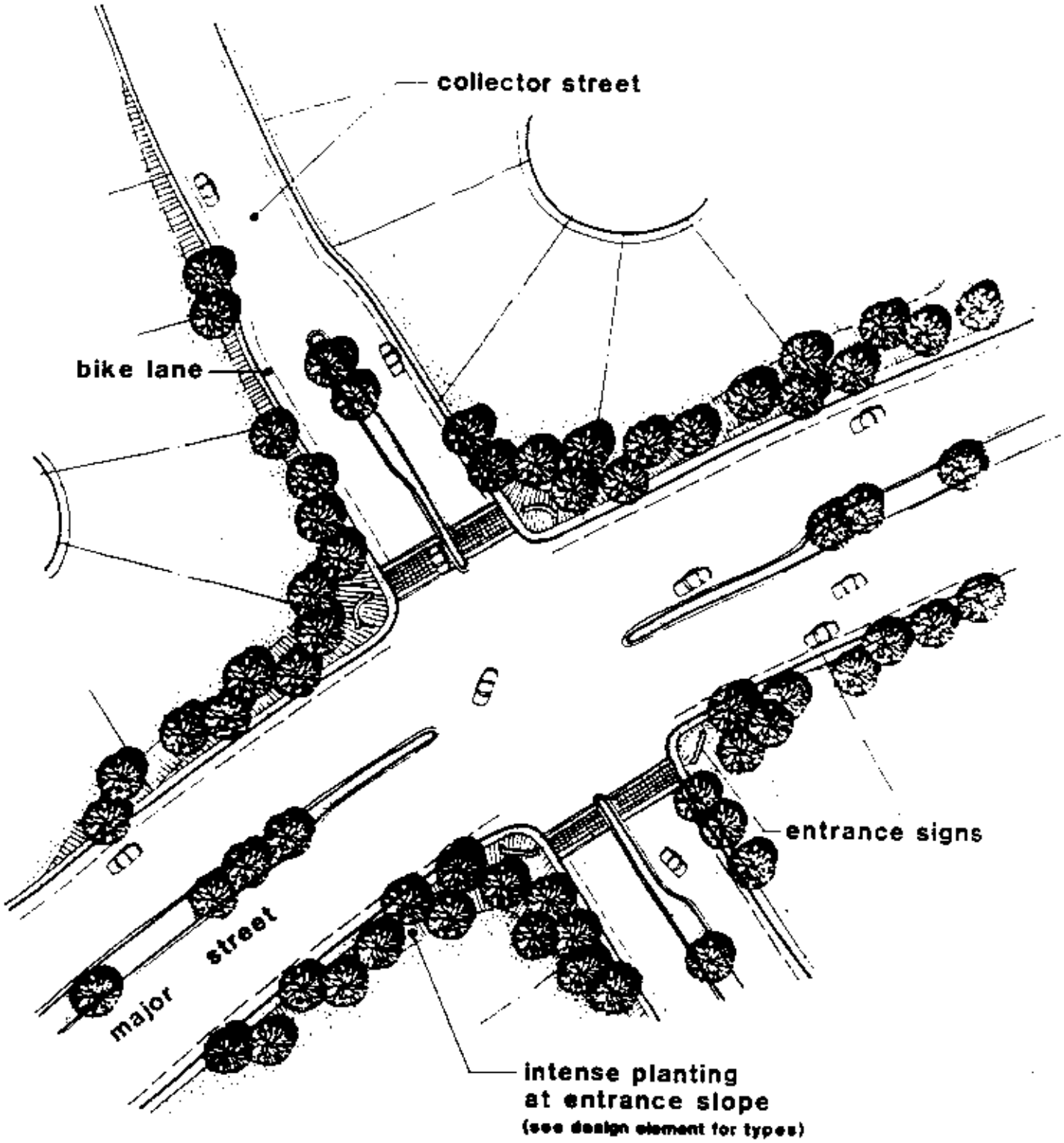


Figure 20

Neighborhood Entrance

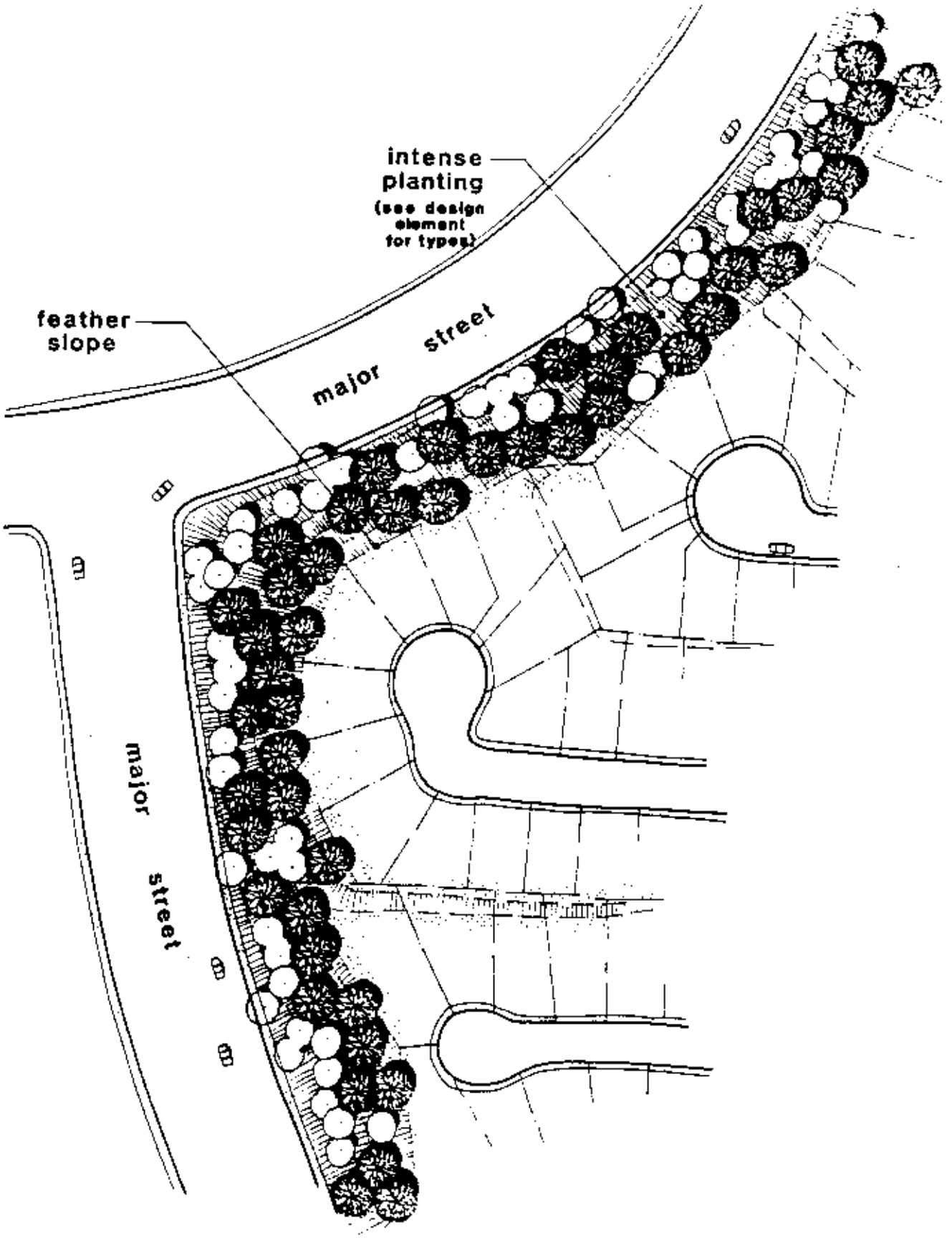


Figure 21

Slope Treatment

3. Natural Areas

Most of the natural open spaces in the precise plan area will be located within Neighborhood 4. These provide a north-south linkage throughout this neighborhood and focus upon the school/park complex proposed along Del Mar Heights Road. This open space basically consists of rather steep canyon slopes which exist within the area. Figure 6 (previously discussed) illustrates a typical cross-section of these natural open space areas. A nature trail is proposed linking through the natural open space area within Neighborhood 4.

4. SDG&E Easement

The 150-foot wide SDG&E easement in Neighborhood 5 will provide an additional open area amenity within the precise plan boundaries. The easement will be landscaped, contain a pedestrian walkway and bikeway and will serve as an additional open area for residents of Neighborhoods 4, 5 and 6. The easement will serve as a visual buffer between various land uses within the development and provide linkage through the Carmel valley neighborhood.

Vehicular access must be maintained for the entire length of the easement to permit maintenance vehicles to serve the power lines within the easement. Figure 8, within the land use chapter of this plan, reflects the design treatment planned for the SDG&E easement.

5. Manufactured Open Space Linkages

Neighborhoods 5 and 6 contain major manufactured open space linkages to provide access between neighborhood facilities. They serve to provide pleasant pedestrian and bicycle access without conflicting with automobile traffic and provide a major neighborhood identity feature. Typical illustration of a manufactured open space link is provided in Figure 22.

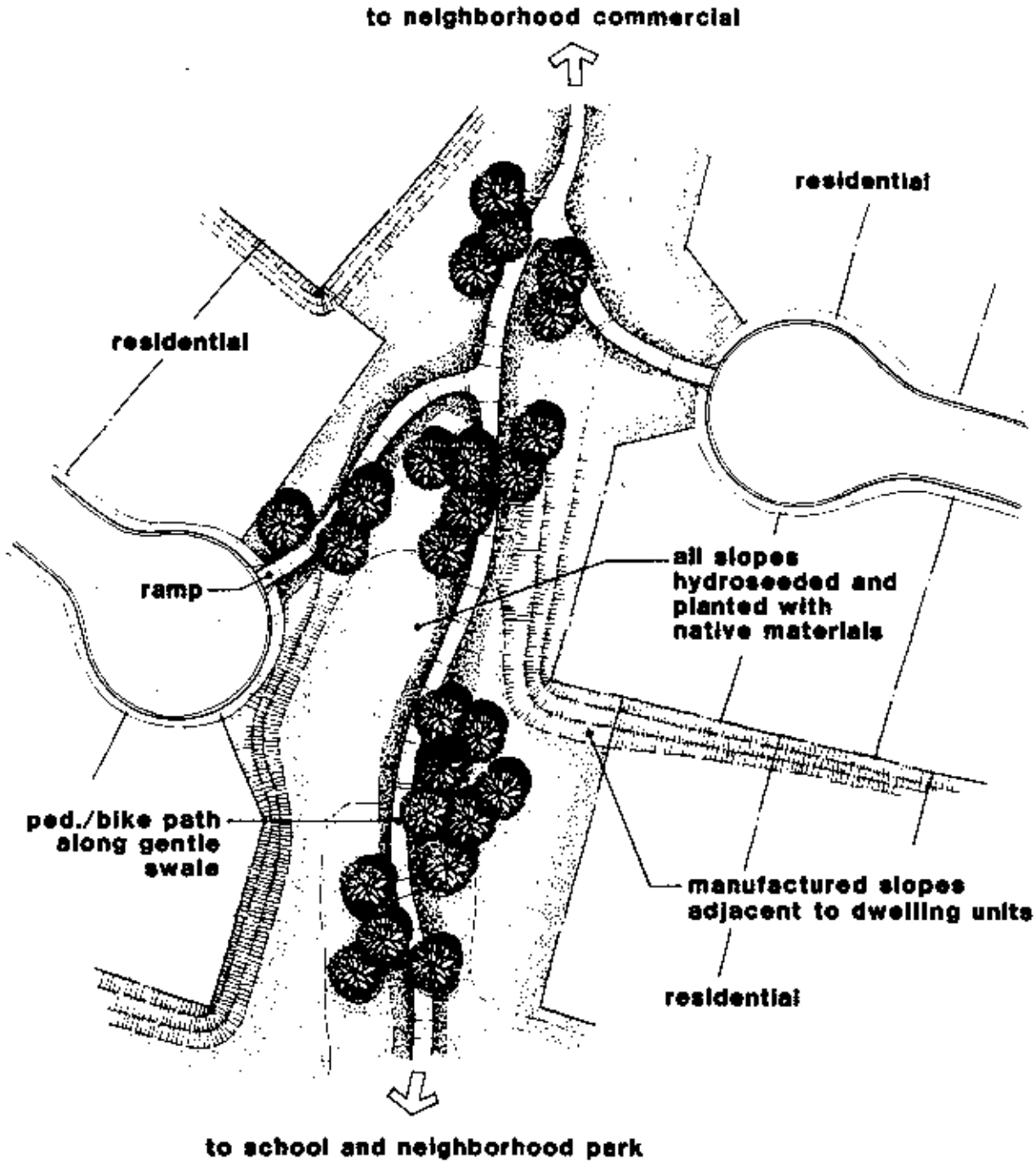


Figure 22

Pedestrian Bike Path

Neighborhood Park and Commercial Linkage

E. TENNIS CLUB

A private 10.8 acre Tennis Club is proposed within the North-central portion of Neighborhood 5. The 150' wide SDG&E easement will provide space for a pedestrian and bike path linking the future parish to the south to Neighborhood 1 and Torrey Pines High School. While development plans have not been finalized, it is envisioned that the Tennis Club will contain a large clubhouse and pool, 20-25 courts, and parking for 200 plus automobiles. Auto access to the club will be from Carmel Country Road and not from residential streets. The Tennis Club property will have a deed restriction placed upon it, limiting any future use of the property to community recreational use. The Tennis Club would also have to provide an after school program for the children of the North City West community at either no cost or a reduced cost. The Tennis Club would also offer a reduced fee or membership program to residents of North City West.

V. PUBLIC SERVICES AND FACILITIES ELEMENT

A. INTRODUCTION

The North City West Public Facilities Financing Plan contains the provisions for the financing of public facilities within Neighborhoods 4, 5 and 6. The financing plan provides for the provision of public facilities through a facilities benefit assessment, subdivision map improvements, and schools in accordance with the North City West Schools Facility Master Plan. The facilities identified and financed are community parks, park-and-ride facilities, library, fire station, neighborhood parks, sewage pump station, water line, major roads system, and school facilities.

In conjunction with the financing plan and the School Facilities Master Plan, the precise plans for Neighborhoods 4, 5 and 6, through the development plans and subdivision maps, set forth the internal road systems and any internal facilities.

B. SCHOOLS

Two school sites are located in the precise plan area. Both sites are located adjacent to neighborhood park sites. Each complex will occupy 15 acres with 3 acres reserved for school buildings and the remainder reserved for park and school playground activities. Figure 23 illustrates a typical elementary school schematic.

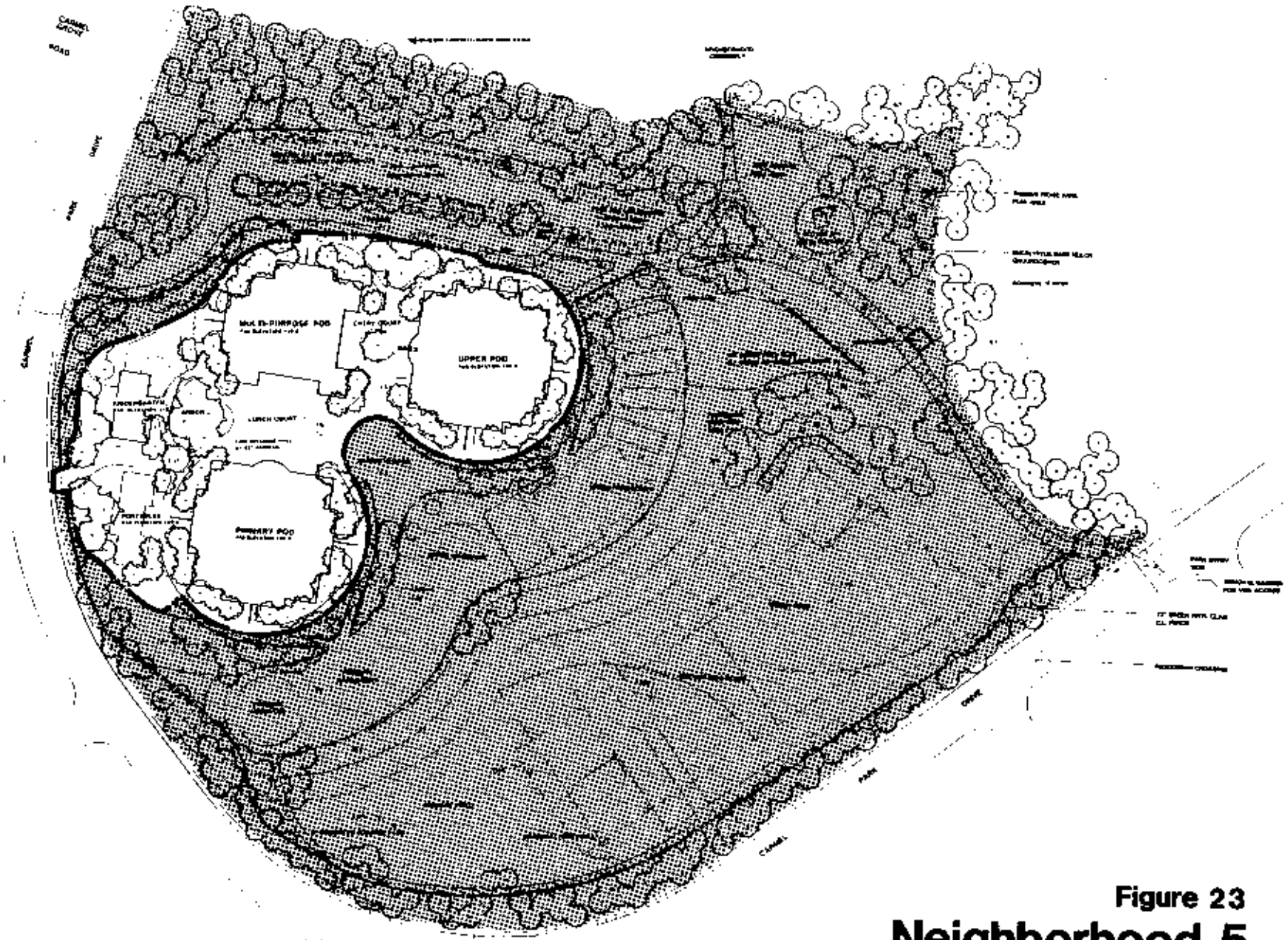


Figure 23
Neighborhood 5 Elementary School

C. WATER SERVICE

Water service in the precise plan area will be provided by the City of San Diego. Water facilities will be provided through the subdivision process and FBA's in conformance with the North City West Community Plan, the North City West Public Facilities Financing Plan, subdivision requirements, and the Lowry Water Study. Water is supplied to the area by the existing Del Mar Heights Road pipeline. In addition, a 30-inch pipeline must be installed between the existing Del Mar Heights pipeline and the existing 51-inch Miramar pipeline. This proposed 30-inch pipeline will be required before 7,000 equivalent units are constructed in North City West.

Reclaimed Water

"City Ordinance No. 0-17327, adopted in July 1989, mandates that no person or public agency shall use potable water for irrigation of greenbelt areas, or other uses where use of reclaimed water is suitable, when reclaimed water is available. Reclaimed water uses can include, but are not limited to, the irrigation of greenbelt and agricultural areas, filling of artificial uses, and appropriate industrial and commercial uses. The Ordinance further requires that tentative maps, subdivision maps, land use permits, or other development projects, if falling within an existing or proposed reclaimed water services area based on the Water Reclamation Master Plan, be served with reclaimed water or include facilities designed to accommodate the reclaimed water in the future.

The Precise Plan area is located within the service area of the proposed North City West Reclamation Plant. Therefore, facilities to accommodate future reclaimed water use will be a condition of approval of all new developments in this area. The use of reclaimed water will include irrigation of greenbelt area in commercial area, school, park, street medium and slopes, and front yards of single-family residential development projects."

D. SEWER SERVICE

Sewer service in the precise plan area will be provided by the City of San Diego. Sewer facilities will be provided through the subdivision process in conformance with the North City West Community Plan, the North City West Public Services Financing Plan, and subdivision requirements. A 21 inch sewer main exists in El Camino Real and the Carmel Valley trunk Sewer is located in Carmel Valley Road. Those facilities are adequate to serve development within the precise plan area.

E. POLICE

Police protection in the precise plan area will be provided by the City of San Diego Police Department from their northern area station located at 4285 Eastgate Mall. The estimated number of dwelling units will require establishment of two police beats which will require a total of 10 officers and 4 sergeants for a 24-hour shift. Landscaping of the precise plan area will be accomplished utilizing "defensible space" concepts in order to discourage crime while at the same time enhancing the visual environment of the precise plan.

F. DRAINAGE

Drainage facility requirements associated with development of all North City West, including the precise plan area, were analyzed by Leeds, Hill and Jewett, Inc., in their 1980 North City West Drainage Study. The purpose of that study was to ensure that rainfall runoff and sedimentation from the developed North City West would not exceed that already occurring within the plan area under natural conditions, and that sedimentation from the developed community would not adversely affect either Los Penasquitos or San Dieguito Lagoons. The Leeds, Hill and Jewett, Inc. study determined that the best method of controlling rainfall runoff and sedimentation from the plan area would be the installation of temporary detention basins placed at key locations throughout the plan area. The spillways for the detention basins discussed in the drainage study were designed to reduce the volume or runoff exiting the basins to that of the 10-year storm peak flow rate; storage capacities within the detention basins were sized to accommodate rainfall runoff from a 25-year design storm without overtopping.

Drainage facilities within the precise plan area have been sized to conform with the facility requirements outlined in the Leeds, Hill and Jewett, Inc. study and with the preliminary computer analysis conducted by PRC Toups' engineers and hydrologists. The Leeds, Hill and Jewett, Inc. study recommended that 39.6 acre feet of storage capacity be provided in five detention basins located along Carmel Valley Road in the southern portion of the precise plan area (Leeds, Hill basins U, F, G, H, I). These five basins are proposed to be located at the concentration points of the five existing drainage subbasins located within the precise plan area. A sixth detention basin (basin V) is shown in the Leeds, Hill and Jewett, Inc. study immediately west of the southwestern border of Neighborhood 6. This basin would capture runoff from the western portion of Neighborhood 6. Some of the watersheds and drainage patterns in the 1980 L-H study have been modified as the area developed, These changes have resulted in some different plan

concentration points and watershed areas; this has required changes in the sizes and locations of the detention basins. The precise plan calls for the installation of three detention basins within the precise plan area with a total storage capacity of 31.0 acre feet; one detention basin would be located within each of the three neighborhoods, as follows: (1) a 10 acre-foot detention basin would be located in Neighborhood 4 near the intersection of Carmel VAlley Road and Carmel Country Road; (2) a 6 acre-foot detention basin would be located in Neighborhood 5 west of the intersection of Carmel Valley Road and the SDG&E easement; and (3) a 16 acre-foot detention basin would be located in Neighborhood 6 west of the intersection of Carmel Valley Road and Soledad Valley Road. Luke Dudek's engineers and hydrologists have determined that the three detention basins proposed will adequately serve the function of the five Leeds, Hill basins (U, F, G, H, I). This alteration is due to the fact that the existing five-subbasin drainage pattern will be eliminated in conjunction with grading for the proposed project. The majority of runoff from the developed precise plan area will collect at three concentration points; such runoff would be accommodated by the three proposed detention basins. A fourth runoff concentration point is located in the western portion of Neighborhood 6 and will be undetained.

Drainage facilities within streets rights-of-way or access easements will be maintained by the City of San Diego. Special facilities, such as detention basins, may be maintained through an agreement with the City of San Diego, or ultimately eliminated as drainage facilities are provided for the drainage basins that flow into Carmel Creek. Maintenance of such facilities is not the responsibility of the City of San Diego.

G. UTILITIES

1. Gas and Electric Service

Gas and electric service within the precise plan area will be provided by San Diego Gas & Electric Company (SDG&E). Local gas and electric distribution lines will be installed underground. The existing 150-foot wide SDG&E easement which bisects Neighborhood 6 contains 69 kV and 12 kV overhead lines. This easement will remain accessible for periodic pole cleaning and maintenance. Gas service for the community plan area will be provided via a high pressure gas line in Del Mar Heights Road. An additional 69 kV power line exists within Neighborhood 6; this facility may be relocated to an alignment more in keeping with the overall planning design of Neighborhood 6 land use.

2. Telephone Service

Telephone service will be supplied by Pacific Telephone Company via underground lines connecting into individual service laterals and prewired buildings. An existing Pacific Telephone facility on Del Mar Heights Road will coordinate telephone service within North City West. A new central office facility is expected to be constructed within the town center to serve the entire community plan area.

3. Cable Television Service

Cable television service will be provided through underground facilities installed in common trenches adjacent to power and telephone lines. The cable television lines will connect to individual service laterals and prewired buildings.

H. RELIGIOUS FACILITY

A 15 acre religious facility is proposed immediately south of the Tennis Club within the Southcentral portion of Neighborhood 5. While plans have not been prepared, it is envisioned that the land will accommodate a church, school and the existing cemetery.

Reserving this major site for religious facilities during the planning stage of development will help assure future compatibility of land use within the community. Of major importance is the provision of walkways and bikeways that will have the parish site as a destination point. The provision of access from a collector street and the opportunity to surround the site with compatible residential land uses will mitigate typical problem areas. The proposed facility is located adjacent to future State Route 56, where it will become an identity landmark; derives access from a collector street which will not be utilized for housing frontage, is buffered from single family development by the 150' wide SDG&E easement and is bounded on the east by residential development at a different grade elevation.

VI. CIRCULATION ELEMENT

A. ACCESS/EXTERNAL ROAD SYSTEM

Regional access to the North City West community Plan Area is provided by two freeway interchanges, the Interstate 5 (I-5)/Del Mar Heights Road interchange and the I-5/Carmel Valley Road interchange. I-5 is presently constructed as an eight-lane freeway adjacent to the precise plan area. Surface streets which provide access to the community plan area include El Camino Real and Carmel Valley Road which provide east/west access in the southcentral portion of the community plan area. Both of the freeway interchanges and all of the surface roads described above will provide access to development within Neighborhoods 4, 5 and 6.

Certain improvements will be made to the external road system in conjunction with the development of North City West. These improvements have been outlined in the Public Facilities Financing Plan. Del Mar Heights Road is eventually expected to be constructed as a six-lane facility. El Camino Real will be constructed as a six-lane facility to accommodate driveway access to adjacent Employment Center property. The ultimate configuration of these external roads and their relationship to the remainder of the major and neighborhood street system within the precise plan area is shown in Figure 24. Improvement of this system will ultimately be required in conjunction with the development of Neighborhoods 4, 5 and 6.

Of specific concern is the alignment and design treatment of Carmel Valley Road which will be constructed as the State Route 56 Freeway. Figure 26 illustrates the design treatment for this facility. Access points to Carmel Valley Road/future State Route 56 are only allowed from the three major connecting streets.

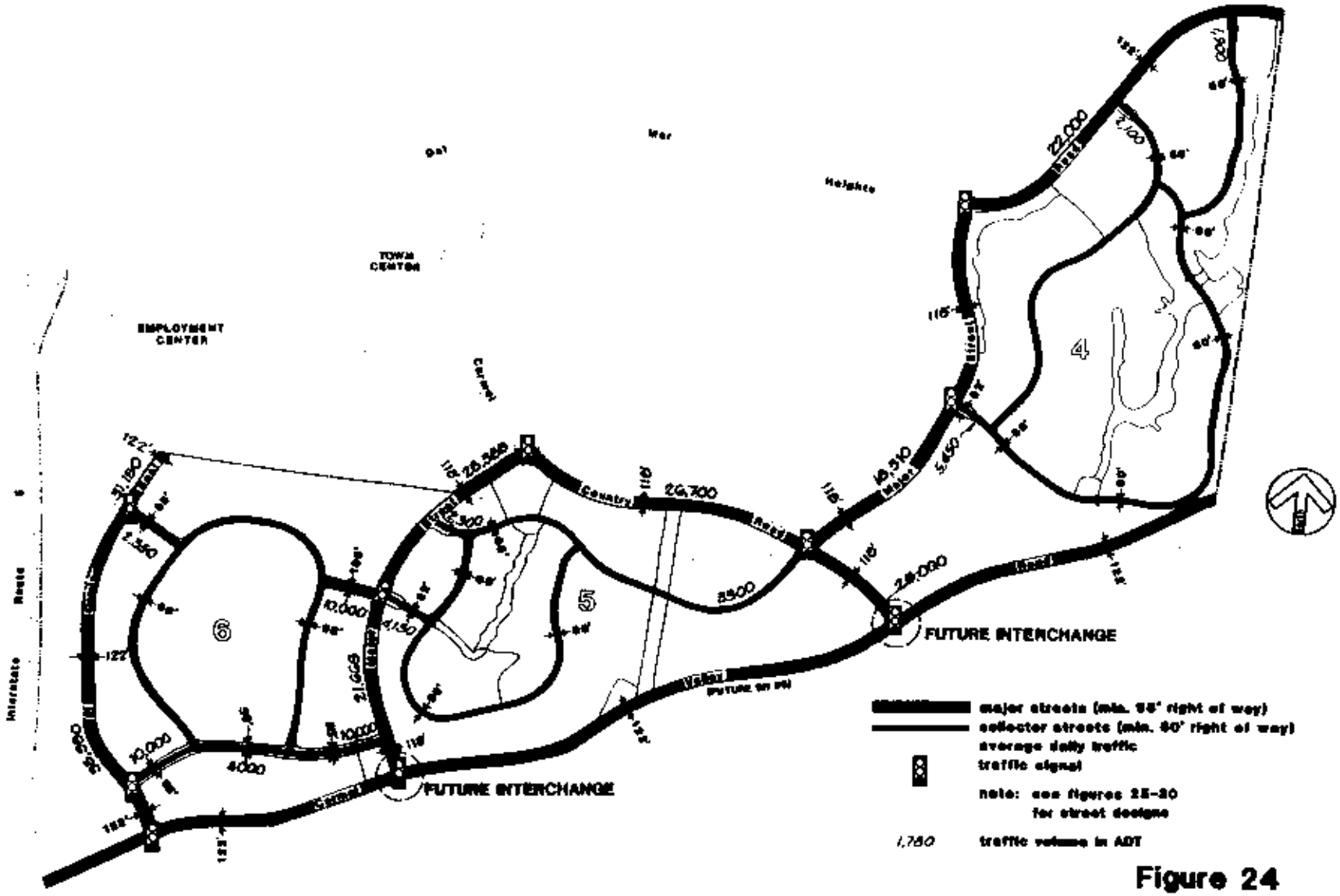


Figure 24

Circulation Network

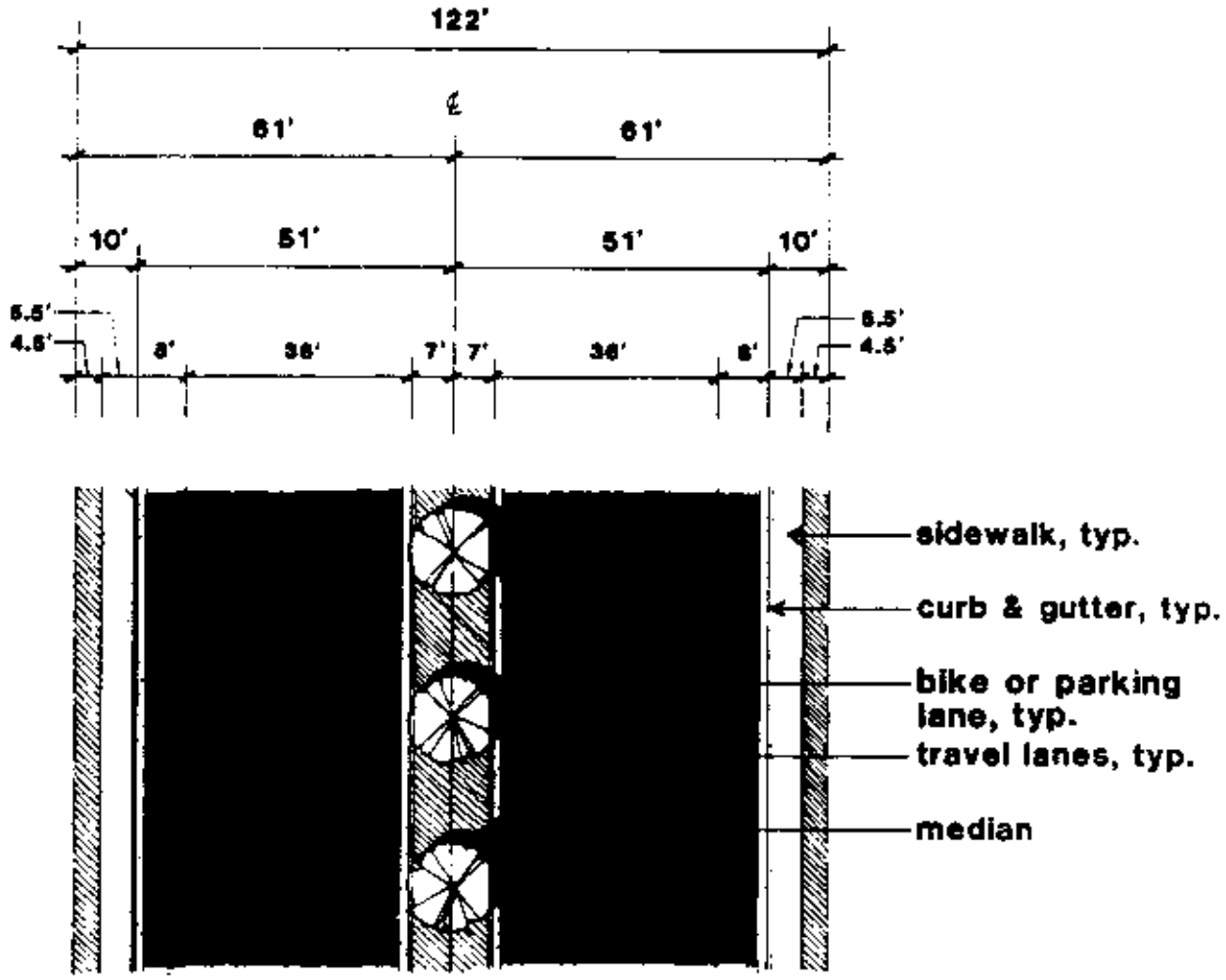
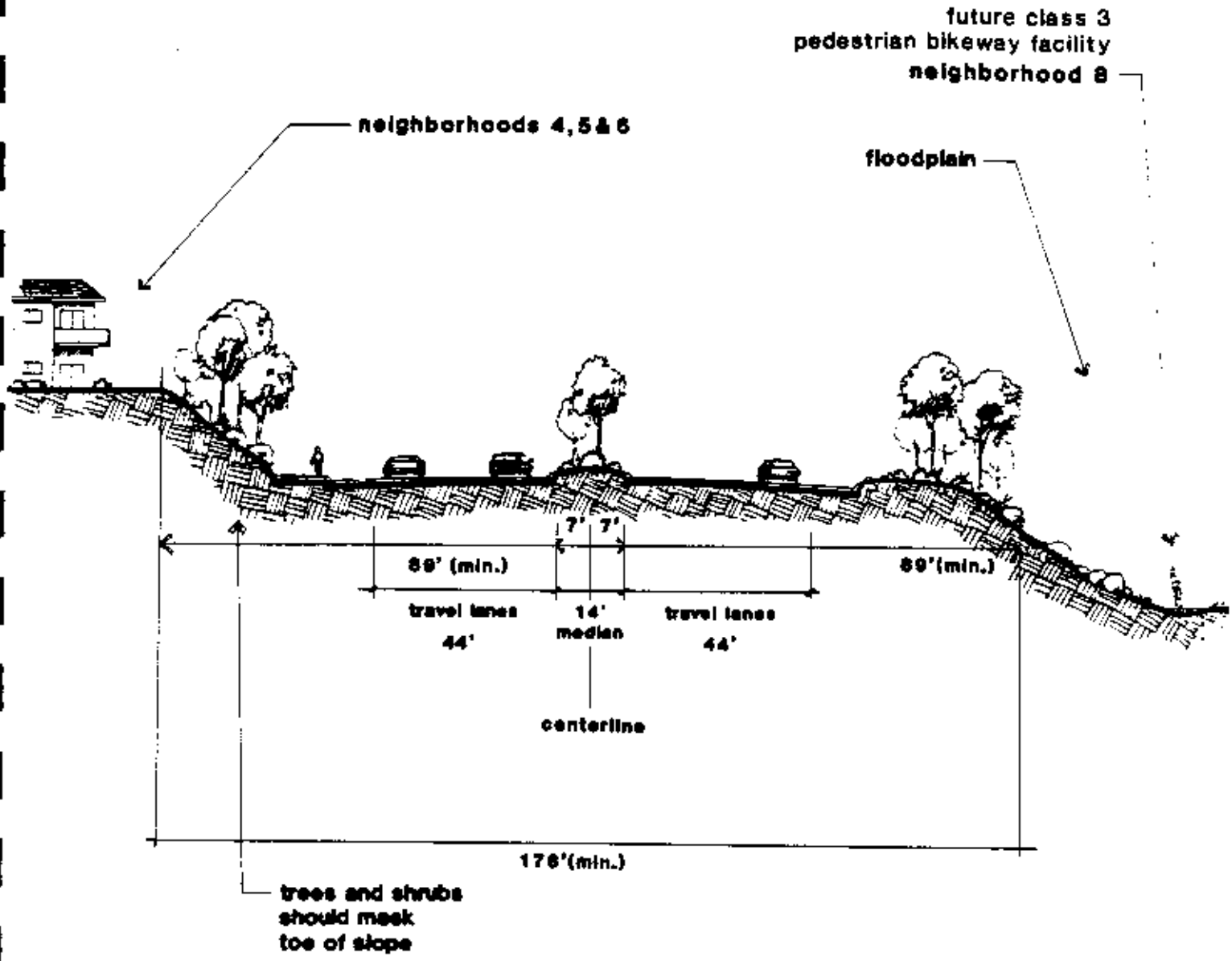


Figure 25

Typical Del Mar Heights Road Street Design



not to scale

Figure 26

Typical Carmel Valley Road

(Future SR-56) Adjacent to Carmel Creek

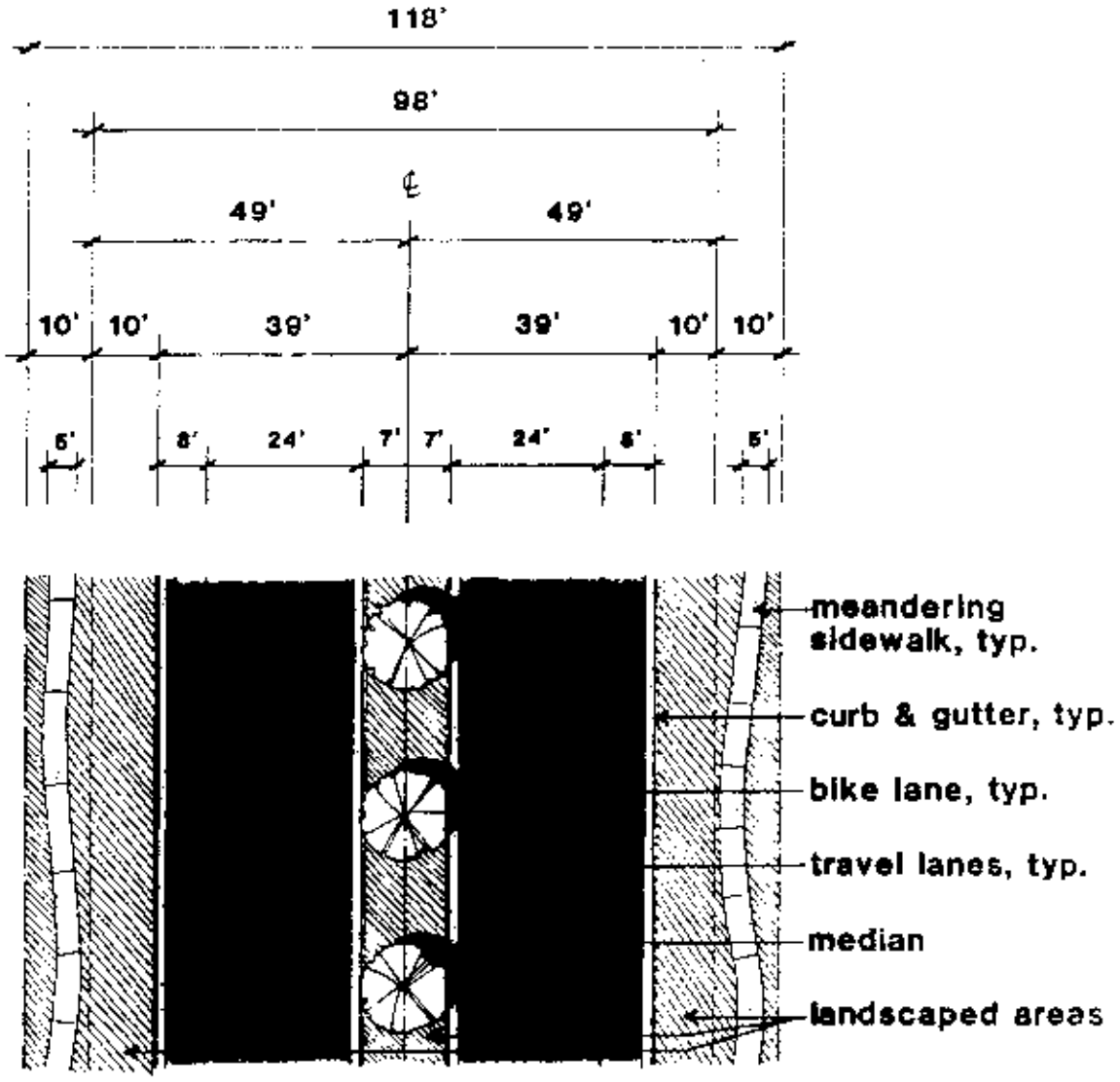


Figure 27

Typical Major Street Design

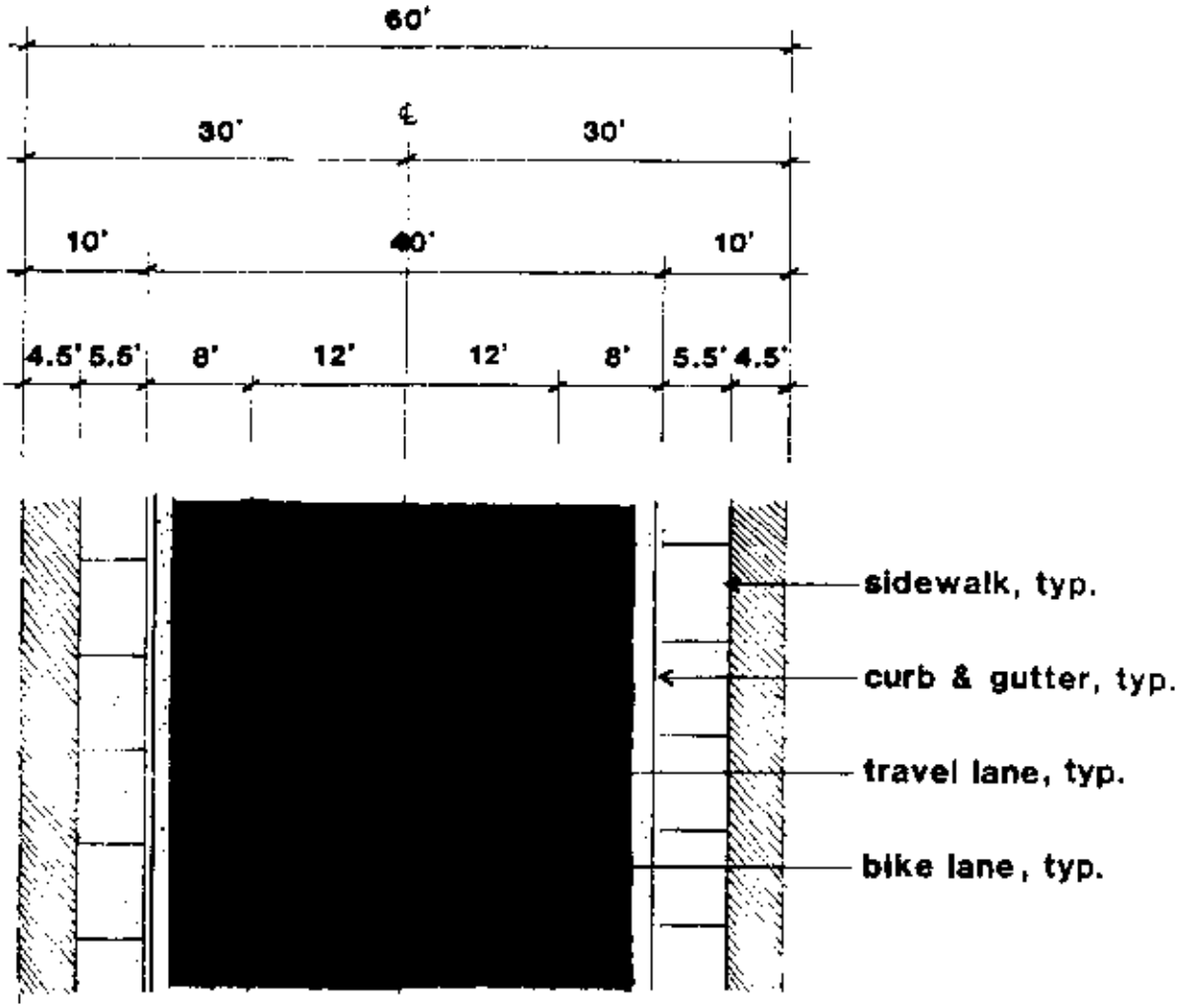


Figure 28

Typical Collector Street Design

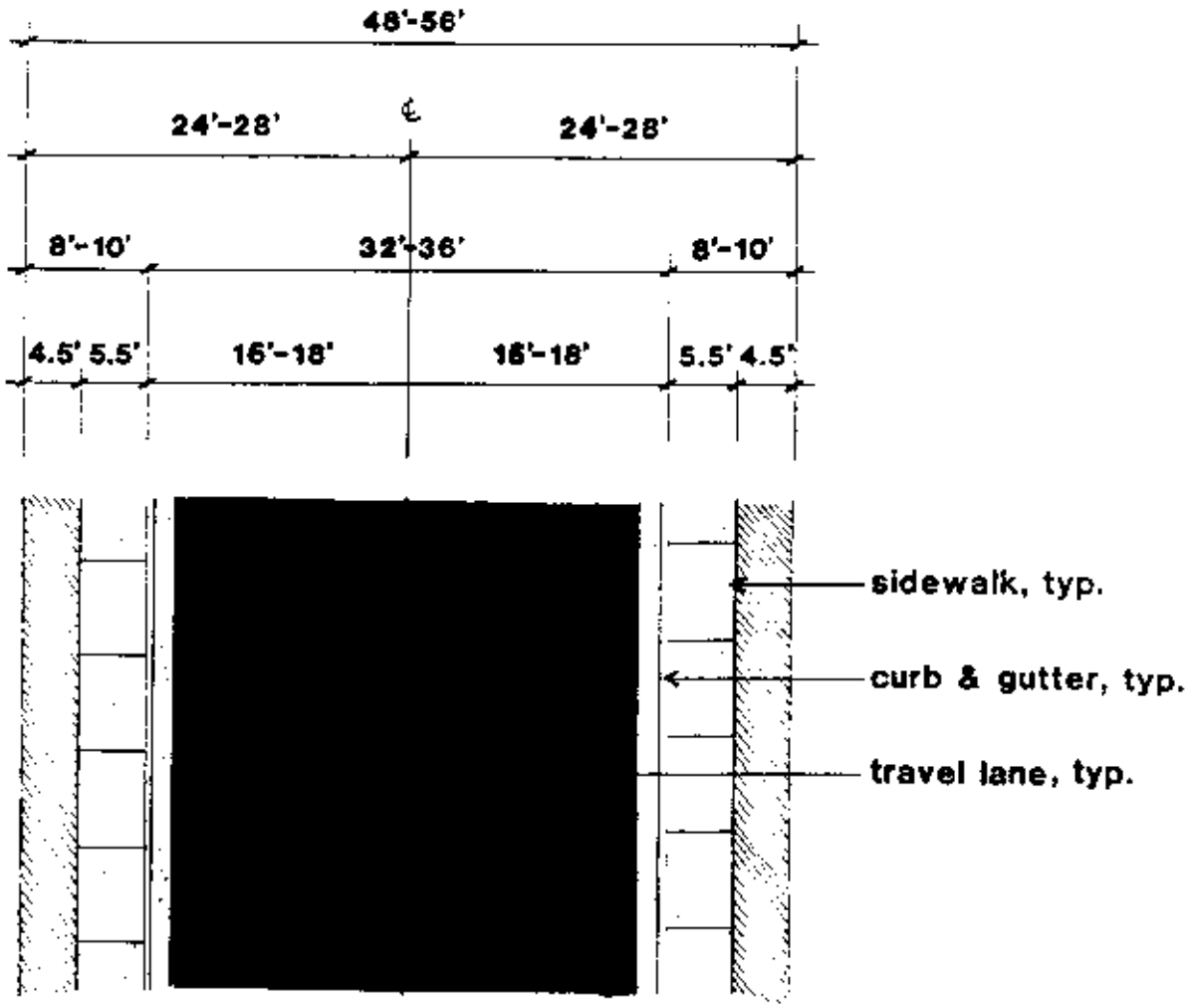


Figure 29

Typical Local Street Design

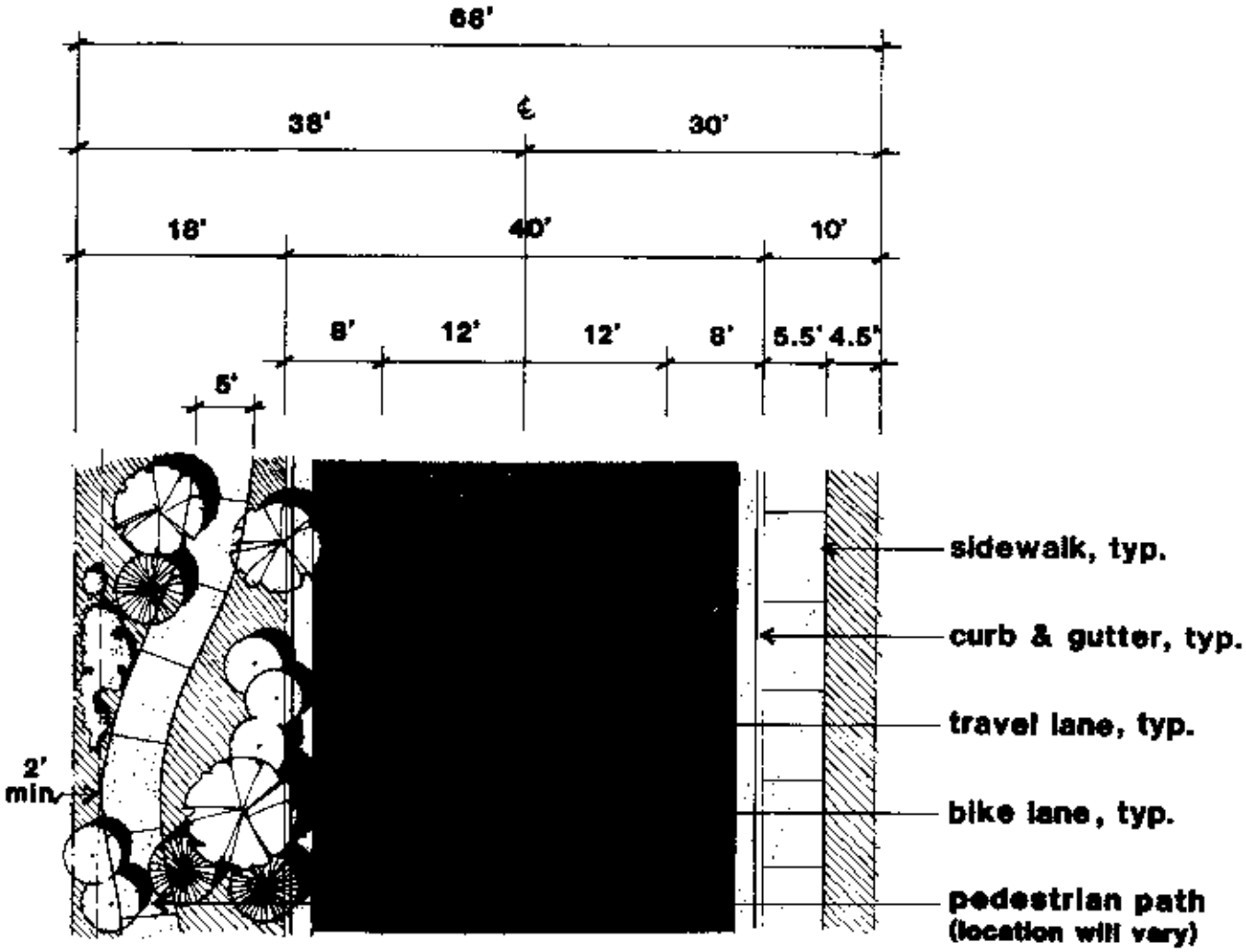


Figure 30

Special Collector Street Design

Parkway Pedestrian Path with Bike Lanes

B. INTERNAL ROAD SYSTEM

The proposed collector and local street systems within the precise plan area are shown in Figures 24 through 30. The individual internal street systems within Neighborhoods 4, 5 and 6 will be similar in several respects and will consist of the following street classifications:

- A collector street system, including an internal loop with at least 3-4 connections to the perimeter arterial streets (access to the elementary schools and commercial center will be provided by the collector street system). The collector street system also contains the bikeway and pedestrian system. Special design sections and treatment of these systems within the collector street right-of-way are illustrated by the figures.

- A local street system to provide access to individual residential projects (local street system will include conventional streets and cul-de-sacs).

- Private project streets to provide access within individual attached residential projects,(it is expected that these streets will be privately maintained).

Several features incorporated into the design of the proposed circulation system will ensure that it operates in a smooth and efficient manner. The proposed loop systems and limited access from the loop system to primary arterials will discourage through traffic within the precise plan area. Access from the proposed loop systems to adjacent neighborhoods within the precise plan area and to other neighborhoods within North City West will, however, be available to encourage integration of individual neighborhoods. Access to individual residential lots will be provided by local streets or private project streets. The number of driveways and curb cuts on collector streets is very limited, which will facilitate traffic flow on these roadways. All internal streets will meet the City's design standards.

C. PARKING

Adequate parking facilities will be provided within each individual neighborhood in conformance with applicable zoning requirements and guidelines. Emphasis will be placed upon providing sufficient off-street parking within residential neighborhoods. Adequately sized parking lots will be necessary adjacent to high activity areas such as schools, neighborhood parks, and commercial centers.

Parking will be limited along collector streets since bicycle lanes will be provided adjacent to high activity areas and at mass transit stops.

D. ALTERNATIVE TRANSPORTATION MODES

1. Transit Opportunities

Metropolitan Transit Service (MTS) Route 960 will provide direct service from North City West to North University City and Center City, San Diego, and will operate on El Camino Real. At least initially, this regional route may be best served by Direct Access to Regional Transit (DART) service. The proposed internal collector loop system within each individual neighborhood will be designed such that bus stops could be developed at any point along its length. Figure 31 illustrates possible bus route locations.

Shuttle Route 961, operating between North City West and the University Towne Center Transit Center via Sorrento Valley and Sorrento Mesa, is planned for FY 91. The North City Transportation Management Association (TMA) is assisting MTDB in planning this service and will provide financial operating support for the shuttle.

CalTrans currently has plans for two park-and-ride facilities within North City West. Each facility will contain 150 parking spaces. One facility is planned within the Town Center Precise Plan (Neighborhood 9). Previous actions have placed a second park-and-ride facility at various points surrounding the El Camino Real/Carmel Valley Road intersections. The primary use of the facilities is expected to be as a meeting place and parking area for car poolers. A combination of bicycle racks and lockers should be installed at the park-and-ride facilities. The bike parking facilities should be identified by a bicycle parking sign, and be accessible via the community bikeway system.

2. Bicycle Network

The proposed bikeway network for the entire precise plan area is shown in Figure 4 (neighborhood concept map within the land use section of this plan). The system will provide for internal bicycle circulation within each individual neighborhood and at the same time will provide linkages to bikeways within adjacent neighborhoods and to bikeways along perimeter arterials within the community plan area such as carmel Valley Road, Del Mar Heights Road, and El Camino Real. Bicycle movement will also be feasible along local streets and private project streets, although marked bicycle lanes will not be provided in these locations.

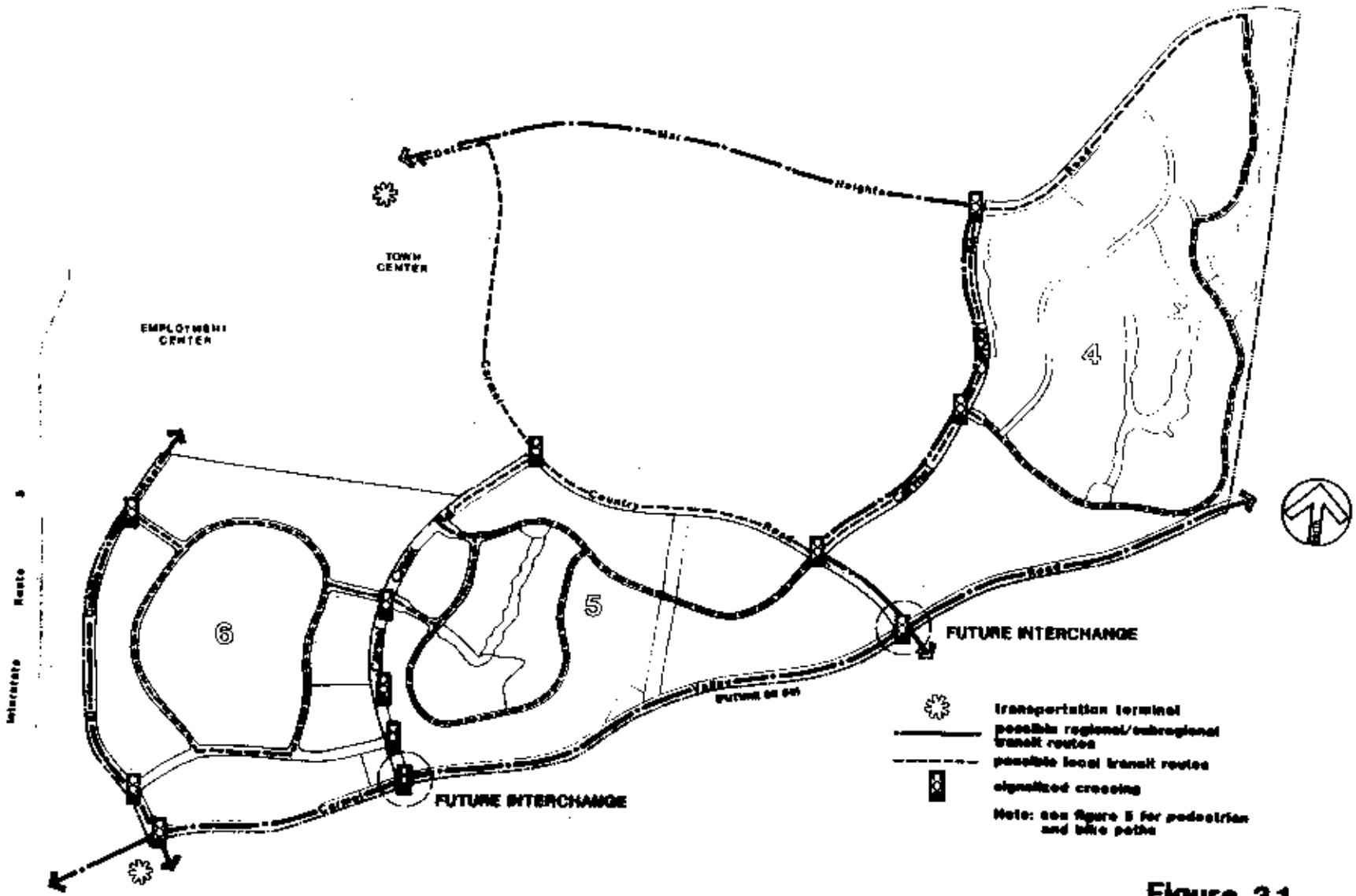


Figure 31

Alternative Transportation Modes

Bicycle networks within each individual neighborhood will include the following components:

- Marked bicycle lanes in conformance with City of San Diego striping and width requirements within the rights-of-way of neighborhood collector streets including linkages to community bicycle routes along prime arterials. Special separate facilities are also proposed within open space areas.

- Bicycle routes linking the school/park complex and the neighborhood commercial centers with residential developments where applicable.

- Identification with adequate bikeway signs.

- Traffic signal installation in conformance with City of San Diego warrants at major neighborhood entrances where neighborhood and community-wide bicycle networks intersect.

- Secure bicycle parking facilities at high activity areas.

3. Pedestrian Circulation

The pedestrian system also shown on Figure 4 will provide walking and jogging links between the various residential land uses and neighborhood facilities within each individual neighborhood. It will also provide links, primarily in the form of sidewalks, with the community-wide pedestrian circulation system. Pedestrian circulation systems within each individual neighborhood will include the following components:

- Sidewalks, in conformance with City of San Diego requirements, within the rights-of-way of public streets including linkages to community pedestrian routes along prime arterials.

- Traffic signal installation in conformance with City of San Diego warrants at major neighborhood entrances where neighborhood and community-wide pedestrian systems intersect.

- Special school crosswalks outlined with standard yellow painted lines in accordance with the Manual of Uniform Traffic Control Devices and located to the satisfaction of the City traffic engineer, on suggested routes to and from school.

- A special meandering walkway along specific collector streets and major streets where feasible, linking elements of each neighborhood together.

- A nature trail walkway system within Neighborhood 4.

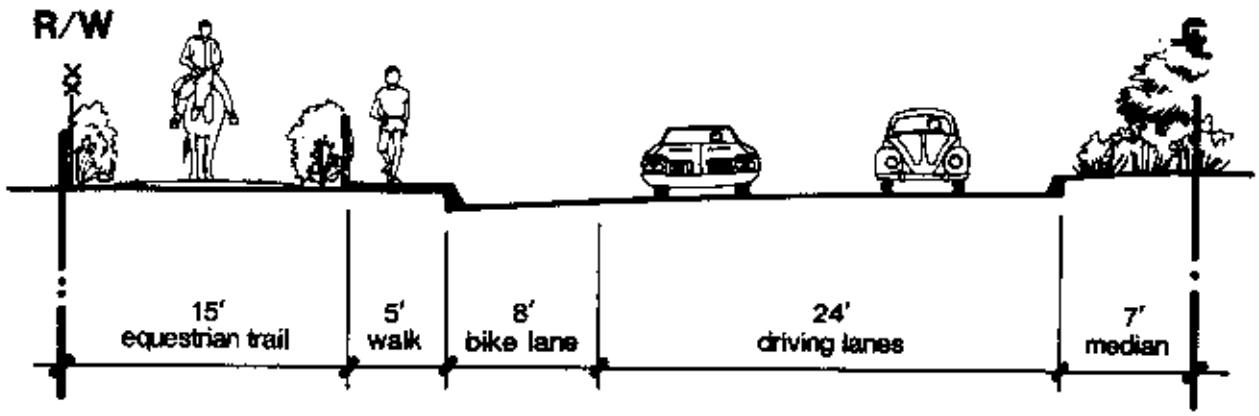
- A pedestrian walkway system incorporated within easements and manufactured open space areas within Neighborhoods 5 and 6.

4. Equestrian Trails

The 1975 Plan for Equestrian Trails and Facilities suggested that the El Camino Real trail (No. 5) would extend from the western end of San Clemente Canyon northerly to the Guajome Regional Park north of Vista. Seven of the fifteen miles of trail within the City of San Diego would be located on publicly-owned land or utility easements, and the other eight miles would lie within areas proposed for open space acquisition. A portion of this trail system lies within Neighborhood 5 of Carmel Valley and was originally envisioned to utilize the SDG&E easement. However, since 1975, Carmel Valley Road has been designated as a future freeway with a grade elevation precluding the construction of a horse crossing at the point where the easement meets the future freeway. In order to accommodate this horse trail, it is proposed to bring its alignment next to carmel Country Road to allow the horses to cross the future freeway by utilizing the future Carmel Country Road overpass. This alignment is illustrated on Figure 4.

Design standards contained within the 1975 Plan for Equestrian Trails and Facilities suggest that ten feet should be the designated trail width and where fencing is desirable or mandatory, the distance between the parallel fences should be fifteen feet. Accordingly, a fifteen foot distance is proposed for the horse trail adjacent to Carmel Country Road southeasterly of the SDG&E easement within Neighborhood 5. A total of twenty feet dedication behind the curb on the southerly side of Carmel Country Road is proposed. The first five feet would be taken up by a contiguous five food pedestrian sidewalk. A rail fence would be constructed, leaving 15' between the rail fence and the rear property line walls of abutting property for the equestrian trail. Maintenance of the Equestrian Trail will be accomplished by the North City West Lighting and Open Space Maintenance District.

R/W Drawing


R/W
15'
equestrian trail
5'
walk
8'
bike lane
24'
driving lanes
7'
median

VII. COMMUNITY PLAN

The precise plan for Neighborhoods 4, 5 and 6 is based on the goals and proposals set out in the North City West Community Plan. Throughout this precise plan document, references are made to the community plan, i.e., how the precise plans conform, where minor modifications are introduced, and what the precise plans specify in greater detail than the community plan. This chapter addresses the conformance of the precise plans to the community plan on a general or conceptual basis, rather than detail by detail.

A. NORTH CITY WEST GOALS

1. "To establish a physical, social, and economically balanced community."

Neighborhoods 4,5, and 6 will contain housing in the very low and low density ranges as specified in the community plan. A number of housing product types are anticipated, yielding a choice of residential lifestyles and prices. The neighborhood facilities will attract and serve a diverse population and provide equally for all residents. An internal transportation system linked to the community-wide network will ensure mobility and access to all parts of the neighborhood and the community.

2. "To establish self-containment and feeling of community identity among the future residents of North City West."

Neighborhoods 4, 5 and 6 constitute both one and three neighborhood units of North City West, while contributing to the identity and sense of self-containment of the overall community. The precise plans establish a sense of neighborhood identity both functionally and aesthetically. Access to the unit by vehicular traffic is restricted, while the collector system provides internal access to the various residential projects and neighborhood facilities. The neighborhood facilities act as a visual focus as well as activity node for the neighborhood. Despite its strong neighborhood identity, the neighborhoods will tie to other community elements through circulation linkages, streetscape design, and visual and functional connections with community facilities, especially the town center.

3. "To preserve the natural environment."

Residential and facilities development in Neighborhoods 4, 5, and 6 preserves open space and vistas, depicting the natural contours and elements of the area. The grading concept maximizes view opportunities while preserving the overall landform and contours artificial slopes to create a natural appearance at community interfaces.

4. "To establish a balanced transportation system which is used as a tool for shaping the urban environment."

Neighborhoods 4, 5, and 6 establish an internal, neighborhood--oriented circulation system with restricted gateways linked to the community-wide circulation network. Automobile, bicycle, and pedestrian path system not only provide access from residential areas to neighborhood facilities but also extend to activity nodes, such as the town center, employment center, and future transit terminal. The internal collector street system is designed to provide a visually enhanced street scene.

5. "To establish a realistic phasing of development within the community based on maximum utilization of the privately financed public facilities."

Approval of the precise plan for Neighborhoods 4, 5, and 6 represent a step in development phasing. The precise plan provides for the installation of public facilities by property owners as required for residential development. Financing of an adequate circulation system, and necessary public facilities is described in the Public Facilities Financing Plan, and a phasing program is outlined.

B. PRECISE DEVELOPMENT PLAN CRITERIA

The North City West Community Plan provides guidelines for the contents and preparation of precise plans for development units. These guidelines are restated below, each followed by a brief discussion of compliance by this precise plan.

1. "The development unit precise plan must be in general conformance with the North City West Community Plan objectives and proposals in terms of overall density, neighborhood

concept, major open space delineation, and major and collector street patterns."

As illustrated on the maps and text within, the precise plan is in substantial conformance with the objectives and proposals of the North City West Community Plan.

2. The precise plan must "illustrate the complete circulation system, including local streets and transit, and further indicate how the system will relate to the total North City West circulation system."

Chapter V describes the complete circulation network, including the street system and transit. The ties to the total North City West system are also discussed.

3. The precise plan must "illustrate a system of separate bicycle and pedestrian pathways linking the neighborhood center with the residential areas and open space system and also illustrate how these pathways can link to the town center."

Chapter V outlines the bicycle system and pedestrian path network linking the neighborhood facilities and residential areas within the precise plan area. The connections to the community-wide bike and pedestrian path systems are also described.

4. The precise plan must "contain data describing the housing balance projected regarding the quantity and/or proportion of low and moderate income housing, as well as a plan describing efforts to be made to maintain an ethnic and racial balance."

The Land Use Element addresses residential location and mix, as well as efforts to contribute to housing balance community-wide.

5. The precise plan must "contain a detailed design plan for the layout of the neighborhood center including shopping area and uses, neighborhood school and park; the city and local school district must agree to the sites and design of the facility."

The location and characteristics of neighborhood facilities are discussed in the Land Use Element. These facilities include elementary schools, neighborhood parks, and commercial centers. Design guidelines for these facilities are set out in the Design Element. Prior to adoption of this precise plan, the sites for the school and park will be approved by the elementary school districts and City park and recreation staff.

6. The precise plan must "illustrate the timing of necessary public facilities through the assessment district and fees approach to serve the development."

The Public Facilities Financing Plan outlines the phasing and financing of public facilities.

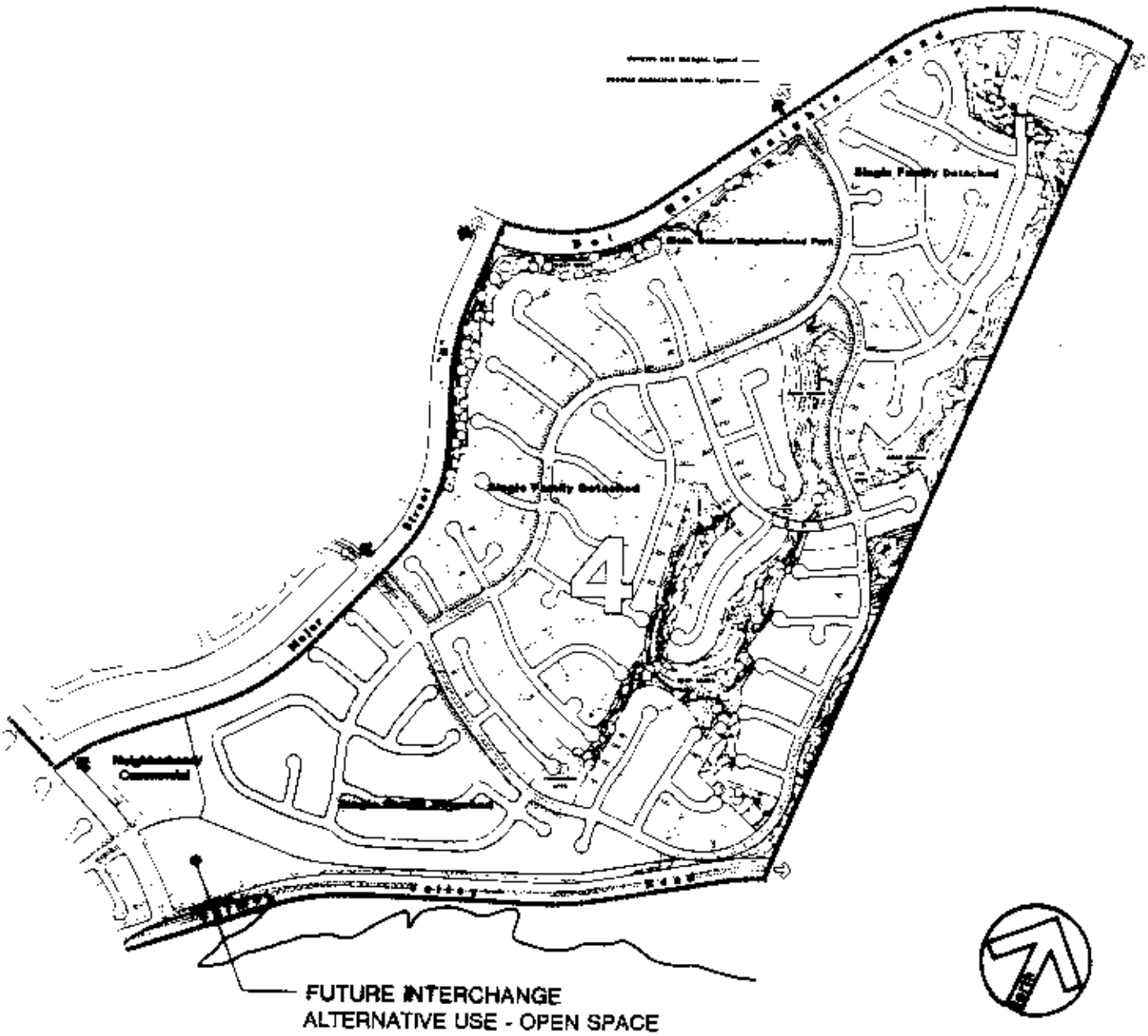
7. The precise plan must "contain an environmental impact statement."

The environmental impact report accompanies this document.

LEGEND

○○○○○○○○○○ **Parkway Pedestrian Path**

⊐⊐⊐⊐⊐⊐⊐⊐⊐ **Bike Lanes**



NORTH CITY WEST

CARMEL VALLEY PRECISE PLAN

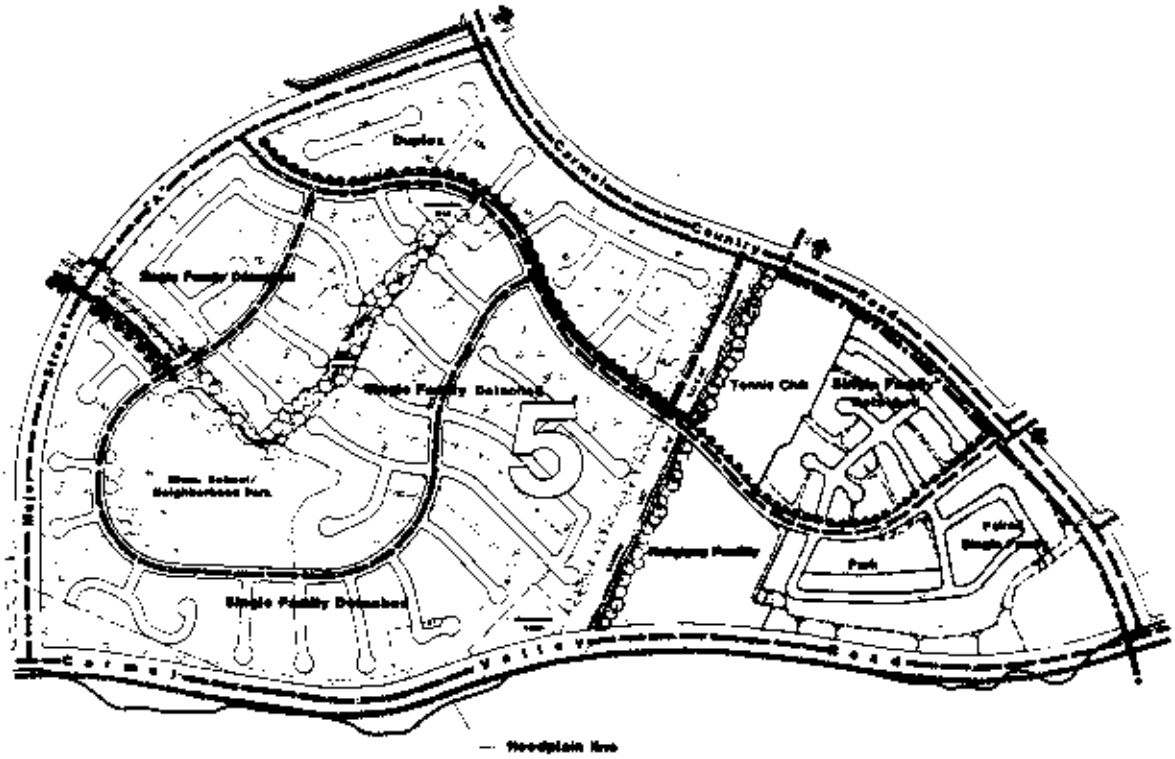
NEIGHBORHOOD 4

LEGEND

Parkway Pedestrian Path

Bike Lanes

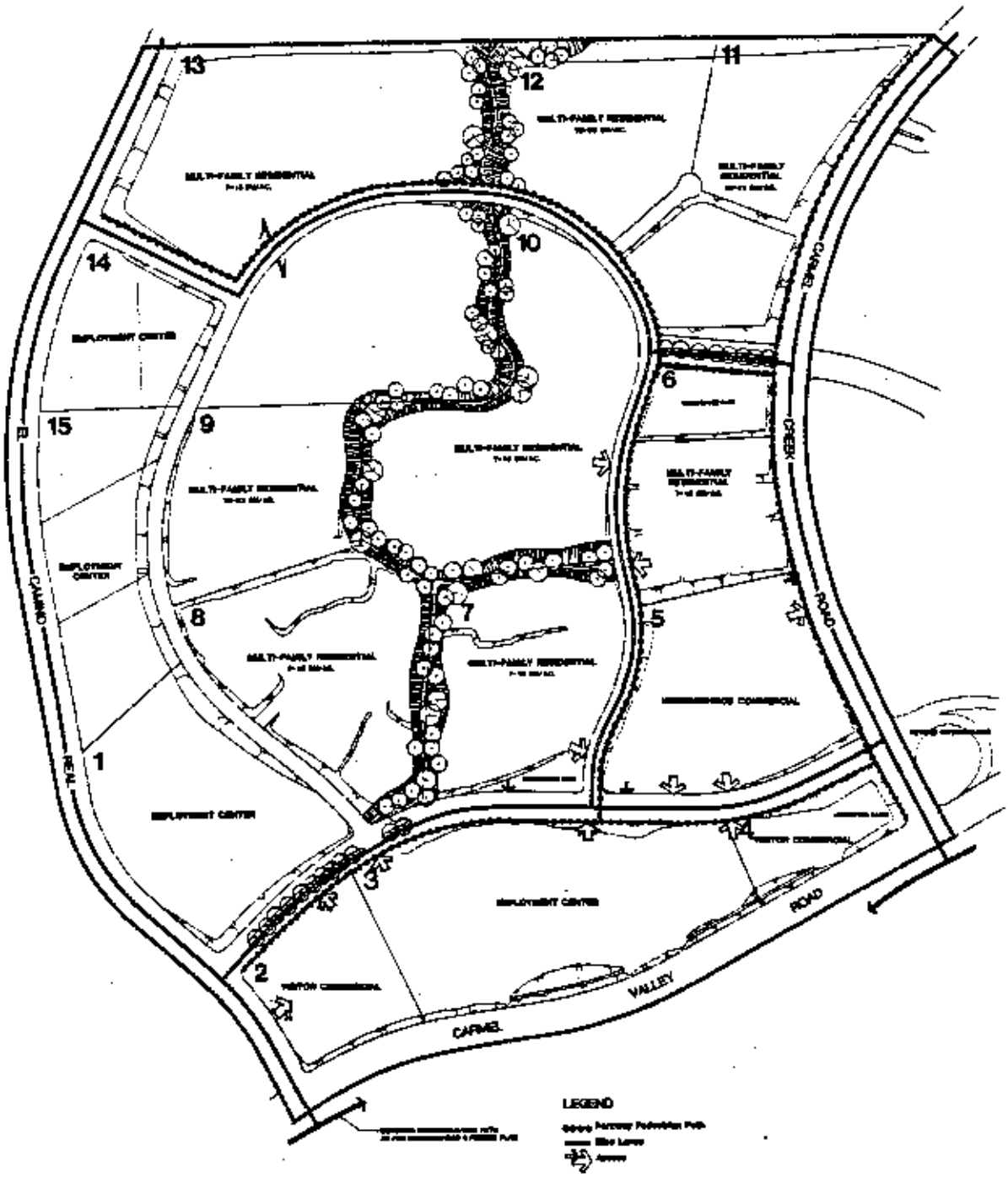
Equestrian Trail



NORTH CITY WEST

CARMEL VALLEY PRECISE PLAN

NEIGHBORHOOD 5



NORTH CITY WEST

CARMEL VALLEY PRECISE PLAN

NEIGHBORHOOD 6

LAND USE SUMMARY

Item	Acres	# Dwelling Units	Estimated Population
NEIGHBORHOOD #4			
Single Family Detached	215.02	951	2,760
open space	49.44		
Neighborhood Commercial	5.00		
* recreation center	(1.80)		
Elementary School/Park Site	16.10		
Major and Collector Streets	52.31		
Totals	337.87	951	2,760
NEIGHBORHOOD #5			
Single Family Detached	125.59	663	1923
Duplex (Paired Single Family)	29.52	234	585
open space	(10.74)		
* detention basin	(1.44)		
Elementary School/Park Sites	18.18		
Tennis Club	10.77		
Religious Facility	15.02		
Major and Collector Streets	43.57		
Totals	242.65	897	2,508
NEIGHBORHOOD #6			
Lot 9 (13-22 du/ac)	10.75	192	355
Lots 7,8,10 (7-15 du/ac)	52.66	550	1,018
Lot 6 (7-15 du/ac)	10.40	100	185
Lots 11,12 (13-22 du/ac)	25.98	422	781
Lots 13 (7-15 du/ac)	37.03	518	958
* renaissance parks	(3.87)		
* open space	(60.97)		
* detention basin	(1.90)		
Employment Center	52.54		
Visitor Commercial	9.59		
Retail Commercial	13.10		
Major and Collector Streets	29.41		
Totals	241.46	1,782	3,297
Total Planning Area	821.98	3,630	8,565

ACREAGE SUMMARY

Land Use	Acres	% of Planning Area
Residential	506.95	61.7%
open space (Neighborhood 4)	49.44	6.0
* detention basins	(6.81)	(.8)
* open space (Neighborhood 5)	(10.74)	(1.3)
Elementary School/Park Sites	34.28	4.2
Employment Center	52.54	6.4
Visitor Commercial	9.59	1.2
Retail Commercial	18.10	2.2
Major and Collector Streets	125.29	15.2
* renaissance parks	(5.67)	(.7)
Religious Facility	15.02	1.8
Tennis Club	10.77	1.3
Totals	821.98	100.0%

* included within residential acreage