

Vicinity Map **1**  
 Carmel Mountain Ranch Community Plan **FIGURE**

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## INTRODUCTION

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### LOCATION

Carmel Mountain Ranch, a 1,489-acre planned community, is located within the Planned Urbanizing Area of the City of San Diego Growth Management Plan. It lies in the northeastern area of the City and has been known by the name Rancho Carmel as well as Carmel Mountain East. It lies east of Interstate 15 (I-15) between the existing communities of Rancho Bernardo to the north and Sabre Springs to the south. It extends east to Crossrock Road, the Poway/San Diego City boundary, and to I-15 on the west. West of I-15 is Rancho Peñasquitos (see **Figure 1**).

### SCOPE AND PURPOSE OF THE PLAN

The Carmel Mountain Ranch Community Plan (Plan) provides the framework for development of the Carmel Mountain Ranch community in conformance with the Progress Guide and General Plan for the City of San Diego (General Plan). It combines employment and housing in one community with public and private support systems phased to assure availability at the time of need. The commercial and industrial areas and the park and open space designations are planned to create a balanced community espousing the goals and objectives expressed by the City of San Diego for North City development.

This Plan will incorporate employment opportunities significantly in excess of the number of individual dwelling units constructed within the community. It will provide employment in advance of, and in consort with, housing and help equalize the freeway commuting trend seen in other North City developments. A wide spectrum of housing types are planned, offering appeal for moderate-income households, the elderly and those at the high end of the economic scale.

Implementation of this Plan will include rezoning to provide consistency between adopted plans and zoning regulations as required by California Code. A master rezone for the entire ownership has been processed concurrently with the community plan amendment approval process. Individual subdivision and development submittals will be filed as appropriate to implement the intent of this Plan. Implementation processes are further detailed in the **Implementation Element**.

City Council adoption of this Plan followed Planning Commission workshops, public hearings and recommendation and City Council Public Hearings. Significant additions, deletions or amendments to this Plan following adoption will require additional public hearings.

Development of this Plan shall be done in conformance with City policies.

## **BACKGROUND DATA**

This Plan offers a more environmentally responsive concept than the previous plans (1971 Carmel Mountain East Plan and 1981 Rancho Carmel Plan) adopted and incorporated into the General Plan. The 1971 Carmel Mountain East Plan proposed a predominantly residential community of 6,200 dwelling units. While this plan was adopted, rezoning did not occur at that time and the area retained its A-l-10 designation (agricultural zoning, permitting division into ten-acre parcels.)

Subsequent to adoption of the 1971 Carmel Mountain East Plan, a Phase Development Plan for Carmel Mountain East was prepared (November, 1972) as a response to City Council Policy 600-18. Development was proposed in three five-year increments. The plan was not adopted by the City Council. The EIR prepared in 1976 for the project raised a number of considerations which were then addressed in the 1981 Rancho Carmel Community Plan and its associated environmental impact report. The 1981 Rancho Carmel Community Plan proposed development of a balanced community comprised of residential, industrial, commercial and recreational land uses. Construction was to be phased over approximately 25 years resulting in the development of 7,185 dwelling units with a potential residential population of 14,000 persons, and guaranteed a minimum of 7,100 employment opportunities created by the industrial and commercial uses on site.

The 1981 Rancho Carmel Community Plan and accompanying EIR were approved March 16, 1981, and incorporated in the General Plan. The City next approved two planned development permits—a PID (Planned Industrial Development) for the northwestern industrial park, and a PCD (Planned Commercial Development) for the regional commercial center. By 1994, the commercial property was almost built out, and the northwestern Industrial Park was about 75 percent occupied. A Conditional Use Permit (CUP) for a golf course was approved; the course has been in use for a number of years.

A change of ownership in 1983 resulted in a re-evaluation of the 1981 Rancho Carmel Community Plan. As a result, revisions to the plan were proposed to respond to market and environmental concerns. The proposed changes included: an increase of industrial acreage, a 25 percent reduction in residential units, an increase of open space and recreation areas and a relocation of land uses to create a town center with an urban mixture of commercial and public uses. The community plan amendment was approved by the City Council in 1984.

The 1984 Carmel Mountain Ranch Plan replaced the 1981 Rancho Carmel Plan with a new plan more responsive to today's and tomorrow's concerns. Addressing the environmental concerns of the draft EIRs of 1976 and 1981, this Plan demonstrated sensitivity to impacts and incorporated those concerns into the guidelines for the Plan (see **Community Environment, Design and Conservation Element**).

Implementation of the 1984 plan again resulted in the need to make minor modifications to the community plan in 1988. Those changes included: relocation of the golf course clubhouse; the addition of a driving range per approved CUP #84-0114.1; redesignation of 0.9 acres of neighborhood commercial use and 0.9 acres of golf course to create a new 1.8-acre parcel for community commercial use (Unit 38); redesignation of the land use for Unit 4B from tourist commercial/hotel use to low-medium density residential use and redesignation of Unit 4A from low-medium residential use to neighborhood commercial. In addition, the 1988 Plan amendment included revision of the acreage, unit yield and boundary configuration of several parcels to conform to tentative or subdivision maps (see **Tables 1 and 2**). Final mapping of the parcels resulted in changes due to the inclusion of adjoining roads in the map boundaries, grading design and accurate survey information.

The 1994 amendment included: 1) the designation of a portion of old Unit 33 as the site for a community swimming pool (new Unit 52), 2) adjustments in the buildout figures to reflect a further reduction of approximately 400 units due to lesser buildouts of individual subdivisions (resulting in a cumulative decrease of over 600 units from the 1983 plan), 3) elimination of neighborhood park no. 3 (old Unit 52) in order to reflect the reduction in units, 4) transfer of development rights from the community pool site (new Unit 52) to Unit 23 and expansion of Unit 23 into the area of old Unit 52 that is being changed to reflect elimination of the park, 5) a rezoning of Unit 34 from CO (and a land use designation of office commercial) to CA-RR (with a land use designation of community commercial), with a commensurate decrease in the allowable square footage, 6) a swap of Units 38 (currently a 1.8-acre community commercial site) and 54 (currently a one-acre site designated for a branch library), in order to provide a larger site for the branch library; and 7) other minor updates to reflect existing patterns of development, including location of a regional post office facility as part of the regional shopping center in Unit 30.

The 1999 amendment changed the land use designations on each corner of the Camino Del Norte (SA 680) and Carmel Mountain Road/Paseo Lucido intersection. In 1964, the county of San Diego adopted a plan to develop a six-lane expressway. Portions of the expressway were to be developed along Camino Del Norte, with a diamond interchange at the intersection of Camino Del Norte and Carmel Mountain Road/Paseo Lucido. In December 1996, the county deleted this expressway from their General Plan under General Plan Amendment #96-CE1. As a result of the county's decision, the excess right-of-way once reserved for an interchange was re-designated. The 2.6-acre eastern quadrant (Unit 39) was redesignated from SA-680 right-of-way to community commercial. The northern quadrant was re-designated to low-medium residential and the western and southern quadrants were redesignated to industrial land use.

**LITHOLOGICAL UNITS**

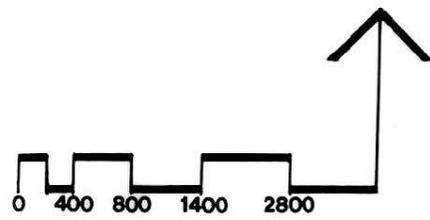
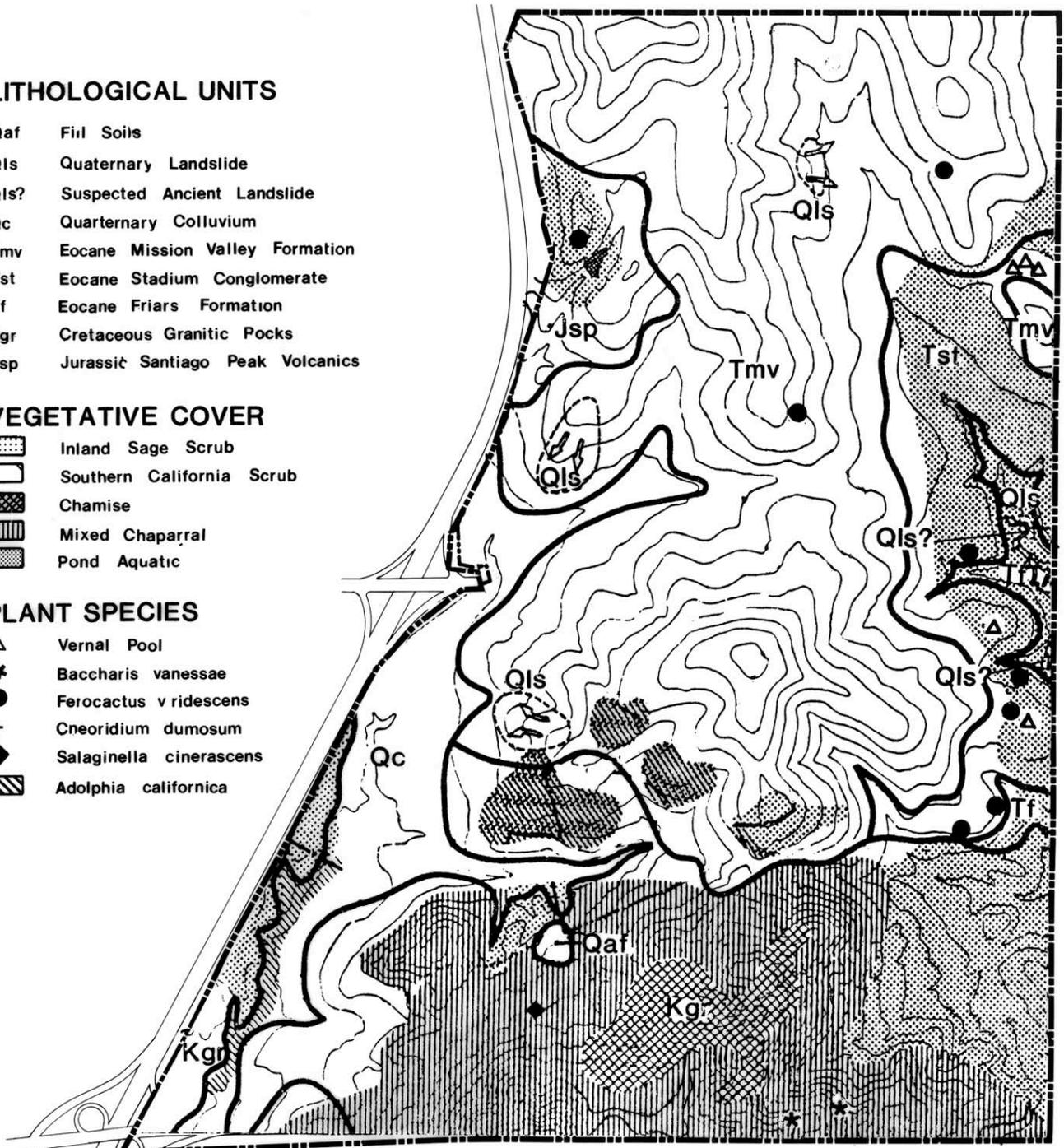
- Qaf Fill Soils
- Qls Quaternary Landslide
- Qls? Suspected Ancient Landslide
- Qc Quarternary Colluvium
- Tmv Eocene Mission Valley Formation
- Tst Eocene Stadium Conglomerate
- Tf Eocene Friars Formation
- Kgr Cretaceous Granitic Pocks
- Jsp Jurassic Santiago Peak Volcanics

**VEGETATIVE COVER**

-  Inland Sage Scrub
-  Southern California Scrub
-  Chamise
-  Mixed Chaparral
-  Pond Aquatic

**PLANT SPECIES**

-  Vernal Pool
-  *Baccharis vanessae*
-  *Ferocactus v. ridescens*
-  *Cneoridium dumosum*
-  *Salaginella cinerascens*
-  *Adolphia californica*



**Geology and Biology** **2**  
**Carmel Mountain Ranch Community Plan** FIGURE

## EXISTING CONDITIONS

### 1. On-Site

Topography offers prominent hillside vistas from surrounding communities and from I-15. On-site there are four ecological communities, delineated on **Figure 2**.

The largest ecological community is grassland that has been heavily grazed and exhibits a balance not reflective of natural grassland in the San Diego area.

Hillside and slopes within the site support a second community of sage scrub. Some of the flora is endemic to the San Diego area.

At the higher elevations in the southern portion of the site there exists some chaparral and evidence of past gravel pit mining operations.

The fourth community identified on the site is riparian and lies along Chicarita Creek east of I-15 in the southern portion of the site. Marshland can also be identified here.

Environmental consideration for landslide potential in several areas is reflected in the site planning. A total of 23 archaeological sites are located within the project. Nineteen of the sites already have been identified as insignificant (Westec, 1984). All sites have been mitigated.

By 1998, major portions of the community were graded and occupied. All major roads within the project, including Carmel Mountain Road, Ted Williams Parkway, and SA-680 are completed. The golf course is operational, the riparian corridors are complete, the two industrial parks combined are approximately 95 percent complete, and all of the residential projects are occupied. Major retail commercial facilities have been provided, including a Costco, Home Depot and grocery stores. Institutional facilities such as a regional post office, fire station, community park, neighborhood park, library and an elementary school are available.

### 2. Off-Site

Neighboring communities (shown on **Figures 1 and 3**) have preceded Carmel Mountain Ranch with urbanization. These communities exhibit diverse social and economic characteristics.

The city of Poway, to the east, is a rural residential community of approximately 50,000 residents. The community is predominantly residential with more than 90 percent of the housing consisting of single-family, low-density units.

North of Carmel Mountain Ranch is the developed community of Rancho Bernardo. It has about 17,800 dwelling units. The community is predominantly residential with most of the units being single-family dwellings. High quality business and industrial opportunities are existing and proposed.

Escondido, six miles north of the project, is a city with a population of approximately 120,000 and offers a significant range of employment opportunities.

The Rancho Peñasquitos community, located west of I-15, has a population of 49,800± in 16,000 dwelling units. It offers a broad housing mix from the earlier existence of multiple dwellings and recent building of predominantly single-family units. It reflects a higher than average median income but lacks an employment base.

The community of Sabre Springs, to the south of Carmel Mountain Ranch, is planned to offer 4,100 dwelling units in low to medium densities. The community will have 114.5 acres designated for business or commercial usage.

Miramar Ranch North, south of Sabre Springs, is under development as a separate community. It is planned to incorporate about 4,500 residential units and 48 acres of industrial business park and commercial development.

Further to the south, Scripps Miramar Ranch has a population of 20,700 in predominantly single-family dwelling units. It has a higher than average median family income. The Plan includes high quality business and industrial parks.

Mira Mesa, to the southwest, has a population of about 71,000, almost all of who reside in single-family dwelling units. Residents fall into the average median income level. The community offers employment opportunities in the many industrial and commercial parcels along Miramar Road and Mira Mesa Boulevard.

Marine Corps Air Station (MCAS) Miramar (formerly Miramar Naval Air Station) is an additional employer in the area. The 1993 Base Closure and Realignment Committee recommendation to shut down MCAS El Toro and MCAS Tustin resulted in the relocation of the Marines to San Diego in October 1997, after a 50-year hiatus. In 1998, the MCAS Miramar population consisted of 5,000 active duty military, 1,500 reserve duty military and 800 civilians. This number is anticipated to grow significantly as the Marines settle into their new home.

## **COMMUNITY GOAL**

The major goal for the development of Carmel Mountain Ranch is establishment of a balanced community where the many daily trips to work, shopping and services are internal. This proposal will more efficiently utilize I-15 by reversing the commuter traffic trend. Attainment of goals will be through implementation of the following:

- Development of industrial and commercial facilities, which is anticipated to provide total job opportunities in excess of total planned residential units.
- Provision of convenient commercial development to meet shopping, service and recreation needs.
- Accommodation of a variety of residential options through a diversity of product types and economic appeal.
- Incorporation of adequate means for multi-modal circulation within the community integrated with City and regional transportation planning.
- Incorporation of parks, recreation and open space linked by pedestrian and bike paths to meet the needs and desires of users. An 18-hole championship golf course will provide additional recreational opportunities, as well as visual open space, for the entire community.
- Provision for sensible accommodation of, and effective financing for, public facilities and services, concurrent with community growth.
- Inclusion of educational and religious institutions offering programs to meet local community needs.