



VIA
DE LA
VALLE

CITY PLANNING AND COMMUNITY INVESTMENT

JERRY SANDERS
MAYOR

VIA DE LA VALLE

SPECIFIC PLAN



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VIA DE LA VALLE SPECIFIC PLAN

The following amendments have been incorporated into this January 2007 posting of this Plan:

Amendment	Date Approved by Planning Commission	Resolution Number	Date Adopted by City Council	Resolution Number
Approval of Environmental Impact Report (ERI)	February 9, 1984	4804	April 24, 1984	R-260557
Adoption of Via de la Valle Specific Plan	February 23, 1984	4805	April 24, 1984	R-260558
Addition of a 9.3-acre parcel to the specific plan area			July 30, 1996	R-287707



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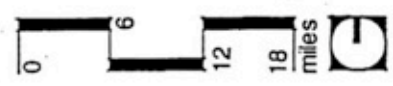
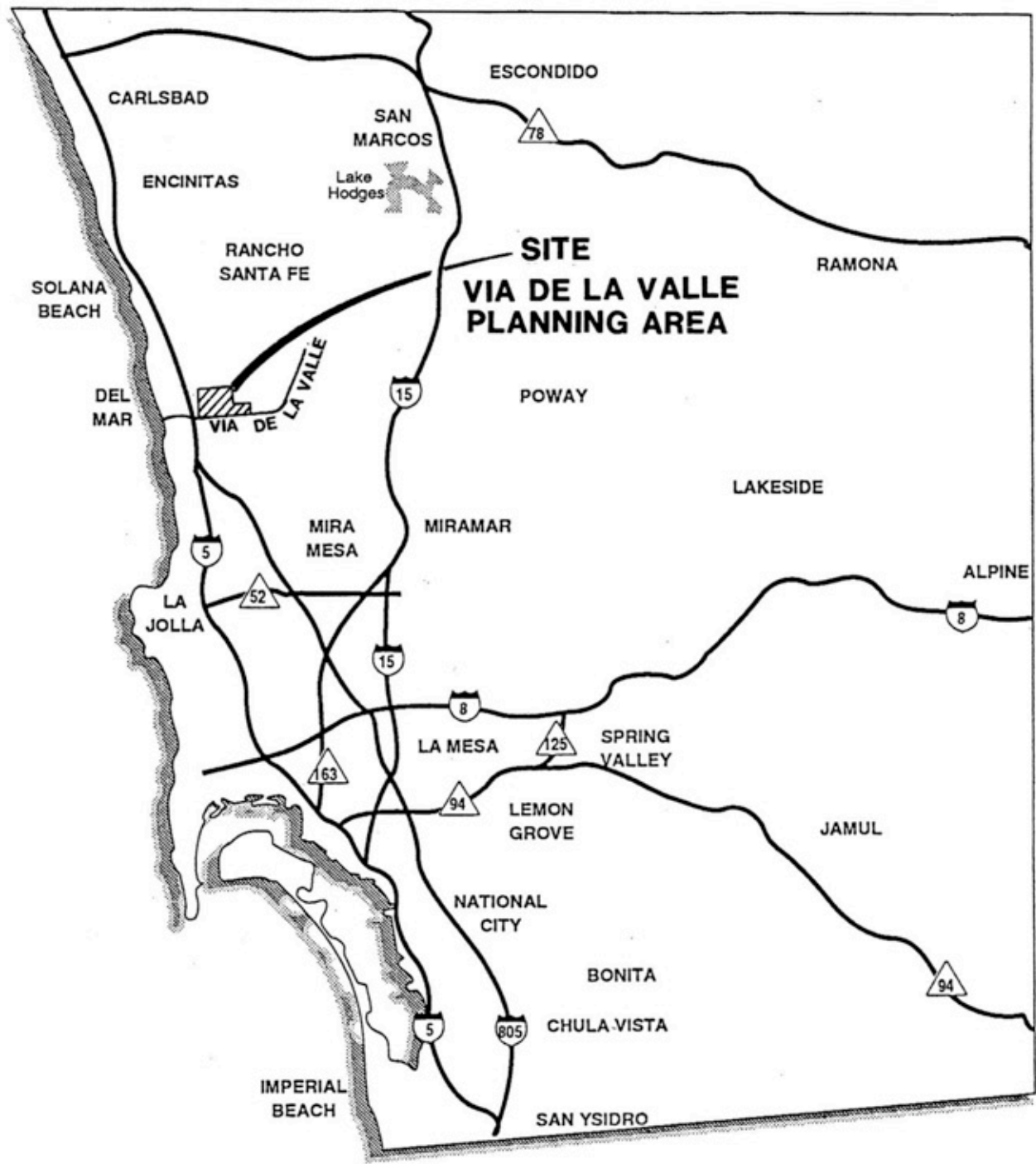
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Vicinity Map **1**
Via De La Valle Specific Plan **FIGURE**

CHAPTER 1 INTRODUCTION

The Via De La Valle Specific Plan (Specific Plan) applies to an area located at the most northern boundary of the City of San Diego (City) city limits. The area is designated Planned Urbanizing and shown for residential use by the San Diego Progress Guide and General Plan (General Plan). Lands which are designated Planned Urbanizing are judged capable of providing the essential public facilities and of meeting the physical, social and economic goals for the City. Since there is no community plan for this area, this Specific Plan serves as the land use policy document for the area described.

1.1 PLANNING AREA LOCATION

The Via De La Valle properties are located in the northwestern sector of the City. They lie just east of Interstate 5 (I-5), approximately one-half mile east of Del Mar; 19 miles north of downtown San Diego and 16 miles south of Oceanside. The study area is roughly rectangular in shape with a smaller rectangle to the east and encompasses approximately 124.7 gross acres. Primary access to the property is provided by Via De La Valle and San Andres Drive. **Figure 1** illustrates the location of the Via De La Valle properties within the San Diego region. The jurisdictions in this area include the city of Del Mar, located to the west, the city of Solana Beach, located directly to the north and northwest, and San Diego county, located to the northeast and east.

The lands to the south of Via De La Valle are within the City limits and designated for future urban use. The Flower Hill and Albertsons Shopping Centers are located directly to the west and southwest of the planning area.

1.2 SCOPE AND PURPOSE

The purpose of the Specific Plan is to provide zoning and land use policy for development of the properties within the Specific Plan area. The document provides an overview of the property's development potential; establishes the framework for the evaluation of development plans for their compatibility with the surrounding communities; and proposes a choice of financing mechanisms and phasing program for the provision of necessary public facilities, in accordance with Council policy 600-28. The document addresses all the elements included in the General Plan which are applicable. Additionally, the document includes a section which addresses the compatibility of the proposed development with the North City Segment Local Coastal Program. Each element of the Specific Plan states an overall goal and objectives, which are consistent with the goals and objectives of the General Plan and the City Council policies. Implementation of these goals are outlined by the Via De La Valle Public Facilities Financing Plan, to be adopted concurrently with this Specific Plan. The Financing Plan identifies the necessary public improvements needed to develop the Specific Plan properties, and the financing mechanisms which shall be used to construct these improvements.

Specific site details of each development proposal shall be evaluated at the tentative map and discretionary permit stage.

1.3 PLANNING PROCESS

The Via De La Valle Specific Plan was originally prepared by a team of consultants working closely with the San Diego City Planning Staff. The process by which the Specific Plan was developed is outlined below:

- Specific Plan Boundary - The boundary of the study area and recognition of the planning effort was approved by the City Planning Commission on July 29, 1982.
- Site Evaluation - The existing physical and environmental conditions onsite and in the surrounding communities were identified and evaluated. The findings from the studies were used to define the development opportunities and constraints on the site and to identify potential development issues.
- Goals and Objectives - Alternate land use plans and development strategies were prepared and examined in terms of site evaluation data, development goals and City policies.
- Land Use Plans - Alternative land use plans and development strategies were prepared and examined in terms of site evaluation data, development goals and City policies.
- Plan Review and Revisions - Plans were reviewed by community groups, City Planning Staff and the Planning Commission, and necessary revisions were made.
- Adoption - The Planning Commission recommended approval of the Specific Plan on February 23, 1984. The City Council approved the Specific Plan on April 24, 1984, Resolution Nos. 260557 and 260558.

1.4 LEGAL EFFECT OF THE SPECIFIC PLAN

The Via De La Valle Specific Plan is the land use policy document for the properties included therein. The Specific Plan establishes land use and zone categories and standards and guidelines for development of the properties. The Specific Plan is also an amendment to the General Plan, and may be certified as part of the North City Local Coastal Program.

1.5 DISCRETIONARY APPROVALS

Initial development of the properties pursuant to the Specific Plan will require the following discretionary approvals:

- a. Planned Residential Development (PRD) Permit
- b. Tentative Subdivision Map
- c. Coastal Development Permit
- d. Rezoning Facilities
- e. Financing Plan

CHAPTER 2 PLANNING CONTEXT

The preparation of a comprehensive land use document draws upon numerous planning factors. The most significant factors examined at the early stages of the Specific Plan process included the following: the subregional context; planning background; land planning factors; and the City policies.

2.1 SUBREGIONAL CONTEXT

The planning area lies in a subregion of San Diego which is characterized by a variety of land uses, growth patterns and densities. With the exception of the San Dieguito River Valley, the surrounding area is in the process of urbanization. The aerial photograph on the following page, **Figure 2**, shows the urban character which surrounds the Specific Plan area. The communities of Del Mar and Solana Beach are intensively developed. The properties on the southeast, northeast and northwest side of the I-5/Via De La Valle interchange are also developed with low-density residential and commercial uses. In contrast, the development to the northeast and east of the planning area is characterized by very low-density residential lands uses.

2.2 OTHER PLANS IN PROGRESS

Several plans are presently in progress for the San Dieguito River Valley, which is now largely undeveloped. The Fairbanks Country Club project, located to the east of the planning area, was approved in 1982, and the unincorporated portion was annexed to the City in 1983. The 300± acres lying directly south of the planning area and the Del Mar 88 property west of I-5 are currently being studied for development.

The San Dieguito River Valley Regional Open Space Park Concept and the North City Future Urbanizing Framework Plan have been approved.

The purpose of the Concept Plan is to provide a planning framework for the Park that will enable the realization of the park vision and overall park objectives. The stated vision is to create an open space park within the San Dieguito River Valley that will protect its unique resources, while providing compatible recreational opportunities for the San Diego region. Primary park objectives include preservation of open space, conservation of sensitive resources, protection of water quality, preservation of the natural floodplain, retention of agricultural uses, and creation of recreational and educational opportunities.

Proposed developments which are known to be undergoing review are shown on **Figure 3** and include the proposed improvements to Via De La Valle, the San Dieguito Lagoon Enhancement and Restoration Project, the Stallions Crossing Residential Development and the Rancho Santa Fe Golf Range and Park. These are described below:



Aerial Photo of Surrounding Community Development

Via De La Valle Specific Plan

2

FIGURE

Via De La Valle Roadway

Via De La Valle is shown as a four-lane major street as a condition of development of the Specific Plan. The exact alignment and improvements have not yet been designed. Because the road crosses into the unincorporated area of the county, county review is also required to ensure that future City improvements match county plans for the roadway. The Coastal Commission would also have to approve the alignment and plans for widening of Via De La Valle.

San Dieguito Lagoon Enhancement and Restoration Project

The San Dieguito River Joint Powers Authority proposes to implement a lagoon enhancement and restoration program for the San Dieguito Lagoon both east and west of I-5. Planning for the enhancement program is already underway, covering an area of 420 acres from El Camino Real on the east to the ocean on the west, and including the lagoon and river floodway. Driven by the mitigation requirements of Southern California Edison (SCE) for impacts to coastal fisheries resulting from the operation of the nuclear generating station at San Onofre, concept planning and hydrological modeling are currently being completed, and environmental review is being conducted.

Stallions Crossing

This privately proposed residential project is currently being reviewed by the City. Located between I-5 and El Camino Real, 40 units of single-family, low-density residences and a private equestrian facility at the Ranch site are included. The project is undergoing environmental review; the Draft EIR is not yet available for public review.

Rancho Santa Fe Golf Range and Roller Hockey Rink

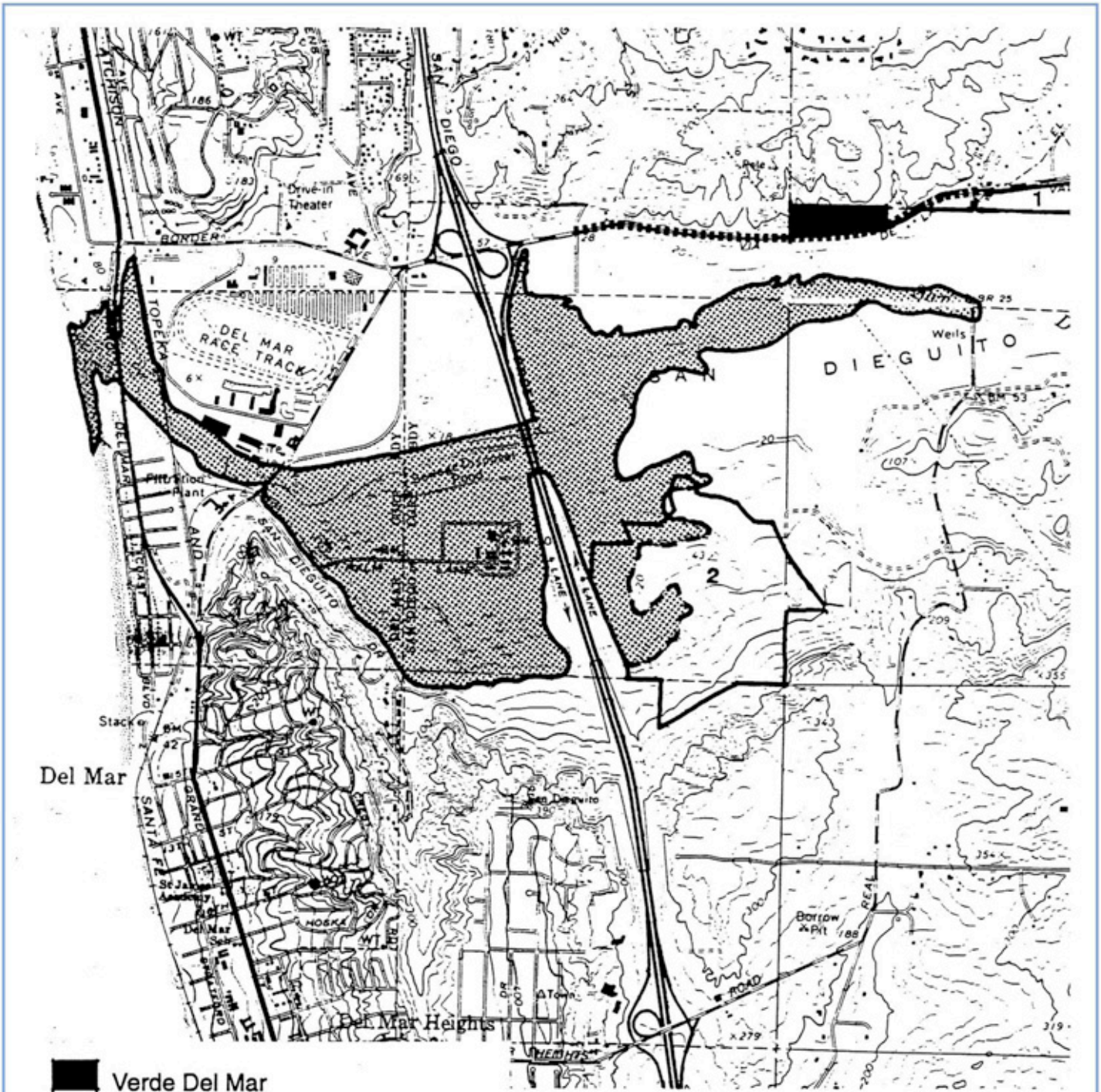
The 26-acre site, located on the southeast corner of the intersection of Via De La Valle and El Camino Real, is proposed for development with recreational facilities as an interim use. The project proposes a golf practice range, putting courses, roller hockey arenas, and related accessory structures, including 352 parking spaces.

2.3 PLANNING BACKGROUND

The General Plan sets forth the City's development goals and objectives through the year 1995. All land within the General Plan has been given either an urbanized, planned urbanizing, or future urbanizing land use designation, which is based primarily upon the levels of current development and the availability of public facilities.

Urbanized lands are characterized by extensive development and a completed infrastructure. Many of these areas have been built out or are experiencing a limited amount of infill development or redevelopment activities.

Planned urbanizing areas consist of the newly developing communities. These areas are open to development, subject to the orderly extension of public facilities. Examples of such communities are Rancho Bernardo, Carmel Valley, North University City and Miramar Ranch North.



Verde Del Mar

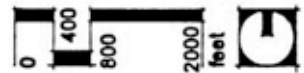
1 Rancho Santa Fe Golf Range and Roller Hockey Rink

2 The Ranch at Stallions Crossing

San Dieguito Lagoon Restoration

Via De La Valle Road Improvements

USGS Topo
Del Mar Quad



Other Plans in Progress

Via De La Valle Specific Plan

3
FIGURE



The future urbanizing areas are lands which are primarily vacant and, for the most part, zoned for agricultural use. This land is being held as an urban reserve and will be released for development as the planned urbanizing communities are built out and as public facilities are expanded.

The Via De La Valle Planning Area consists of a group of parcels totaling 124.7 gross acres. The properties are located at the City's northernmost boundary, which is designated planned urbanizing and shown for residential use by the General Plan. The properties are designated planned urbanizing due to their proximity to the existing developments in the City, the city of Solana Beach, county of San Diego, and the city of Del Mar. The Flower Hill and Albertsons Shopping Centers are immediately to the west and southwest of the planning area boundary. Estate and low-density residential developments exist throughout the county areas to the north and east.

2.4 PLANNING FACTORS

A number of factors were examined during the preparation of the Specific Plan. These are discussed below:

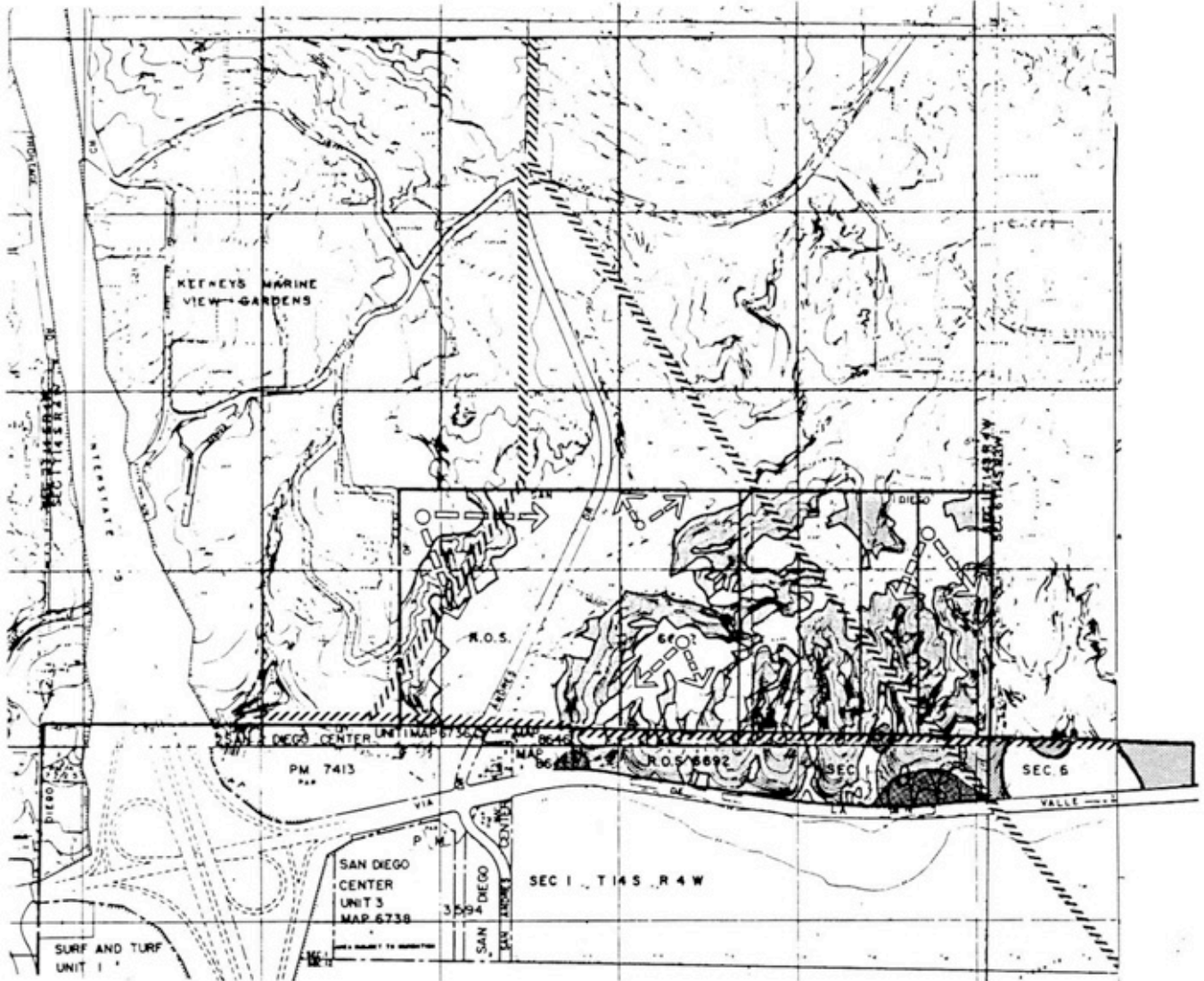
- Natural Features
- Historical Resources
- Man-made Features
- Surrounding Communities/Land Uses
- Circulation
- Existing Zoning

2.4a Natural Features

The most prominent natural feature of the Via De La Valle properties is the topography. The site is characterized by steep canyons running in a north-south direction separated by narrow ridges and bluffs. The steepest topography is concentrated at the most westerly, and the southeasterly portion of the site. Approximately 50 percent of the planning area consists of slopes exceeding 25 percent. The steep slopes and bluffs are an aesthetic asset to the planning area. The area is visible from I-5 and from the southern hilltops of the San Dieguito River Valley.





Development Area 6 is visible from points along the San Dieguito River, Via De La Valle and I-5. Development Area 6 can be seen from most of the area between I-5 and the intersection of Via De La Valle with El Camino Real. The clearest views of Development Area 6 are available from Via De La Valle, which serves as the site's southern boundary.

Figure 4 shows the controlling site features which have influenced the site design of the property. **Figure 5** photographically illustrates the topography and disturbed or impacted terrain of the planning area.



0 400 800 1200
Scale in Feet

LEGEND

-  25% Slopes
-  Power Easement
-  Ancient Landslides
-  View Shed



Site Features
Via De La Valle Specific Plan

4
FIGURE

The geologic structure is generally supportive of development. The majority of the site proposed for development is characterized by stable soil formations. Geologic studies of the property have identified three small ancient landslides located along the Via De La Valle property boundary (see **Figure 4**). The landslides will remain undisturbed. The geologic studies conducted to date are a general soils reconnaissance of the site. A comprehensive study of the southeast corner will be conducted at the time specific development plans are proposed. A detailed soils report will determine the precise grading techniques needed to stabilize the soil. Grading techniques typically applied to landslide areas include remedial grading and sloping buttressing. Geologic resources on Development Area 6 include Delmar and Bay Point Formations, and fill, alluvium, colluvium and topsoil. No faults are known to exist on Development Area 6, and the risk of seismically induced liquefaction is negligible. Some of the soils are categorized as having severe erosion potential.

Approximately one-half of the Specific Plan area has been previously disturbed and does not support any significant biological resources. The remaining acreage is divided among several biological subregions, and includes approximately eight acres of chamise chaparral, 12 acres of mixed chaparral, 1.7 acres of maritime succulent scrub, and 58.5 acres of coastal sage scrub. These habitats support one (1) declining animal species and six (6) sensitive plant species, the presence of which will influence the ultimate site design.

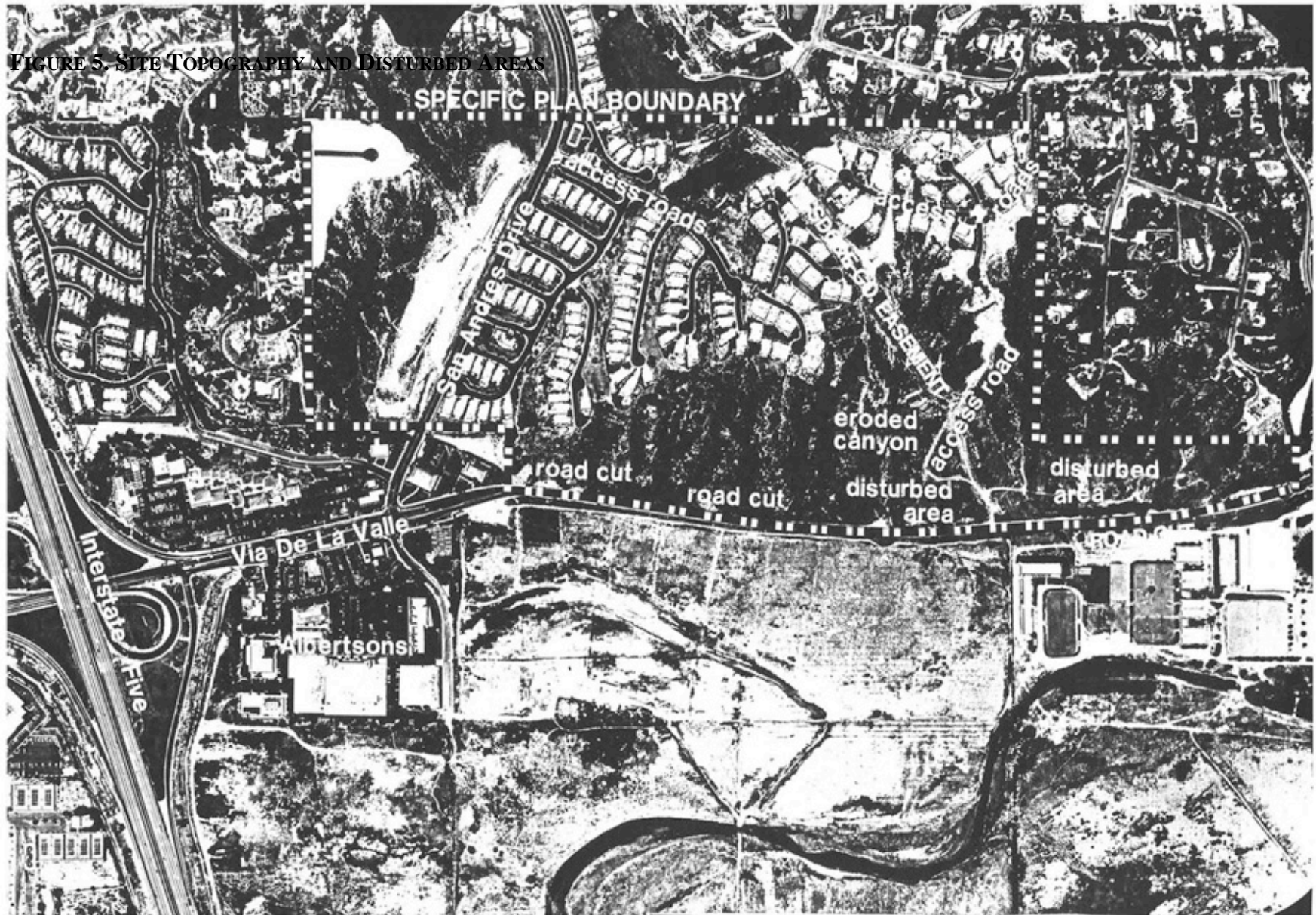
2.4b Historical Resources

Archaeological surveys of the Via De La Valle Properties have been conducted. The surveys have concluded that no significant archaeological resources are located on the site. Field surveys located four isolated finds of insignificant tool flakes and shell fragments. The finds were determined by the field archaeologist to be of limited value for archaeological research. The Specific Plan area is not considered to have been a prime location for aboriginal occupation because of the severe topography.

2.4c Man-Made Features

The most significant man-made feature on the site is the series of San Diego Gas & Electric (SDG&E) 230-KV, 138-KV and two 69-KV overhead transmission lines and support towers (see **Figure 4**). The easement for the towers is 150 feet wide and is extensively graded and disturbed. The towers enter the property near the center of its northern boundary and exit at the southeast corner. The easement contains the electrical transmission lines and towers, and underground gas and oil lines. The facilities will remain intact and will not be relocated. Grading will be permitted within the easement so long as this activity does not interfere with the operation of the facilities. The presence of the easement places significant development limitations on the site which are reflected in the Specific Plan.

FIGURE 5. SITE TOPOGRAPHY AND DISTURBED AREAS



Site Topography and Disturbed Areas

Via De La Valle Specific Plan

5

FIGURE



2.4d Surrounding Communities/Land Uses

The most significant development factors influencing the Via De La Valle properties are the surrounding communities to the north, west, and east, as shown on **Figure 6**. Planning, site design and the ultimate engineering on the property must reflect the aesthetic and functional characteristics of these communities:

- San Dieguito and the city of Solana Beach: San Dieguito is an unincorporated community of the county of San Diego, located directly northeast of the Via De La Valle properties. The city of Solana Beach is located directly northwest of the Via De La Valle properties. These communities encompass approximately 98-square miles.

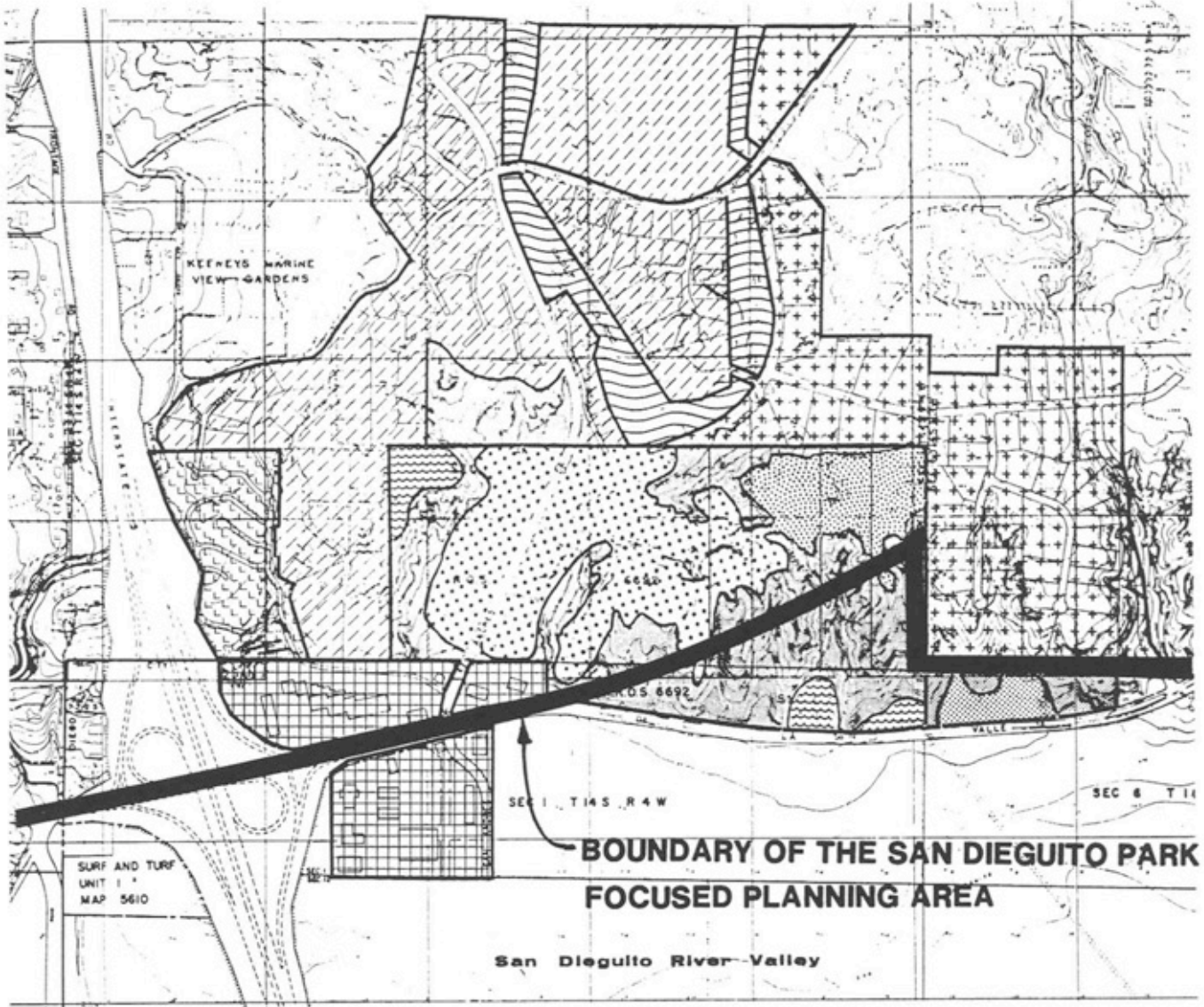
Historically, the areas have been characterized as semirural residential areas with large amounts of undeveloped land; however, San Dieguito and the city of Solana Beach have experienced a sizeable growth rate in the recent past. The present population is estimated to be 68,457 and is forecasted to increase to 81,474 by 1996. Approximately 75 percent of the future land use of community these communities will support various types of residential uses. The residential land uses to the north are very low-density and recreational golf course.

- San Diego: The City boundary extends just west of the I-5 interchange and roughly follows the northern edge alignment of the Specific Planning area. The development character of this section of the City has been heavily influenced by the Del Mar Race Track. The development along the Via De La Valle roadway in this area is primarily retail/commercial, and financial services as represented by the Flower Hill and Big Bear Albertsons Shopping Centers.

The Flower Hill and Albertsons commercial developments adjacent to the Specific Planning area are concentrated at the project's southwest boundary. The commercial establishments include the two large shopping centers, financial institutions and restaurants. The remaining land to the south and the southeast, within the San Dieguito River Valley, is open and sparsely populated.

In summary, the land uses which surround the Specific Planning areas are as follows:

North:	Residential	1.0 units per acre
		2.0 units per acre
	Recreation	Golf Course
West:	Residential	2.0 units per acre
		7.3 units per acre
East:	Residential	1.0 units per acre
South:	The Via De La Valle Roadway	
	Commercial	Shopping Center
	San Dieguito River Valley	

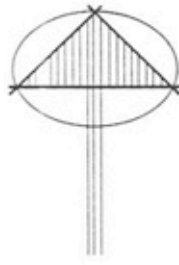


BOUNDARY OF THE SAN DIEGUITO PARK FOCUSED PLANNING AREA

San Dieguito River Valley

LEGEND

PROPOSED LAND USES		EXISTING LAND USES	
	Residential 0-2 du/ac		Residential 1 du/ac
	Residential 0-3 du/ac		Residential 2 du/ac
	Residential 3-6 du/ac		Residential 7.3 du/ac
	Open Space		Commercial
			Golf Course



Proposed and Existing Land Uses
Via De La Valle Specific Plan

6
FIGURE

The Specific Planning area is surrounded on three sides by various intensities of existing residential, commercial and recreational developments. Specific Plan land use categories have been designed to be compatible with these existing land uses and to create density transitions between the higher and lower densities in the surrounding area.

2.4e Circulation

The primary regional access route available to the Via De La Valle properties is I-5, as shown on **Figure 7**. The Specific Plan area is located approximately 1,200 feet east of the I-5 interchange with Via De La Valle. Access to the freeway is very convenient.

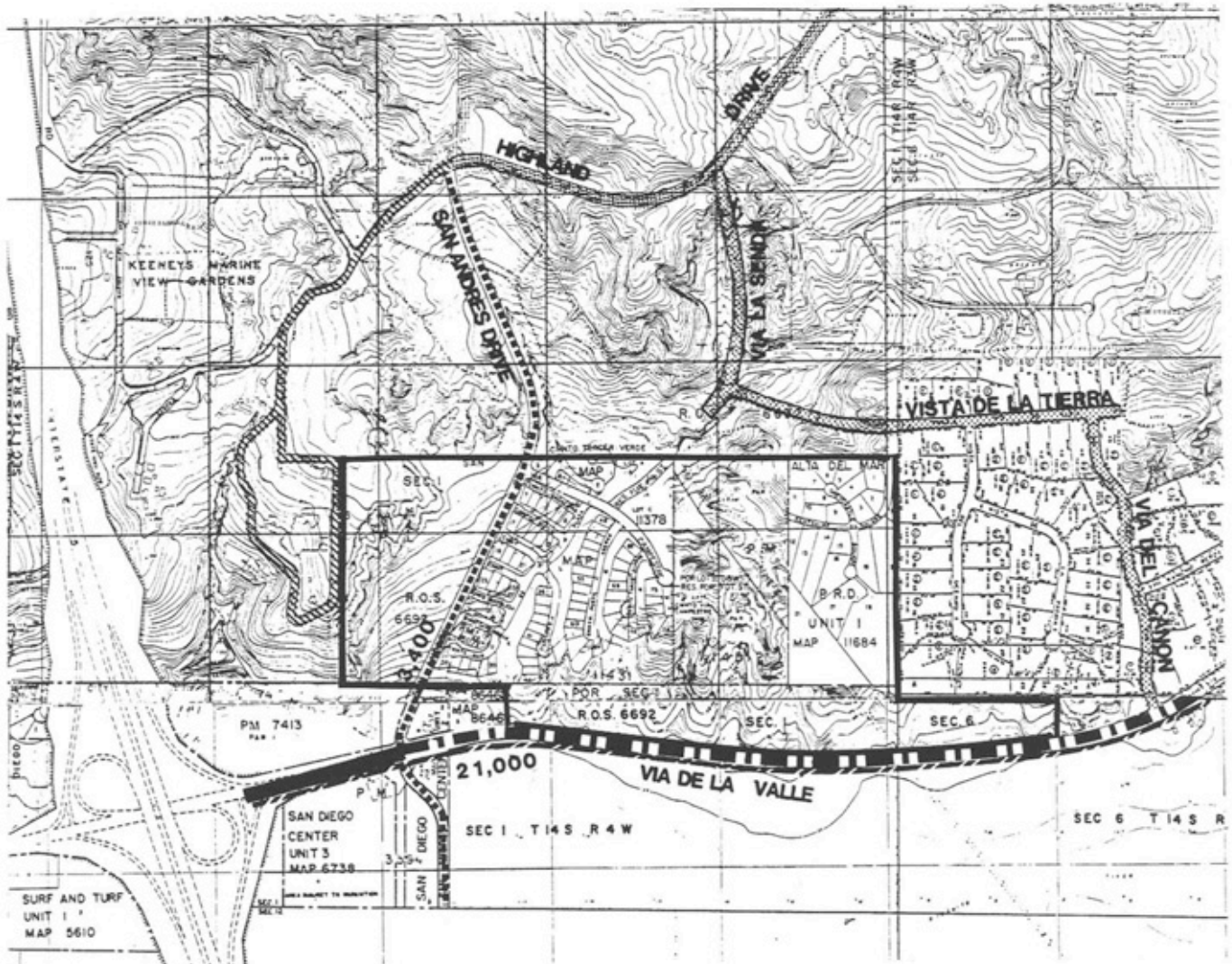
Via De La Valle, which fronts these properties, provides the major surface circulation route. This street is the connection to community shopping, entertainment and recreation facilities of Del Mar and Solana Beach to the west, Rancho Santa Fe to the east. Via De La Valle also connects to El Camino Real, which provides access to the south to San Dieguito Road and to Carmel Valley schools, shopping and entertainment.

Local circulation begins with San Andres Drive. This road runs north-south, providing the connection to Via De La Valle and the Solana Beach community to the north. The Specific Plan property west of San Andres Drive has public access from San Andres Drive and Avocado Place. A public street is proposed by the Specific Plan to provide access to centrally located parcels east of San Andres Drive. The northeasterly parcels of the Specific Plan will receive public access from Vista De La Tierra, located to the north of the planning area. Access to Area 6 is from Via de la Valle.

2.4f Existing Zoning

The existing zoning pattern for the Specific Planning area consists exclusively of single-family residential and agricultural zones and is illustrated by **Figure 8**.

Approximately 58 percent of the Specific Plan area is also covered by a Hillside Review (HR) overlay zone (**Figure 8**). This overlay zone is typically applied by the City to slopes exceeding 25 percent; however the overlay zone on the Specific Plan area also covers slopes which are less than 25 percent. Development of properties covered by the HR overlay zone requires approval of an HR permit or a Planned Residential Development (PRD) Permit. The Specific Plan proposes development areas which largely avoid the 25 percent slope areas. The Specific Plan also contains hillside grading and landscaping concepts designed to protect and enhance the steeper slopes in the planning area.



LEGEND

-  Major Street (6 Lane)
-  Major Street (4 Lane)
-  Collector
-  Residential Collector
-  Residential Street
-  N C T D Bus Route
- 3,400** Existing Average Daily Trips (ADT)



0 400 800 1200
Scale in Feet



Existing Transportation Facilities

Via De La Valle Specific Plan

7
FIGURE

2.5 THE SPECIFIC PLAN

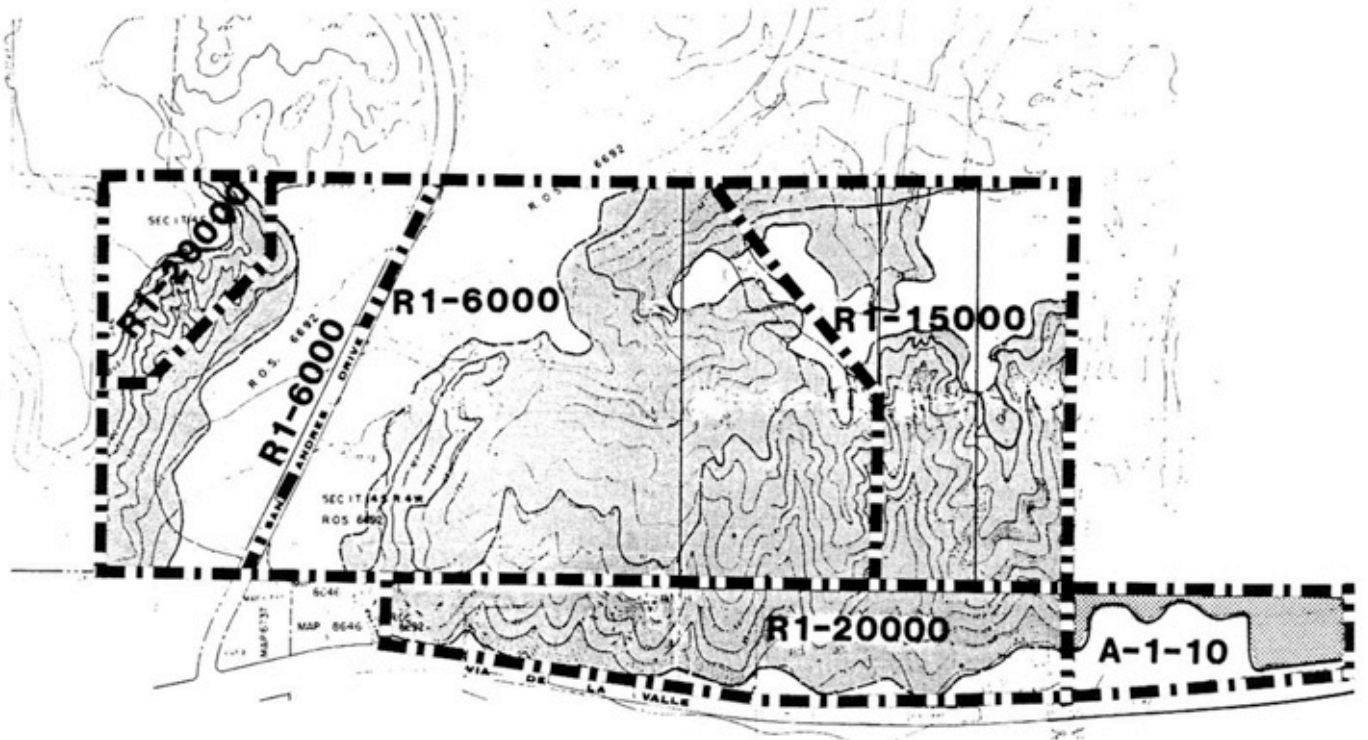
The Specific Plan is presented in the following chapters. **Figure 9** shows the land use designations for properties located in the Specific Plan area. **Figure 10** shows the proposed zoning for the Specific Plan properties.

The Specific Plan presents the plan elements which are relevant to the planning area, the site features, and the land uses proposed. These elements are:

Chapter 3	Residential Element
Chapter 4	Recreation and Open Space Element
Chapter 5	Public Services Element
Chapter 6	Transportation Element
Chapter 7	Resources Management Element
Chapter 8	Community Design Element
Chapter 9	Coastal Element
Chapter 10	Implementation Element

2.6 SUMMARY

Table 1 contains a summary of the Specific Plan land use categories listed by development areas. These areas are shown on **Figures 9** and **10**. The development theme is clustered single-family residential with attached units in the interior of the planning area and detached units at the perimeter. The attached single-family residential areas are designed to preserve the steeper slopes, minimize grading, and still achieve a suitable density in the area. The detached single-family lot areas are located along the perimeters of the planning area including all of Area 6 and to provide a buffer and transition between the higher-density attached units and the adjacent homes in the county.



 Indicates Hillside Review Overlay



0 200 400 600
Scale in Feet

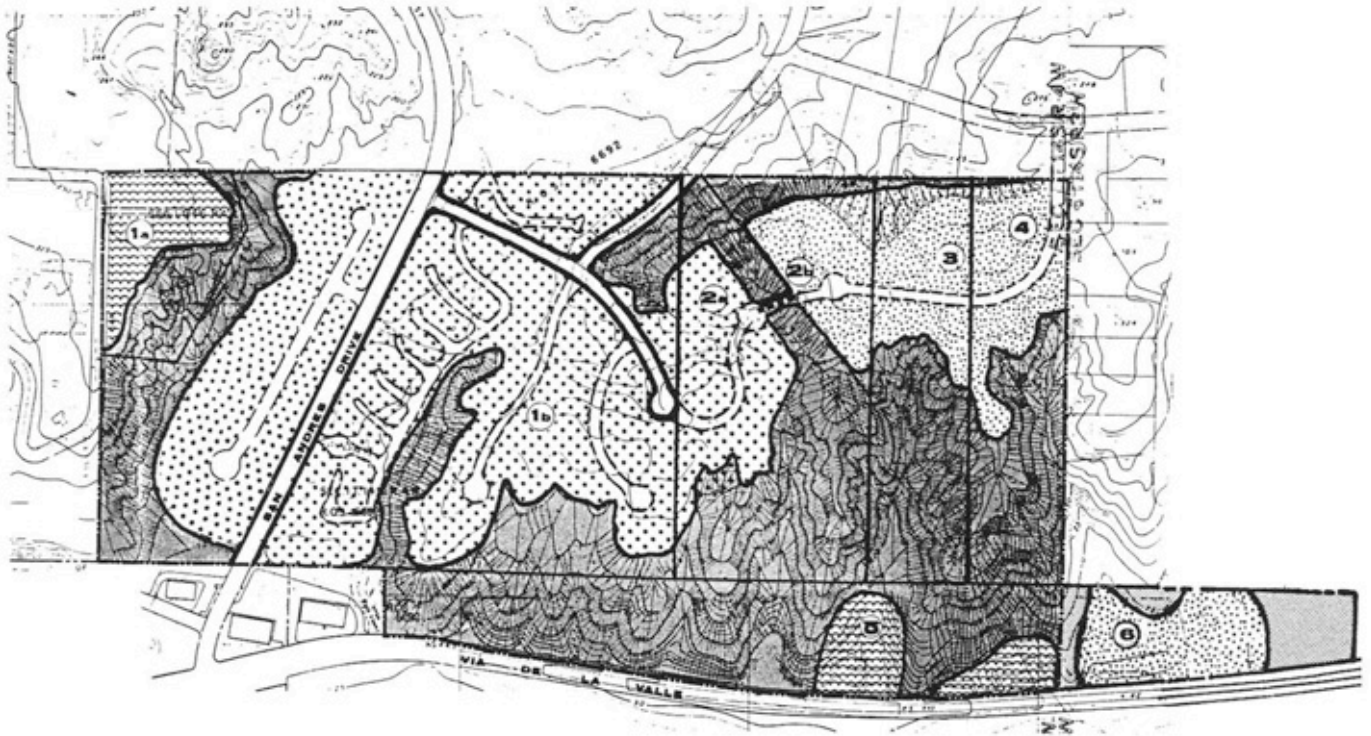


Existing Zoning **8**
Via De La Valle Specific Plan **FIGURE 8**

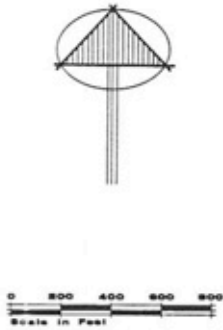
TABLE 1
STANDARDS FOR POPULATION-BASED PARKS

Development Area¹	Land Use	Total Acres²	Density Category	Natural Open Space³	Number of Units
1a	Residential	6.0±	Very Low (0-2 du/ac)	2.4 AC	9
1b	Residential	50.4±	Low/Med (2-6 du/ac)	23.2 AC	125
2a	Residential	12.4±	Low/Med (3-6 du/ac)	7.8 AC	42
2b	Residential	8.3±	Low (0-3 du/ac)	0.9 AC	9
3	Residential	10.3±	Low (0-3 du/ac)	7.0 AC	10
4	Residential	10.4±	Low (0-3 du/ac)	5.0 AC	10
5	Residential	18.8±	Very Low (0-2 du/ac)	12.0 AC	35
6	Residential	8.1±	Low (0-3 du/ac)	3.8 AC	19
Total		124.7 AC		62.1 AC	259

- Notes:**
1. See **Figure 9** for the location of the development areas.
 2. Net acres. Excludes public streets.
 3. “Natural Open Space” includes undisturbed land and vegetation where no grading will occur, as well as the existing SDG&E transmission line easement. Natural open space acres are included in “Total Acres.”



LEGEND

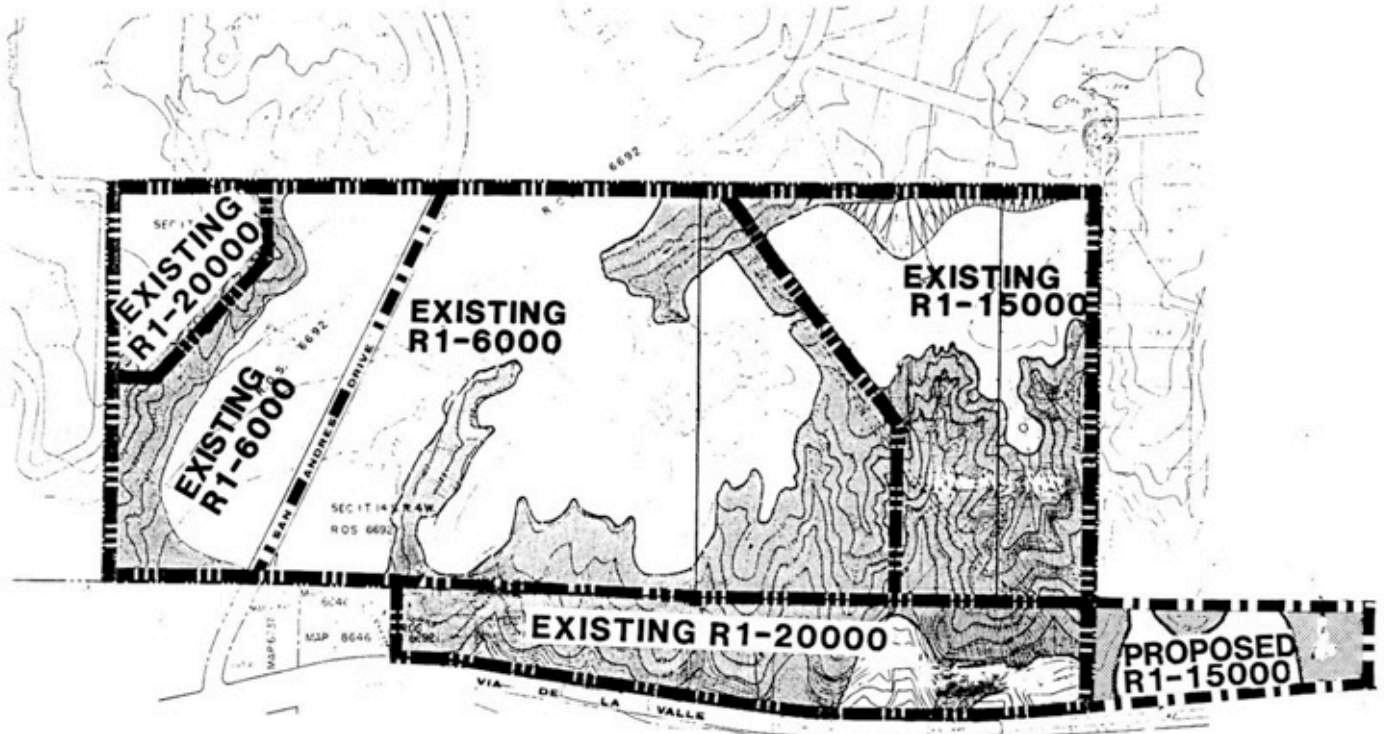


-  Very Low Residential 0-2 du/ac
-  Low Residential 0-3 du/ac
-  Low-Medium Residential 3-6 du/ac
-  Open Space
-  Public Streets
-  Private Streets
-  Development Area Number
-  Temporary Access Street



Specific Plan
Via De La Valle Specific Plan

9
FIGURE



 Indicates Open Space Easement

0 200 400 600
Scale in Feet



Proposed Zoning **10**
Via De La Valle Specific Plan **FIGURE**

CHAPTER 3 RESIDENTIAL ELEMENT

3.1 GOALS AND OBJECTIVES

The overall goal for the residential development is to PROVIDE HOUSING FOR THE CITY OF SAN DIEGO WHILE MAINTAINING THE PHYSICAL ENVIRONMENT. The following objectives elaborate this goal further:

- Contribute to the future housing supply of the City by providing approximately 259 dwelling units within the Specific Plan area.
- Encourage residential development which is consistent with the City's Growth Management policies.
- Provide an appropriate density transition between the development proposed for the planning area and the surrounding land uses.
- Promote visual variety and environmentally sensitive design in the residential projects.
- Buffer internal land uses.

3.2 RESIDENTIAL DEVELOPMENT CONTEXT

The residential land use designations on the Via De La Valle properties are based upon the careful examination of the topographic features, the character of the surrounding land uses, and the existing density patterns.

The onsite topography varies between the gentle slopes located on both sides of San Andres Drive, the flat mesa areas at the northwest and northeast corners of the property, and the steep, eroded canyons located west of San Andres Drive and north of Via De La Valle.

The surrounding land uses and densities also vary a great deal, as previously discussed. Land uses range between general commercial and medium-density (7.3 du/ac) residential to the west and southwest, to very low-density (1 to 2 du/ac) residential to the west, north and east.

The developable residential areas of the Specific Plan have been determined primarily by topography. The following development criteria have been used to determine which areas of the site are appropriate for residential development:

- Areas which contain a slope of predominantly less than 25 percent.
- Areas that have been previously disturbed.
- Areas that are not characterized by significant topographic features.

Onsite residential densities have been selected to be compatible with the character of surrounding land uses and to reflect the available access and traffic circulation in the surrounding neighborhoods. The residential density development criteria include the following:

- Density shall be compatible with the surrounding neighborhood.
- Development areas oriented toward neighborhood circulation roads are appropriate for higher densities.
- Dwelling units shall be compatible with the surrounding housing products.
- Topographic features are appropriate boundaries for density transitions.

The residential land uses proposed by the Specific Plan are designed to reflect these development criteria.

3.3 IMPLEMENTATION

The Via De La Valle Specific Plan identifies the following general development guidelines and criteria which shall be applied to all residential projects on a uniform basis. The purpose of these guidelines is to ensure that the issues which affect the entire property are identified and addressed.

- The single-family detached homes will be placed within the flat mesa areas and at the perimeters of the Specific Plan area; this is particularly appropriate for the plan area at the eastern and western perimeters where the adjacent developments consist primarily of single-family homes on one-half and one-acre lots. The detached units will be clustered on the developable portion of the plan area.
- Attached units shall be sited on the interior portions of the property which are separated from the existing single-family development surrounding the Specific Plan. The attached units will be utilized in steeper areas in order to minimize grading. Building types which are split-level or split at common walls are also encouraged to minimize grading and to take advantage of elevation changes.
- The natural beauty of the San Dieguito River Valley and the surrounding canyons and hillsides provide excellent view opportunities for existing and future residents. The site design will take advantage of the view by incorporating design controls to preserve the visual and aesthetic quality of the site as viewed from offsite areas.
- Design techniques such as daylight cuts, contour grading and intensive planting programs will be used to preserve the natural landform and the visual qualities of the site. All natural open space as identified by the Specific Plan Map, **Figure 9**, will be protected by open space easements.
- All building elevations and rooflines will be aesthetically designed using an earthtone color scheme. Conditions, covenants and restrictions (CC&Rs) will prohibit aerial antennae and other unsightly roof utilities; however solar panels will be permitted. Parking of recreation vehicles in the residential areas will be carefully controlled.

This Specific Plan establishes general land uses (**Figure 9**) and zoning categories (**Figure 10**), as well as the maximum number of dwelling units for each development area. These are summarized on **Table 2**. The developable areas defined on **Figure 9**, the maximum number of dwelling units and, in the case of development areas 2b, 3 and 4, the lot size shall be the controlling factors for implementation of the Specific Plan. A tentative map and planned residential development permit and other appropriate discretionary permits will be required for each development area.

The following is a description of the criteria that shall apply to each development area. These criteria are summarized on **Table 3**.

TABLE 2
HOUSING MIX

Area ¹	Residential Category	Acres ² (Net)	Maximum Units	Density (du/ac)	Dwelling Types
1a	Very Low (0-2 du/ac)	6.0	9	1.5	Detached
1b	Low/Med (2-6 du/ac)	50.4	125	2.5	Detached
2a	Low/Med (3-6 du/ac)	12.4	42	3.4	Attached
2b	Low (0-3 du/ac)	8.3	9	1.1	Detached
3	Low (0-3 du/ac)	10.3	10	1.0	Detached
4	Low (0-3 du/ac)	10.4	10	1.0	Detached
5	Very Low (0-2 du/ac)	18.8	35	1.9	Attached
6	Low (0-3 du/ac)	8.1	19	2.3	Detached
Total		124.7+	259	2.1	

Notes: 1. The locations of the development areas are shown on **Figure 9**.
2. Approximate acreage figures.

Development Area 1a

UNITS - Development Area 1a will permit a maximum of ten single-family detached units clustered on the flatter portions of the property.

DENSITY - The area encompasses 6.0± acres. The maximum density permitted will be 1.5 dwelling units per acre. The minimum lot size will be one-half acre.

DEVELOPMENT CRITERIA - The area will be developed with a planned residential development permit and a tentative map per the RI-20000 zone.

- Access to the lots will be provided by Avocado Place.

Development Area 1b

UNITS - Development Area 1b will support a maximum of 125 dwelling units. The units will be a detached housing product, clustered on the flattest portions of the property. Single-family detached homes will be located east and west of San Andres drive, adjacent to the northern property line, where they will interface with the offsite development in the county.

DENSITY - The area totals 50.4± acres. The maximum density to be permitted is 2.5 dwelling units per acre.

DEVELOPMENT CRITERIA - The area will be developed with a planned residential permit and a tentative map per the R1-6000 Zone.

- The internal circulation system will be provided by a public street and private drives.
- The two southernmost finger ridges will have development limited to two-story buildings and will maintain a minimum 15-foot setback from the daylight cut on the south ridge.

Development Area 2a

UNITS - Development Area 2a will permit a maximum of 42 dwelling units. The housing product will be attached units, clustered on the developable portions of the site.

DENSITY - The approximate acreage of the development area is 12.4± acres. The maximum density will be 3.4 dwelling units per acre.

DEVELOPMENT CRITERIA - The area will be developed under the planned residential development and tentative map regulations, per the R1-6000 Zone.

- Onsite circulation will be provided by private drives with access provided through Development Area 1b.
- The project shall participate in a program of landscaping and revegetating the SDG&E easement.

Development Area 2b

UNITS - Development area 2b will contain a maximum of nine dwelling units. The area will be developed with detached single-family lots, clustered on the developable portions of the site.

This Specific Plan assumes Parcel 2b will be developed in conjunction with Parcels 3 and 4 to the east. If, however, Parcels 3 and 4 develop independently, Parcel 2b may be developed concurrent with Parcel 2a. In either case, Parcel 2b will be developed with single-family detached units.

DENSITY - The area totals 8.3 acres. The maximum density allowed is 1.1 dwelling units per acre. Average lot size shall be 14,000 square feet, the minimum lot size shall be 12,000 square feet.

DEVELOPMENT CRITERIA - The area will be developed with a planned residential development permit and a tentative map, per the R1-15000 Zone.

- Access shall be provided in one of two ways: either through Development Area 3 by a private drive, or through a private drive from Area 1b, which crosses the SDG&E easement.
- A minimum 50-foot setback/buffer zone shall be maintained between any building and the northern property line.
- Development Area 2b shall also participate in the landscaping and revegetation of the SDG&E easement, as previously discussed for Development Area 2a.

Development Area 3

UNITS - Development Area 3 shall support a maximum of ten dwelling units. The housing product will be limited to single-family detached homes, which will be clustered on the developable areas of the site.

DENSITY - The area totals 10.3 acres. The maximum density shall be limited to one dwelling unit per acre. The average lot size shall be 14,000 square feet with a minimum lot size of 12,000 square feet.

DEVELOPMENT CRITERIA - The property will be developed per the planned residential development and tentative map regulations and the R1-15000 Zone.

- Access shall be provided through Development Area 4, by private drives.
- A minimum 50-foot setback/buffer zone shall be maintained between any building and the northern property line.

Development Area 4

UNITS - Development Area 4 is limited to a total of ten dwelling units. The development will be a single-family detached concept. Units shall be clustered on the developable portion of the site.

DENSITY - The area encompasses 10.4 acres. The density allowed shall be one dwelling units per acre. The average lot size will be 14,000 square feet, and the minimum lot size will be 12,000 square feet.

DEVELOPMENT CRITERIA - The area shall be developed with a planned residential development permit and tentative map per the R1-15000 Zone.

- Onsite circulation shall be provided by private streets.
- A setback/buffer zone of 50 feet shall be maintained between any building and the northern property line.
- A similar 100-foot setback shall be provided between any building and the eastern property line.
- The development of the southerly ridgeline and Area 4 shall be subject to the following design criteria:
- One-story structure.
 - Thirty-foot setback from the top of the daylight cut.
 - A transition planting zone shall be utilized to blend ornamental landscaping at the building and the native vegetation in the natural open space.
 - Transition zone planting shall use native, drought-tolerant and ornamental plant material.

Development Area 5

UNITS - Development Area 5 is limited to a maximum of 35 units to be clustered in the area.

DENSITY - The area encompasses 18.8 acres. The density allowed shall be 1.9 dwelling units per acre.

DEVELOPMENT CRITERIA - The area shall be developed with a planned residential development permit and tentative map per the R1-20000 Zone. The type of units and design will be developed through the PRD process. Future development proposals shall incorporate the following criteria:

- Access shall be provided via a single curb cut on Via De La Valle.
- Grading shall not intrude into the landslide area. This would eliminate the need for extensive grading to buttress the landslide.
- Site development shall adhere to the natural landform and minimize grading.
- Since development would be highly visible from Via De La Valle, grading building design and landscaping shall be sensitively planned to blend with the natural setting.
- Residential development may be subject to noise levels exceeding 65 decibels due to traffic on Via De La Valle.
- Since development would be highly visible from Via De La Valle and the San Dieguito River Valley, building design, noise walls, and landscaping shall be sensitively planned to blend with the natural setting.
- Temporary sediment basin will be built to remove the sediment from the site runoff, which flows to the San Dieguito River.

Development Area 6

UNITS - Development Area 6 is limited to a maximum of 19 units and the density shall be clustered in the flatter portion of the property as shown on **Figure 11**. Development rights on the open space portion shall be transferred to the developable area and no further development rights shall remain on any open space lot in Development Area 6.

DENSITY - The area encompasses approximately 8.1 acres. The density allowed shall be 2.3 dwelling units per acre.

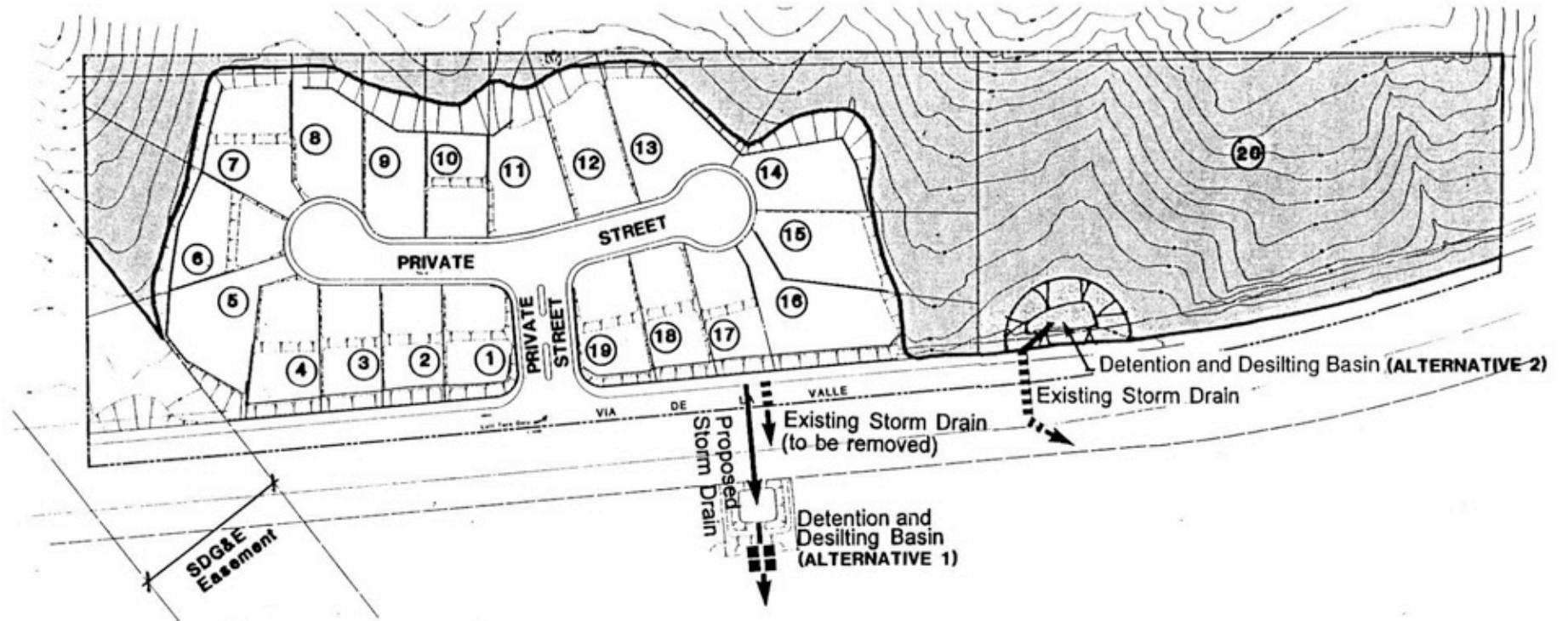
DEVELOPMENT CRITERIA - The area shall be developed with a planned residential development permit in conjunction with a tentative map in accordance with the development standards of the R1-15000 Zone.

Future development proposals in Area 6 shall incorporate the following criteria:

- Access shall be provided via a single ingress/egress point on the Via De La Valle roadway.
- Development will avoid those slope areas above the existing 82-foot elevation contour line. This will preclude disturbance of sensitive topographic features.
- Site development will adhere to the natural landform and minimize grading.
- Temporary preconstruction fencing will be installed to avoid disturbance to the sensitive biological resources.
- Since development would be highly visible from Via De La Valle and the San Dieguito River Valley, grading building design, noise walls and landscaping shall be sensitively planned to blend with the natural setting.
- Residential development will require the construction of a noise barrier three feet and four feet in height on the pads north of Via De La Valle. The noise wall shall be landscaped to screen public views of the wall from the roadway and the San Dieguito River Valley.
- Building and roofing materials will be earthtone in color.
- A detention and desiltation basin will be built to remove the sediment from the site runoff, which flows to the San Dieguito River.

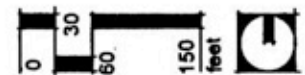
Noise Mitigation

A noise study will be conducted in conjunction with the processing of PRDs for the residential development areas adjacent to Via De La Valle. If the development area will be subjected to noise levels exceeding 65 decibels (CNEL), the applicant will retain an acoustical engineer to perform an acoustical analysis as required by Title 25 of the California Administrative Code. Adherence to Title 25 will ensure that interior noise levels are reduced to 45 decibels (CNEL) or less. This interior acoustical analysis shall be conducted prior to submittal of a building permit application and shall determine the noise conditions and mitigation based on future (2010) traffic projections.



② Lot Number

▨ Proposed On Site Open Space Easements



Proposed Development – Area 6

Via De La Valle Specific Plan

11
FIGURE



TABLE 3
SUMMARY OF RESIDENTIAL DEVELOPMENT IMPLEMENTATION

Development Area	Zoning ¹ Standards	Development Process	Special Design Considerations ²
1a Very Low	R1-20000	PRD/Tentative Map	Buffer adjacent land uses with single-family detached homes at the northwest corner and the northern boundary just east of San Andres Drive.
1b Low/Medium	R1-6000		
2a Low/Medium	R1-6000	PRD/Tentative Map	Buffer adjacent land uses with an adequate setback/buffer zone: See Notes below. Enhance the appearance of the transmission line easement with line easement with contour grading and landscaping as permitted by SDG&E.
2b Low	R1-15000		
3 Low	R1-15000	PRD/Tentative Map	Protect the views of adjacent property owners through the careful design of building sites and adequate setback/buffer zone.
4 Low	R1-15000		
5 Very Low	R1-20000	PRD/Tentative Map	Preserve bluffs and hillsides. Implement noise mitigation measures.
6 Low	R1-15000	PRD/Tentative Map Coastal Development Permit Specific Plan Amendment Facilities Financing Plan	Preserve bluffs and hillsides in permanent open space. Implement noise mitigation measures. Screen noise wall from Via de la Valle and Valley. Light shielding to protect adjacent developments.

- Notes:**
1. The areas regulated by these zoning standards are shown on **Figure 10**.
 2. In all instances, preserve bluffs and visual aesthetics of the site through the use of daylight cuts, cluster development, revegetation of manufactured slopes and the use of earhtone building materials.

CHAPTER 4 RECREATION AND OPEN SPACE ELEMENT

4.1 GOALS AND OBJECTIVES

The overall goal for recreation and open space in the Specific Planning area is to DEVELOP ADEQUATE RECREATION FACILITIES TO SERVE THE NEEDS OF RESIDENTS, AND PRESERVE AN OPEN SPACE NETWORK. This goal is further elaborated by the following objectives:

- Develop suitable private recreation facilities as a part of the residential development to serve the Specific Plan residents.
- Preserve areas of coastal bluffs and steep slopes to provide aesthetic enjoyment and to protect valuable biological resources.
- Establish mechanisms for preservation and maintenance of open spaces.
- Encourage the use of planting materials native to Southern California and compatible with the climate to reduce water consumption and maintenance costs.

4.2 PUBLIC PARKS AND RECREATIONAL FACILITIES

The need for parks facilities within the City is based upon population and distance to the facilities. The General Plan has placed population-based parks into two categories: Neighborhood and Community Parks.

Neighborhood facilities are intended to serve a resident population of 3,500 to 5,000 persons within a one-half mile radius. Ideally the neighborhood park should have a minimum of five usable acres when located adjacent to an elementary school or ten acres when not so located.

Community Parks should serve 18,000 to 25,000 residents within an approximate one and one-half mile radius. The community facilities should be at least 13 usable acres if adjacent to a junior or senior high school or 20 acres if not so located.

The park facilities located closest to the Specific Plan area are operated by the county of San Diego. The La Colonia Neighborhood Park is located one-half mile west of the Specific Plan area on Stevens Avenue. The park facility is four acres in size and includes a playground, picnic area and sports playing field. The San Dieguito County Park is classified by the county of San Diego as a regional park. It is located approximately three-quarter mile north of the plan area on Linea Del Cielo. The park is 122 acres and includes playgrounds, extensive picnic facilities, lawn area and hiking trails, through the natural terrain.

The La Colonia and San Dieguito Parks satisfy the General Plan minimum standards for park facilities for new development with the exception of community park and swimming pool facilities. These needs should be satisfied by the proposed community park in Carmel Valley Town Center.

In addition to these parks, there are a variety of City and county public parks in various sizes located within a three and one-half mile radius of the Specific Plan area. **Figure 12** shows the location of these parks. The largest of these facilities is the Torrey Pines State Reserve. The park is located south of Del Mar. The facilities include hiking trails with information trail markers, a small museum and an underwater park for skin diving and scuba diving enthusiasts.

A community park and swimming pool are planned within the Carmel Valley area in the Town Center. Although properties within the Specific Plan are not within the "area of benefit" defining the Facilities Benefit Assessment District for Carmel Valley, they are in the "area of service" for the facility and will receive benefit for their contribution. The method of participation in funding of the park among Via De La Valle area property owners is outlined in the Via De La Valle Public Facilities Financing Plan.

The remainder of the public recreation facilities are made up of the smaller community and neighborhood parks and the facilities at the public schools. There are seven of these parks and school yards within the three and one-half mile radius. Coastal access is provided by beach parks in the county and the city of Del Mar. There are six of these parks within three and one-half miles of the planning area. The beach parks vary in the types of facilities they provide and include a combination of public access, lifeguards, and restroom/shower facilities.

4.3 NATURAL OPEN SPACE SYSTEM

The onsite natural open space system is comprised primarily of hillsides. As previously discussed, the steep hillsides and coastal bluffs are the most prominent visual features on the site. The Specific Plan proposes a total of 62.1 acres be set aside in a natural open space easement. The easement will be designed to protect the open space network and to preserve its natural beauty. Please see the Resources Management Element for specific guidelines for natural open space protection.

The proposed open space areas are located both east and west of San Andres Drive. The western open space network preserves the bluffs and slopes which run in a north-south direction. This open space area preserves valuable natural features and provides a development transition between the attached units to the east of the open space and the single-family homes to the west.

The eastern open space network includes the north/south ridges and canyons which front on Via De La Valle. The slopes and bluffs are visible from I-5 and the southern bluffs of Carmel Valley. This network provides a visual transition between the San Dieguito River Valley to the south and the residential areas to the north.

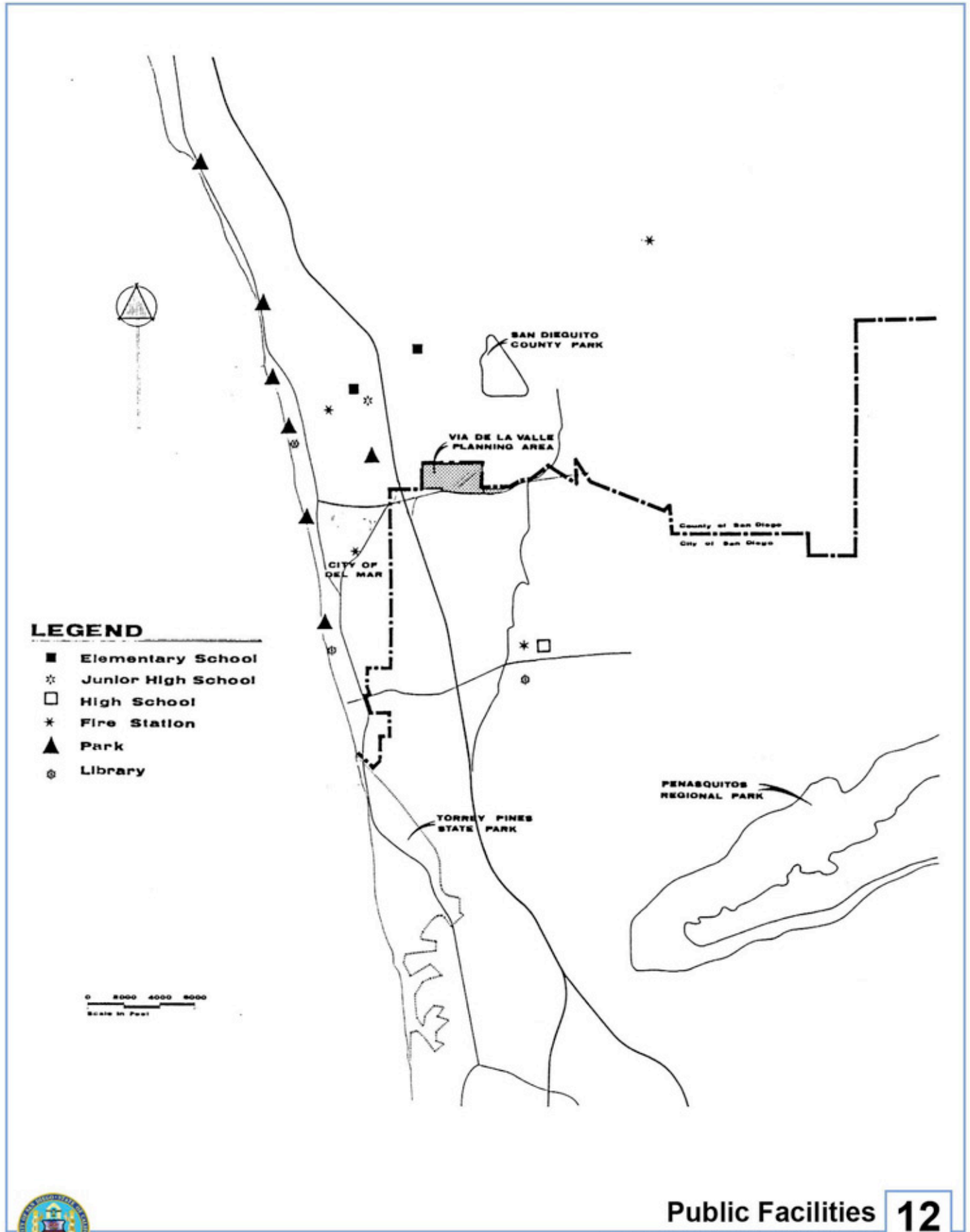
4.4 PRIVATE RECREATION FACILITIES

Private recreation facilities, particularly for the attached units, will be provided with individual developments. Typical amenities will include swimming pools, tennis courts, common lawns for passive recreation, and picnic areas.

4.5 RECREATION AND OPEN SPACE IMPLEMENTATION

The natural open space areas will be preserved by open space easements. The maintenance of all natural open space, landscaping and private recreation facilities will ultimately be the responsibility of the Homeowners Associations.

Specific development plans and provisions for maintenance of private recreation facilities will be provided at the tentative map and PRD submittal phases of the projects. This property is subject to payment of park fees in accordance with the San Diego Municipal Code.



LEGEND

- Elementary School
- ☆ Junior High School
- High School
- * Fire Station
- ▲ Park
- ⊙ Library

0 2000 4000 6000
Scale in Feet



Public Facilities **12**
Via De La Valle Specific Plan **FIGURE**

CHAPTER 5 PUBLIC SERVICES ELEMENT

5.1 GOALS AND OBJECTIVES

The overall goal for public facilities and services is to **PROVIDE ALL NECESSARY PUBLIC FACILITIES AND SERVICES NEEDED TO SERVE THE COMMUNITY IN THE MOST EFFECTIVE AND ECONOMIC MEANS AVAILABLE.** The following objectives define this goal further:

- Provide public and semipublic services appropriate in quantity, accessibility, timing and quality as necessary to meet the community's service needs, including police and fire protection, schools and library services.
- Ensure adequate public and semipublic utility services to accompany community development, including water, sewer, gas, electric and communication and cable television services.
- Provide adequate drainage facilities which will protect the onsite open space areas and the San Dieguito River Valley from erosion and siltation.
- Require the use of underground utilities and underground cable communications, in accordance with City ordinances.

5.2 PUBLIC FACILITIES AND SERVICES

The City is capable of providing many of the public facilities and services in a cost-effective manner to the planning area. However, the City does not currently have an adequate system to provide this area with a cost-effective water service. A sewer assessment district has been formed in the City.

In the past, for purposes of cost-effectiveness, the county and the City have formed service agreements in which the City contracted for county district services. It is contemplated that the same contractual arrangements will be made for water services to this Specific Plan area for a limited period of time. All services will eventually be provided by the City. **Figure 12** shows existing public facilities.

5.2a Fire Protection

Fire protection of the Via De La Valle properties is provided by the City Fire Department.

Fire Station 24 is located at the intersection of Hartfield Avenue and Del Mar Heights Road, which is approximately 3.1 miles south of the planning area. The Fire Department has automatic aid agreements with the surrounding communities of Del Mar, Solana Beach and Rancho Santa Fe. Under these agreements, the nearest fire companies respond to fire or medical emergencies regardless of jurisdictional boundaries.

Although the response time to the site is within the citywide six-minute maximum response time, fire protection can be further enhanced by proper site and building design and construction. The use of fire retardant building and plant material will be used as deemed necessary. The Fire Department's street and building construction criteria will be met to reduce fire hazards. In addition, access to the open space area that is covered with flammable vegetation will be maintained as required by the Fire Department and the City's adopted Landscape Technical Manual.

5.2b Police Protection

The City's Police Department provides police protection for the planning area. The closest substation is located in University City at Eastgate Mall.

This substation is the center of operations for Northern San Diego. Police protection is presently provided by the City for the commercial establishments on Via De La Valle, west of the study area.

5.2c Schools

The Specific Plan area is within the Solana Beach Elementary School District, for elementary school, and the San Dieguito School District, for junior high school and senior high school. This development is expected to generate approximately 145 school-age children. The elementary school children will attend two schools. Grades K through third grade will attend Solana Vista Elementary School, one and one-half miles from the site, and grades four through six will go the Skyline Elementary School, 1.4 miles from the site. The upper grade students will attend Earl Warren Junior High School (1.5 miles) and Torrey Pines High School (3.3 miles).

The individual development projects will be required to fully mitigate the impact of their development on school capacity. In this regard, the developer of each project shall, prior to recordation of any subdivision maps, enter into a mitigation agreement with the affected school districts to provide sufficient funds to construct facilities to fully meet the needs generated by the development.

5.2d Libraries

The library facilities located in the planning area are operated by the county of San Diego. The Solana Beach branch is located on Highway 101, approximately one and one-half miles from the site. The Del Mar branch is located on Camino Del Mar, approximately two miles from the project area.

A new 13,000-square-foot library facility has been completed on a 1.5-acre site within the Carmel Valley area in the Town Center. Although properties within the Specific Plan area are not within the "area of benefit" defining the Facilities Benefit Assessment District for Carmel Valley, they are in the "area of service" for the facility and will receive benefit for their contribution. The method of participation in funding of this branch facility among Via De La Valle area property owners is outlined in the Via De La Valle Public Facilities Financing Plan.

5.3 UTILITIES

The existing public utility systems are shown on **Figure 13**. The phasing and financing of water utilities is discussed in **Chapter 10**.

5.3a Water

Water service to the area is provided by the City. There are existing emergency connections with the Santa Fe Irrigation District.

The current agreement between the District and the City will be amended to provide for this emergency service. The upper elevations of the Specific Plan area will require a pump station and hydropneumatic system with two pressure reducing valves. These facilities will be provided by the Lomas Group, the owner of property within Development Area 1.

Reclaimed water service for the landscape irrigation may be provided by the reclaimed water distribution system, proposed by the San Elijo Joint Powers Authority (JPA), through an inter-agency agreement with the City. Although the City's reclaimed water distribution system is planned to serve the northern portion of the City, including the site, by the year 2010, the developer should design the irrigation system in accordance with reclaimed water rules and regulations.

Ultimately, the water system to serve this area will extend from the City's Del Mar Heights area. The service will require extension of pipelines east of I-5, which will be funded by developers.

Major facilities needed in the Specific Plan area will be constructed as specified in the required water study. Property owners in the area may be required to pay a one-time water reimbursement charge to finance their construction or they may be required to construct those facilities and become eligible for reimbursement through standard reimbursement agreements. Precise requirements for the needed onsite and offsite facilities for the Specific Plan area will be determined by a required water study and also during the tentative subdivision map approval process and/or processing of any discretionary land use permits.

5.3b Sewer

The Specific Plan area is served by the Metropolitan Sewer System. A pump station and force main have been constructed. The new pump station, force main and gravity sewer main connects to the Fairbanks Country Club Development. Main and existing sewer connection to the Solana Beach Sanitation will remain to serve areas along Via De La Valle adjacent to I-5.

The Specific Plan calls for construction and financing of the above improvements by property owner formation of an assessment district. Formation of such an Assessment District, providing a mechanism for funding the sewer improvements via the Improvement Bond Act of 1915, Division 10 of the Streets and Highways Code of the state of California, was authorized by San Diego City Council Resolution No. 262316 on January 14, 1985.

5.3c Power

Gas and electric service will be provided to the Specific Plan area by San Diego Gas & Electric Company (SDG&E). All extensions of service lines to the site will be installed underground per City requirements.

The planning area is divided by a 150-foot power easement which contains one 230-KV, one 138-KV and two 69-KV overhead transmission lines, an oil transmission line and an 800-PSI gas line. Two additional power lines also cross the site. One is located approximately 150 feet north of Via De La Valle, running parallel to the road. The second crosses the western half of the site in a north-south direction. Electrical service lines will be extended onto the site from new development taking place directly north of the property. The gas service is provided by a three-inch H.P. gas line connection to the main 800-PSI gas line. The three-inch gas line runs west from this point in Via De La Valle to the San Andres Drive intersection.

5.3d Communications

Gas Telephone service to the Via De La Valle properties will be provided by the Pacific Telephone Company. Onsite telephone cables will be undergrounded in joint trenches with power lines during construction.

The onsite underground cable television network will be tied into the existing cable system of the subregion. The developers will prewire buildings and lay individual service laterals to main cables for future cable service.

5.4 ONSITE DRAINAGE

Onsite storm water will be carried by a combination of streets and storm drains. The actual design, and flow of water across the site, will be influenced by the existing storm drain system of the area. **Figure 14** shows the proposed onsite drainage system. Plans for the adjacent development to the north include the construction of a 24-inch north-south storm drain located just east of San Andres Drive, which will deposit water into a drainage gully located on the property. The water presently crosses the site in a north-south direction and enters a 54-inch storm drain located at the southerly Specific Plan boundary, approximately 250 feet east of San Andres Drive.

The Specific Plan will continue the 24-inch storm drain system located at the north property boundary, across the site to connect with the 54-inch storm drain located at the southern boundary. Storm water from development east of San Andres Drive will ultimately drain directly into the 54-inch storm pipe. The development on the west side of San Andres Drive will drain to the southern boundary into an existing 24-inch storm drain and then further south into the San Dieguito River. See the **Resources Management Element, Section 7.5 Erosion Control**, for discussion of temporary desilting basins.

Runoff from Development Area 6 will also be carried by a combination of streets and storm drains. Onsite runoff will flow into catch basins before being directed into the street storm drain system. The proposed storm drain system will drain under Via De La Valle and exit into a proposed desilting basin before it reaches the San Dieguito River.

CHAPTER 6 TRANSPORTATION ELEMENT

6.1 GOALS AND OBJECTIVES

The overall transportation goal is to DEVELOP AN ONSITE CIRCULATION SYSTEM WHICH PROMOTES A SMOOTH TRAFFIC FLOW AND ADEQUATE EMERGENCY VEHICLE ACCESS. The following objectives further outline this goal:

- Provide public access to all development areas.
- Encourage the use of private streets or drives wherever feasible in order to minimize grading, and to provide design flexibility.
- Encourage streets and off-street parking designs which are sensitive to environmental conditions, traffic noise concerns and view opportunities.
- Provide a continuous and accessible pedestrian walkway throughout the Specific Plan development area.
- Provide access for mass transit which serves the project.
- All streets shall conform to the City's Street Design Manual.

6.2 ROADWAY NETWORK

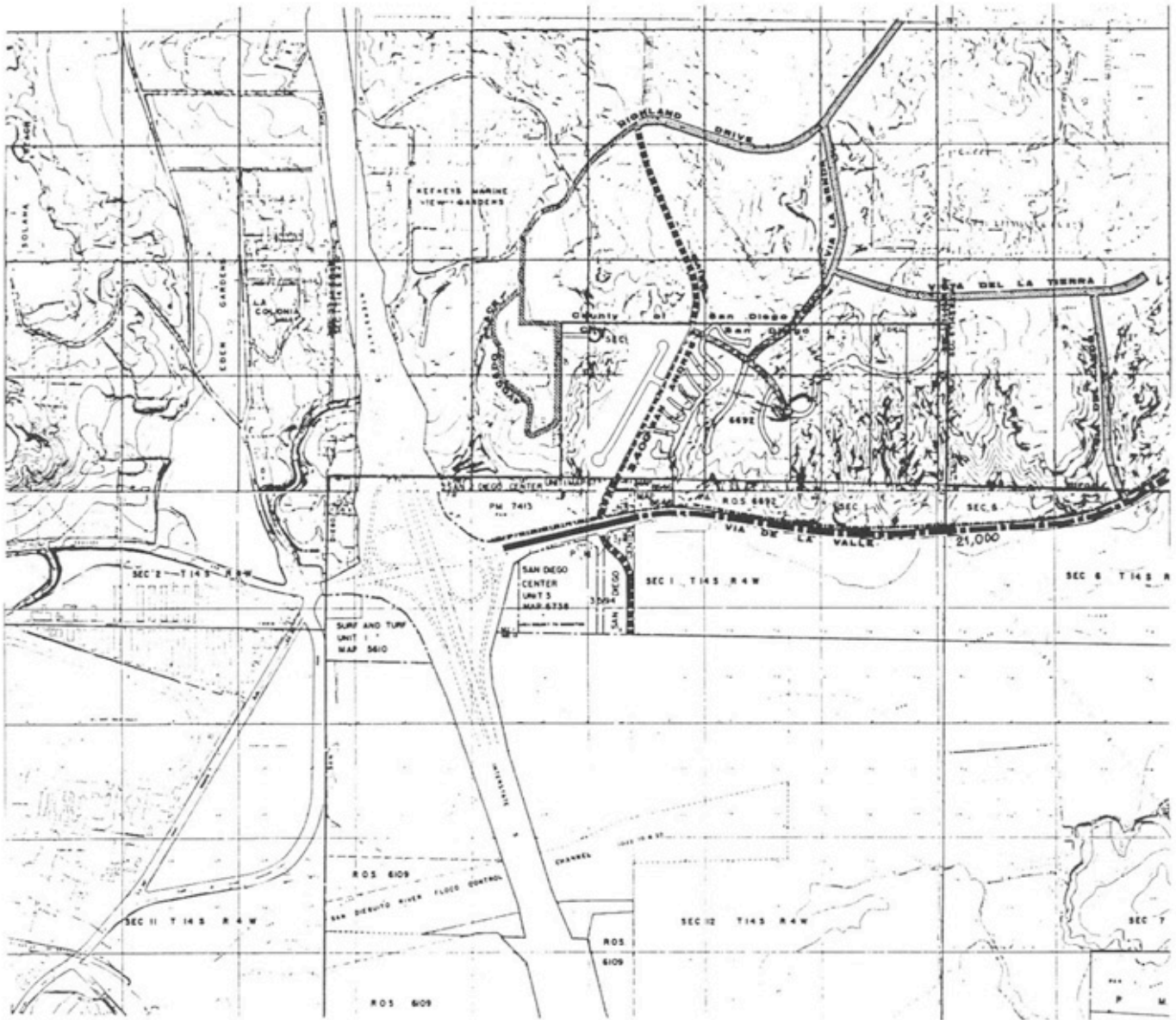
Section 2.4e previously described the existing subregional transportation network which serves the Via De La Valle properties (**Figure 7**). Interstate 5 provides regional access to the site from the major metropolitan areas to the north and south. Via De La Valle and Lomas Santa Fe Drive provide the east/west links from the freeway to the project vicinity. Access to the freeway is excellent. Traffic circulation and project access issues focus upon Via De La Valle and San Andres Drive.

6.2a Via De La Valle

Via De La Valle is the primary link between the project area and I-5. It is classified as a four-lane major street east of San Andres Drive. North half improvements of the street will be constructed along the Specific Plan frontage per major street standards (see **Implementation Element**). Street improvements may include half of a 14-foot-wide raised center median.

Lomas Group, a property owner within Development Area 1, obtained approval of Tentative Map No. 84-0412. Conditions of approval included offsite improvements to the Via De La Valle roadway (improvement of the northerly half of Via De La Valle adjacent to the Specific Plan boundaries and storm drain improvements to carry drainage from the north side of Via De La Valle to the south edge of the new roadway). These improvements are shown on City Engineer's Construction Drawing Nos. 21810-3-D, 21810-15-D, 22577-I-D, through 22577-4-D.

Lomas Group has already contributed to the City its share for the cost of these improvements.



LEGEND

-  Major Street (6 Lane)
-  Major Street (4 Lane)
-  Collector
-  Residential Collector
-  Proposed Residential Collector
-  Residential Street
-  Private Street
-  Temporary Access Street
-  Bike Lane
-  Existing Average Daily Trips (ADT)



0 400 800 1200
Scale in Feet



Transportation Plan **15**
Via De La Valle Specific Plan **FIGURE**

6.2b San Andres Drive

San Andres Drive provides the primary access street into the Specific Plan area. Existing improvements vary between 32 and 40 feet of paving between Via De La Valle and Highland Drive. San Andres Drive should function adequately as a two-lane collector.

Lomas Group, a property owner within Development Area 1, obtained approval of Tentative Map 84-0412. Conditions of approval included construction of offsite improvements to San Andres Drive southerly of the Specific Plan area and north of Via De La Valle. These improvements consist of widening San Andres Drive five feet on each side to a 50-foot-wide paved roadway within the existing 70-foot right-of-way. Other improvements to San Andres Drive include relocation of franchise entities, fire hydrants, water meters, and a storm drain inlet. Easements have been obtained for the relocated utilities outside the existing 60-foot street right-of-way. These improvements are shown on City Engineer's Construction Drawing Nos. 21810-3-D, 21810-15-D, 22577-I-D through 22577-4-D, 27553-5, and 27553-6-D.

6.2c Avocado Place

Access to Area 1a, the area on the ridge west of San Andres Drive, will be provided via Avocado Place. Avocado Place is for the most part a narrow dirt road in the city of Solana Beach.

Lomas Group, the owner of property within Development 1a obtained approval of Tentative Map 84-0412. Conditions of approval included dedication of that portion of Avocado Place within its subdivision and improving the street within the 34 feet dedication with curb at a ten-foot curb-to-property-line distance. That portion of Avocado Place within Solana Beach, and adjacent to and just westerly of the subdivision boundaries, shall be graded by Lomas Group, to six-foot width. Additional paving has been provided by Lomas Group in a manner satisfactory to the city of Solana Beach, so as to result in a paved roadway with a total width of 28 feet, with an AC berm and two-foot-wide graded shoulder. Avocado Place has been improved by Lomas Group offsite westerly and northerly from the subdivision within the county to Highland Drive to provide a graded width of 40 feet and 28 feet of AC paving, with AC berms on both sides, to the satisfaction of the city of Solana Beach.

6.3 SPECIFIC PLAN ROAD NETWORK

Figure 15 shows the proposed road network in the Specific Plan area.

6.3a Public Streets

Public access is provided to all parcels of the Specific Plan. Development Area 1a received direct access from Avocado Place and Area 1b receives access from San Andres Drive. Development Areas 2a and 2b were landlocked in the past, but will now receive access from the public street which crosses the northern half of Area 1b to connect Area 2a; and the private drive which crosses Development Areas 3

and 4 into Area 2b. Joint access for Areas 2b, 3 and 4 is the long-term circulation pattern in this part of the Specific Plan. If Area 2b is to be developed prior to the construction of the road in Areas 3 and 4, the owner of Area 2b may, as an alternative solution, provide a temporary connection to Area 2a, via a private drive crossing the SDG&E easement to the west. This temporary access road shall be used only until such time as the road in Areas 3 and 4 is completed, at which time the temporary road shall be redesignated as emergency access road and closed to through traffic. No public streets are proposed for Area 6.

Development Areas 3 and 4 receive public access by connecting an onsite private drive with Vista De La Tierra for public access. The private drive shall extend to the boundary between Area 3 and Area 2b.

Slope rights along the reservation for the future street north of Parcel 4 for the completion of Vista de la Tierra, and along the reservation for the future street extending southerly from Vista de la Tierra to the northeast corner of Parcel 4, shall be granted by the owner of Parcel 1 to the owners of Parcels 3 and 4 before final approval of the first tentative map on Parcel 1.

All design criteria for radii, grades, emergency access, sight distance and design speeds will be consistent with City street requirements.

Right-of-way for the future possible extension of Via La Senda, should it be needed, is provided in Development Areas 1 and 2a.

6.3b Private Streets and Drives

Private streets and drives make up the interior street network. Private streets and drives will have two 12-foot drive lanes and an eight-foot parking lane on one side of the street. The street width will total 32 feet of paving with curbs, gutters. Sidewalks shall be provided only where necessary for safety reasons. They should be avoided in Development Areas 1a, 2b, 3, and 4 to be compatible with adjacent development which was constructed without sidewalks. Street lighting fixtures must be of styles compatible with the architectural design of the homes. Light fixtures shall be shielded above to minimize direct light emitted above the horizontal.

The use of the private street and drive system will reduce the magnitude of grading, and will provide for private (homeowners) maintenance of these streets and drives, in lieu of maintenance by the City.

All street cul-de-sacs will be designed at the appropriate standards to permit fire truck turnarounds. An emergency 20-foot access road will be provided between Development Area 2b and adjoining properties: This emergency access road will be designed to permit emergency fire truck access only and will not intrude upon the natural open space areas.

Protective measures, such as a knockdown gate or low shrub landscaping will be placed at both ends of the emergency access road to prevent its use by unauthorized vehicles.

6.3c Parking

Adequate off-street parking will be provided in all development projects. Where possible, parking will be distributed throughout the project in small clusters which can be softened by landscaping, rather than centralized into large parking lots. Parking areas will be screened by landscaping, berms, or fences as deemed necessary. In addition, parking of boats, trailers, and recreational vehicles in residential areas will be carefully controlled through project CC&Rs.

6.3d Mass Transit

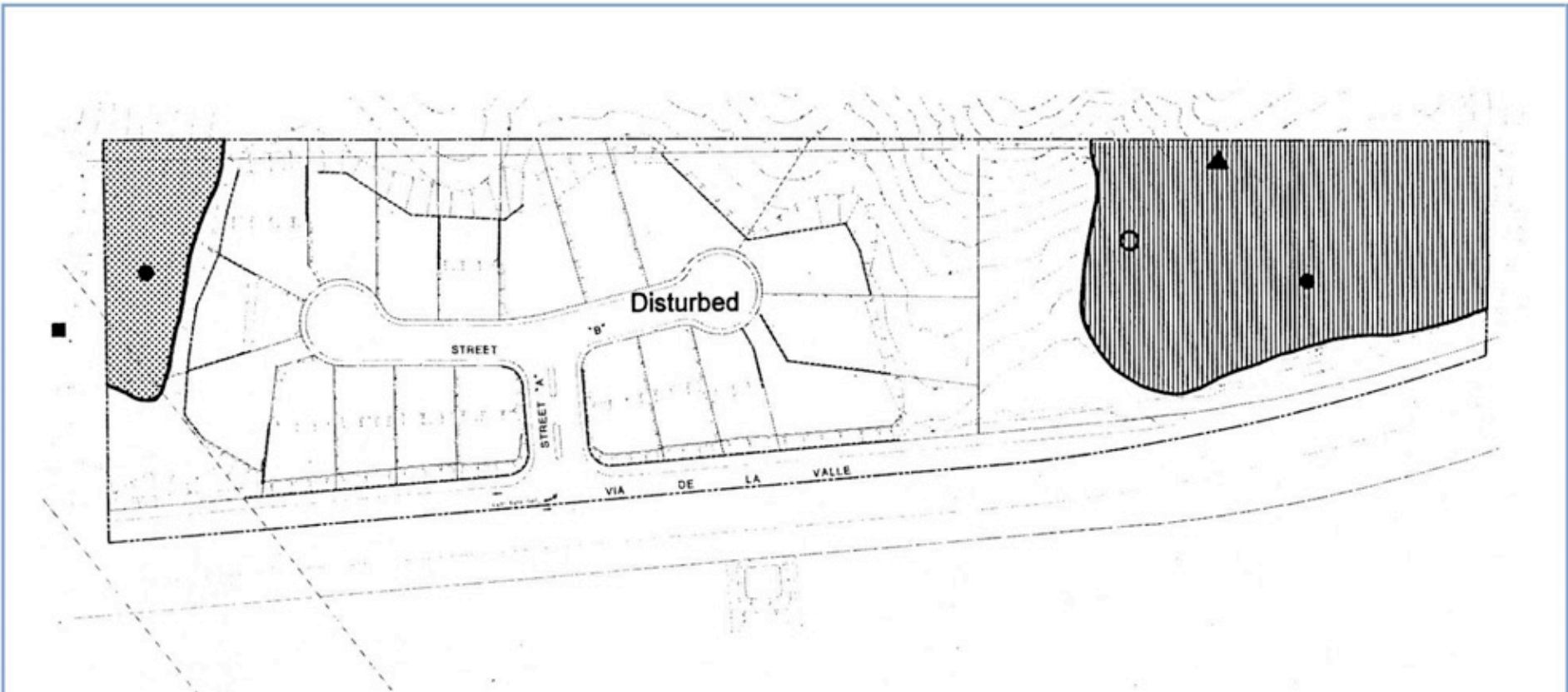
The planning area is currently served by the North County Transit District bus route No. 308 on Via De La Valle, with stops at the Flower Hill Shopping Center. Other service planned for the vicinity includes Metropolitan Transit Development Board (MTDB) Route 960. This proposed service could operate between the Del Mar Highlands Center, at El Camino Real and Del Mar Heights Road, and Centre City San Diego. It would not directly service the Specific Plan area.

6.3e Bikeway System

The City has prepared a Master Bikeway Plan map. The map has designated Via De La Valle as a Class II bikeway. The width of the bike lane is six feet if parking is prohibited. Class II bikeways consist of two one-way bicycle lanes that are six feet in width. Class II bicycle lanes do not provide a restricted right-of-way, but are rather an exclusive lane within the curb-to-curb width of the roadway. Bicycle lanes are semi-exclusive only within 200 feet of an intersection when right-turning motor vehicles are permitted within the bicycle lane. Bicycle lanes on Via De La Valle will ultimately connect old Highway 101 with El Camino Real. The bicycle lane will be provided with the frontage road improvements planned for Via De La Valle, with appropriate transitions for both directions of traffic.

6.4 IMPLEMENTATION

The Specific Plan proposals have been reviewed and evaluated by a qualified traffic engineer to determine the level of street improvements needed to implement the Specific Plan. These improvements are described in **Sections 6.2a - 6.2c**. The construction and phasing of improvements to Via De La Valle and San Andres Drive shall be determined in the Specific Plan - Facilities Financing Program.



■ Diegan Costal Sage Scrub

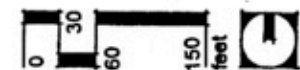
▨ Maritime Succulent Scrub

● California Gnatcatcher (*Polioptila californica californica*)

■ Loggerhead Shrike (*Lanius ludovicianus*)

○ Sea Kisses (*Calandrina maritima*)

▲ Pygmy Spikemoss (*Selaginella cinerascens*)



SOURCE : Pacific Southwest Biological Services, Inc., April 1993, and RECON, 1988



Environmental Resources – Area 6, Vegetation Communities/Sensitive Species

Via De La Valle Specific Plan

16

FIGURE

CHAPTER 7 RESOURCES MANAGEMENT ELEMENT

7.1 GOALS AND OBJECTIVES

The overall goal of Resource Management Element is to ENCOURAGE THE PRESERVATION OF THE BLUFFS AND CANYONS ONSITE AND THE SUPPORT OF ENVIRONMENTALLY SENSITIVE DEVELOPMENT. The objectives of this element are:

- Encourage an intensity of development on the buildable portions of the site which permits the environmentally sensitive areas of the property to be preserved in natural, undisturbed open space.
- Protect biological resources through the preservation of natural open space areas.
- Encourage sensitive grading techniques which will retain the overall landform, blend into the natural terrain, and protect the visual aesthetics of the site.
- Design an overall drainage plan for the study area which will protect the bluffs and canyons from erosion and will protect the San Dieguito River Valley from siltation.
- All planting and irrigation shall conform to the citywide landscape regulations, as outlined in the Municipal Code and City of San Diego Landscape Technical Manual, as it relates to sections 7.3, 7.4, 7.5a and 8.2c of this Specific Plan.
- To ensure the preparation and adoption of a thorough analysis of the constraints and opportunities of the development areas, including but not limited to the resources protected by the Resource Protection Ordinance (RPO).

7.2 CULTURAL RESOURCES MANAGEMENT

An archaeological reconnaissance of the Via De La Valle properties has been performed. No significant archaeological resources were found. The survey produced four isolated finds of insignificant shell fragments and stone flakes. These finds were determined by the field archaeologist to be of limited value for archaeological research.

A cultural resources survey of Development Area 6 was conducted in January 1993. The results of this survey were negative for historic or prehistoric cultural resources sites, features, or isolates.

7.3 BIOLOGICAL RESOURCES MANAGEMENT

The biological survey of the study area shows approximately one-half of the Specific Plan area has been previously disturbed and does not support any significant resources. The remaining natural areas include a mixture of chamise chaparral, mixed chaparral and coastal sage scrub. The undisturbed steep slopes of Development Area 6 support native plant communities including 1.7 acres of Maritime succulent scrub and 0.5 acres of Diegan coastal sage scrub. The remainder of Development Area 6 is vegetated as shown on **Figure 16**. The following actions will be taken to reduce the impacts upon the biological resources.

- Designate the western bluff facing San Andres Drive and the southern major canyons facing Via De La Valle as a permanent natural open space easement; these areas are shown on **Figure 9**.
- Specify that future grading plans include explicit instructions for the protection of natural open space from potential indirect effects related to equipment storage and transport, temporary stockpiling areas, or other disturbances within the conservation areas.
- Landscaped areas located adjacent to natural open space easements will utilize appropriate irrigation methods which will prevent the acceleration of natural erosion within the open space easements.
- Provide a landscape and erosion control plan to avoid excess transport of sediment into the San Dieguito River marsh.
- In non-open space areas, preserve existing slope contours wherever possible, especially on north-facing slopes, so that native vegetation will remain to stabilize slopes.
- No pedestrian access will be provided to lands to be held in the open space easements. Pedestrian traffic in the open space areas would increase the natural erosion taking place on the ridges and hillsides and contribute to the decline of the native vegetation.
- Damaged and eroded areas within the 15-foot power easements will be reseeded by the Homeowners Association.
- Selective revegetation of natural open space areas will follow the guidelines identified by the landscape concept and in accordance with the City's adopted Landscape Technical Manual.
- Designate 3.8 acres of Development Area 6 as a permanent natural open space easement. These areas are shown on **Figures 10 and 11**.
- Permanent fences within the permanent natural open space easement in Development Area 6 shall be prohibited.

7.4 LANDFORM AND GRADING

Use of appropriate grading techniques on the property will be important. The natural terrain is visible from surrounding areas and is an important aesthetic feature of the region. Areas which will be graded should blend into the natural terrain. Areas designated for open space easements will remain undisturbed. These areas total 62.1± acres on the Specific Plan. Development Area 6 is visible from points along the San Dieguito River, Via De La Valle and I-5. Development Area 6 can be seen from most of the area between I-5 and the intersection of Via De La Valle with El Camino Real. The clearest views of Development Area 6 are available from Via De La Valle, which serves as the site's southern boundary.

The following grading techniques will be incorporated into the development plans:

- Daylight cut methods will be used wherever feasible particularly in areas of high visibility.
- Manufactured slopes will be softened. Slopes which are highly visible will incorporate an undulating appearance, rounding the top and toe of slopes. Slopes which are adjacent to the natural terrain will blend the slope contours into the natural topography.
- Buildings will be used to help screen highly visible manufactured slopes, especially in Development Area 5.
- Manufactured slopes which are located next to natural open space areas will incorporate a native planting scheme which complements the natural vegetation. (See **Landscape Concept 8.2c**).
- Manufactured slope ratios will be limited to 2:1 unless approved by the City Planning and Engineering Departments. The maximum exposed slope height will be limited to 40 feet.
- Grading for Development Area 5 will require additional soils investigation to define the landslide area, and the final grading plans must be approved by a qualified soils engineer.
- Grading for Development Area 6 will require a Geotechnical Investigation to define the presence of any landslides and the final grading plans must be approved by a qualified soils engineer.
- Any grading within SDG&E easements shall be approved by SDG&E. Any grading within the 150-foot-wide SDG&E easement must be designed to assure that adequate earth cover is retained over the existing underground, 30-inch natural gas transmission line.

7.5 EROSION CONTROL

Erosion control and collection of sediment are the two most important onsite drainage concerns associated with the development of the Via De La Valle properties. A limited amount of erosion presently occurs on the properties under natural conditions. In some instances the natural erosion occurring along the ridgelines has caused degradation of plant life. The drainage system for the Specific Plan shall be designed to protect remaining plant communities and to minimize further erosion.

Onsite storm run off will be carried in the streets and in storm drains as previously shown on **Figure 14**. All graded development pads will be designed to drain into the streets, away from natural open space areas, or into storm drains. Landscaped areas located adjacent to natural open space areas will utilize irrigation techniques which prevent irrigation runoff from reaching the open space areas. Preventing the runoff from flowing across the open space will maintain the erosion at its natural level. Permanent erosion control measures, such as slope planting, will be implemented in a timely manner.

Temporary erosion control measures will be an important element of the grading and construction phases. Erosion control devices and techniques will meet the requirements of the City as well as the California Coastal Commission. Outlet structures shall prevent an increase of downstream velocity of flow to control erosion. Drainage facilities will be constructed concurrently with the grading activities.

The collection of sediment from site runoff is also expected to be a temporary measure. The objective will be to remove the sediment from the storm water before it enters the storm drain system which flows to the San Dieguito River. Temporary sediment basins will be built at the points where storm water is expected to be dispersed from the site. These basins will be maintained until the permanent erosion control measures are in place.

Development Area 6 is located about 800 feet north of the San Dieguito River, outside the floodplain. The river has created a coastal lagoon containing significant wetlands and riparian habitats, used by birds and wildlife throughout the year. Drainage from the site is collected by two existing 18-inch storm drains which cross under Via De La Valle. Runoff from the site and the higher elevations to the north empties out of these drains toward the San Dieguito River.

Compliance shall be required with City Clerk Document No. 00-11068, Erosion Control for North City Areas draining to Los Peñasquitos or San Dieguito Lagoons.

7.5a Erosion Control Plantings

Erosion control planting shall be designed to make a visual transition between the native and refined vegetation. Cut and fill slopes constructed in Torrey Sandstone will require periodic maintenance because of their susceptibility to erosion. Revegetation of the Torrey Sandstone slopes shall require special preparation prior to planting. Cut slopes shall be horizontally scarified and low precipitation irrigation applied, with appropriate fertilization to breakdown the sandstone crust. This application shall continue for three to six months. Hand planting and/or hydroseeding may commence after the top four to six inches of soil have been appropriately treated. All hand-planted material shall be placed in holes with a backfill mix of 50 percent native soils and 50 percent organic mulch. Plant species shall be selected for their erosion control and sandstone rooting capabilities. Following is a non-exclusive list of possible planting species:

- Arctostaphylos species
- Ceanothus cyaneus
- Cistus ladiniferous
- Coreopsis maritimus
- Eriogonum giganteum
- Mimulus puniceus
- Salvia species
- Spartium junceum
- Zauschneria cana

7.6 CONSERVATION PRACTICES

Conservation practices will be utilized in the residential and commercial developments. Conservation efforts will take into account the building and site design and long-term maintenance concerns.

7.6a Solar Access

Site design plays an important role in the successful use of passive or active solar systems. The maximization of solar access requires thoughtful orientation of buildings and roof orientations, landscaping, and slopes to permit adequate access to a southern exposure. All proposed developments will address solar energy issues as required by the City.

7.6b Energy Conservation

Proper building design will also be utilized to improve energy conservation efforts where feasible. Such features as extended window overhangs, adequate insulation and weather stripping contribute to lower energy use with a minimal amount of effort.

7.6c Water Conservation

Water conservation will also be considered in the selection of mechanical equipment and plumbing fixtures. An effort will be made to select water fixtures which are characterized by water conservation and efficient water utilization. Landscape design and selection of plant material which is drought resistant will be emphasized. Landscape irrigation systems will be efficiently designed utilizing reclaimed water to reduce the dependency on potable water and to minimize waste.

CHAPTER 8 COMMUNITY DESIGN ELEMENT

8.1 GOALS AND OBJECTIVES

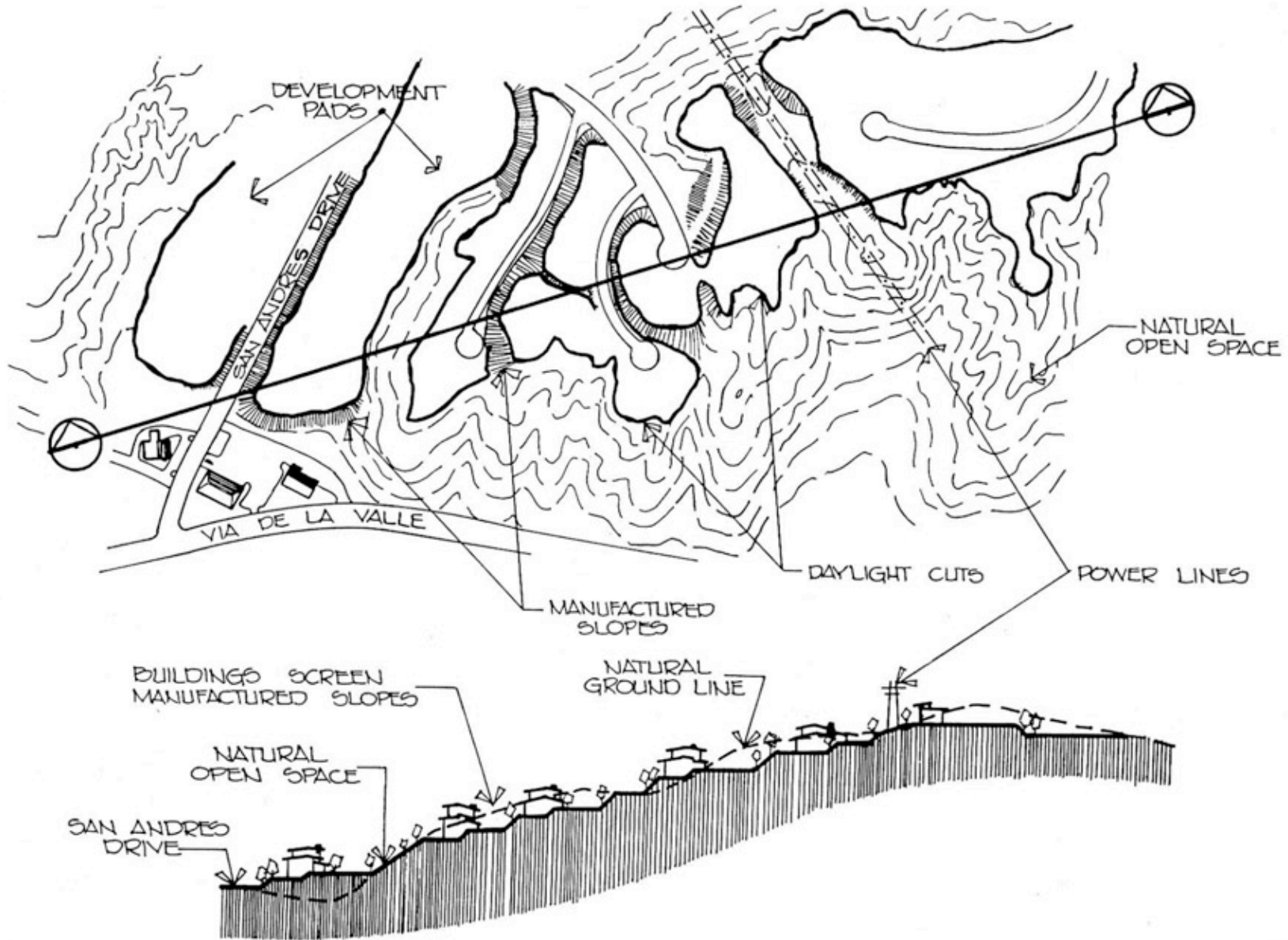
The overall goal of the Community Design Element is to PROMOTE A HIGH QUALITY, COHESIVE DESIGN THEME THROUGHOUT THE SPECIFIC PLAN AREA WHILE GRANTING THE INDIVIDUAL PROPERTY OWNERS AS MUCH DESIGN FLEXIBILITY AS POSSIBLE. The following objectives elaborate this goal further:

- Encourage a variety of architectural and site designs between individual property owners which are compatible and provide a sense of continuity throughout the plan area.
- Encourage the varied use of building materials and roofscape design which will enhance the view of the site from the surrounding community.
- Establish a landscape concept that creates visual continuity throughout the planning area and harmonizes with the existing site character and citywide Landscape Regulations as outlined in the Municipal Code and the City's adopted Landscape Technical Manual.
- Implementing brush management in an environmentally appropriate manner that requires a gradual reduction in the amount and continuity of highly flammable fuel while maintaining plant coverage for soil protection and in accordance with citywide Landscape Regulations as outlined in the Municipal Code and the City's adopted Landscape Technical Manual.
- Maximize the view potentials from the site by preserving the view access points and corridors throughout the site as feasible.

8.2 DESIGN COMPATIBILITY

Design compatibility is an important element in maintaining a project identity and developing a cohesive environment. The Via De La Valle properties are currently owned by six separate property owners. The objective is to prepare a plan in which six individual parcels may be developed independently but still retain a neighborhood or community identity.

The objective may be achieved through a number of design techniques. The intent of design compatibility is to tie six individual development projects together in appearance, while also working to limit the number of development restrictions placed upon the property owners. The following design criteria should be met to improve design compatibility.



Visual Slope Profile
Via De La Valle Specific Plan

17
FIGURE



8.2a Building Materials

Encourage the use of building materials which blend in with the natural surroundings. The planning area is highly visible from the surrounding community. The building materials which are selected should soften the visibility of the buildings from the surrounding area.

Appropriate building design shall incorporate the following features:

- Exterior building materials include wood and stucco; or other material which are complementary to the site.
- Exterior color schemes shall utilize earthtone colors.
- Building forms and rooflines will be designed to create visual interest, to follow the visible profile of the property, and to be of an appropriate scale to complement the site.

8.2b Outdoor Lighting

All street lighting on interior streets and private outdoor lighting within the Specific Plan will conform to the county of San Diego Dark Sky Policy, as set forth in the county of San Diego Zoning Ordinance, Sec. 6322 and 6324.

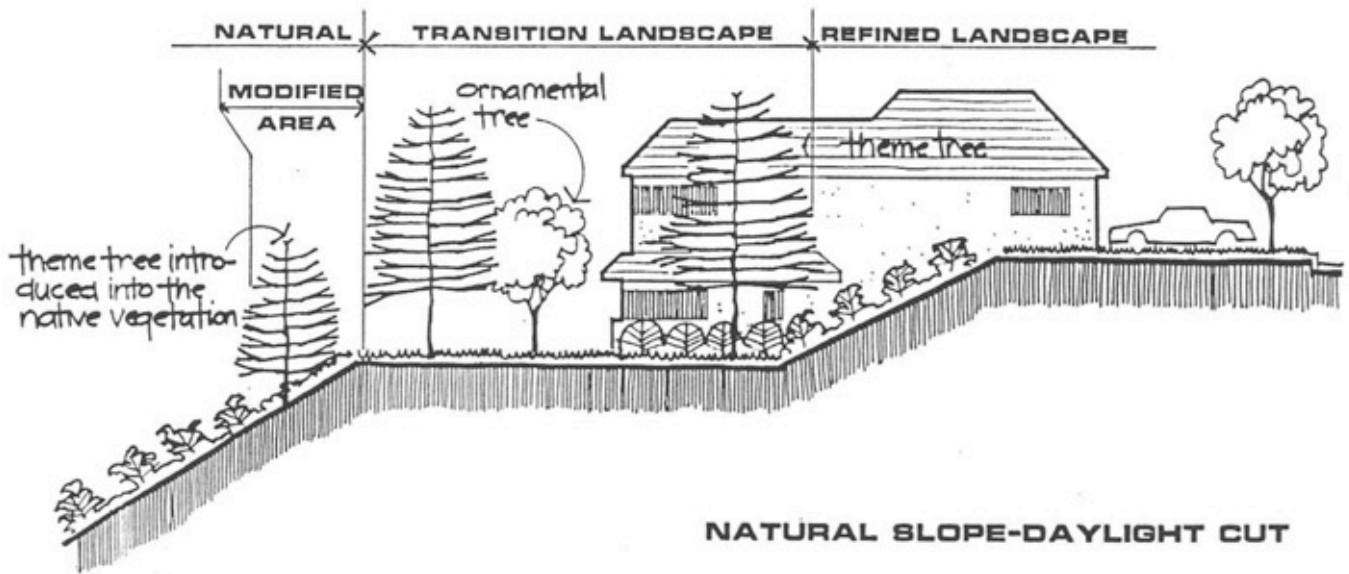
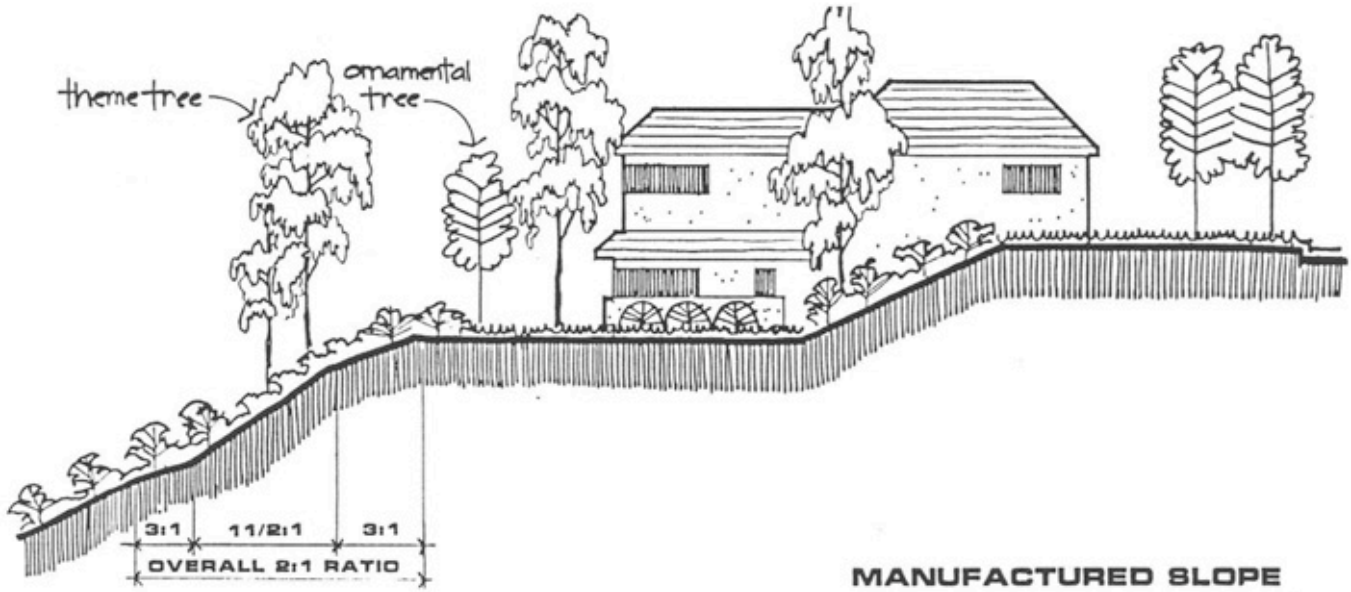
8.2c Landscape Concept

The landscape concept helps create a common identity for the developments within the planning area. It does this by requiring the accenting of nodes and theme plantings which link the different developments together in an appropriate manner. Special interest plants will accent entries and focal points. Streets, both public and private, will have theme streetscapes creating continuity throughout the planning area. Man-made open space and the edge (interface) areas between the natural open space and building areas shall also have a theme landscape. These themes will create a visual transition between the natural vegetation and the refined landscape within the developments. **Figure 17, Visual Slope Profile**, illustrates the relationship between the natural and manufactured slopes.

Figure 18 represents a close-up view of the landscaping of a "typical" slope within the Specific Plan area. All transition areas shall have a common theme tree making up a minimum of 70 percent of all trees planted in that area and will be limited to native species.

Plantings in the natural areas of the open space easement shall be individually watered on a temporary basis until they are able to survive the annual wet/dry weather cycle without supplemental watering (two-three years). Only native species shall be introduced into the natural open space system.

The streetscape along the north side of Via de la Valle shall provide for screening of noise walls and houses from Via de la Valle and river park.



Typical Slope Treatment
 Via De La Valle Specific Plan

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 FIGURE

The main themes of this landscape concept are:

- Streetscape
 - Via De La Valle
Theme tree: London Plane Tree (multi-trunk) trees planted in groups at the bottom of each draw.
 - San Andres Drive
Theme tree: London Plane Tree
Support tree: Aleppo Pine, Eucalyptus sideroxylon.
- Open space/interface area:
 - At elevations between 50 feet to 150 feet
Theme tree: Eucalyptus species
Support tree: Australian Tea Tree
 - At elevations above 150 feet
Theme tree: Torrey Pine
Support tree: Holly Oak

- SDG&E Easement:

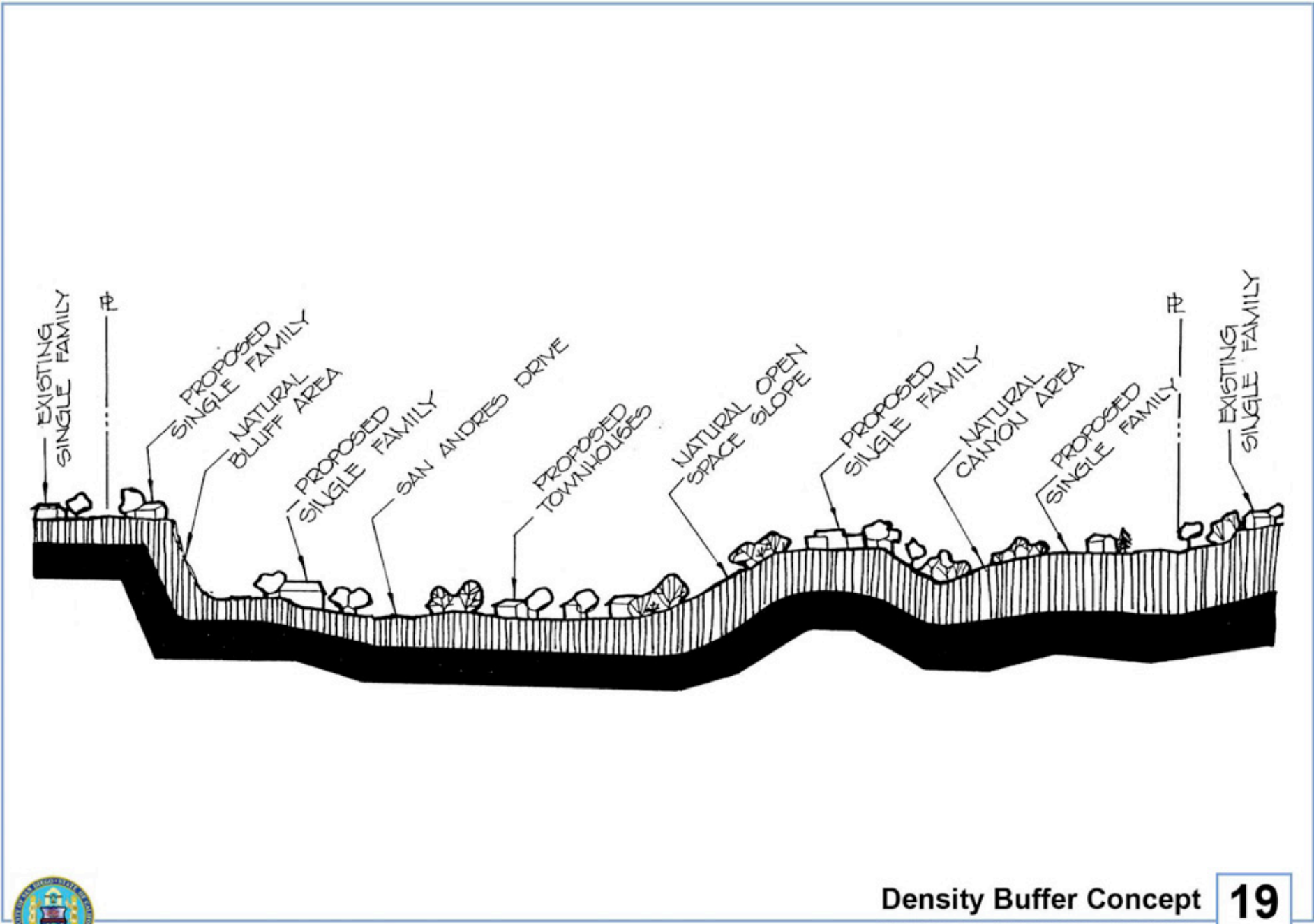
Revegetation of any portion of this 150-foot-wide easement with native species shall be performed by the Homeowners Association. The character and level of this revegetation will be appropriate for the proposed use of the area, and approved by SDG&E. The landscape criteria outlined by SDG&E are as follows:

- The underground gas and fuel lines will maintain a minimum three feet or maximum five feet of cover.
- No trees may be planted within ten feet of the gas and fuel lines.
- Trees which grow over 25 feet tall will not be planted within the easement.
- Landscaping shall not impede access to the easement.

Portions of the residential development proposed for Development area 2a, 2b will have direct views of the 150-foot-wide power easement. The portions of this easement which will affect views from dwelling units will be landscaped to improve its aesthetic appearance. Recreation or other suitable uses that do not interfere with the purpose of the easement are encouraged.

- Natural open Space

Revegetation areas adjacent to natural open space, shall harmonize in character. Plants shall be selected from the approved list plus annual grasses.



Density Buffer Concept
Via De La Valle Specific Plan

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FIGURE

List of plants approved for planting within natural areas:

Arctostaphylos species (Manzanita)
Atriplex species (Salt Bush)
Ceanothus species (Wild Lilac)
Coreopsis species (Sea Daisy)
Dendromecon species (Bush Poppy)
Eriogonum species (Buckwheat)
Fremntodendron species (Flannel Bush)
Garrya species (Silk Tassel)
Heteromeles arbutifolia (Toyon)
Opuntia species (Cactus)
Prunus lyoni (Catalina Cherry)
Quercus species (Oak)
Rhamnus species (Coffeeberry)
Rhus species (Sumac)
Yucca species (Yucca)

8.2d Pedestrian Circulation

Pedestrian access will be provided throughout the developed portions of the site. Sidewalks shall be provided on both sides of public streets. Private streets and drives will have a sidewalk on either one or both sides where necessary for safety reasons.

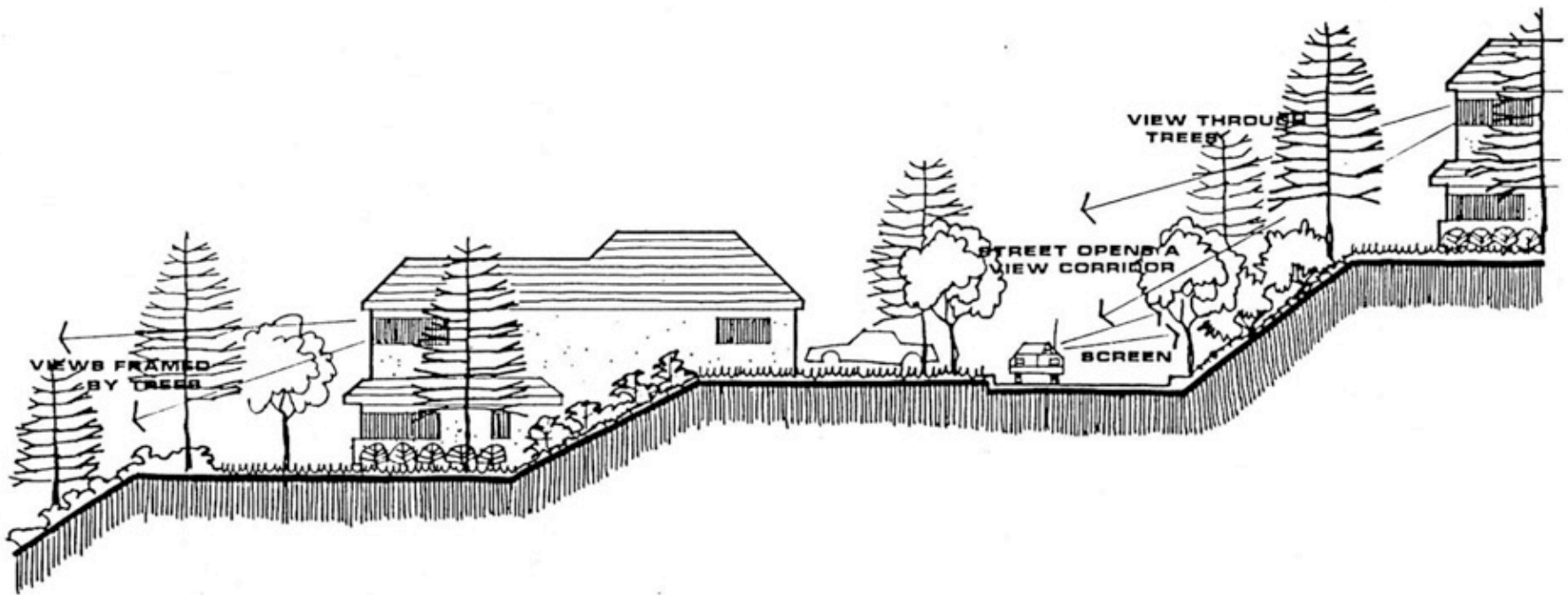
They should be avoided in development areas 1a, 2b, 3, and 4 to be compatible with adjacent development which was constructed without sidewalks. Walkways will also provide pedestrian links to all recreation areas. There will be no pedestrian access or hiking trails provided in the natural open space due to erosion and safety concerns.

8.2e Community Identity

The existing commercial development, on the south entry to the project, hampers any type of major entry statement. At Via De La Valle the visual impact of the bluffs themselves provide identity, but there is a lack of identity for major and minor entries into the Specific Plan area itself. Continuity of plant materials, architecture, and construction materials, will be utilized to achieve community identity, as well as an architectural entry statement at the primary access into the development areas.

8.2f San Andres Drive

The bisection of the development San Andres Drive necessitates sensitivity in terms of project entry statements, community identity, noise, and visual impact. The streetscape shall be designed to provide visual and psychological relief.



View Preservation
Via De La Valle Specific Plan

20
FIGURE



8.2g Density Buffers

Density buffers will be used for transition into the lower-density areas located adjacent to the property. Care will be taken to avoid disturbing existing view corridors. **Figure 19** illustrates the anticipated concept for providing a density buffer to adjacent residential areas. **Figure 20** illustrates a technique for preserving view corridors. Appropriate buffer techniques include placing detached single-family homes at the perimeters of the planning area; elevation differences between subject areas; and landscaping buffers.

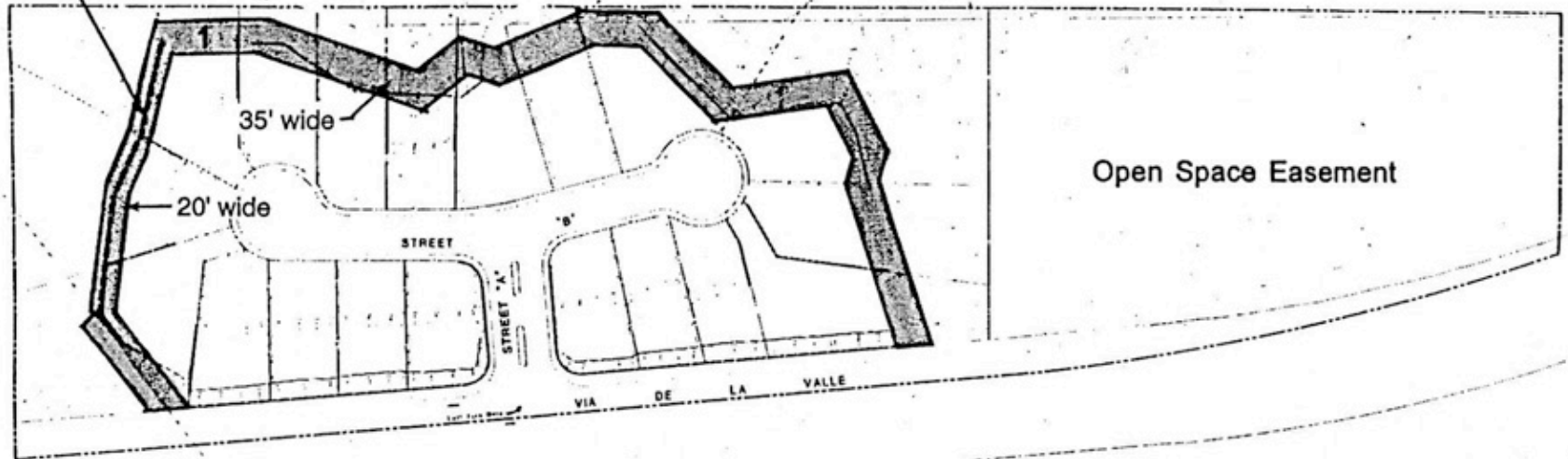
8.2h Brush Management Program


A brush management program to increase fire safety by reducing the readily flammable fuel adjacent to structures is required for the Specific Plan Area 6 and will be detailed in the PRD, **Figure 21**. Brush Management is accomplished by pruning and thinning of native plants, revegetation with low fuel volume plantings, or a combination of the two. Implementing brush management in an environmentally appropriate manner requires a gradual reduction in the amount and continuity of highly flammable fuel while maintaining plant coverage for soil protection. Such a transition will minimize the visual, biological and erosion impacts which reducing the risks of wildland fires. SDG&E's Land Management Section shall be contacted for input regarding appropriate plant materials for use within SDG&E's existing easements.

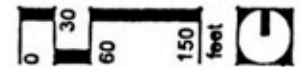
The guidelines and requirements for creating a transition are organized into three brush management zones as described below. The City of San Diego Fire Department and the City's adopted Landscape Technical Manual establish the required depth of each zone based upon the fire hazard severity class. Together these zones provide for a transitional buffer of 50 to 110 feet between structures and undisturbed native vegetation. Alternatives for reducing Zone 1 through the use of fire-resistive architectural features and building design are discussed in the City's adopted Landscape Technical Manual:

- Zone 1 consists of plantings adjacent to structures. While these plantings typically consist of irrigated, ornamental non-native species, native plants may also be used. When used, native plants should be able to survive with no summer water.
- Zone 2 can be implemented in a variety of ways, the simplest being the selective thinning and pruning of the native plants. Long-term ongoing thinning cost may be reduced by the introduction of low-growing fire retardant shrubs and groundcovers that are visually and horticulturally compatible with the native vegetation. Zone 2 plantings can also be established in disturbed areas that have been cleared of native vegetation by replanting appropriate native plant species in combination with appropriate non-native plant materials.

Proposed 6' high Masonry Wall



 Extent of Zone-1 Building Restricted Easement



Development Area 6 – Brush Management Zones on the Project Site

Via De La Valle Specific Plan

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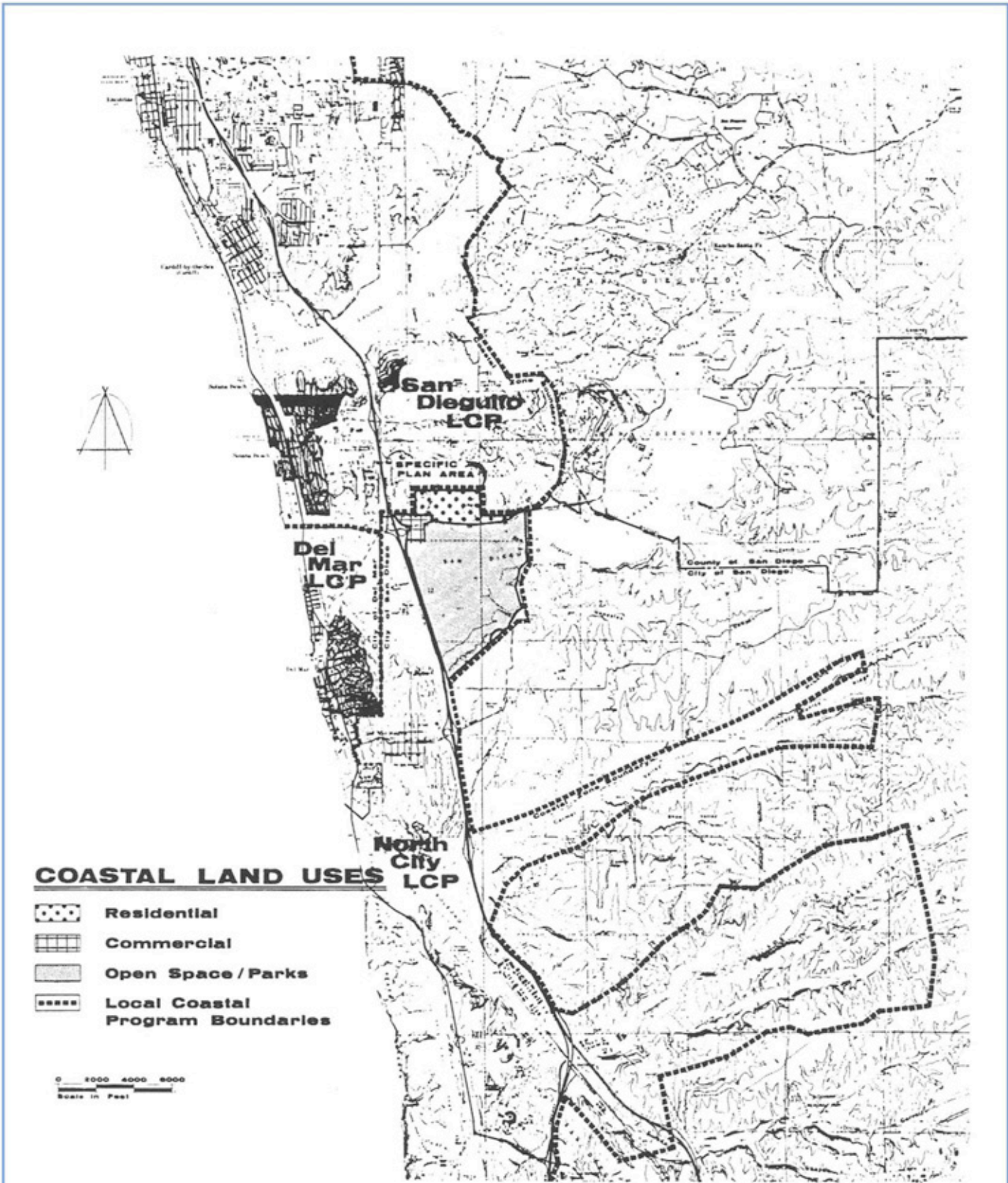
FIGURE

- Zone 3 is the first line of defense for fire safety and involves the selective thinning and pruning of native vegetation in a way that preserves the natural appearance of the area while reducing the fuel load.

8.3 SITE PLANNING

The extent of the site planning performed for the Specific Plan is only at a preliminary level of detail. The Specific Plan establishes a general street pattern, and the perimeters of each development area. The more detailed levels of site planning will be examined at the Planned Residential Development and Tentative Map stages.

Precise site planning will consider the total context of the planning areas, more specifically: views, building pads, brush management, the placement of buildings on the lots, the relationship between the various development projects, manufactured slopes, and transitions to natural open space areas. The buildings will be sited to maximize views from the site and to protect views from residents outside the planning area. The objective here is to produce a sensitive grading plan which preserves the natural terrain and visual aesthetics of the property as seen from the roadways and surrounding community.



North City Local Coastal Program
Via De La Valle Specific Plan

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FIGURE

CHAPTER 9 COASTAL ELEMENT

The Via De La Valle Specific Plan lies within the state Coastal Zone and is currently an area of Coastal Commission permit jurisdiction as there is no certified land use plan or Local Coastal Program for the area. **Figure 22** shows the various adopted Local Coastal Programs and the designated land uses in the City. Approval of the Specific Plan and its certification by the California Coastal Commission will amend the City's Local Coastal Program and serve as the Land Use Plan for the subject properties. Until certification of the Specific Plan as the Local Coastal Program land use plan, and transfer of permit authority to the City, the Coastal Commission retains the authority to issue the coastal development permit for this area.

9.1 NORTH CITY LOCAL COASTAL PROGRAM LAND USE PLAN

The Coastal Zone within the City has been divided into a number of segments, of which the North City Segment is one. The North City Segment, in turn, is divided into sub segments for study purposes. The Via De La Valle Specific Plan is located to the north of the Carmel Valley subsegment.

The following sections discuss the Coastal issues of the San Dieguito Valley hillsides as they affect the southern hillsides. Although specific issues for the north side of San Dieguito Valley have not been identified by the Coastal Commission, it is interpreted that these same issues affect the southern hillsides will also apply to the Specific Plan area.

Coastal Issues

9.1a Compatible Land Uses

Determination of compatible land uses within areas designated for open space. Protection of significant wildlife habitat areas, through the designation and protection of sufficient buffer areas in association with specific adjacent open space land uses.

SPECIFIC PLAN: The Via De La Valle Specific Plan designates this property for residential and open space uses. Residential development is clustered on the flattest portions of the site, preserving the area of topographic and visual significance within a permanent open space easement. The residential development in Area 5 is located in an area previously disturbed by the 150-foot-wide power easement, natural erosion and road cuts. Approximately 35 percent of the site has been severely disturbed by the activities within the easement and has resulted in some erosion. The residential development in Area 6 is located in the flatter western part and was used in the past for nursery operations that have been heavily disturbed. All project development will meet the following development guidelines to create compatible land uses with the open space and to preserve the visual resources in the coastal zone:

- Development of the north slopes of the San Dieguito River Valley shall maintain a low profile and be set back an adequate distance to allow landscaping to mitigate any visual impact from the surrounding public viewshed.
- Streets serving development on the mesa shall be located near the canyon edges with development located on the interior in order to maintain public views to the adjacent open space areas.
- Where grading occurs, a sculptured technique will be used to blend fill and cut slopes with natural land contours. Any fill slopes will be stabilized with appropriate native plant materials to help reestablish the natural biotic systems of flora and fauna.
- Manufactured slopes and grading cuts will be screened by the buildings and will be only minimally visible. Landscaping shall be applied at the first logical point in the construction schedule. The appropriate slopes will be protected with jute matting. Landscape design shall meet the standards established by this Specific Plan in **Chapter 8**.
- Utilities shall be placed underground.
- Coastal mixed chaparral and coastal sage scrub areas within the major inland bluff systems of the Coastal Zone on slopes greater than 25 percent grade, shall be preserved in their natural state, unless the application of this policy would preclude any reasonable use of the property. This policy shall not apply to the construction of the roads of the City's circulation element. Impacts on habitat shall be minimized and mitigated. Uses of slopes over 25 percent may be made in order to provide access to flatter areas. The preservation of significant amounts of valuable natural open space areas shall be considered as an appropriate mitigation measure, and shall offset the 25 percent slopes to be graded.
- Twenty-five percent slopes remaining undisturbed as a result of the hillside review process, will be placed in a permanent open space easement as a condition of development approval. The purpose of the open space easement shall be to reduce the potential for localized erosion and slide hazards, and to protect native vegetation and visual resources of importance to the entire community.

9.1b Geologic Stability

Geologic instability in some portions of the Coastal Zone. Develop performance standards for grading and construction in areas determined suitable for development.

SPECIFIC PLAN: The Specific Plan area contains three small potential landslide areas. The remainder of the soils onsite are suitable for development. The Specific Plan incorporates the following performance standards for grading:

- Provisions shall be made for maintenance and repair of required runoff and erosion control facilities as well as for the maintenance and repair of any irrigation systems. If in the future after completion of the development, it is determined by the City that any of all of the required runoff and erosion control facilities should be modified or replaced, the City may make the appropriate changes provided, however, that the requirements for erosion and runoff control contained herein shall be satisfied after modification or replacement to the same extent as before.
- All potential landslide areas will be stabilized to the satisfaction of registered soils engineer.
- Onsite storm runoff will be directed away from natural open space or into protected structures in order to protect the hillsides and natural vegetation.
- All grading will meet the standards of the City Engineer.
- Guidelines for future grading and development on hillsides are set forth in **Chapters 7 and 8.**
- Slopes greater than 25 percent slope remaining undisturbed will be included in a permanent open space easement. Transfer of development rights from these areas to more developable areas shall ensure that the open space is permanent.
- Grading plans for proposed developments are to include:
 - Map showing existing and proposed contours (ten-foot intervals) of the property, as well as details of existing and future terrain and area drainage.
 - The direction of drainage flow and detailed plans for locations of all proposed runoff control devices (from runoff control plan to be prepared). Also, the drainage area served by any drains is to be mapped.
 - A grading plan shall be prepared by a professional engineer registered in the state of California, concurrently with subdivision improvement plans, that incorporates erosion control procedures to be utilized during project development. Sediment basins (debris basins, desilting basins, or silt traps) shall be installed in conjunction with initial grading operations and maintained through the development process as necessary to remove sediment from runoff waters draining from the land undergoing development. Land shall be graded in increments in order to minimize soil exposure during the rainy season of November 15 through March 31. Grading may continue during this period, provided however, that all areas disturbed but not completed during the construction season, including graded pads and stockpiles, shall be suitably prepared to minimize soil loss during the rainy season. Temporary erosion control measures therefore shall include the use of berms, interceptor ditches, sandbagging, hay bales, filtered inlets, debris basins, or silt traps.
 - Grading quantities expressed in cubic yards.

- Minimum and maximum slope ratios and heights. Indicate if variable slopes are proposed and if there is to be slope rounding or undulation.
- Easement locations.
- In areas where grading is completed, all graded slopes shall be stabilized prior to the rainy season by means of vegetation or other suitable means. The use of vegetation as a means to control site erosion shall be accomplished pursuant to plans and specifications prepared by a licensed landscape architect. Erosion control by vegetation may include, but is not limited to, seeding, mulching, fertilization, and irrigation within an appropriate lead time prior to November 15, as necessary to provide adequate landscape coverage.

9.1c Wetland Resources

Protect important downstream coastal wetland resources by application of appropriate mitigation for new developments.

SPECIFIC PLAN: The Specific Plan properties drain indirectly into the San Dieguito River Valley, through drainage structures which pass under Via De La Valle. The valley is a valuable coastal wetland resource which must be protected from degradation. Development of the Specific Plan area could potentially contribute to a buildup of silt in the wetlands, if appropriate precautions are not taken. The following erosion control measures will be taken to protect the San Dieguito River Valley:

- Storm runoff will be carried in the streets or storm drains.
- Provisions shall be made for maintenance of new developments, graded pads and stockpiles, and shall be suitably prepared to minimize soil loss during the rainy season. Temporary erosion control measures shall include the use of berms, interceptor ditches, sandbagging, hay bales, filtered inlets, debris basins, or silt traps.
- In areas where grading is completed, all graded slopes shall be stabilized prior to the rainy season by means of vegetation or other suitable means. The use of vegetation as a means to control site erosion shall be accomplished pursuant to plans and specifications prepared by a licensed landscape architect. Erosion control by vegetation may include, but is not limited to, seeding, mulching, fertilization, and irrigation within an appropriate lead time prior to November 15, as necessary to provide adequate landscape coverage.
- Desilting basins will be designed at the points where storm water exits the site.
- Permanent erosion control, including slope planting and storm drain systems, will be installed as soon as feasible after grading commences.

- All new development is in close proximity to existing developed areas with adequate public services, where no significant adverse effects on coastal resources will occur, or will be mitigated.
- New development assures stability and structural integrity, and will neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area, or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

9.1d Archaeological Resources

Delineation, protection and mitigation of existing archaeological and paleontological resources.

SPECIFIC PLAN: The Via De La Valle properties have been surveyed by qualified archaeological and paleontological resources. A few scattered deposits of tool and shell flakes have been recorded. The Specific Plan area is not considered to be a significant resource area. Development of the property would have no significant impacts on archaeological or paleontological resources. However, the Specific Plan incorporates the following guidelines for development of properties with paleontological resources:

If any indication of the presence of fossil material is encountered during grading operations, a qualified paleontologist will be retained to be onsite to observe and evaluate the resources.

CHAPTER 10 IMPLEMENTATION ELEMENT

10.1 GOALS AND OBJECTIVES

The overall implementation goal is to ENSURE THE PROVISION OF ADEQUATE PUBLIC AND PRIVATE FACILITIES AND SERVICES TO MEET COMMUNITY NEEDS CONCURRENTLY WITH THE DEVELOPMENT OF THE SPECIFIC PLAN PROPERTIES. The following objectives further describe this goal:

- Phase development in a rational manner, taking into account the marketplace, available community and transportation facilities, and developments in surrounding communities.
- Ensure the provision of adequate public facilities and services to serve residential and commercial projects in a timely manner.
- Provide for the timely financing of public facilities including street and utilities.
- Provide for the implementation of the physical planning proposals and design guidelines set out in this Specific Plan.
- In implementing this Specific Plan, uphold the goals and principles embodied in the General Plan and City Council policies, as reflected in the objectives and proposals of this Specific Plan.

10.2 PHASING PROGRAM

A phasing program was included in the January 1983 draft of the Specific Plan, in compliance with Council Policy 600-28. Due to the small size of the project, however, the Planning Commission determined at its first public hearing on the Specific Plan, on January 5, 1984 to delete project phasing.

10.3 FACILITIES FINANCING PROGRAM

According to Council Policy 600-28, a facilities financing program is required for approval of development in a planned urbanizing area. The program shall identify the necessary capital improvements including public facilities, streets and utilities, and assure their timely financing.

On November 25, 1985, the City adopted the Via De La Valle Public Facilities Financing Plan by Resolution Number R-264537. This plan is being amended and revised concurrently with this Specific Plan. The Public Facilities Financing Plan sets forth the funding sources for required facilities utilizing a current year of need. Certain improvements may be postponed to future specified years of need by agreement between the City and project developers.

There are a number of financing mechanisms available for funding public facilities. Mechanisms which may be used in the development of the Specific Plan area are described below.

10.3a Development Agreements

The Development Agreement mechanism shall be in accordance with City Council Policy 600-37. The development agreement would be executed between each property owner and the City of each individual project within the Specific Plan, and may be used for the following purposes:

- To augment the City's standard development regulations in selective response to the particular features of each individual project.
- To ensure timely provision of adequate public facilities for each project.
- To streamline the development approval process by coordinating various discretionary approvals.
- Use the enacting ordinance of the Development Agreement to repeal the existing A-1-10 zoning on the property and establish the new zone categories set forth in the Specific Plan.

10.3b Reimbursement Agreements

Reimbursement agreements may be utilized for improvements of communitywide benefit or for area benefit. Such improvements can include important streets, water transmission lines, sewer trunk lines, pumping facilities, permanent drainage facilities, and other major utilities. Under this mechanism, the developer who constructs the improvements arranges a reimbursement agreement with the City. Reimbursement pursuant to that agreement will be generated by subsequent subdividers in areas served by the improvements and which are covered by the agreement.

10.3c Assessment District

An Assessment district may be utilized to finance construction of major facilities of community-wide benefit or for area benefit. Improvements in an assessment district can include important streets, water transmission lines, sewer trunk lines, permanent drainage facilities, and pumping facilities, among others.

An assessment district could be formed early in the development of the benefit area. The distribution of costs would be based on benefit. The probable method would be the 1913 Act assessment district combined with 1915 Act bonds, with the City administering the process.

10.3d School Financing

The method and amount of school financing will be established by a mutual agreement between the San Dieguito and Solana Beach Districts and the area developers. Prior to issuance of any residential building permit, the finalized agreement will be executed to set a fee schedule and/or to establish the extent of developer responsibility for school sites and/or improvements. Phasing and school availability will also be determined.

10.3e Conventional Subdivision Financing

Onsite utilities, facilities, streets and in-lieu park fees will be provided by subdividers under conventional bonded subdivision agreements. These improvements are the responsibility of individual developers on a project basis.

10.3f Maintenance and Operation

Provision for the maintenance and operation of appropriate public facilities and amenities will be made prior to construction. Measures to maintain and operate public facilities include City budget funds; school districts' budget funds; user fees; service charges for public utilities; and assessment districts.

In addition, the mechanism(s) for maintaining designated natural open space areas and landscaped open spaces will be determined as part of the planned development process. This would typically be handled through the Homeowners Association.

10.4 PHYSICAL PLANNING IMPLEMENTATION

The Villa De La Valle Specific Plan sets forth proposals below for the development of the respective properties included in the Specific Plan.

10.4a Specific Plan Advisory Board

This Board may be formed, among the participating owners, to monitor the actual development of their respective properties pursuant to the adopted Specific Plan. The purpose of the Board would be to ensure that the Specific Plan objectives and policies are carried forward into the physical development phases of the plan. The Advisory Board would meet as required to coordinate final development plans, provision of utility services and public facilities, to monitor the adopted financing plan, to ensure equity among owners and to deal with adjacent land owners who were not involved in the Specific Plan process, but subsequently desire to develop their properties.

10.4b Homeowners Association

Homeowners Associations have been formed for the individual properties, for the purpose of maintaining open space areas, private streets, and drives, and other privately owned facilities.

10.4c City of San Diego Progress Guide and General Plan

The Via De La Valle Specific Plan area is shown as Planned Urbanizing in the 1979 General Plan; however, no community plan exists for the area. The Specific Plan serves as the land use policy document.

The objective for Planned Urbanizing areas includes supporting the additional public investment necessary to complete development and allow the growth of communities already served by capital facilities. Land will be opened for urbanization in a staged, contiguous manner through the orderly extension of public facilities and the provision of housing for a variety of income levels.

10.4d City Council Policies

Development of the Specific Plan should conform to the following City Council policies:

- #600-2 Rezoning
- #600-4 Standards for Rights-of-Way and Improvements
- #600-7 General Plan Amendment Procedure
- #600-10 Adequacy of Public Services
- #600-19 Balanced Community
- #600-21 Subdivision Agreements
- #600-23 Open Space Preservation and Maintenance
- #600-25 Undergrounding of Utilities
- #600-28 Requirements for Development Approval in Planned Urbanizing Areas

10.4e Subdivision Map Act and Local Subdivision Ordinance

The subdivision process for projects in the Specific Plan should be conducted in accordance with the Subdivision Map Act and the City of San Diego Subdivision Ordinance.

10.4f Land Use and Development Regulations

The Via De La Valle Specific Plan designates residential land uses and densities for the respective properties. The land uses will be implemented through application of the zoning standards and other development criteria set forth in the Specific Plan. The use of the Planned Residential Development (PRD) process is necessary to implement the Specific Plan. The PRD will permit private drives, the use of cluster development and lot averaging in order to preserve the major hillsides and canyons in the planning area, while at the same time permitting reasonable development of the remaining areas.

The existing Hillside Review (HR) zones shown on **Figure 8** are recommended to remain on the Specific Plan. Approximately 50 percent of the planning area is on slopes of 25 percent or greater. The majority of these slopes, and the coastal bluffs, are proposed to be preserved in the Specific Plan. For development which may encroach into 25 percent or greater slopes which are not considered to be visually significant, the PRD process will enable the City to review the grading concepts for mitigating measures and visual impact. One such mitigation measure is the preservation of significant valuable natural open space areas in excess of the open space requirements of the PRD. In recognition of the visual importance of these properties, the Specific Plan proposes daylight grading and contour grading on the slopes facing south into the San Dieguito River Valley viewshed. A Coastal Development Permit from the State Coastal Commission shall be required to develop within the Specific Plan area until the permitting authority is transferred to the City.

10.4g Environmental Review

Under the terms of the California Environmental Quality Act (CEQA) and the City code, all rezonings, subdivisions, use permits, and other discretionary acts required for implementation of this Specific Plan are subject to environmental review. This review includes City staff analysis of the proposed project and related impacts, as well as a public review period. The supplemental environmental review for specific projects will ensure implementation of the resources management proposals outlined in **Chapter 7**. These proposals reflect the analysis and mitigation measures presented in the master Environmental Impact Report accompanying the Specific Plan.

10.4h Conditions, Covenants, and Restrictions

Although Conditions, Covenants, and Restrictions (CC&Rs) lie outside City enforcement procedures, this plan encourages the use of CC&Rs to enforce design guidelines and to maintain open space and improvements for each development project.

All CC&Rs shall contain the design guidelines contained in the Specific Plan. In addition, provisions for the design and maintenance of fencing, landscaping, drainage facilities, and open space areas within projects shall be set forth in the CC&Rs.

10.4i Development Credits - Transfer of Development Rights

The Specific Plan recognizes the visual significance of the south-facing slopes and canyons of the planning area. The graded areas conform to the existing contours and minimize encroachment onto steep slopes. The use of Transfer of Development Rights, or (TDR), has been established as an acceptable method for preserving open space areas (Mira Mesa), and historic structures (Golden Hill). The use of TDR for the Specific Plan is proposed in order to provide the City and the owners with another tool by which the visual and natural features of the planning area may be preserved, while granting the affected property owner(s) the right to transfer development credits elsewhere, within the planning area, and to preserve areas of open space in perpetuity or outside of the planning area.