



THE CITY OF SAN DIEGO

REPORT TO THE PLANNING COMMISSION

DATE ISSUED: September 25, 2014 **REPORT NO.** PC-14-046

ATTENTION: Planning Commission, Agenda of October 2, 2014

REFERENCE: Planning Commission Report for Community Plan Amendment Initiation, PC-09-057: <http://www.sandiego.gov/planning-commission/pdf/pcreports/2009/09057.pdf>

SUBJECT: ONE PASEO – PROJECT NO. 193036
PROCESS FIVE

**OWNERS/
APPLICANTS:** Kilroy Realty Corporation

SUMMARY

Issues: Should the Planning Commission recommend to the City Council approval for the construction of a new mixed-use development consisting of multi-family residential, commercial retail and commercial office proposed on the southwestern corner of Del Mar Heights Road between El Camino Real and High Bluff Drive within the Carmel Valley Community Planning Area?

Staff Recommendation:

1. Recommend **Certification** of Environmental Impact Report No. 193036 and **Adoption** of the Mitigation Monitoring Reporting Program, and the Applicant's Findings and Statement of Overriding Considerations; and
2. Recommend **Approval** of Amendments to the General Plan, Carmel Valley Community Plan and the Carmel Valley Employment Center Precise Plan No. 683374, Rezone No. 683373, Vesting Tentative Map No. 71440, Site Development Permit No. 714398, Conditional Use Permit No. 977639 and Neighborhood Development Permit No. 977694.

Community Planning Group Recommendation: At their September 11, 2014, meeting the Carmel Valley Community Planning Board voted 11-2-0 to deny the proposed project due to the unmitigated impacts to traffic and neighborhood character. The motion also included the approval of the "Reduced Mixed-Use" alternative in the EIR with additional

retail square footage. Another motion passed with a unanimous vote (13-0-0) to recommend specific design conditions be incorporated into any project. At the time of the printing of this report, the official minutes were not available and will be included under separate cover.

Environmental Review: Environmental Impact Report No. 193036 has been prepared for the project in accordance with State of California Environmental Quality Act (CEQA) Guidelines. A Mitigation, Monitoring and Reporting Program (MMRP), (Attachment 10) has been prepared which will reduce, to below a level of significance, most potential impacts identified in the environmental review process. The applicant has also provided Findings and Statement of Overriding Considerations for significant and unmitigable impacts for the proposed project (Attachment 10).

Fiscal Impact Statement: None with this action. Project costs are paid by the applicant through a deposit account.

Code Enforcement Impact: None with this action.

Housing Impact Statement: The project proposes a General Plan/Community Plan Amendment that would result in the addition of 608 for-sale multi-family units to a 23.6-acre site currently designated only for employment uses. The provision of housing units would have a positive impact on the availability of housing in the community. The project will be subject to the City's Inclusionary Housing Ordinance.

BACKGROUND

The project site is a 23.6-acre vacant graded pad, located south of Del Mar Heights Road between El Camino Real and High Bluff Drive, a quarter mile east of Interstate 5 and one mile south of State Route 56 (Attachment 1). The project site is within the Carmel Valley Planned District-Employment Center (CVPD-EC Zone) within the Carmel Valley Community Plan (CVCP) and the Carmel Valley Employment Center (Precise Plan).

The adopted CVCP encompasses a community of approximately 4,300-acres east of the I-5 freeway, south of the San Dieguito River Valley and north of the Los Penasquitos Canyon. The CVCP defers to neighborhood Precise Plans for specific land use recommendations. The Carmel Valley Employment Center Precise Plan was adopted in 1981 and covers the project site as well as the business park to the south.

The proposed project is subject to the planning guidelines and policies of the City's General Plan (General Plan), CVCP, the Precise Plan, Carmel Valley Planned District Ordinance (CVPDO) and the City's Land Development Code (LDC). The project is not located within or adjacent to the Multi-Habitat Planning Area (MHPA) and does not contain significant biological resources.

Surrounding Uses

Directly to the east of the site, across El Camino Real is the Del Mar Highlands Town Center. One single-family residence is located to the southeast, office buildings are to the south and west, and

multi-family residential units (across Del Mar Heights Road) are to the north (Attachment 2). Del Mar Highlands Town Center is a 30-acre shopping center that contains retail shops, restaurants, major grocery store, a major drug store, a cinema, plaza, and a small outdoor amphitheater, within one and two-story structures. Two office buildings are located on the 13-acre Heights at Del Mar site to the south, both of which are three stories over parking. The office buildings directly to the west within Highlands Corporate Center and Highlands Plaza are two to six-stories tall and contain the Hydrologic Research Center, Modis recruiting services and law offices. The Signature Point apartment complex is located to the northeast and contains two-story multi-family residential buildings over parking with one, two, and three-bedroom apartments. The East Bluff condominium complex to the north includes one- and two-story townhomes. A pedestrian bridge crosses over Del Mar Heights Road just east of the Del Mar Heights Road/El Camino Real intersection. Fire Station No. 24 is located 0.3 miles to the northeast and the San Diego Police Department substation is located 0.2 miles to the south.

Parcel History

On May 30, 1986, the City of San Diego Planning Commission approved Tentative Parcel Map (TPM) 86-0276 for four-lots encompassing 33 acres that included the project site and adjacent property to the south. The project site and adjacent property were subsequently graded and the office development was constructed on the adjacent property. On January 3, 1990, the Planning Commission approved North City West Development Permit No. 90-0588, for the construction of a 24,828-square-foot, two-story commercial office building and the street dedication of Del Mar Heights Place, a short cul-de-sac street off Del Mar Heights Road. Del Mar Heights Place was previously rough graded, the office building was never constructed, and the development permit expired.

The site elevation ranges from 174 feet at the southeastern corner to 246 feet at a berm near the northwestern site boundary. Most of the project site is terraced into three graded building pads: northern, eastern, and southern, each with an approximately 15-foot difference in grade elevation. Each pad presently contains a drainage basin that discharges to an on-site private storm drain system. The interior of the project site is currently accessed by a dirt road at El Camino Real and western signalized driveway access to Del Mar Highlands Town Center. This dirt road connects to other dirt roads on site. The site was previously planned to be developed with offices as part of the larger Employment Center.

On July 23, 2009, the Planning Commission approved, by a vote of 7-0, the initiation to amend the General Plan to re-designate the site from Industrial Employment to Commercial Employment, Retail, and Services; and to amend the Carmel Valley (North City West) Employment Center Precise Plan to re-designate the site from Employment Center to Regional Commercial with Residential permitted. Analysis of this request is provided in Attachment 11.

Project Review History

When the project was originally submitted the proposed development included a 2.1 million square-foot mixed use, retail, office and commercial complex, along with a 150-room hotel and 608 multi-family residential units. During the course of the review, the project was reduced to 1.8 million

square-feet. During the public review period for the Draft Environmental Impact Report (DEIR), a number of comments were received regarding the alternatives.

Several of these comments expressed concern that the DEIR did not consider reduced versions of the proposed project. In response to these comments, the DEIR was recirculated with three additional reduced project alternatives that were evaluated against the proposed project.

The applicant then presented a reduced 1.4 million square-foot alternative to staff. This alternative including addendum to the technical reports were reviewed and analyzed by staff and is represented in this report for consideration. The following table represents the original project and the "Reduced Main Street" alternative as described in the FEIR but for the purposes of this report, it shall be referred to as "the project".

Table 12.9-3 Comparison of Reduced Main Street Alternative with Proposed Project (Gross Floor Area)									
Scenario	Commercial Retail (Square Feet)		Commercial Office (Square Feet)		150- room Hotel	Multi-Family Residential (Dwelling Units)		Total	
	Retail	Cinema	Corporate ¹	Professional ²	(sf)	Units	sf	sf	FAR
Proposed Project	220,000	50,000	535,600	21,840	100,000	608	930,000	1,857,440	1.8
Reduced Main Street Alternative	198,500	48,000	471,000	21,840	0	608	714,729	1,454,069	1.4
Net Change	-21,500	-2,000	-64,600	0	-100,000	0	-215,271	-403,371	-0.4

¹ Includes multi-tenant and corporate office uses.

² Indicates multi-tenant office uses located on Main Street.

As shown in Table 12.9-3 above, the most substantial land use differences between the Reduced Main Street Alternative and the proposed project include elimination of the proposed 150-room, 100,000 square-foot hotel and a nearly 22 percent reduction in the commercial gross floor area (GFA), from 930,000 GFA to 714,729 GFA. The reduction in the total commercial square footage represents a 14 percent reduction in the amount of office space and a 10 percent reduction in the amount of retail. Although the size of the cinema would decrease by 2,000 GFA, it would still include 1,200 seats. The number of residential units remains at 608 multi-family units, although, the overall square footage devoted to residential uses would be reduced by approximately 215,000 GFA.

The project also reduces the building heights in comparison with the originally proposed project, as shown in Table 12.9-6 below. More specifically, the 125-foot-high, ten-story residential building proposed in the northwest corner of the site in Block C of the original project would be replaced by an 85-foot-high, six-story building. The residential building on Block B in the original project would be reduced from a maximum height of 100 feet to 90 feet from ground level. The building on Block A in the original project would be reduced from a height of 77 feet to a maximum height

of 67 feet from ground level. The office building on Block D of the original project would be reduced from 199 feet to 170 feet from ground level.

<p align="center">Table 12.9-6 Building Height Comparison of Reduced Main Street Alternative</p>						
Building No.	Total Stories			Total Height^{1,2} (feet)		
	Proposed Project	Reduced Main Street	Net Change	Proposed Project	Reduced Main Street	Net Change
3	5	4 to 5	-1	77	67-35	-10 to -25
4	7	5	-2	100	90	-10
6	5	1	-4	72	30	-42
7	10	6	-4	125	85	-40
9	11	9	-2	199	170	-29

¹ Height is based on the lowest point of the building above grade and includes roof-top mechanical equipment.

² Heights for Buildings 3, 4, 6 and 7 are based on conceptual plans prepared for the purposes of environmental analysis. Final building heights may vary, but would not exceed the height limits imposed by the applicable zone.

Building Height Summary

- Block A, the single residential building would range between three and four stories; and the two retail buildings would be one story;
- Block B, the two residential buildings would be five stories;
- Block C, the single residential building would be six stories and the single retail building would be one story;
- Block D, the office building would be nine stories and the four, mixed-use buildings would range between two and four stories; and
- Block E, the office building would be nine stories.

DISCRETIONARY ACTIONS PROPOSED

Community Plan/General Plan Amendment

The applicant is requesting an amendment to the General Plan (from *Industrial Employment to Multiple Use*), the Carmel Valley Community Plan (from *Employment Center* to *Community Village*) and the Carmel Valley Employment Center Precise Plan to include design parameters for this 23-acre site (Attachment 16). This requested action is further described in the Community Plan Analysis section within this report.

Rezone/New Zone

The proposed project would require a rezone from CVPD-EC, which is intended for industrial-office park use; and would create a new zone within the Carmel Valley PDO, identified as "Carmel Valley Planned District-Mixed-Use Center CVPD-MC" (Attachment 7). The rezone affects 28 acres of the site because it extends to the centerline of Del Mar Heights Road and El Camino Real and therefore adds additional acreage for purposes of the rezone only.

Vesting Tentative Map with Public Right-of-Way and Easement Vacations

The project includes the subdivision of the 23.6-acre site into 50 lots for residential and commercial use (5 residential, 13 retail, 3 office, 18 Property Owners Association (POA), 6 parking and 5 private driveways). The project also proposes the creation of 608 residential condominium units, public right-of-way and easement vacations.

On June 5, 1986, the Planning Commission approved Tentative Map 86-0276 as a four-parcel map within the proposed project area. Subsequently, Parcel Map (PM) 15061 was recorded on December 16, 1987. As part of this PM, Del Mar Heights Place was dedicated as a short cul-de-sac street, along with a public sewer and a 12-inch water main. The street was rough graded, but never improved. On January 3, 1990, the Planning Commission approved the North City West Development Permit No. 90-0588 to construct a commercial office building on a 1.4-acre parcel in the north central portion of the site. The office building was never constructed, and the roadway was never improved; however, the street dedication still exists. This unimproved roadway does not meet the needs of the proposed mixed-use development. Therefore, the project proposes to vacate all of Del Mar Heights Place. All proposed streets within the development would be private.

The unimproved Del Mar Heights Place street dedication included an easement for a 12-inch public water main within Del Mar Heights Place. This 12-inch water main was not built and the project proposes a new water main alignment within the project's private roadway system to serve the development. Therefore, the project includes a request to vacate the existing water easement.

Site Development Permit (SDP)

Pursuant to San Diego Municipal Code (SDMC) section 153.0201 of the Carmel Valley Planned District Ordinance, before any building permit may be approved, a development plan shall be submitted for approval in accordance with a decision level Process Three. The SDP is being processed to fulfill this requirement.

Conditional Use Permit (CUP)

Pursuant to SDMC section 126.0303(b), a Process Four CUP is required for theaters over 5,000 square feet. The project proposes an approximately 48,000-square-foot cinema with 1,200 seats.

Neighborhood Development Permit (NDP)

Pursuant to SDMC section 142.0555(b), a Process Two Neighborhood Development Permit is required to allow tandem parking for the office uses. The project proposes 206 (103-duel) tandem spaces and shall be dedicated to employee parking only.

Summary

The project is subject to a Process 5, City Council decision due to the request for an amendment to the General Plan, the Carmel Valley Community Plan and the Carmel Valley Employment Center (Precise Plan), the Rezone and the Vesting Tentative Map, which includes public right-of-way and

easement vacations. The remainder of the discretionary actions are therefore elevated to a Process 5 decision pursuant to SDMC Section 112.0103.

PROPOSED PROJECT

The project includes the phased construction of a mixed-use development encompassing a maximum of 1,454,069 gross square feet (sf) consisting of 246,500 sf of commercial retail, 492,840 sf of commercial office, and 714,729 sf of multi-family residential (maximum of 608 units). The project also would include public space areas, internal private drives, landscaping, hardscape treatments, utility improvements, and parking facilities to support the land uses. A total of 3,688 parking spaces would be provided throughout the site in subsurface garages, one aboveground parking structure, and small surface lots. Associated off-site improvements include frontage improvements, utility extensions, access improvements, and intersection improvements proposed as mitigation for project traffic impacts. In 2010, the project was registered with the Green Building Certification Institute with a certification goal of LEED Silver.

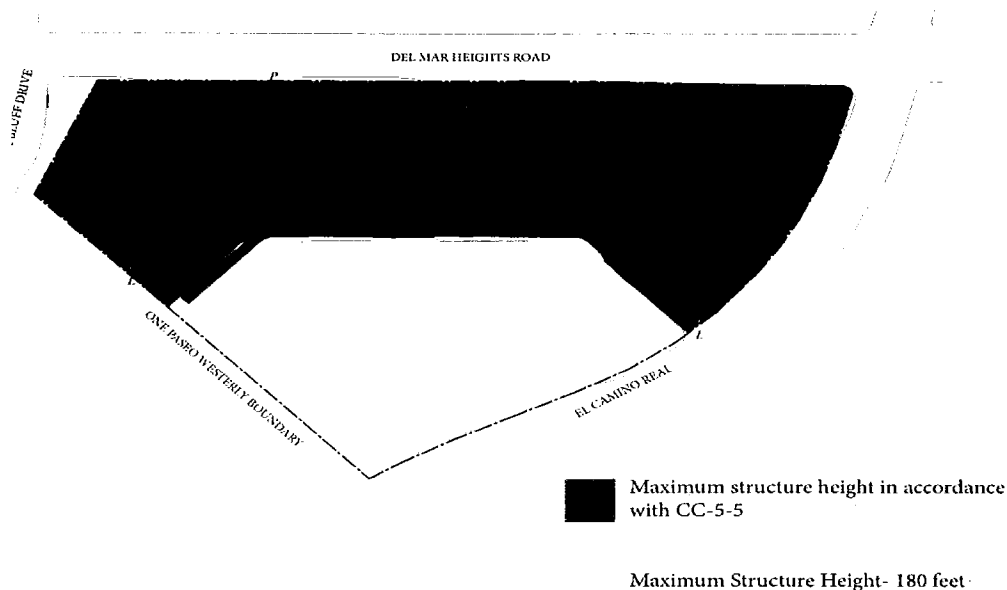


Zoning

Build out under the existing zoning (Carmel Valley Planned District-Employment Center Zone) would allow for approximately 510,000 sf of office uses. The newly created CVPD-MC Zone (Attachment 7) allows diverse land uses, including residential, retail, restaurants, hospitality, workplace, and civic activities. The intent of the CVPD-MC Zone is to create a compact, multi-functional mixed-use community village.

Use and development regulations of the CVPD-MC Zone are based on the Citywide Community Commercial (CC-5-5) Zone. The purpose of the CC zones is to accommodate community-serving commercial services, retail uses, and limited industrial uses of moderate intensity and small to medium scale. Allowable uses within the proposed zone would be the same as those for the CC-5-5 zone, which is intended to accommodate development with a high intensity, pedestrian orientation (SDMC section 131.0552 Table 131-05B). Other development regulations of the proposed zone include maximum building height and setback requirements. The maximum building height of the proposed project varies between 67-180 feet with the tallest structures towards the southern portion of as indicated in the diagram below:

**Diagram 153-03B
MAXIMUM STRUCTURE HEIGHT**



The newly created zone would allow for more of a Community Village concept versus what the existing zone would allow. The amendment to General Plan and Community Plan would facilitate the proposed rezone and provide a balance between industrial, commercial and residential land uses.

Phasing

For the purposes of phasing, the project has been divided into five blocks surrounding a central "Main Street". These blocks are identified as Blocks A through E as depicted in the Illustrative Plan on page 7. Blocks D and E would be constructed in Phase 1, Block A is anticipated to be constructed in Phase 2, and Blocks B and C are anticipated to be developed in Phase 3. The phasing is driven by the timing of traffic impacts and the associated mitigation. Conditions regarding phasing have been conditioned within the permit (Attachment 9).

Main Street

The project would feature a Main Street that would function as the central organizing and unifying element of the development. Main Street would be lined with a vertically integrated mixture of uses and public spaces along a landscaped, pedestrian-friendly thoroughfare or paseo. It would consist of a three-lane roadway including a central queuing lane and two travel lanes edged with curbs, gutters and wide sidewalks with street trees and lighting. Curb extensions, enhanced pavement and crosswalks would be provided at intersections with the proposed First, Second, and Third Avenues. Proposed internal roadways and pedestrian/bicycle paths would connect with Main Street.

Block A

Block A would be located in the northeastern portion of the project site bounded by First Avenue, Del Mar Heights Road, El Camino Real, and Market Street. This block would include two commercial retail buildings along the eastern site boundary totaling 47,500 sf. These buildings would be accessible via Market Plaza and Market Street off El Camino Real. A four-level residential building containing 165 multi-family units would be constructed on the north side of Market Plaza. Underground and surface parking would provide 481 parking spaces within Block A. Other proposed features within Block A would include small landscaped plazas or paseos at the intersections of El Camino Real and Del Mar Heights Road, El Camino Real and Market Plaza, El Camino Real and Market Street, and First Avenue and Main Street; sidewalks and streetscapes along Market Plaza, Market Street, and the Del Mar Heights Road and El Camino Real frontages.

Block B

Block B would be located in the northern portion of the project site bounded by Del Mar Heights Road, First Avenue, Main Street, and Third Avenue and would extend along the entire length of Main Street. Block B would contain approximately 38,000 sf of street-level retail uses along the north side of the Main Street frontage. Four levels of residential development would be constructed above the street-level retail on the balance of this block, and an additional four-level residential building would be built with interior courtyards. A total of 337 multi-family units would be located within Block B. An underground parking garage would provide 736 parking spaces that would be accessible from First Avenue and Market Plaza. Landscaping and streetscapes would also be installed around the perimeter of Block B.

Temporary facilities may be constructed in Block B during Phase 1, including a surface parking lot and a multi-purpose grass field. If warranted, it is anticipated that the temporary surface parking lot would be located on the west side of First Avenue and could accommodate up to 83 spaces with landscaping. A temporary grass field also may be provided on the remainder of Block B to accommodate active recreation. If constructed, both of these temporary facilities would be removed upon construction of Phase 2.

Block C

Block C would be located in the western portion of the site, south of Del Mar Heights Road, east of High Bluff Drive, and west of the proposed Third Avenue. Block C would include primarily multi-family residential uses, with some retail/restaurant space and related open space areas. Two residential buildings would be constructed in Block C, including a four-level building along the northern edge, and a 10-level building to the southwest. The residential buildings would contain a total of 106 homes, consisting of single-level flats and two-story townhomes. The residential buildings would include facilities such as landscaped courtyards and a swimming pool. A project gateway entry plaza would be constructed at the corner of High Bluff Drive and Del Mar Heights Road. The entry plaza would connect to a promenade extending through Block C to a plaza at the corner of Main Street and Third Avenue. Approximately 12,000 sf of ground-floor neighborhood serving retail and restaurant space, ancillary to the residential uses, would be located at the eastern end of Block C adjacent to the residential plaza. An underground parking garage would provide 273 spaces in Block C. Other proposed features within Block C would include pedestrian paths near the Del Mar Heights and High Bluff Drive frontages, a pedestrian path and stairway connecting to the adjacent commercial office development to the south, streetscape along Third Avenue, and landscaping.

Block D

Block D would be located in the southwest portion of the project site and would include a mixture of commercial uses and public space, including retail/restaurant uses, a cinema, a corporate office building, professional offices, a parking structure, and a central plaza. A total of approximately 70,000 sf of retail space would be provided in Block D comprised of ground-floor retail in a professional office building and a retail building along the western edge of the public plaza. A 48,000 sf cinema would be provided in Block D. A corporate office building would be located in the southern portion of this Block along El Camino Real totaling approximately 221,000 sf. An additional 21,000 sf would be allocated for professional office uses along Main Street. Parking facilities in Block D would include a multi-level parking structure along the southwestern edge and an underground garage that would provide 1,198 spaces. The tallest buildings of the project are situated within Block D due to it having the lowest elevation. This portion of the site has a 70-foot reduction in elevation compared to the elevation on High Bluff Drive.

The civic plaza would be centrally located to the overall project site at the northeastern corner of Block D. The plaza would be lined with retail uses and restaurants along its interior, while Main and Market Streets would form its outer boundaries. The plaza would function as the main gathering space within the project and could accommodate community events, markets, and holiday activities. It would feature landscaping, lawns, hardscape, and other amenities to serve residents, employees, and patrons of the project.

Block E

Block E would be located east of Block D and would include commercial office uses and parking. A corporate office building would be constructed along the El Camino Real frontage, at the corner

of El Camino Real and Market Street. This building would include approximately 242,000 sf of office space within seven to eight levels above 30,000 sf of ground-floor retail/restaurant space.

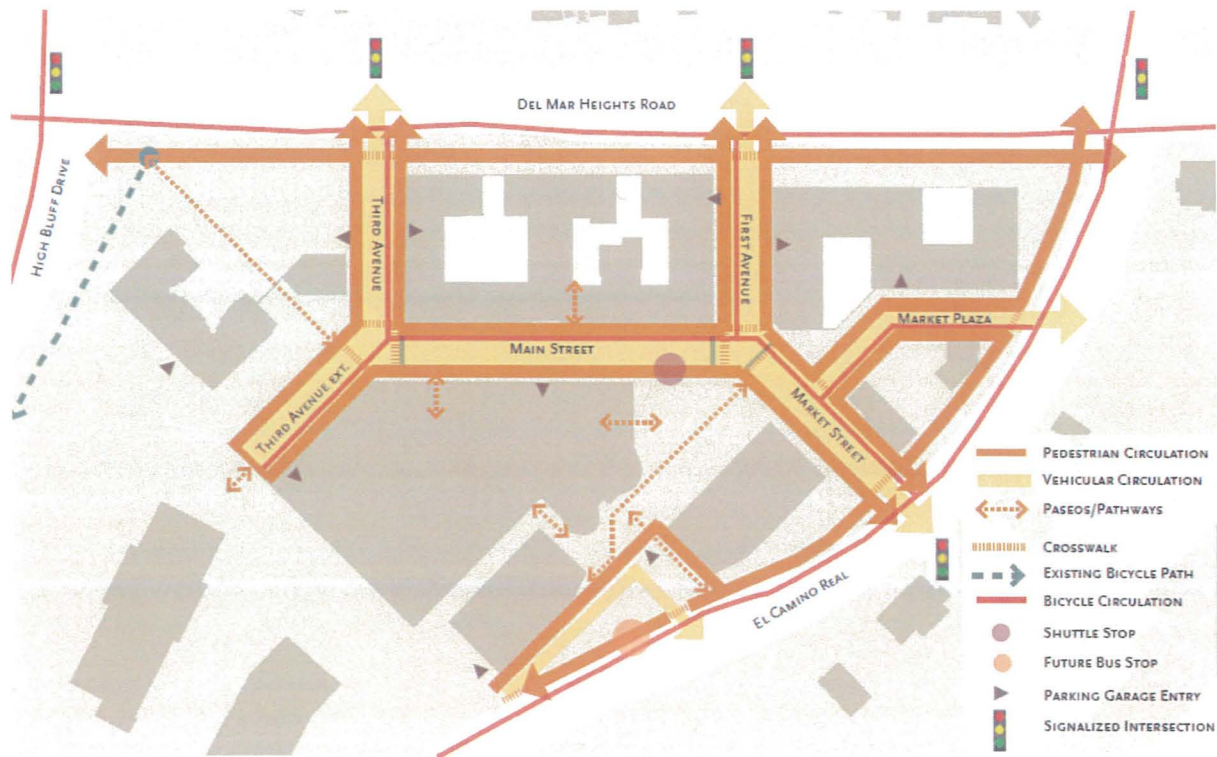
An underground parking garage would provide approximately 1,000 parking spaces within Block E. In addition, a drop-off/loading area would be provided directly off El Camino Real, south of the office buildings to serve the corporate office buildings and connect to the parking structure in Block D.

Transportation/Parking/Circulation

Access into the project would occur through two new signalized intersections (First and Third Avenues) along Del Mar Heights Road and one signalized intersection along El Camino Real via proposed Market Street (as shown in the figure below). In addition to these primary access points, two driveways off El Camino Real would connect with on-site parking structures and drop off/loading areas.

The internal private drives include Market Street, Market Plaza, First, Second and Third Avenues would include wide sidewalks, landscaped medians, street trees and lighting all in conformance with the amended Precise Plan, and newly created CVPD-MC Zone.

The project would provide 3,688 parking spaces throughout the site upon build out, where 3,520 parking spaces are required for a surplus of 168 parking spaces. Parking facilities would include subterranean garages, a multi-level, aboveground parking structure, and some surface parking. Shared parking opportunities would be provided among all the proposed on-site uses except residential which would assign designated parking spaces to each unit. The project is designed to accommodate future transit planned for 2035 as part of SANDAG's 2050 RTP rapid bus service. In addition, the applicant has proposed a shuttle for connecting commuters to the employment center and regional transit, and will be implementing a Transportation Demand Management Plan (Attachment 12). The project's location in the center of the community will facilitate use of the shuttle by those working in the adjacent Employment Center and commercial areas as well as by the residents of the project. The project's design as a higher-density, mixed-use development adjacent to planned transit lines and major transportation corridors, is needed to facilitate the use and the expansion of transportation opportunities in the area.



Pedestrian/Bicycle Circulation

The project has been designed with multiple connections to the existing street network, while walking and biking from off-site areas is encouraged through pedestrian-oriented design at site perimeters, and exclusive areas for pedestrian entry. The project would provide for pedestrian and bicycle access. Pedestrian circulation would be encouraged throughout the site by a network of passes, sidewalks, pathways, plazas, and public spaces. Class III bicycle routes would be provided along Third Avenue, Main Street, First Avenue, and Market Street. These bicycle routes would connect to existing Class II bicycle lanes along Del Mar Heights Road and El Camino Real. The applicant has voluntarily agreed to implement a boulevard-style (or similar) design treatment along the Del Mar Heights Road project frontage with separated bicycle tracks as part of the City's pilot program for innovative bicycle facilities as shown on sheet L-17 of the plan set (Attachment 4). The applicant has also voluntarily agreed to provide additional landscaping for the parkways along the northern side of Del Mar Heights Road, see sheet L-15 within the plan set (Attachment 4), which will provide for an enhanced pedestrian experience across Del Mar Heights Road.

Open Space

The open space included with the project would total 10.7 acres, of which 6.6 acres would be useable. The remaining 4.1 acres of open space would be ground level open space which is not technically considered usable due to traffic noise levels, exceeding 65 Community Noise Equivalent Level (CNEL). Of the 6.6 acres of usable open space, 1.5 acres would be devoted to recreational use including a 1.1-acre passive recreation area and a nearby 0.4-acre children's play area; both areas would be privately owned, but open to and available for public use. The project is

projected to pay approximately \$13.7 million in Facilities Benefit Assessment fees, which will go toward the provision of public services such as roads, parks, libraries and open space that will be beneficial to the health and welfare of the community and is not required to provide any additional open space within the project site.

The 1.5 acres of public recreation area would be a project feature, and would be provided beyond the project's satisfaction of the population-based park requirement fee. Additional open space available to the public would include greenbelts along Del Mar Heights Road and El Camino Real as well as plazas, passes, gardens, and pocket parks. The 1.1-acre passive recreation park would consist of an open turf area in the northwest corner of the proposed project, which would connect with the greenbelt along Del Mar Heights Road. The park is intended for passive forms of recreation. It could also accommodate some active recreational uses such as informal athletic activities.

GENERAL/COMMUNITY PLAN ANALYSIS (CPA)

Land Use Plan Amendments

The Carmel Valley Community Plan is the City's adopted land use plan for the approximately 4,300-acre community east of the I-5 freeway, south of the San Dieguito River Valley and north of Los Penasquitos Canyon. The community plan defers to the neighborhood Precise Plan for specific land use recommendations. The Carmel Valley Employment Center Precise Plan was adopted in 1981 and covers the existing business park located between the I-5 freeway and El Camino Real and south of Del Mar Heights Road.

Amendments to the adopted Land Use Plans (General Plan, Carmel Valley Community Plan and Carmel Valley Employment Center Precise Plan) are required to allow development of the proposed project. The amendments and the development project are being processed concurrently. An amendment is proposed to the Carmel Valley Employment Center Precise Plan to redesignate the site from *Employment Center* to *Community Village* and incorporate project design guidelines, implementation measures and other details related to the project. The draft amendment to the Precise Plan (Attachment 18) is formatted as a stand-alone document describing changes to the above plans and, if approved, will be incorporated into the Carmel Valley Employment Center Precise Plan (Attachment 16) by reference. The proposed Precise Plan amendment also constitutes amendments to the Carmel Valley Community Plan and the General Plan. The proposed Precise Plan amendment would change the General Plan land use designation from *Industrial Employment* to *Multiple Use* and change the Carmel Valley Community Plan land use designation *Employment Center* from *Community Village*.

Rezone

A Rezone is also proposed to implement the major components of the community plan amendment and mixed-use development including specific land uses, development intensity and development standards for building and landscape design. The Rezone includes an amendment to the Carmel Valley Planned District to create a new mixed-use zone, "Mixed-Use Center (MC)." (Attachment 7) The intent of the MC zone is to allow for a diversity of uses including multiple-dwelling units,

retail, offices, and commercial services in a compact, multi-functional, pedestrian-oriented mixed-use community village. Generally, the MC zone is based on the citywide Land Development Code regulations of the CC-5-5 Community Commercial zone, which is intended to accommodate development with a high intensity pedestrian orientation. The language in the proposed PDO amendment addresses only those areas where the regulations of the MC zone would differ from those of the CC-5 zone.

Planning Context

General Plan: The General Plan sets out a long-range vision and policy framework to guide future development, provide public services, and maintain the qualities that define San Diego and contains a set of overall guiding principles. The 2008 update to the General Plan shifts focus from how to develop vacant land to how to design infill development and reinvest in existing communities. A key component guiding these efforts is the City of Villages strategy, which calls for growth to be directed into pedestrian-friendly mixed-use villages linked to an improved regional transit system. Regional and local investments that promote transit use support this strategy. Villages are to be formally identified through the community plan update process, or alternatively through major community plan amendments as proposed by the Precise Plan Amendment.

Carmel Valley Community Plan: Carmel Valley has relatively detailed planning documents, beginning with the adopted 1975 Carmel Valley (North City West) Community Plan, which forms the basis for any comprehensive planning discussion within the community. The Community Plan is organized into two parts. Part I identifies planning principles as well as environmental, population, housing and employment studies for locating a new community within the 4,300 acre planning area. Part II includes generalized land uses, plan elements, a network of major streets, and an implementation section, including a neighborhood planning concept and public facilities financing strategy. The neighborhood-planning concept requires the preparation of individual precise plans for each neighborhood development unit prior to proceeding with plan implementation proposals. Criteria are also included for neighborhood precise plans including designation of land use intensity and open space; provision of separate bicycle and pedestrian pathways linking to an identified neighborhood center and surrounding neighborhoods, a specific design plan for the neighborhood center; allowances for economically and ethnically balanced housing opportunities; and public facilities phasing. Each neighborhood area or precise plan is expected to provide a pedestrian-oriented, centrally located neighborhood focus, which integrates commercial, school and park uses. The exceptions are the 168-acre Town Center neighborhood, which is intended to provide a broader community-focused mixed-use core and the 118-acre Employment Center, which serves as a job center, is adjacent to, and complements Town Center land uses.

Carmel Valley Employment Center Precise Plan: The project site is located within Development Unit 2, (Carmel Valley Employment Center) one of the neighborhood development units identified in the 1975 Community Plan. The North City West (Carmel Valley) Employment Center Precise Plan comprises a triangular-shaped area bounded by Interstate 5, Del Mar Heights Road and El Camino Real. The proposed project site is located within this Precise Plan area and is currently designated as part of the Employment Center. The Precise Plan envisions an Employment Center with a "tightly controlled business park of the highest quality" and includes detailed guidance on

developing the area as such. A key precise plan urban design goal is to develop the employment center so it has a complex of buildings with an open, park-like character.

Since the Precise Plan's adoption, the area has been mostly built out in accordance with the recommendations of the plan with the exception of the project site, which remains vacant, but was previously graded. The Precise Plan indicates the project site is planned to be developed with business-industrial park uses. The zoning that implements the Plan also allows for support commercial uses such as health clubs, restaurants and travel bureaus within specific lots. These include four of the seven lots identified by the Precise Plan as within the subject site.

Land Use Plan Analysis

Approval of the development project also requires approval of the land use plan amendments described above to eliminate the project's conflicts with current land uses applied to the site as well as other potential conflicts with applicable policies and guidelines in the General Plan, Carmel Valley Community Plan and Employment Center Precise Plan.

Staff has reviewed whether the proposed land use plan amendments achieve or conflict with key policies of the General Plan, Carmel Valley Community Plan and Employment Center Precise Plan. Note that policy review can be subject to interpretation particularly in degree of applicability and fulfillment, as well as identifying alternative methods of compliance.

The project proposes to change the *Industrial Employment* General Plan designation to *Multiple Use*. The *Multiple Use* designation accommodates the City of Villages strategy of focusing growth into mixed-use activity centers, or villages, connected by transit. Implementation of the City of Villages strategy relies on the designation and development of village sites. The proposal to amend the Carmel Valley Community Plan and Employment Center Precise Plan to designate the site as *Community Village* would provide a village land use designation within the community.

The overall project goals are described in the EIR:

- Develop a mixed-use village consistent with the goals of the General Plan;
- Develop a mixed-use project to serve the community that is consistent with the goals of the Community Plan;
- Provide additional housing types and employment opportunities within the Carmel Valley community;
- Provide a mix of land uses within close proximity to major roads and regional freeways and existing community amenities, such as libraries, schools, recreational facilities, parks, and shopping centers;
- Provide the community with a place for public gathering and social interaction reinforcing the sense of community;
- Promote sustainable development principles and smart growth by providing a mix of employment, housing, dining, and shopping within the same development.

The EIR also contains a review of most applicable plans and codes with a particular emphasis on the General Plan City of Villages strategy, the Carmel Valley Community Plan and Employment

Center Precise Plan as the most relevant to the proposed development. Generally, the EIR concludes the policies of the General Plan's City of Villages strategy are being applied in a broad sense and that the policies of the 1975 Carmel Valley Community Plan relating to balancing land uses within the community can be met by the proposal. The project would also provide a mixed-use community village in addition to the larger community core provided by the town center.

The EIR analysis also evaluates how the land use designations proposed by the community plan amendment achieve these goals. Upon approval of the proposed land use plan amendments and rezone, the project would be consistent with the land use designations and associated density and intensity proposed.

Staff has analyzed whether the proposed development project adequately achieves several key General Plan goals and policies as follows:

- ***Policy – Land Use Element, LU-D.13:*** Address the following standard plan amendment issues prior to the Planning Commission decision at public hearing: level and diversity of community support; appropriate size and boundary for the amendment site; provision of additional benefit to the community; implementation of major General Plan and community plan goals, especially as related to the vision, values, and City of Villages Strategy; and provision of public facilities.

Staff Analysis: The proposed Precise Plan amendment has been controversial within the community. The proposed project and associated EIR have been presented at numerous Carmel Valley Community Planning Board meetings. Due to the high level of attendance, several meetings were held at local school auditoriums and there were numerous speakers in both support and opposition. At their meeting of September 11, 2014, the Carmel Valley Community Planning Board voted 11-2-0 to recommend the proposed project be rejected due to impacts to traffic and neighborhood character and approved a reduced mixed-use project. They also voted 13-0-0 to recommend specific design conditions be incorporated into any project.

A goal of the Precise Plan amendment is to provide a mixed-use community village for Carmel Valley. The General Plan describes a series of village types of varying parameters and intensities, with neighborhood and community village centers ranging from just a few acres to more than 100 acres. Therefore, the 23-acre site would be sufficient to achieve this goal, as it is a relatively large vacant, centrally located site within this community.

The proposed land use plan amendments and development project would provide the benefit of achieving goals related to a mixed-use community village for Carmel Valley by providing residential, retail, commercial office and public space uses within a walkable 'main street' design. While the proposed land use plan amendments and development project would achieve the broad goals related to providing a mixed-use community village, staff has identified several General Plan goals and policies for review (discussed below).

Project impacts to public facilities would be met by payment of Facilities Benefit Assessment (FBA) fees.

- **Goal – City of Villages Strategy:** Mixed-use villages throughout the City connected by high-quality transit.

Staff Analysis: The General Plan calls for villages to be connected by “high quality transit,” but does not contain a precise definition for the term. However, Policy ME-B.1a calls for “an urban network of routes that operate with a base, mid-day service frequency of ten-minute intervals or better (Policy ME-B.1.a)” Further guidance is provided by state law; Section 21155 of the California Public Resources Code (relating to implementation of the Sustainable Communities Strategy) states that “a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”

Carmel Valley is not currently served by public transit. The nearest bus line connects North County coastal communities with the University community along Highway 101. There is also a Coaster rail station in Sorrento Valley. The lack of public transit serving the project and the resulting lack of connectivity to other activity centers is the issue of greatest concern with respect to implementation of the City of Villages strategy. However, the 2050 Regional Transportation Plan prepared by the San Diego Association of Governments (SANDAG) identifies several future bus routes that would provide local and regional high frequency service to Carmel Valley with potential stops at the project site. Of these, a rapid bus route would connect Oceanside and University Town Center with potential stops within Carmel Valley and the Sorrento Valley Coaster station in the year 2030. The timing between anticipated completion of the project in 2017 and planned provision of public transit represents a considerable period of time in which the project would not be served by public transit. The lack of current and near-term transit is a constraint for achieving a village of the proposed size and intensity within Carmel Valley.

To address the lack of current public transit service, the proposed development would include a Transportation Demand Management (TDM) program including a shuttle service between the project and the Sorrento Valley Coaster station and the High Bluff corridor. The shuttle would operate at 15-minute intervals during AM, mid-day, and PM peak periods as further described in Condition No. 55 and 56 (Attachment 9)

In summary, because there is future public transit planned for the community, the project is in conformance with the General Plan goal. The project’s proposed densities would help justify the provision of future transit services. A TDM program, and a long-term commitment to a private shuttle system, are essential project features to bridge the gap between existing conditions and the future high quality public transit services.

- **Policy – Land Use Element, LU-A.2:** Identify sites suitable for mixed-use village development that will complement the existing community fabric or help achieve desired community character, with input from recognized community planning groups and the general public.

- **Urban Design Element Goal:** A pattern and scale of development that provides visual diversity, choice of lifestyle, and opportunities for social interaction, and that respects desirable community character and context.

Staff response: The site's prominent location at a centrally located transition point between land uses lends itself to function as a unique and distinctive, unifying, mixed-use village center for Carmel Valley. General Plan villages can be achieved through multiple approaches to the type and mix of uses, building intensities and design themes and should be responsive to the needs of a particular community. The project would provide a mix of uses, a more urban intensity and a main street design that includes several public spaces – all intended to provide the street activity that fosters social interaction and interest. However, the EIR concludes that the project's bulk and scale would create a significant unmitigated impact to neighborhood character. While there are neighborhood character issues, on balance, the project's pedestrian-friendly 'Main Street' design would implement General Plan urban design policies related to the City of Villages Strategy.

- **Policy – Land Use Element, LU-A.7:** Determine the appropriate mix and densities/intensities of village land uses at the community plan level, or at the project level when adequate direction is not provided in the community plan. Consider the role of the village in the City and region; surrounding neighborhood uses; uses that are lacking in the community; community character and preferences; and balanced community goals.

Staff response: As described above, the vacant 23-acre project site represents a location opportunity for a community village in Carmel Valley. However, the community plan was developed prior to the more compact and pedestrian-oriented mixed-use design scenario envisioned by the City of Villages strategy. The Community Plan also envisions the 168-acre Town Center neighborhood as the mixed-use community core, including 528,000 square-feet (sf) of commercial retail, 200,000 sf of commercial office, 2,277 residential units and various public uses. Therefore, the parameters for the proposed community village are largely subject to the project level analysis.

Surrounding uses north of Del Mar Heights Road include several low-density residential projects that look into the project site. Existing uses that complement the proposed community village are largely within the Employment Center and Town Center neighborhoods. While there are some vertical mixed-use components to the town center, most land use integration is between properties. The 'main street' design and vertical integration proposed by the project would provide the compact mixed-use design envisioned by the General Plan.

The General Plan defers to the community plan for a determination of the appropriate mix and density/intensity of use. As stated above, staff is concerned about the lack of public transit, but believes that the site represents a suitable location for development of a community village. Staff has further relied upon a determination provided by the applicant that the proposed commercial intensity of use is an essential characteristic of the project without which a critical mix of uses and "main street" design concept would not be possible.

Policy – Mobility Element, ME-C.2: Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system.

Staff response: The EIR concludes significant, unmitigated project impacts to traffic circulation. Implementation of several of the mitigation measures identified in the EIR cannot be assured to be completed in a timely manner because they are within the jurisdiction of Caltrans. As a result, the project may not be able to assure adequate capacity on the street system and these impact are considered unmitigated.

The project proposes a Transportation Demand Management Plan that includes a list of strategies intended to change travel behavior and lessen reliance on private automobile trips. Of these, the proposed private shuttle system to serve the project would strengthen the site's suitability for village development and help to meet General Plan mobility goals by providing interim transit service until planned public transit is in place. The additional issues identified by staff and the Planning Commission during initiation of the proposed land use plan amendments are included as Attachment 11 to this report.

In conclusion, the project site is located in a transitional area between the office/industrial development of the Carmel Valley Employment Center, the community's town center across El Camino Real and residential neighborhoods to the north and northeast. As a relatively large, vacant property, the project site provides an infill development opportunity of a unique and distinctive, unifying, mixed-use village center for Carmel Valley. The project has been designed to implement the vision and goals of the General Plan's City of Villages strategy. The project would combine housing, shopping, employment and civic uses into a compact, self-contained, pedestrian-friendly community village providing a broad mix of uses. The 'Main Street' design and centrally located main plaza would provide walking opportunities and gathering spaces to promote social interaction and a sense of community. A long-term commitment to a shuttle system would be a proxy for public transit services. The project would also provide sustainable features to reduce waste, conserve energy and water, reduce greenhouse gas emissions and lower long-term operating costs.

ENVIRONMENTAL ANALYSIS

The Environmental Impact Report (EIR) analyzed the environmental impacts of the proposed One Paseo, Project No. 193036. Implementation of the proposed Mitigation, Monitoring and Reporting Program (MMRP) would reduce, to below a level of significance, most potential impacts identified in the environmental review process. The applicant has also provided their Findings and Statement of Overriding Considerations (Attachment 10) for significant and unmitigable impacts. The proposed project would result in direct project-level significant, unmitigable impacts in the areas of:

- Visual Effects and Neighborhood Character

The project site is located at a visually prominent location within Carmel Valley and the proposed structures would, despite design strategies to minimize apparent height and mass, contrast with existing development immediately adjacent to the site. There are no feasible mitigation measures to reduce neighborhood character impacts to below a level of

significance.

- Transportation/Circulation

1. Implementation of the Project would result in a direct impact on the existing roadway segment of Del Mar Heights Road from I-5 southbound ramps to I-5 northbound ramps.
2. Implementation of the project would result in direct and cumulative impacts on the roadway segment of Del Mar Heights Road from the I-5 northbound ramps to High Bluff Drive.
3. Implementation of the project would result in a direct impact on the roadway segment of El Camino Real from Via de la Valle to San Dieguito Road.
4. Implementation of the project would result in a direct impact on the roadway segment of Via de la Valle from San Andreas Drive to El Camino Real (West).
5. Implementation of the project would result in a cumulative impact on the intersection of El Camino Real/SR 56 east bound on-ramp.
6. Implementation of the project would result in direct and cumulative impacts on the intersection of Del Mar Heights Road/I-5 north bound ramps.
7. Implementation of the project would result in a cumulative impact on the Del Mar Heights Road/I-5 southbound on-ramp meter.
8. Implementation of the project would result in a cumulative impact on the Del Mar Heights Road/I-5 north bound on-ramp meter.

As discussed in EIR Sections 5.2 and 12.0, the project will have significant impacts on traffic despite proposed mitigation measures. Certain traffic mitigation measures are within the jurisdiction of other agencies (Caltrans) and the City and applicant cannot control whether these mitigation measures are implemented, in a timely manner, therefore they are identified as significant and unmitigated. A detailed discussion of the following mitigation measures can be found in the Final EIR (Attachment 15) Sections 5.2 and 12.0.

Implementation of the proposed MMRP (Attachment 10) would reduce impacts to below a level of significance in the following categories:

- Transportation/Circulation
- Noise
- Paleontology
- Biological resources
- Health and safety
- Historical resources (archeology)

Alternatives

The California Environmental Quality Act (CEQA) requires that “an EIR shall describe a reasonable range of alternatives to the project or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effect of the project, and evaluate the comparative merits of the alternatives (Section 15126.6).” CEQA does not require an analysis of “...every conceivable alternative to a project...[but] a reasonable range of potentially alternatives that will foster informed decision making and public participation.”. Project alternatives have been analyzed in the EIR and all include some form of a reduction in square footage. However, these project alternatives would not meet the applicant’s project objectives to develop a mixed-use project; provide additional housing types and employment; provide a mix of land uses within close proximity to major roads; create a sense of place for public gathering and promote sustainable development principles to serve the community. Further discussion is provided in the EIR and the applicant has provided their Findings and Statement of Overriding Considerations (Attachment 11) for significant and unmitigable impacts.

Community Planning Group Recommendations:

The recommendation from Carmel Valley Community Planning Board’s, September 11, 2014, will be provided under separate cover.

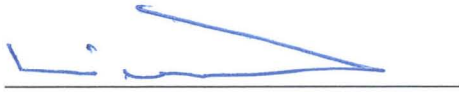
Conclusion:

City staff has determined the proposed project complies with the applicable sections of the Municipal Code and adopted City Council Policies. Staff has determined the required findings would support the decision to approve the project’s General/Community Plan Amendments, Rezone, Vesting Tentative Map with public right-of-way and easement vacations, Site Development Permit, Conditional Use Permit, and a Neighborhood Development Permit. An Environmental Impact Report has been prepared and the mitigation required would reduce potentially significant impacts to some areas to below a level of significance. Findings and the Statement of Overriding Consideration must be made to verify the Environmental Impact Report for potential impacts, which are direct, cumulative and unmitigated.

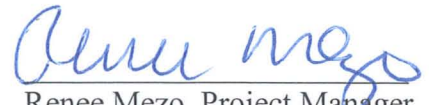
ALTERNATIVES

1. Recommend to the City Council **Approval** of Amendments to the General Plan, Community Plan and Precise Plan, Rezone, Vesting Tentative Map, Site Development Permit, Conditional Use Permit, and Neighborhood Development Permit, **with modifications**.
2. Recommend to the City Council **Denial** of Amendments to the General Plan, Community Plan and Precise Plan, Rezone, Vesting Tentative Map, Site Development Permit, Conditional Use Permit, and Neighborhood Development Permit, if the findings required to approve the project cannot be affirmed.

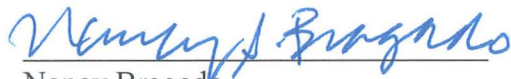
Respectfully submitted,



Mike Westlake,
Assistant Deputy Director
Development Services Department



Renee Mezo, Project Manager
Development Project Manager
Development Services Department



Nancy Bragado
Deputy Director
Planning Department

WESTLAKE/RM

Attachments:

1. Aerial Photograph
2. Surrounding Land Use Map
3. Community Plan Land Use Map
4. Project Plans: select elevations, site, landscape, vesting tentative map and grading
5. Draft General/Community Plan Amendment Resolution
6. Draft Rezone Ordinance and Exhibit
7. Draft Ordinance Amending Municipal Code, Mixed-Use Center Zone
8. Draft Vesting Tentative Map Resolution and Conditions
9. Draft Permit Resolution and Conditions
10. Draft Environmental Resolution, including Findings and Statement of Overriding Considerations and MMRP
11. Response to Planning Commission Community Plan Amendment Initiation
12. Transportation Demand Management
13. Ownership Information
14. Site Photos

Internet Links – Referenced Attachments

Attachments 16-19 can be found via:

<http://www.sandiego.gov/planning/community/profiles/carmelvalley/plan.shtml>

15. Final Environmental Impact Report- 193036
16. Draft Community Plan Amendment Documents (Strikeout/Underline Text, and Revised Graphics)

17. Draft Community Plan Land Use Map Revision
18. Draft Precise Plan
19. Planning Commission Report of July 23, 2009, PC 09-057
<http://www.sandiego.gov/planning-commission/pdf/pcreports/2009/09057.pdf>



Location Aerial Photo

ONE PASEO – 12910 DEL MAR HEIGHTS PLACE
PROJECT NO. 193036

North

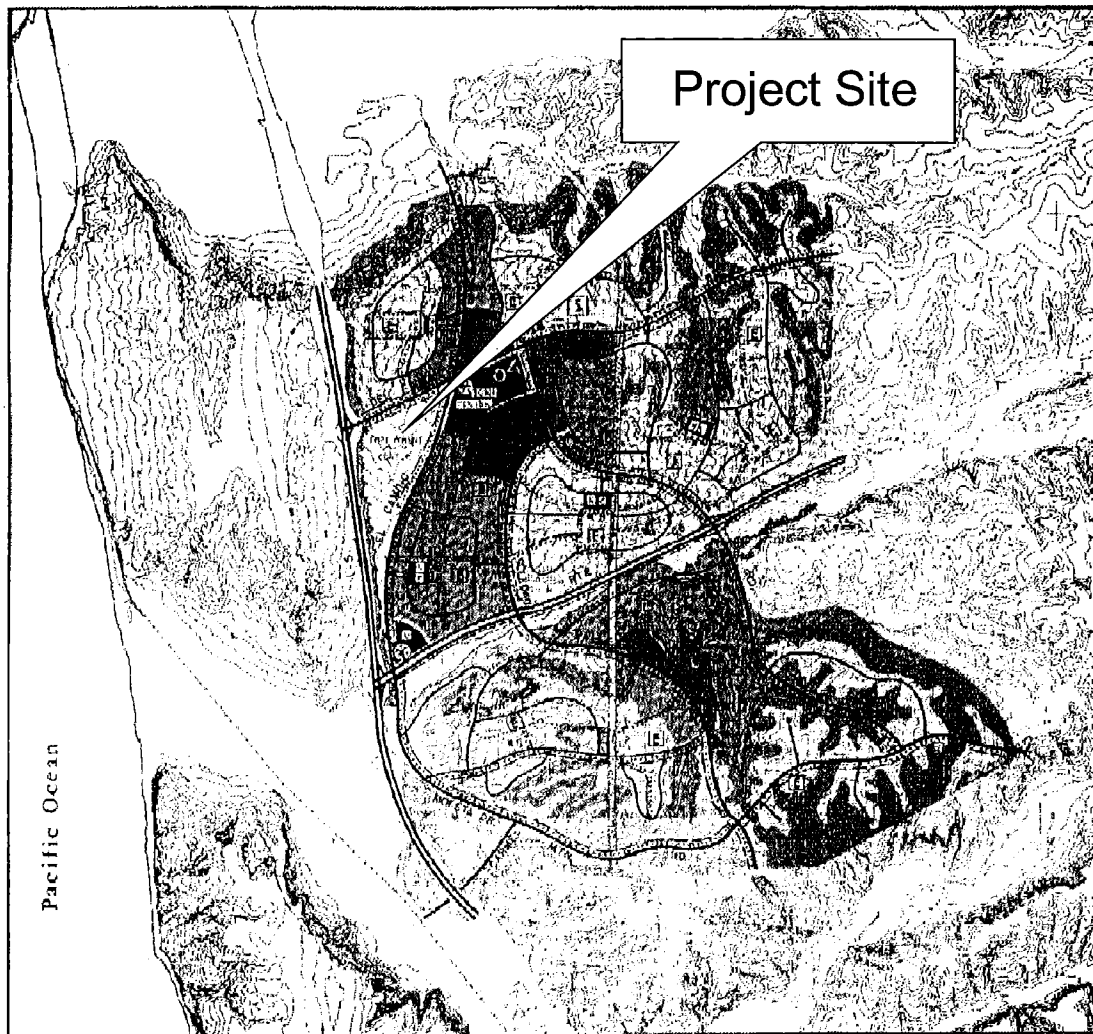




Surrounding Land Uses (EIR Figure 5.3-3)

ONE PASEO – 12910 DEL MAR HEIGHTS PLACE
PROJECT NO. 193036





NORTH CITY WEST

RESIDENTIAL

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

COMMERCIAL

- ALL CATEGORIES N-
- NEIGHBORHOOD V VISITOR

PUBLIC FACILITIES

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

TRANSPORTATION

- FREEWAY
- MAJOR STREET
- COLLECTOR STREET

- BICYCLE PATH

- PEDESTRIAN

- TRANSPORTATION TERMINAL

- OPEN SPACE

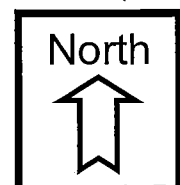
- FLOOD PLAIN

0 1,000 2,000 4,000 FEET



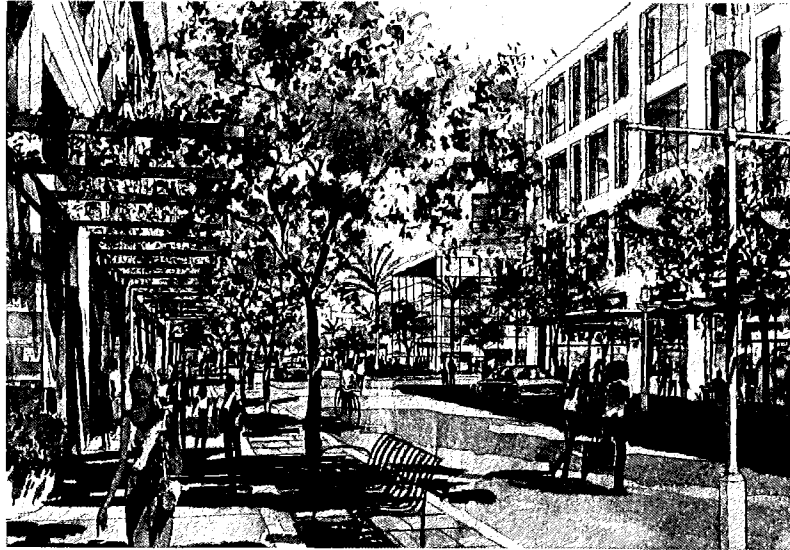
Land Use Map

ONE PASEO – 12910 DEL MAR HEIGHTS PLACE
PROJECT NO. 193036

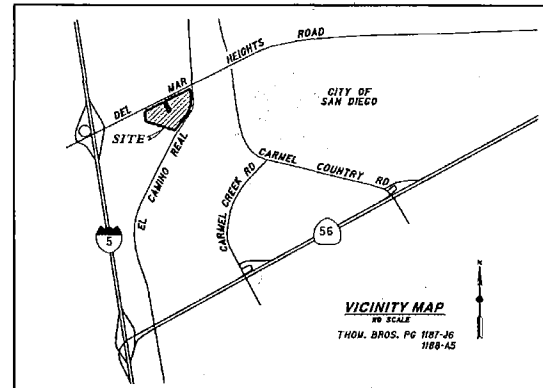


One Paseo - A Main Street for Carmel Valley

Site Development Permit, Neighborhood Development Permit, Conditional Use Permit & Vesting Tentative Map No. 714401. Project No. 193036



*Illustrative midday view from Main Street.



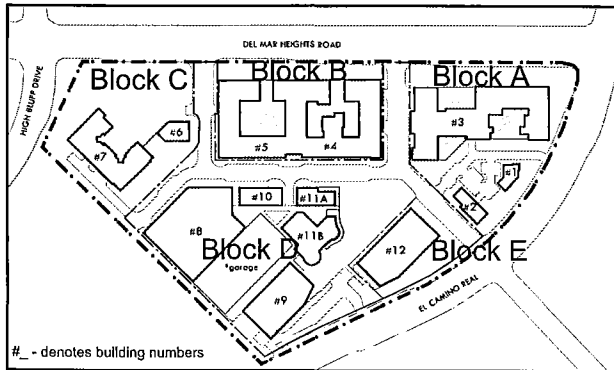
Phase I Type of Construction Codes:
Building 8 Type II
Building 9 Type II
Building 10 Type II
Building 11 Type II
Building 12 Type II
Garage 4 Type I

Open Space per Master Plan:
Total Open Space= 471,923 SF
Usable Open Space= 290,463 SF*
(*excludes areas impacted by 65+ CMEL)

Total Open Space/DU= 776 SF
Usable Open Space/DU= 477 SF

Maximum Permitted Residential Density:
29 DU/AC

Proposed Residential Density:
28 DU/AC



BUILDING LEGEND
*roof top view

Proposed Master Plan Summary

Phase / Block	Retail and Commercial Sales		Offices		Multi-Family Residential (Units)	Total
	Retail	Cinema**	Corporate Office	Professional Office ***		
Phase I						
Block D	70,100 SF	48,000 SF	221,000 SF	21,000 SF		360,100 SF (GLA)
Block E	30,254 SF		242,000 SF			272,254 SF (GLA)
Phase I Total	100,354 SF	48,000 SF	463,000 SF	21,000 SF	0	632,354 SF (GLA)
Phase II						
Block A	47,535 SF				165 UNITS	47,535 SF (GLA)+165 MF Units
Phase II Total	47,535 SF	0	0	0	165 UNITS	47,535 SF (GLA)+165 MF Units
Phase III						
Block B	38,000 SF				337 UNITS	38,000 SF (GLA) + 337 MF Units
Block C	12,611 SF				106 UNITS	12,611 SF (GLA) + 106 MF Units
Phase III Total	50,611 SF	0	0	0	443 UNITS	50,611 SF (GLA) + 443 MF Units
Total*	198,500 SF	48,000 SF	463,000 SF	21,000 SF	608 UNITS	730,500 SF (GLA) + 608 MF Units

* Gross Leasable Area excludes parking structures per LDC section 113.0234 (3)(b)
Density transfers permitted in accordance with procedures described in the One Paseo Precise Plan
** Cinema consists of up to 1,200 seats with 400 seats in Phase 1 & 2 and 800 seats in Phase 3
*** Professional Office (located on Main Street)

PROJECT GOALS & OBJECTIVES

- Meet the goals of the Carmel Valley Community, the Community Plan, the City's General Plan and SANDAG's Sustainable Communities Strategy.
- Create a heart for the community with a mix of viable land uses and outdoor gathering spaces.
- Complement surrounding land uses by providing similar and compatible uses within the mixed-use plan.
- Develop a strong employment base with an increase in both the diversity and number of permanent jobs, as well as providing housing options.
- Reduce automobile trips with a compact walkable community that promotes alternative means of mobility.
- Combine different land uses to create a hub of activity which reinforces a sense of community and completes the Community Plan.
- Be recognized as a landmark, state of the art development with numerous sustainability features recognized by the USGBC and other green initiatives.
- Allow flexibility in completing the project build-out to meet market demands.
- Consider Sandag Sustainable Communities strategy which is consistent with the goals of State Land Use Policies AB 32 and SB 375

Gross Floor Area: 1,454,069 SF
(exclude parking structures)

Floor Area Ratio: 1.4

Building Height: See Building Elevations

Setbacks: See Sheet 06 Street Level Plan

- Parking Summary: Parking supply is based upon the Urban Land Institute (ULI) / Walker published Shared Parking Model, Second Edition (2005)
- Parking Provided / Phase I: minimum of 2,198 spaces
- Parking Provided / Master Plan: minimum of 3,698 spaces
- Projected parking supply is summarized in the Shared Parking Analysis report dated May 2011 and references the Shared Parking Model, Second Edition (2005) and the City of San Diego Land Development Code which is based upon the original ULI/Walker Shared Parking Model (1983).
- Parking supply exceeds the number of spaces recommended by the Walker Parking Study (May 2011) and (November 2012)
- Refer to L-3 regarding optional interim parking (not included in parking above)
- The Neighborhood Development Permit allows tandem parking for commercial uses consistent with LDC Section 142.0555 (b).

LEGEND

SHADED AREA INDICATES FLOOR SPACE AT PLAN LEVEL	PLAN/ELEVATION TAG ELEVATION ABOVE GRADE
NEW WALL	ELEVATION TAG
PHASE I LIMIT OF WORK	DOOR
PROPERTY LINE	ELEVATOR
LINE ABOVE	EGRESS STAIR
PARKING ENTRANCE	
TRAFFIC LANE DIRECTION	

GENERAL NOTES

Existing General Plan: Industrial Employment
Proposed General Plan: Commercial Employment Retail & Services

Existing Community Plan: Carmel Valley Employment Center
Proposed Community Plan: Carmel Valley / Community Village

Existing Zoning: Carmel Valley Planned District-Employment Center
Proposed Zoning: Carmel Valley Planned District-Mixed Use Center

Assessor's Parcel Numbers: 304-070-43, 49, 52, & 57

Brief Legal Descriptions:

PARCELS 1 AND 2 OF PARCEL MAP 15061 RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON DECEMBER 16, 1987 AND PARCEL 2 OF PARCEL MAP 19130, RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON DECEMBER 20, 2002, ALL LOCATED IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA.

Gross Project Site Area: 23.68 acres (includes area within proposed street vacation)

Net Project Site Area: 22.28 acres

Existing Land Use: Vacant Graded Building Pads

Geologic Hazard Category: 52

Existing Discretionary Permits: The project site was graded under Tentative Parcel Map 86-0276. Discretionary permits / actions approved for the site include a North City West Planned District Permit 90-0588 for a commercial office building (expired).

Site Development Permit: The property has been fully graded under Tentative Map 86-0276; consequently the premise does not include any land that would be considered environmentally sensitive as described by Municipal Code Section 143.0110 (sensitive biological resources, steep hillsides, coastal beaches, sensitive coastal bluffs or special flood hazards).

The Conditional Use Permit is for construction and operation of a 1,200-seat cinema.

Subsequent Projects: In accordance with Chapter 8 (Implementation) of the Precise Plan Amendment, subsequent projects that conform with previously approved policy and regulatory standards will be reviewed through the Substantial Conformance Review Process 2.

DRAWING LIST

Sheet No.	Sheet Title
A-001	Cover Sheet
A-002	Master Plan-Street Level (el. 213)
A-003	Phase 1 Lower Level Plan 2 (el. 180)
A-004	Phase 1 Lower Level Plan 1 (el. 191)
A-005	Phase 1 Intermediate Level Plan (el. 202)
A-006	Phase 1 Street Level Plan (el. 213)
A-007	Phase 1 Upper Level Plan (el. 224)
A-008	Phase 1 Upper Level Plan (el. 235)
A-009	Phase 1 Upper Level Plan (el. 246)
A-010	Phase 1 Roof Level Plan (varies)
A-011	Phase 1 Building 8 Floor Plans
A-012	Phase 1 Building 9 Floor Plans
A-013	Phase 1 Building 10 Floor Plans
A-014	Phase 1 Building 11 Floor Plans
A-015	Phase 1 Building 12 Floor Plans
A-016	Building 8, 10, 11 & Garage 4 Elevations
A-017	Building 8, 10, 11 & Garage 4 Elevations
A-018	Building 8, 10, 11 & Garage 4 Elevations
A-019	Building 9 Elevations
A-020	Building 9 Elevations
A-021	Building 12 Elevations
A-022	Building 12 Elevations
A-023	Building 12 Elevations
A-024	Site Sections
A-025	Phase 2 Lower Level Plan 3 (el. 172)
A-026	Phase 2 Lower Level Plan 2 (el. 181.5)
A-027	Phase 2 Lower Level Plan 1 (el. 191)
A-028	Phase 2 Street Level Plan (el. 204)
A-029	Phase 2 First Residential Level Plan (el. 224)
A-030	Phase 2 Second Residential Level Plan (el. 234)
A-031	Phase 2 Third Residential Level Plan (el. 244)
A-032	Phase 2 Fourth Residential Level Plan (el. 254)
A-033	Phase 2 Roof Level Plan (varies)
A-034	Phase 2 Building 1 & 2 Floor Plans
A-035	Phase 2 Building 3 Floor Plans (el. 174)
A-036	Phase 2 Building 3 Floor Plans (el. 181.5)
A-037	Phase 2 Building 3 Floor Plans (el. 191)
A-038	Phase 2 Building 3 Floor Plans (el. 204)
A-039	Phase 2 Building 3 Floor Plans (el. 224)
A-040	Phase 2 Building 3 Floor Plans (el. 234)
A-041	Phase 2 Building 3 Floor Plans (el. 244)
A-042	Phase 2 Building 3 Floor Plans (el. 254)
A-043	Phase 2 Building 3 Floor Plans (el. 264)
A-044	Phase 2 Building 3 Elevations
A-045	Phase 2 Building 3 Elevations
A-046	Phase 2 Building 3 Elevations
A-047	Phase 2 Building 3 Elevations
A-048	Phase 2 Building 3 Elevations
A-049	Phase 2 Building 3 Elevations
A-050	Phase 2 Building 3 Elevations
A-051	Phase 2 Building 3 Elevations
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A-070	Phase 2 Building 3 Elevations
A-071	Phase 2 Building 3 Elevations
A-072	Phase 2 Building 3 Elevations
L-1	Overall Landscape Plan (at Build-Out)
L-2	Conceptual Planting Plan (at Build-Out)
L-3	Conceptual Planting Plan (Phase I, with Block C Interim Parking)
L-4	Enlargement Plan A (Phase I, Blocks D & E)
L-5	Enlargement Plan B & C (at Build-Out)
L-6	Enlargement Plan D & E
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C-5	Vesting Tentative Map-P3 Level
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C-12	Grading and Drainage Plan
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C-17	Offsite Del Mar Heights Road
C-18	Offsite Del Mar Heights Road
C-19	Offsite Del Mar Heights Road
C-20	Offsite Del Mar Heights Road
C-21	Offsite Del Mar Heights Road
C-22	Offsite Del Mar Heights Road
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C-95	Offsite Del Mar Heights Road
C-96	Offsite Del Mar Heights Road
C-97	Offsite Del Mar Heights Road
C-98	Offsite Del Mar Heights Road
C-99	Offsite Del Mar Heights Road
C-100	Offsite Del Mar Heights Road

Project Directory

Owner Kilroy Realty, LP 3661 Valley Center Drive Suite 250 San Diego, California 92130 T. 858 523 2208 F. 858 523 0316 CONTACT: Robert Little VP Development	Architect Elkus / Manfredi Architects Ltd 300 A Street Boston, Massachusetts 02210 T. 617 426 1300 F. 617 426 7502 CONTACT: Andrew Consigli	Architect Gensler 225 Broadway Suite 1600 San Diego, California 92101 T. 619 557 2500 F. 619 557 2520 CONTACT: Kevin Helmy	Architect TCA 19762 MacArthur Blvd, Suite 300 Irvine, California 92612 T. 949 862 0270 F. 949 862 0289 CONTACT: Aram Chahbazian	City Planning Consultant MetroPlan, LLC 1045 14th Street Suite 130 San Diego, California 92101 T. 619 235 9484 CONTACTS: Richard Miller	Civil Engineer Leppert Engineering Corp. 5190 Governor Drive Suite 205 San Diego, California 92122 T. 858 597 2001 F. 858 597 2009 CONTACT: Tony DiM	Landscape Architect Nowell & Associates 3465 State Street San Diego, California 92103 T. 619 325 1990 F. 619 325 1997 CONTACT: Scott Sandel	Fire Consultant FireSafe Planning Solutions 302 North El Camino Real San Clemente, California 92672 T. 949 240 5911 F. 949 240 8291 CONTACT: Tom McQuiston	Water Consultant Atkins 9275 Sky Park Court Suite 200 San Diego, California 92123 T. 858 874 5911 F. 949 514 1001 CONTACT: Mark Elliott	Traffic Consultant Urban Systems Associates 4540 Kearny Villa Road Suite 106 San Diego, California 92123 T. 858 874 5911 CONTACT: Andy Schlaefli	Parking Consultant Walker Parking Consultants 606 South Olive Street, Suite 1100 Los Angeles, California 90014 T. 213 488 4911 CONTACT: Steffen Turoff
--	---	--	---	---	--	---	--	--	--	---

Prepared By:

Name: Elkus Manfredi Architects

Address: 300 A Street, Boston, MA 02210

Phone #: 617.358.3363

Fax #: 617.426.7502

Project Address:

Southwest Corner of Intersection at Del Mar Heights

Road & El Camino Real

Project Name:

San Diego Corporate Center Lots 1 & 2

Sheet Title:

Cover Sheet

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Revision 13:	
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Revision 5:	05/30/2014
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Revision 3:	11/21/2012
Revision 2:	06/20/2011
Revision 1:	10/08/2010

Original Date: 12/21/2009

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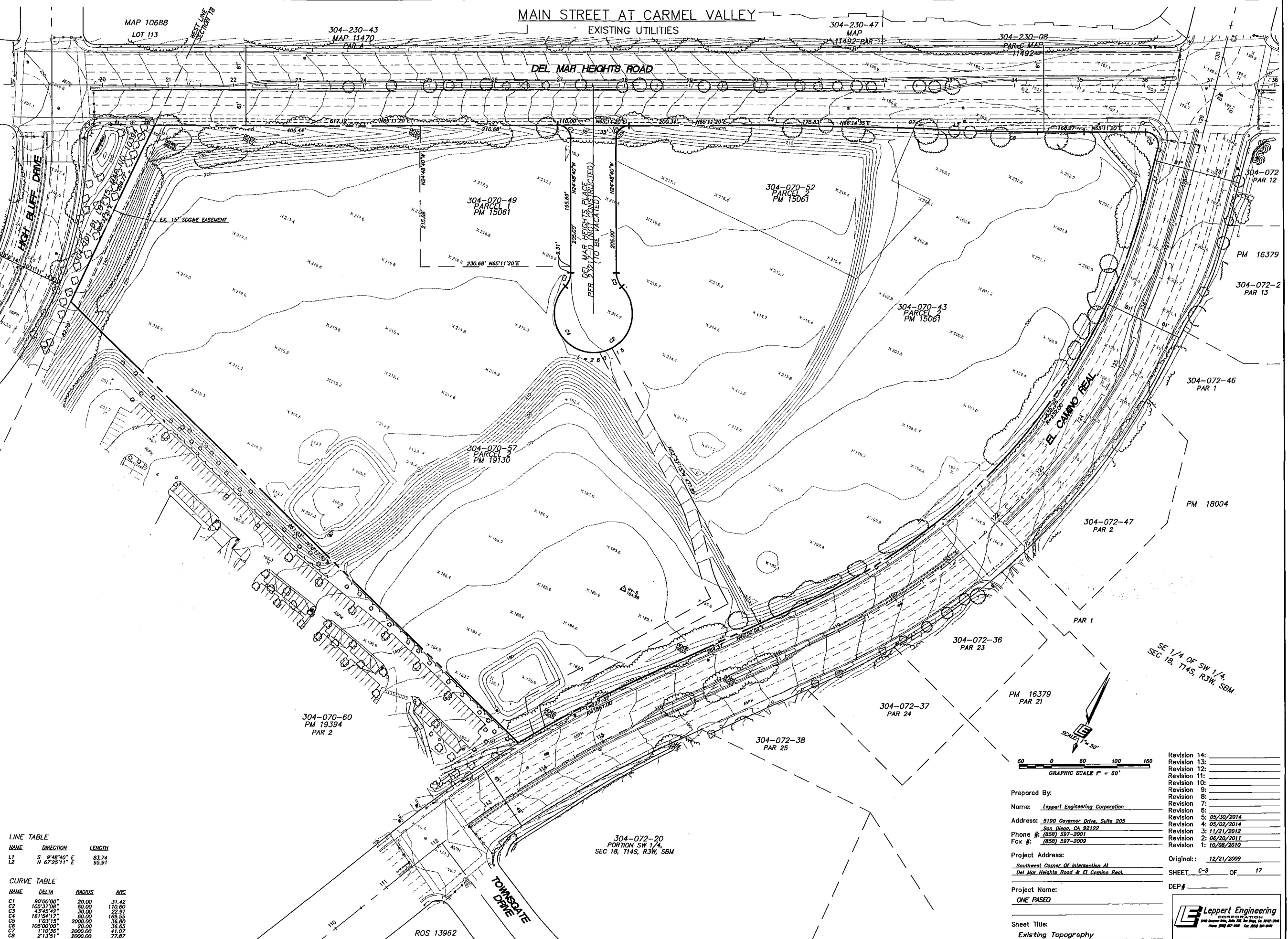
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MAIN STREET AT CARMEL VALLEY

EXISTING UTILITIES

DEL MAR HEIGHTS ROAD

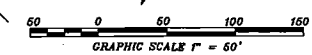


LINE TABLE

NAME	DIRECTION	LENGTH
L1	S 9°48'40" E	83.74
L2	N 67°25'11" E	95.91

CURVE TABLE

NAME	DELTA	RADIUS	ARC
C1	90°00'00"	20.00	31.42
C2	105°37'08"	60.00	110.60
C3	43°45'42"	30.00	22.91
C4	161°54'17"	60.00	169.55
C5	103°15'15"	2000.00	36.80
C6	105°00'00"	20.00	36.65
C7	1°10'35"	2000.00	41.07
C8	2°13'51"	2000.00	77.87



Prepared By:
 Name: Leppert Engineering Corporation
 Address: 5190 Governor Drive, Suite 205
San Diego, CA 92122
 Phone #: (619) 597-2001
 Fax #: (619) 597-2009

Project Address:
Southwest Corner Of Intersection At
Del Mar Heights Road & El Camino Real

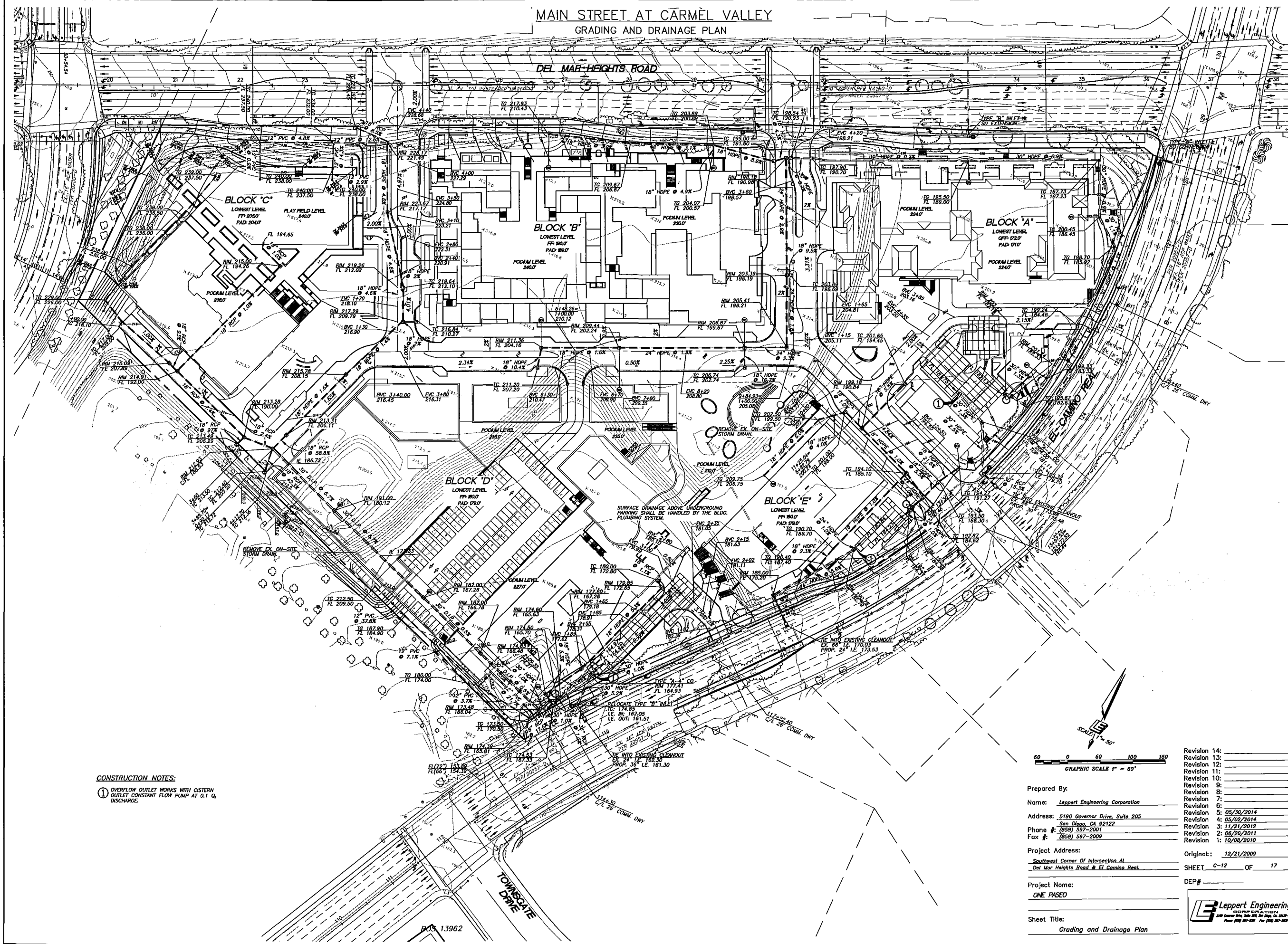
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ONE PASEO
 Sheet Title:
Existing Topography

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Revision 4:	05/02/2014
Revision 3:	11/21/2012
Revision 2:	08/20/2011
Revision 1:	10/08/2010

Original: 12/21/2009
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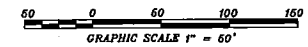
DEP# _____

MAIN STREET AT CARMEL VALLEY
GRADING AND DRAINAGE PLAN



CONSTRUCTION NOTES:

- ① OVERFLOW OUTLET WORKS WITH CISTERN
OUTLET CONSTANT FLOW PUMP AT 0.1 G,
DISCHARGE.



Prepared By:

Name: Leppert Engineering Corporation

Address: 5190 Governor Drive, Suite 205
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Phone #: (619) 597-2001
Fax #: (619) 597-2009

Project Address:
Southwest Corner Of Intersection At
Del Mar Heights Road & El Camino Real

Project Name:
ONE PASEO

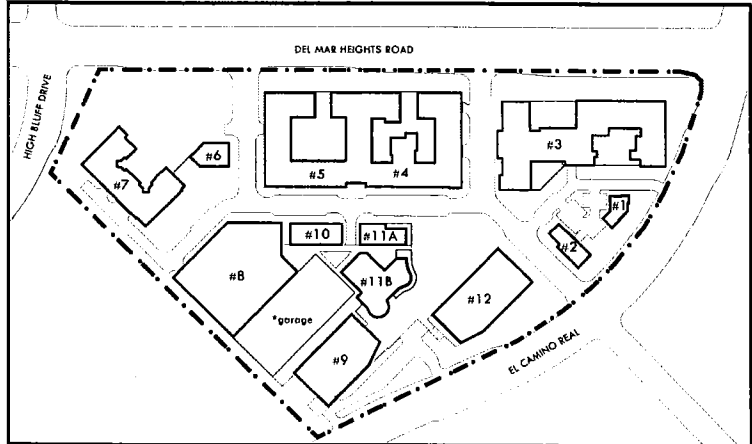
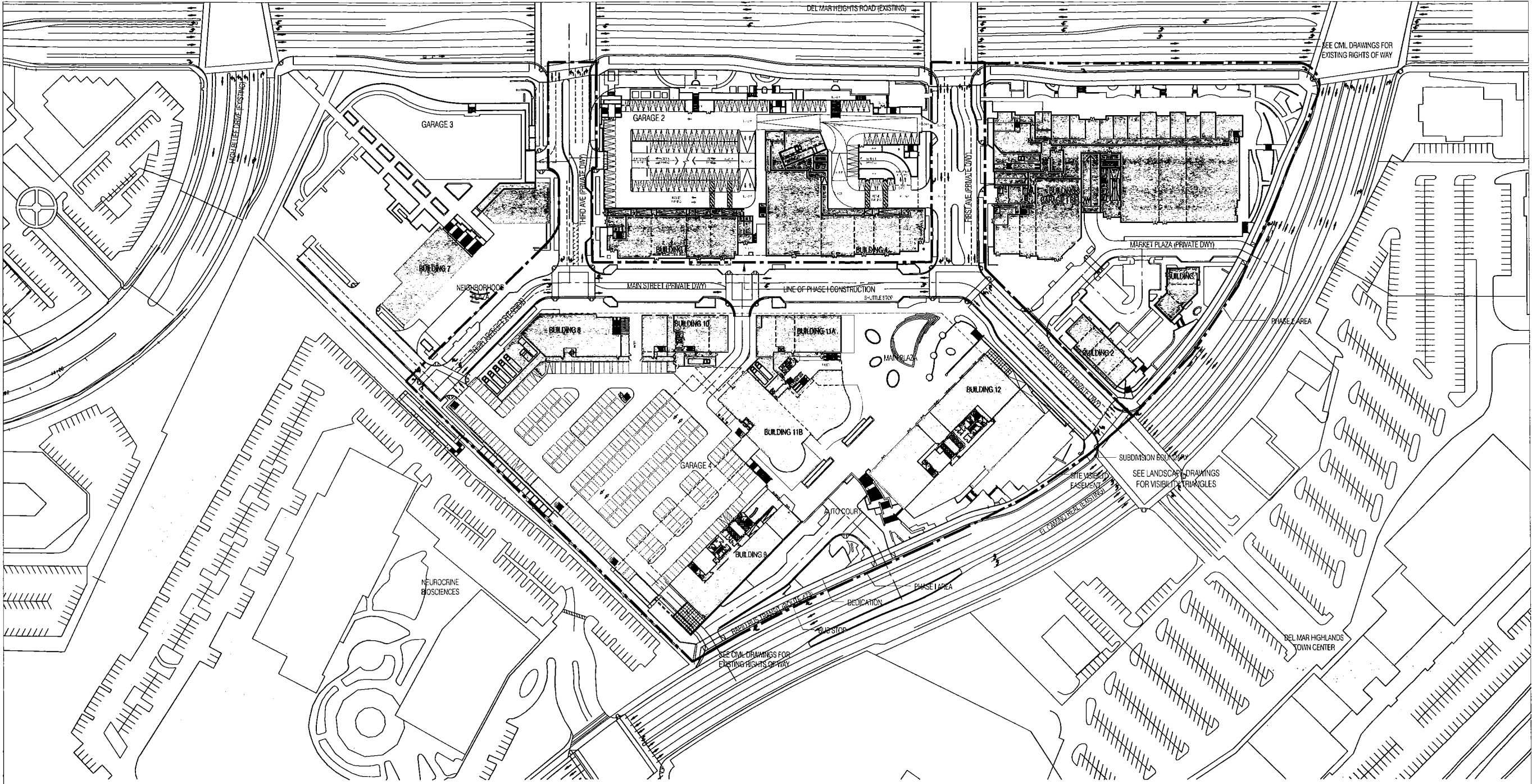
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Grading and Drainage Plan

Revision 14:	
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Revision 5:	05/30/2014
Revision 4:	09/22/2014
Revision 3:	11/21/2012
Revision 2:	08/20/2011
Revision 1:	10/08/2010

Original: 12/21/2009
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DEP#



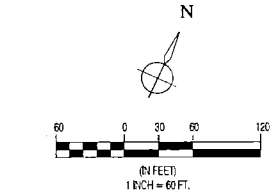


Key Plan - Not in Scale

Master Plan Summary

Phase / Block	Retail and Commercial Sales		Offices		Multi-Family Residential (Units)	Total
	Retail	Cinema**	Corporate Office	Professional Office ***		
Phase I						
Block D	70,100 SF	48,000 SF	221,000 SF	21,000 SF		360,100 SF (GLA)
Block E	30,254 SF		242,000 SF			272,254 SF (GLA)
Phase I Total	100,354 SF	48,000 SF	463,000 SF	21,000 SF	0	632,354 SF (GLA)
Phase II						
Block A	47,535 SF				165 UNITS	47,535 SF (GLA)+165 MF Units
Phase II Total	47,535 SF	0	0	0	165 UNITS	47,535 SF (GLA)+165 MF Units
Phase III						
Block B	38,000 SF				337 UNITS	38,000 SF (GLA) + 337 MF Units
Block C	12,611 SF				106 UNITS	12,611 SF (GLA) + 106 MF Units
Phase III Total	50,611 SF	0	0	0	443 UNITS	50,611 SF (GLA) + 443 MF Units
Total*	198,500 SF	48,000 SF	463,000 SF	21,000 SF	608 UNITS	730,500 SF (GLA) + 608 MF Units

* Gross Leasable Area excludes parking structures per LDC section 113.0234 (3)(h)
Density transfers permitted in accordance with procedures described in the One Paseo Precise Plan
** Cinema consists of up to 1,200 seats with 400 seats in Phase 1 & 2 and 800 seats in Phase 3
***Professional Office (located on Main Street)



Prepared By:

Name: **Elkus Manfredi Architects**

Address: **300 A Street, Boston, MA 02210**

Phone #: **617.366.3363**

Fax #: **617.426.7502**

Project Address:

Southwest Corner of Intersection at Del Mar Heights Road & El Camino Real

Project Name:
San Diego Corporate Center Lots 1 & 2

Sheet Title:

Master Plan - Street Level-EL.213'-0"

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Revision 5:	05/30/2014
Revision 4:	05/02/2014
Revision 3:	11/21/2012
Revision 2:	06/20/2011
Revision 1:	10/08/2010

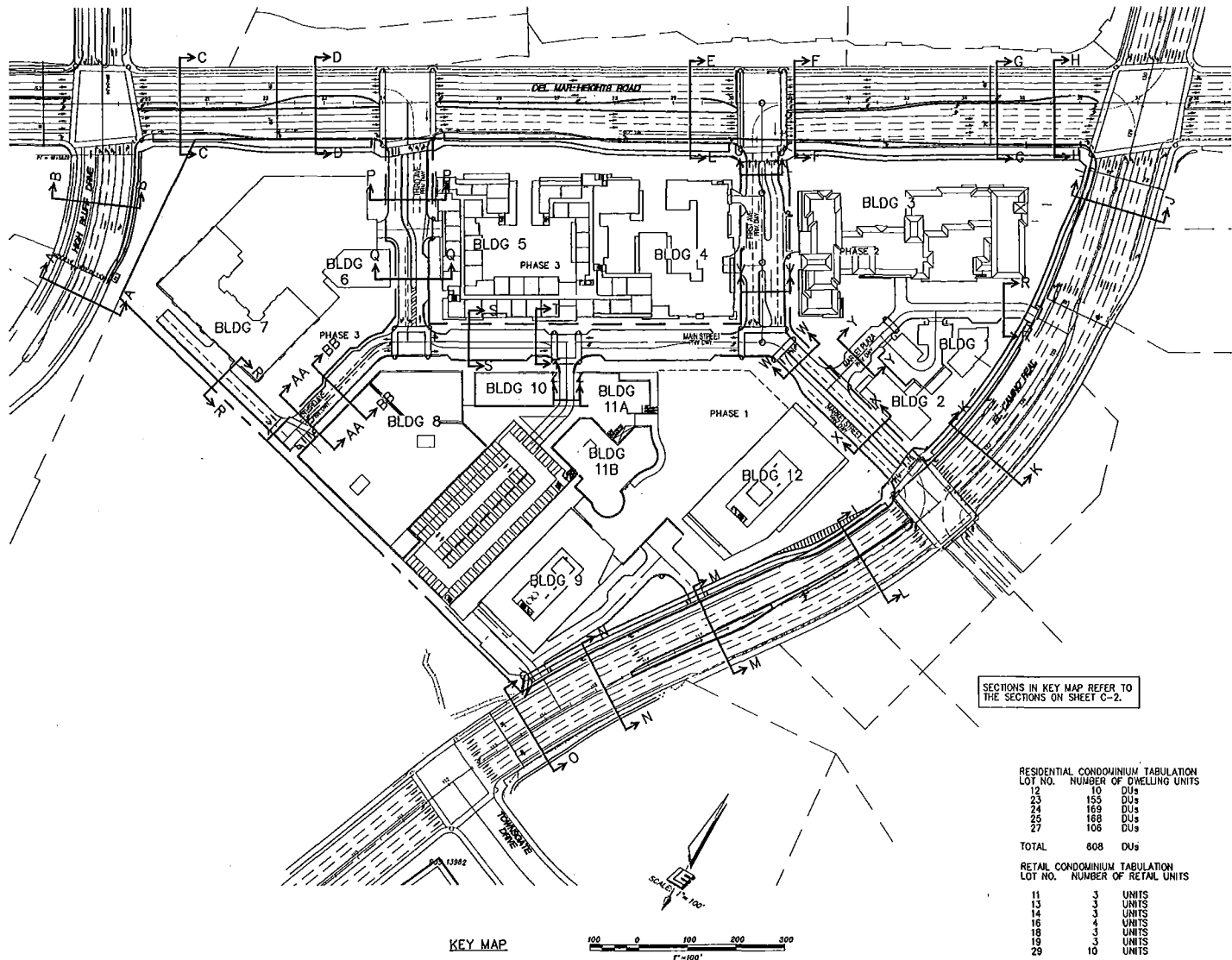
Original Date: 12/21/2009

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DEP# **A-002**



MAIN STREET AT CARMEL VALLEY
VESTING TENTATIVE MAP NO. 714401



IMPROVEMENT	SYMBOL
ADJUTERS RIGHTS RELINQUISHED	
SUBDIVISION BOUNDARY	---
LOT LINE	---
RIGHT-OF-WAY	---
CURB & GUTTER	---
EASEMENT	---
LOT NUMBER	①
PAD ELEVATION	PE=121.3
FINISH CONTOUR	350.0
ELEVATIONS	350.0
PROPOSED SLOPE	V 11 V
DAYLIGHT LINE	---
STREET GRADE	4.2%
PROPOSED TRAIL	---
SEWER MAIN (8" UNLESS OTHERWISE NOTED)	---
SEWER MANHOLE	○
WATER MAIN (12" UNLESS OTHERWISE NOTED)	---
WATER VALVE	○
FIRE HYDRANT	⊕
STORM DRAIN (18" UNLESS OTHERWISE NOTED)	---
A-4 CLEANOUT	⊕
A-6 CLEANOUT	⊕
B INLET	⊕
HEADWALL	⊕
WATER QUALITY SWALE	---
EXISTING	
EX SUBDIVISION BOUNDARY	---
EX LOT LINE	---
EX RIGHT-OF-WAY	---
EX EASEMENT	---
EX CONTOURS	---
EX SPOT ELEVATION	x
EX FOUND MONUMENT AS NOTED	•
EX GUARD POST	+
EX SIGN	+
EX ELECTRIC	---
EX STREET LIGHT	* ⊕
EX TRAFFIC SIGNAL	⊕
EX OVERHEAD ELECTRIC	---
EX POWER POLE	+
EX ANCHOR	+
EX TELEPHONE	---
EX GAS	---
EX STORM DRAIN	---
EX B INLET	⊕
EX A-4 CLEAN OUT	⊕
EX CURB INLET	⊕
EX HEAD WALL	⊕
EX SEWER	---
EX SEWER MANHOLE	○
EX WATER	---
EX WATER VALVE	○
EX FIRE HYDRANT	⊕
EX VALVE UNIDENT	⊕
EX MANHOLE UNIDENT	⊕
EX TREE	⊕
EX PALM TREE	⊕

RESIDENTIAL CONDOMINIUM TABULATION	
LOT NO.	NUMBER OF DWELLING UNITS
12	10
23	155
24	169
25	169
27	108
TOTAL	808 DUs
RETAIL CONDOMINIUM TABULATION	
LOT NO.	NUMBER OF RETAIL UNITS
11	3
13	3
14	3
16	4
18	4
19	3
29	10
TOTAL	29 UNITS

- MAP REFERENCES**
FM MAP NOS. 15081, 19130 AND 19394
- DEVELOPMENT SUMMARY**
1. MAIN STREET AT CARMEL VALLEY.
 2. THIS SUBDIVISION IS A VERTICAL SUBDIVISION WITH LOTS HAVING UPPER AND LOWER VERTICAL LIMITS. UPPER AND LOWER VERTICAL LIMITS ARE SHOWN IN TABULAR FORM ON SHEETS C-5 TO C-11.
 3. THIS PROJECT IS A MULTI-UNIT SUBDIVISION. ORDER OF FILING FINAL MAPS MAY VARY. MULTIPLE FINAL MAPS WILL BE FILED PURSUANT TO SECTION 66456.1 OF THE SUBDIVISION MAP ACT.
 4. REQUIRED ACTIONS: VESTING TENTATIVE MAP, SITE DEVELOPMENT PERMIT, CONDITIONAL USE PERMIT, NEIGHBORHOOD USE PERMIT, REZONE, COMMUNITY PLAN AMENDMENT, STREET VACATION, EASEMENT ABANDONMENT, ADJUTERS RIGHTS REVESTMENT, EASEMENT DEDICATION, STREET DEDICATION, GRADING PERMIT, BUILDING PERMIT.
 5. LEGAL DESCRIPTION:
PARCELS 1 AND 2 OF PARCEL MAP 15081 RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON DECEMBER 16, 1987 AND PARCEL 2 OF PARCEL MAP 19130, RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON DECEMBER 20, 2002, ALL LOCATED IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA.
 6. ASSESSORS PARCEL NUMBERS:
PARCEL 1 (FM 15081): 304-070-49-00
PARCEL 2 (FM 15081): 304-070-43-00 AND 304-070-52-00
PARCEL 2 (FM 19130): 304-070-67-00
 7. DATUM AND BENCHMARK:
THE BENCHMARK IS THE NORTH WEST BRASS PLUG AT THE INTERSECTION OF DEL MAR HEIGHTS ROAD AND HIGH BLUFF DRIVE PER CITY OF SAN DIEGO VERTICAL BENCHMARK BOOK. ELEVATION 251.751, NGVD 29.
 8. GROSS ACREAGE: 23.68 ACRES
NET ACREAGE: 22.28 ACRES
 9. NUMBER OF EXISTING PARCELS: 3 PARCELS
 10. EXISTING ZONE: CVPD-EC
PROPOSED ZONE: CVPD-MC
 11. UTILITIES: SEWER AND WATER: CITY OF SAN DIEGO
STORM DRAIN: CITY OF SAN DIEGO
GAS AND ELECTRIC: SAN DIEGO GAS AND ELECTRIC
TELEPHONE: SSC
CITY: TIME WARNER CABLE CATV
FIRE: CITY OF SAN DIEGO
SCHOOL DISTRICTS: SOLANA BEACH SCHOOL DISTRICT
SAN DIEGO HIGH SCHOOL DISTRICT
 12. COMMUNITY PLAN:
CARMEL VALLEY COMMUNITY PLAN
 13. TOTAL PROPOSED NUMBER OF LOTS: 29 NUMBERED LOTS, 21 LETTERED LOTS
RESIDENTIAL: 5 LOTS (12, 23, 24, 25, 27)
RETAIL: 13 LOTS (1, 2, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 28)
OFFICE: 3 LOTS (9, 10, 29)
PROPERTY OWNERS ASSOCIATION (POA): 18 LOTS (22, 26, F THRU U)
PARKING: 6 LOTS (3, 4, 5, 6, 7, 8)
PRIVATE DRIVEWAY LOTS: 5 LOTS (LOTS A-E)
 14. SOURCE OF TOPOGRAPHY: RICK ENGINEERING COMPANY - DATED 9/13/07
 15. PROJECT TABULATION:
TOTAL AMOUNT OF SITE TO BE GRADED: 23.049 ACRES OF TOTAL SITE
AMOUNT OF SITE PROPOSED WITH 25% SLOPES OR GREATER: 0.35 ACRES OF TOTAL SITE
RAW CUT: 483,400 CUBIC YARDS
RAW FILL: 31,200 CUBIC YARDS
MAXIMUM HEIGHT OF CUT SLOPE(S): APPROX 14'
MAXIMUM HEIGHT OF FILL SLOPE(S): APPROX 13'
AMOUNT OF EXPORT SOIL: 452,200 CUBIC YARDS
RETAINING WALL/CRIB WALL: 1700 LINEAR FEET
NOTE: ALL EXPORT WILL BE DISPOSED OF IN A LEGAL DISPOSAL SITE.
 16. MAXIMUM GRADED SLOPES ARE 2:1 EXCEPT WHEN IN ACCORDANCE WITH SECTION 142.0133(b) OF THE LAND DEVELOPMENT CODE. SLOPES LESS THAN 10 FEET IN VERTICAL HEIGHT MAY BE CONSTRUCTED AT A GRADIENT OF 1.5:1. GRADING SHOWN HEREON IS APPROXIMATE AND SUBJECT TO CHANGE IN FINAL DESIGN.
 17. LOTS 12, 23, 24, 25 AND 27 OF THIS SUBDIVISION ARE RESIDENTIAL CONDOMINIUM PROJECTS AS DEFINED IN SECTION 1350 OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND ARE FILED PURSUANT TO THE SUBDIVISION MAP ACT. TOTAL NUMBER OF RESIDENTIAL CONDOMINIUMS IS 808. SEE TABLE AT LEFT.
 18. LOTS 11, 13, 14, 16, 18, 19 AND 29 OF THIS SUBDIVISION ARE RETAIL CONDOMINIUM PROJECTS AS DEFINED IN SECTION 1350 OF THE CIVIL CODE OF THE STATE OF CALIFORNIA AND ARE FILED PURSUANT TO THE SUBDIVISION MAP ACT. TOTAL MAXIMUM NUMBER OF RETAIL CONDOMINIUMS IS 29. SEE TABLE AT LEFT.
 19. LAMBERT COORDINATES: 286-1685

SHEET INDEX (CIVIL)	
SHEET NO.	DESCRIPTION
C-1	TITLE SHEET
C-2	STREET / DRIVEWAY CROSS SECTIONS
C-3	EXISTING TOPOGRAPHY
C-4	EXISTING UTILITIES
C-5	TENTATIVE MAP-P3 LEVEL
C-6	TENTATIVE MAP-P2 LEVEL
C-7	TENTATIVE MAP-P1 LEVEL
C-8	TENTATIVE MAP-L1 LEVEL
C-9	TENTATIVE MAP-L2 LEVEL
C-10	TENTATIVE MAP-L3 LEVEL
C-11	TENTATIVE MAP-L4 LEVEL
C-12	GRADING AND DRAINAGE PLAN
C-13S	PROPOSED PRIVATE SEWER UTILITIES
C-13W	PROPOSED PUBLIC WATER UTILITIES
C-14	DISABLED ACCESS PLAN
C-15	PROPOSED RIGHT OF WAY DEDICATION AND EASEMENT VACATION PLAN
C-16	OFFSITE DEL MAR HEIGHTS ROAD
C-17	DEL MAR HEIGHTS ROAD CYCLE TRACK ALTERNATIVES

OWNER
KILROY REALTY L.P.
1561 VALLEY CENTRE DRIVE, SUITE 250
SAN DIEGO, CA 92130
(858) 523-0300

5/28/2014
DATE

ROBERT LITTLE

ENGINEER OF WORK
LEPPERT ENGINEERING CORPORATION
5150 GOVERNOR DRIVE, SUITE 205
SAN DIEGO, CA 92122
(658) 597-2001

5/28/2014
DATE

JOHN D. LEPPERT R.C.E. 26283

Revision 14: _____
Revision 13: _____
Revision 12: _____
Revision 11: _____
Revision 10: _____
Revision 9: _____
Revision 8: _____
Revision 7: _____
Revision 6: _____
Revision 5: 05/30/2014
Revision 4: 05/02/2014
Revision 3: 11/21/2012
Revision 2: 06/29/2011
Revision 1: 10/28/2010

Prepared By: _____
Name: Leppert Engineering Corporation
Address: 5150 Governor Drive, Suite 205
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Phone #: (658) 597-2001
Fax #: (658) 597-2009

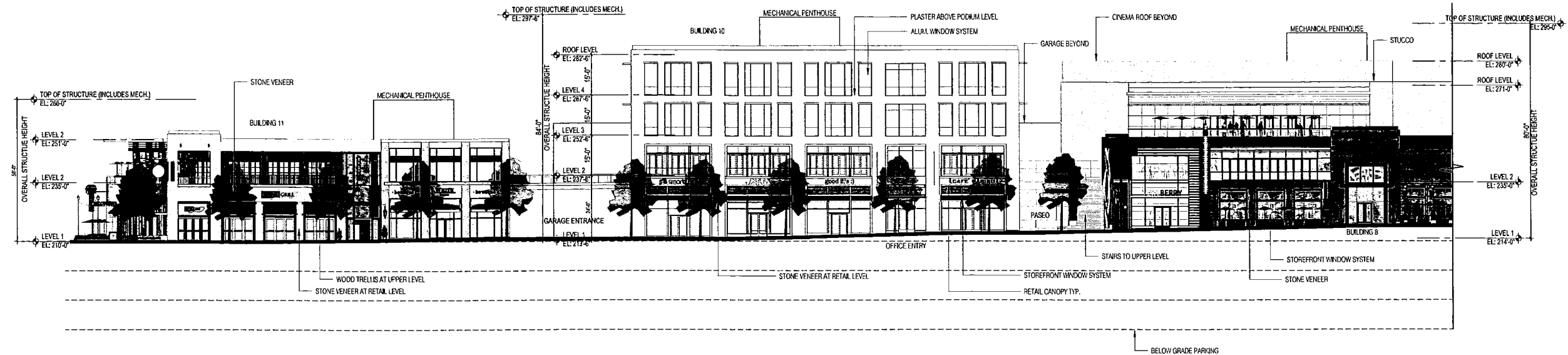
Project Address: _____
Southwest Corner Of Intersection At
Del Mar Heights Road & El Camino Real

Project Name: _____
ONE PASEO

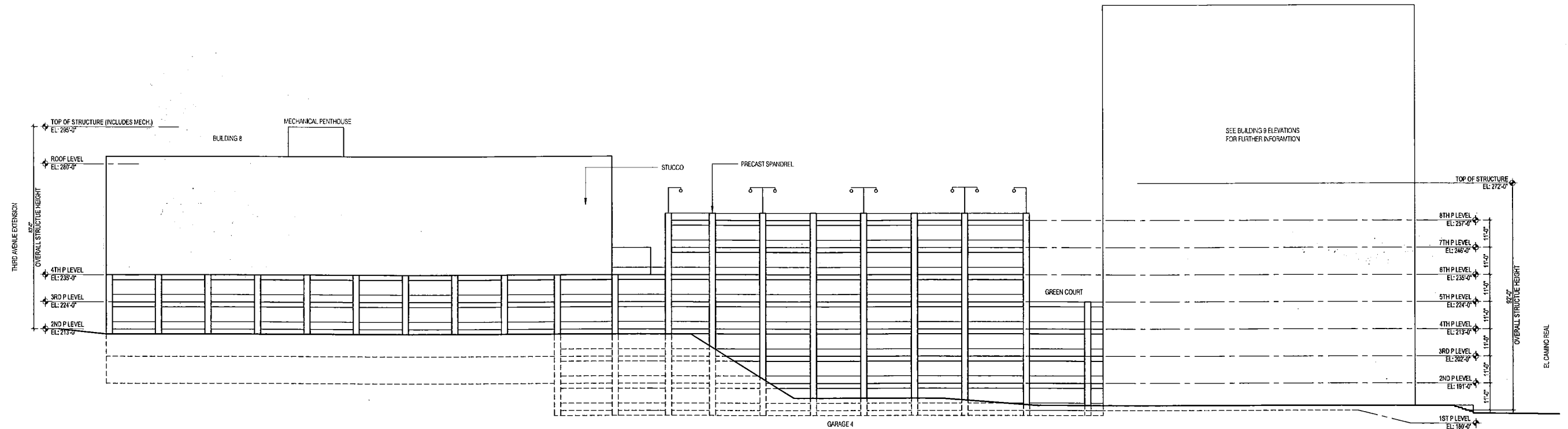
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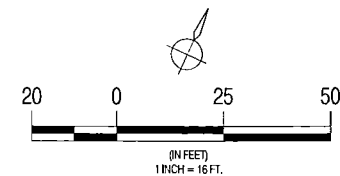
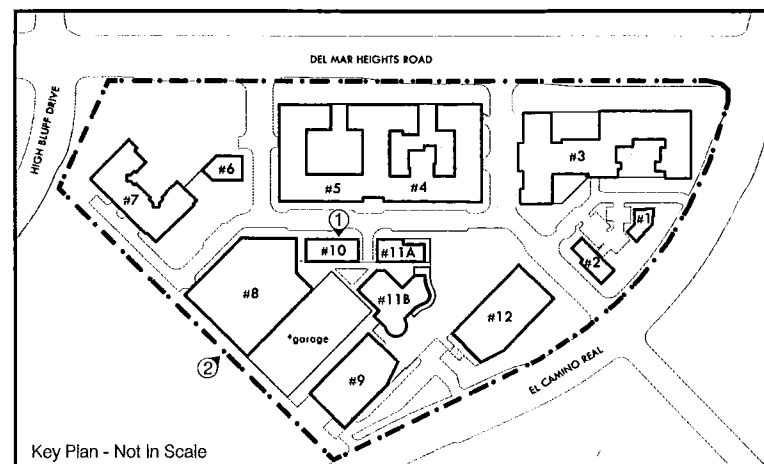
Leppert Engineering CORPORATION
5150 Governor Drive, Suite 205, San Diego, CA 92122-2847
Phone (619) 597-2001 Fax (619) 597-2009



① BUILDINGS 8, 10, 11 NORTH ELEVATION



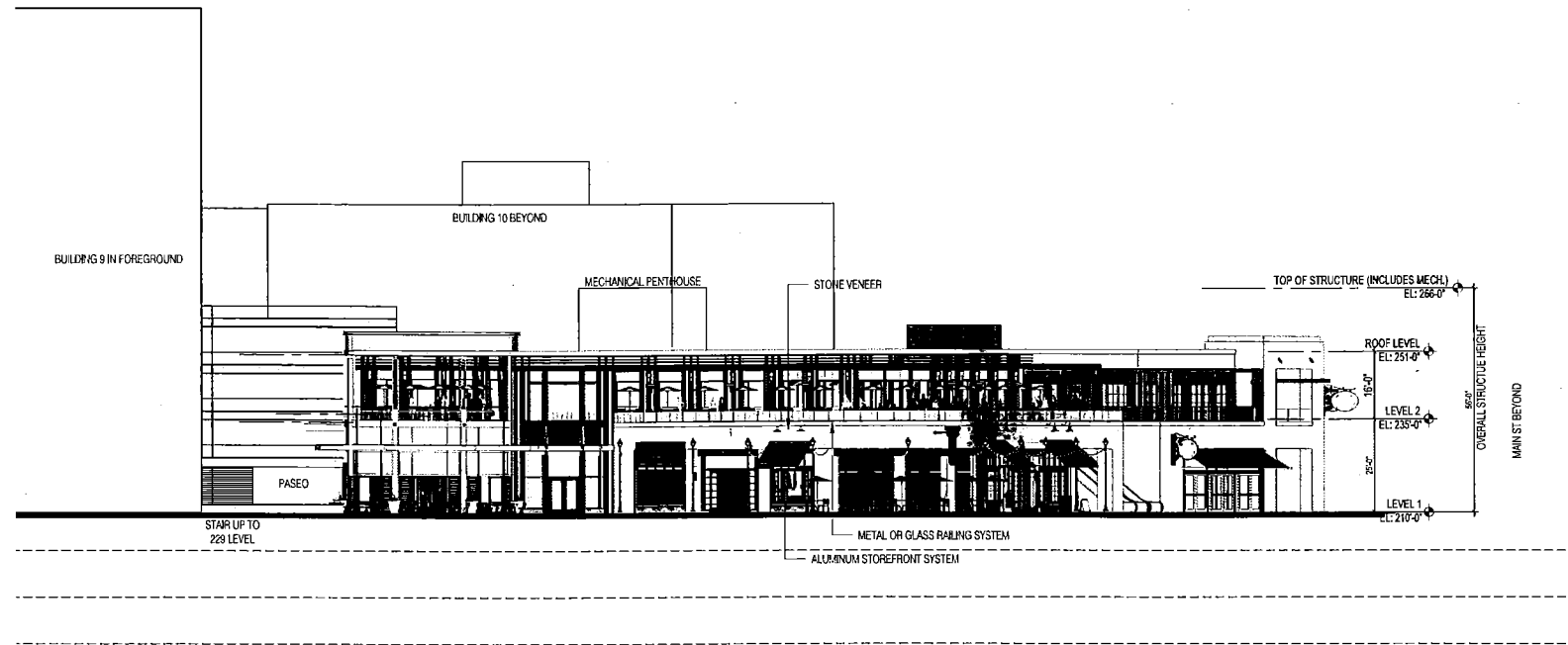
② BUILDING 8 & GARAGE 4 SOUTHWEST ELEVATION



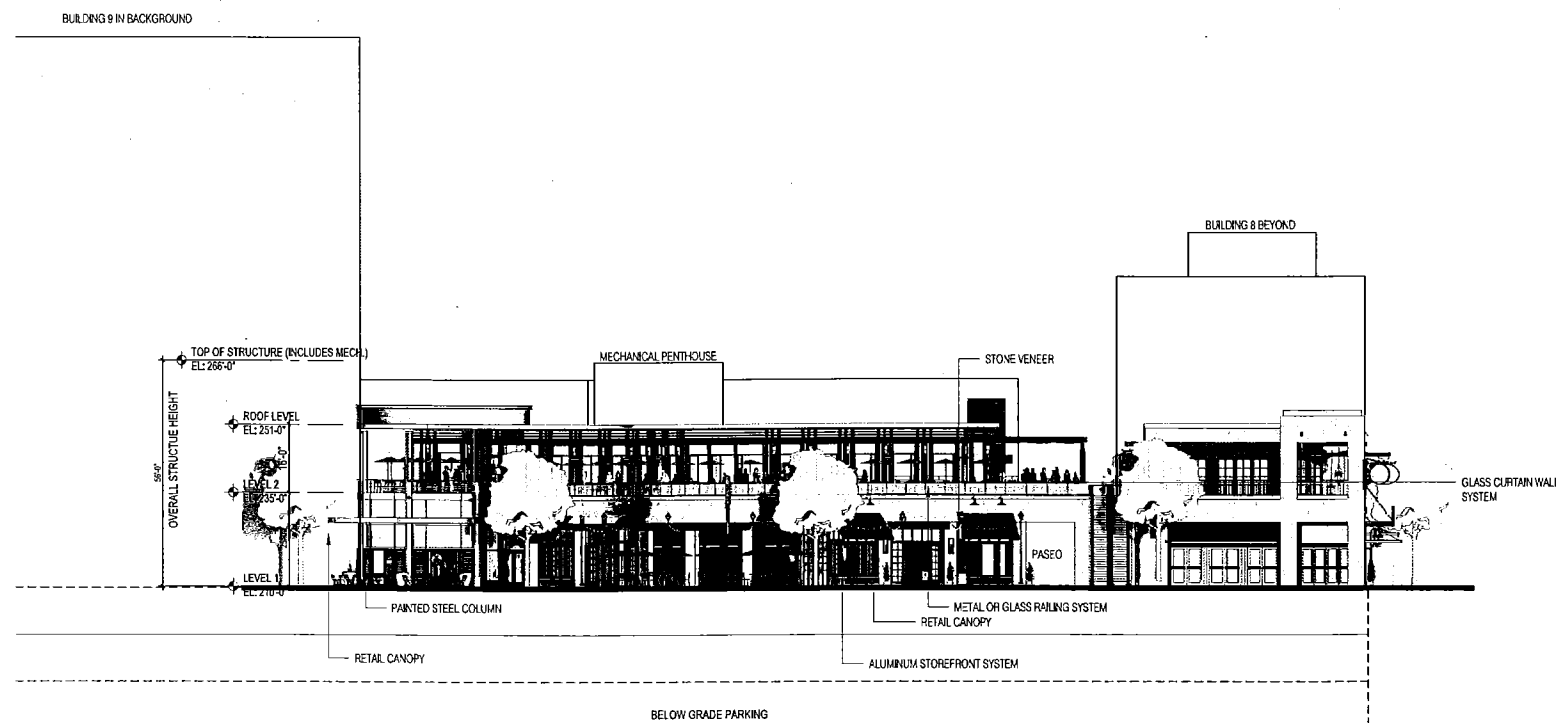
Prepared By: Elkus Manfredi Architects
 Name: Elkus Manfredi Architects
 Address: 300 A Street, Boston, MA 02210
 Phone #: 617.368.3363
 Fax #: 617.426.7502
 Project Address: Southwest Corner of Intersection at Del Mar Heights Road & El Camino Real
 Project Name: San Diego Corporate Center Lots 1 & 2
 Sheet Title: Building 8, 10, 11 & Garage 4 Elevations

Revision 14:	
Revision 13:	
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Revision 8:	
Revision 7:	
Revision 6:	07/18/2014
Revision 5:	05/30/2014
Revision 4:	05/02/2014
Revision 3:	11/21/2012
Revision 2:	08/20/2011
Revision 1:	10/08/2010
Original Date:	12/21/2009
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DEP#	A-017

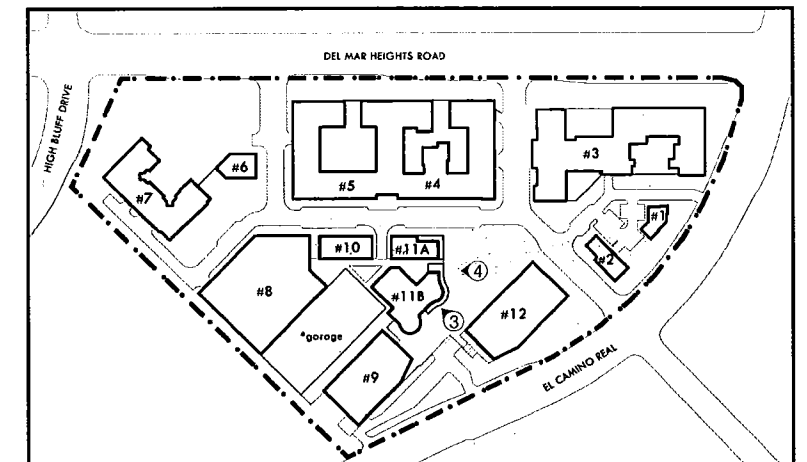




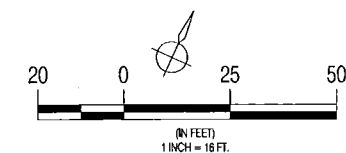
③ BUILDING 11b SOUTHEAST ELEVATION



④ BUILDING 11b EAST ELEVATION



Key Plan - Not In Scale



Prepared By:

Name: Elkus Manfredi Architects

Address: 300 A Street, Boston, MA 02210

Phone #: 617.368.3363

Fax #: 617.426.7502

Project Address:

Southwest Corner of Intersection at Del Mar Heights Road & El Camino Real

Project Name:
San Diego Corporate Center Lots 1 & 2

Sheet Title:

Building 8, 10, 11 & Garage 4 Elevations

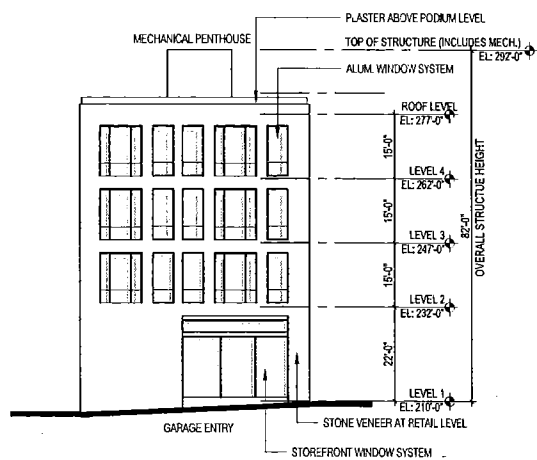
Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	07/18/2014
Revision 5:	05/30/2014
Revision 4:	05/02/2014
Revision 3:	11/21/2012
Revision 2:	06/23/2011
Revision 1:	10/08/2010

Original Date: 12/21/2009

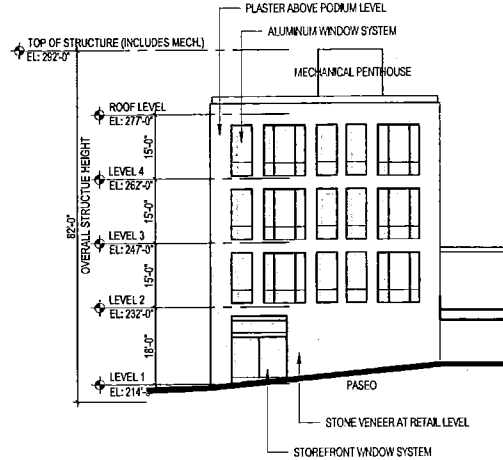
Sheet 18 of 72

DEP# A-018

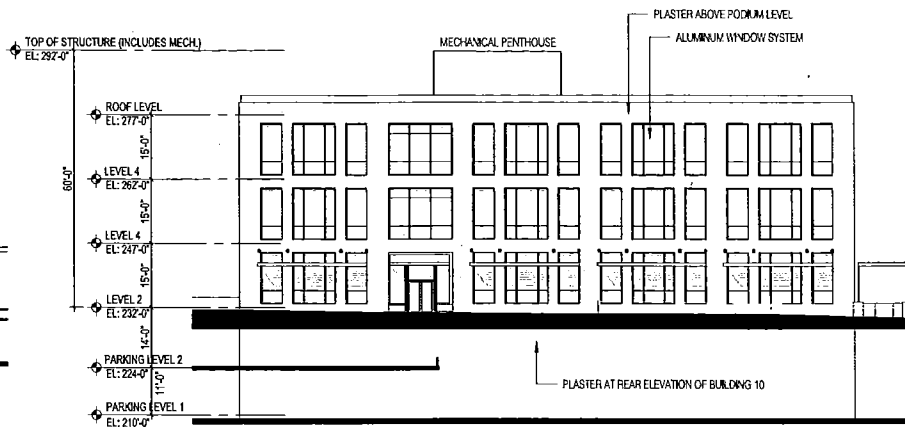




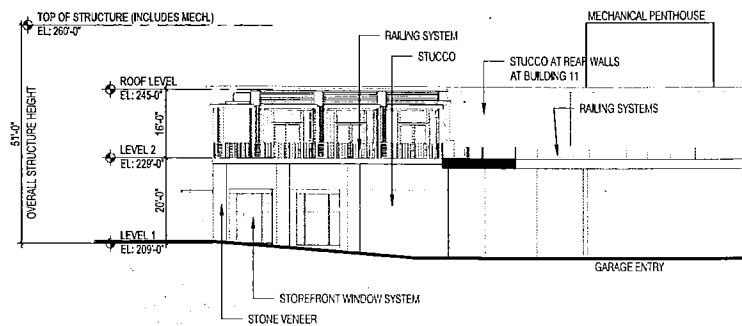
⑤ BUILDING 10 EAST ELEVATION



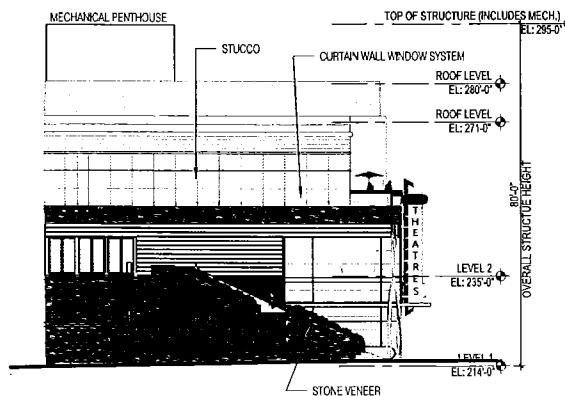
⑥ BUILDING 10 WEST ELEVATION



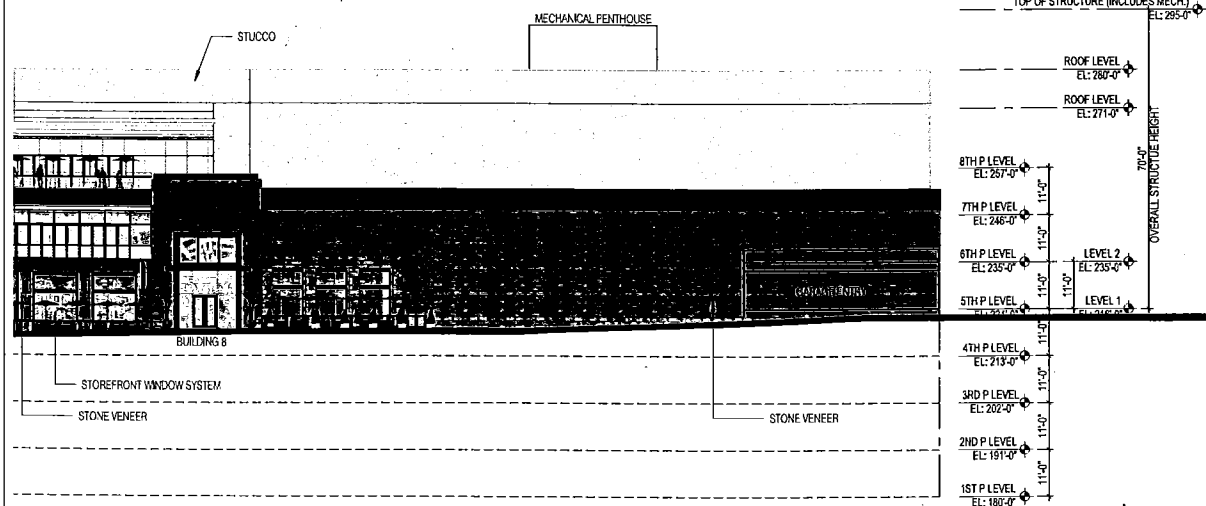
⑦ BUILDING 10 SOUTH ELEVATION



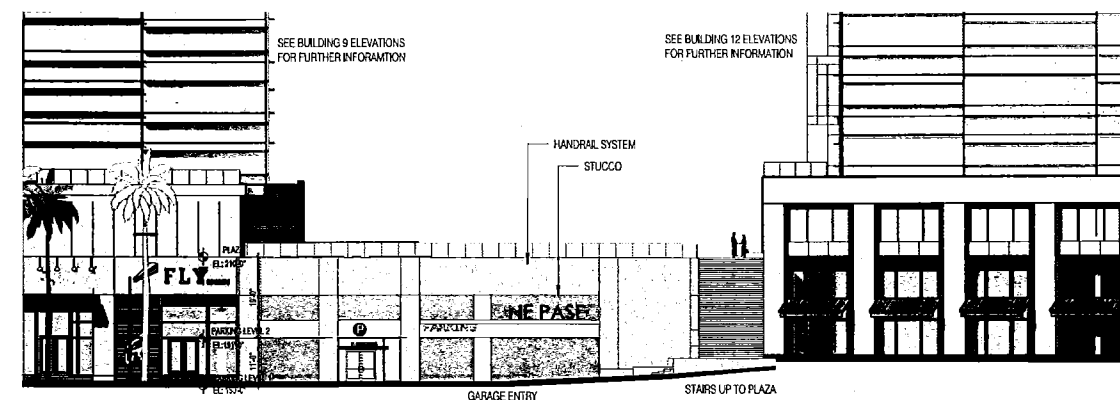
⑧ BUILDING 11a WEST ELEVATION



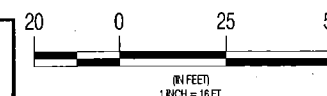
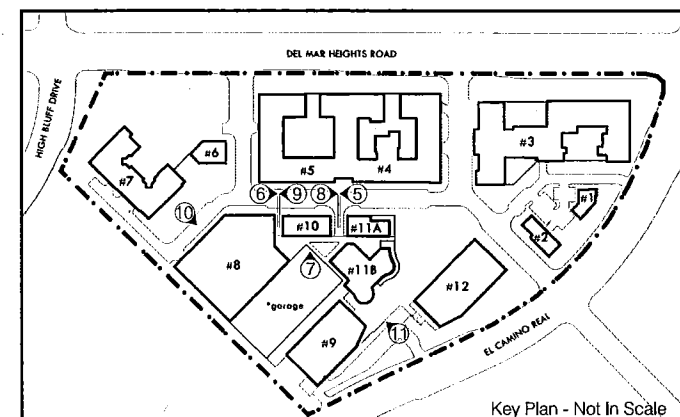
⑨ BUILDING 8 EAST ELEVATION



⑩ BUILDING 8 NORTHWEST ELEVATION



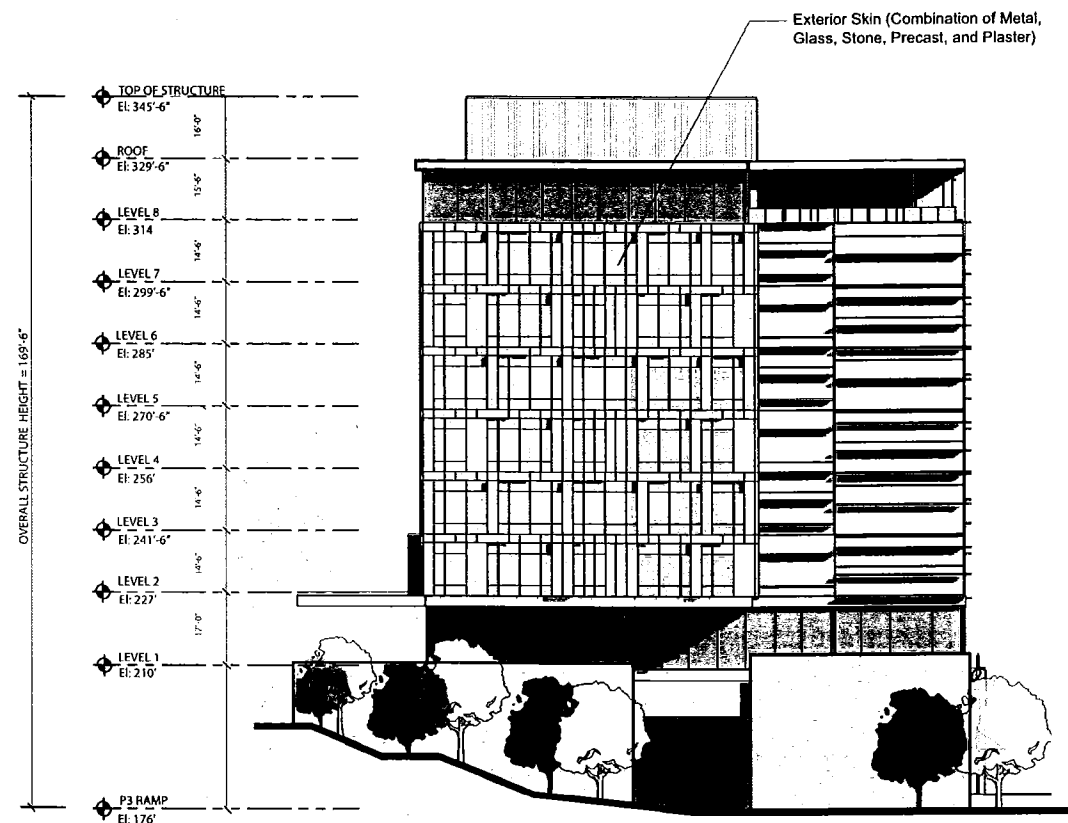
⑪ GARAGE 4 SOUTHEAST ELEVATION



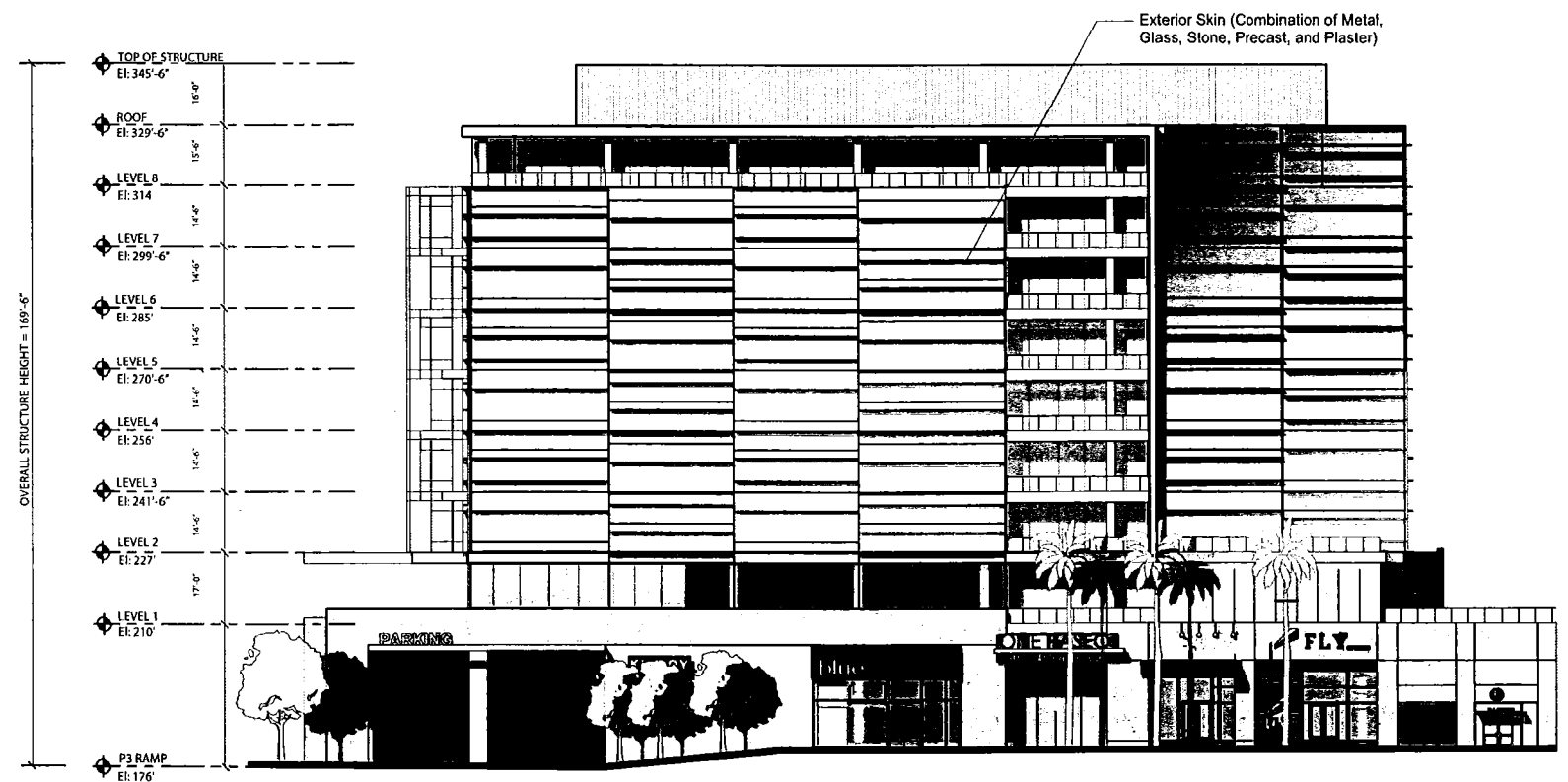
Prepared By: Elkus Manfredi Architects
 Name: Elkus Manfredi Architects
 Address: 300 A Street, Boston, MA 02210
 Phone #: 617.368.3363
 Fax #: 617.426.7502
 Project Address: Southwest Corner of Intersection at Del Mar Heights Road & El Camino Real
 Project Name: San Diego Corporate Center Lots 1 & 2
 Sheet Title: Building 8, 10, 11 & Garage 4 Elevations

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	07/18/2014
Revision 5:	05/30/2014
Revision 4:	05/02/2014
Revision 3:	11/21/2012
Revision 2:	06/20/2011
Revision 1:	10/08/2010
Original Date:	12/21/2009
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DEP#	A-019

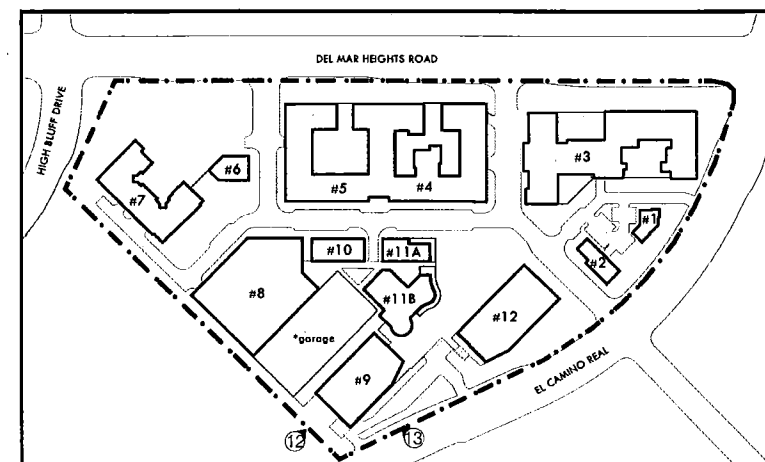




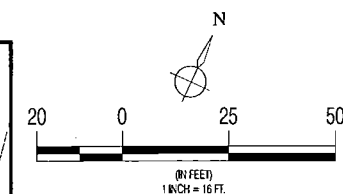
12 BUILDING 9 SOUTHWEST ELEVATION



13 BUILDING 9 SOUTHEAST ELEVATION



Key Plan - Not In Scale



Prepared By:

Name: Elkus Manfredi Architects

Address: 300 A Street, Boston, MA 02210

Phone #: 617.368.3363

Fax #: 617.426.7502

Project Address:

Southwest Corner of Intersection at Del Mar Heights Road & El Camino Real

Project Name: San Diego Corporate Center Lots 1 & 2

Sheet Title:

Building 9 Elevations

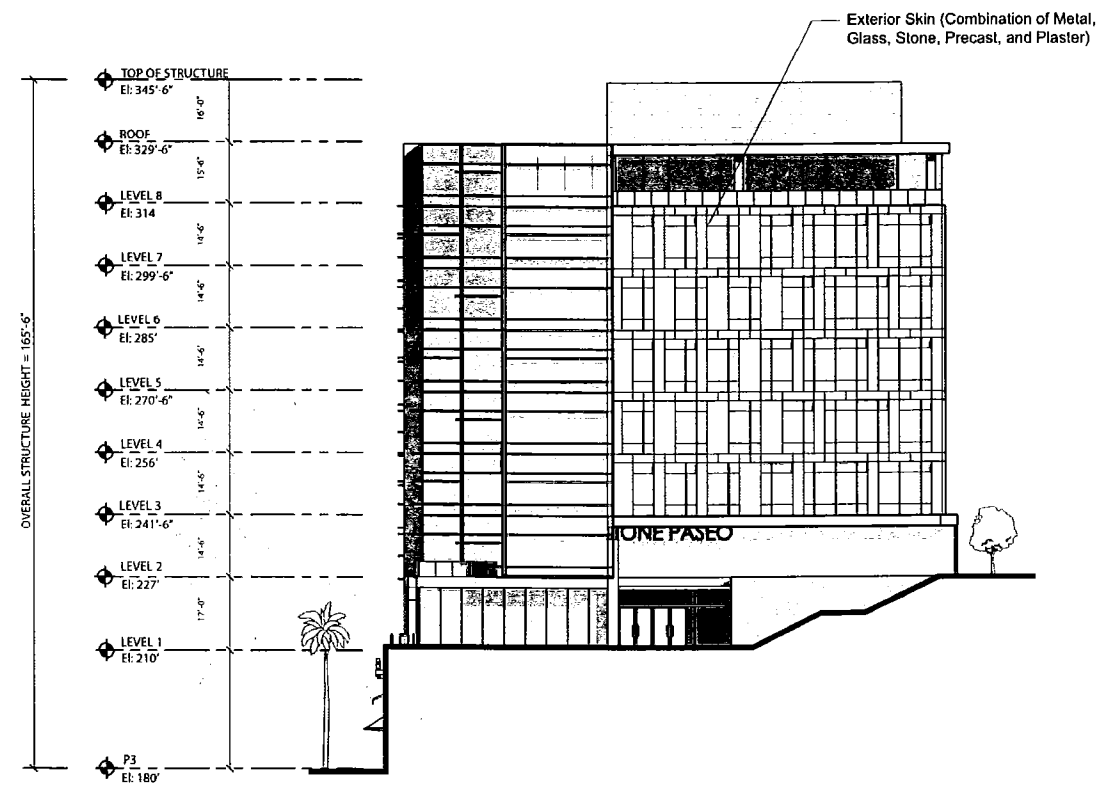
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Revision 13:	
Revision 12:	
Revision 11:	
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Revision 6:	07/18/2014
Revision 5:	05/30/2014
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Revision 2:	06/20/2011
Revision 1:	10/08/2010

Original Date: 12/21/2009

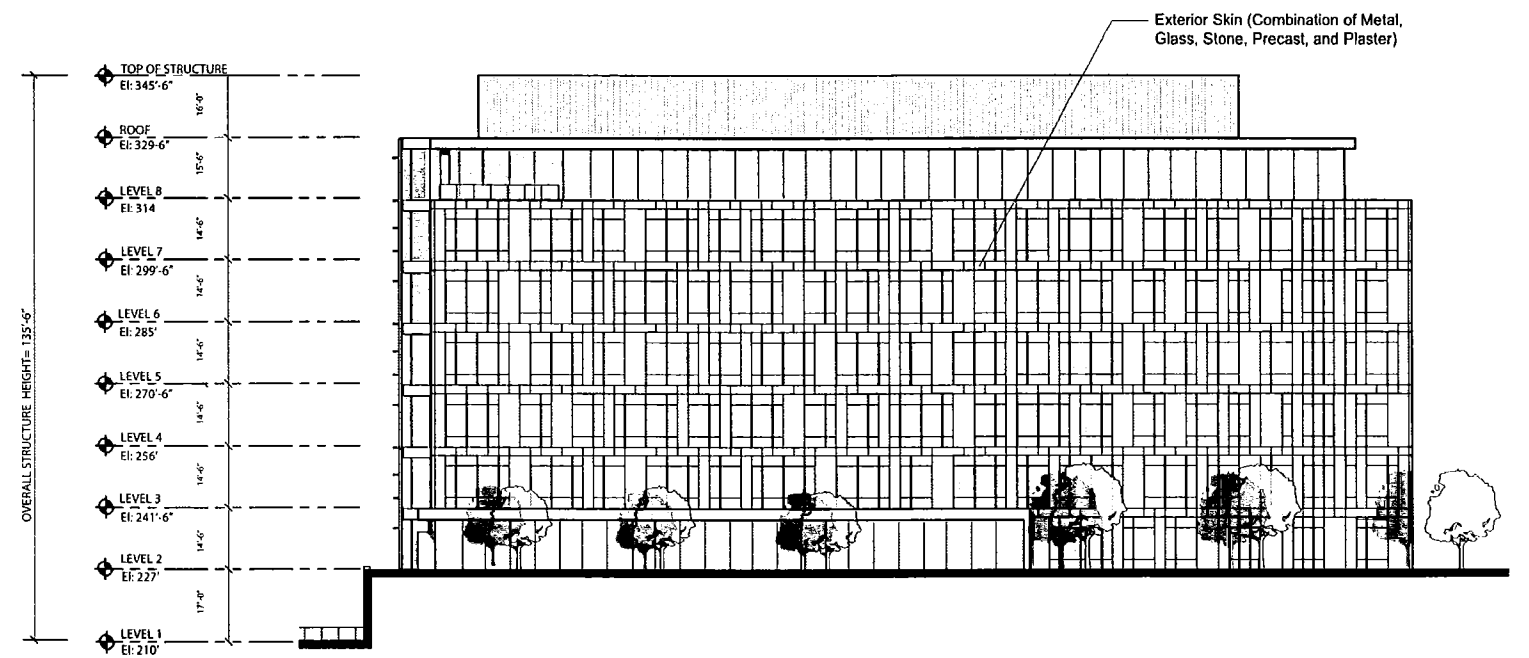
Sheet 20 of 72

DEP# A-020

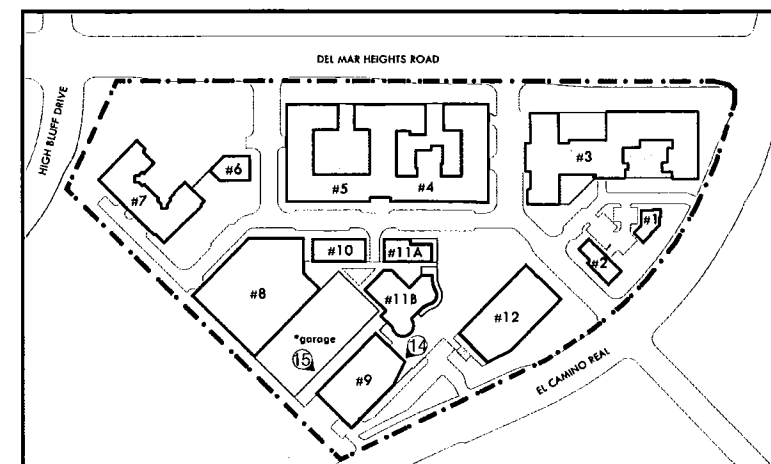




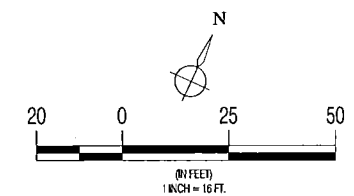
14 BUILDING 9 NORTHEAST ELEVATION



15 BUILDING 9 NORTHWEST ELEVATION



Key Plan - Not In Scale



Prepared By:

Name: Elkus Manfredi Architects

Address: 300 A Street, Boston, MA 02210

Phone #: 617.368.3363

Fax #: 617.426.7502

Project Address:

Southwest Corner of Intersection at Del Mar Heights Road & El Camino Real

Project Name:
San Diego Corporate Center Lots 1 & 2

Sheet Title:

Building 9 Elevations

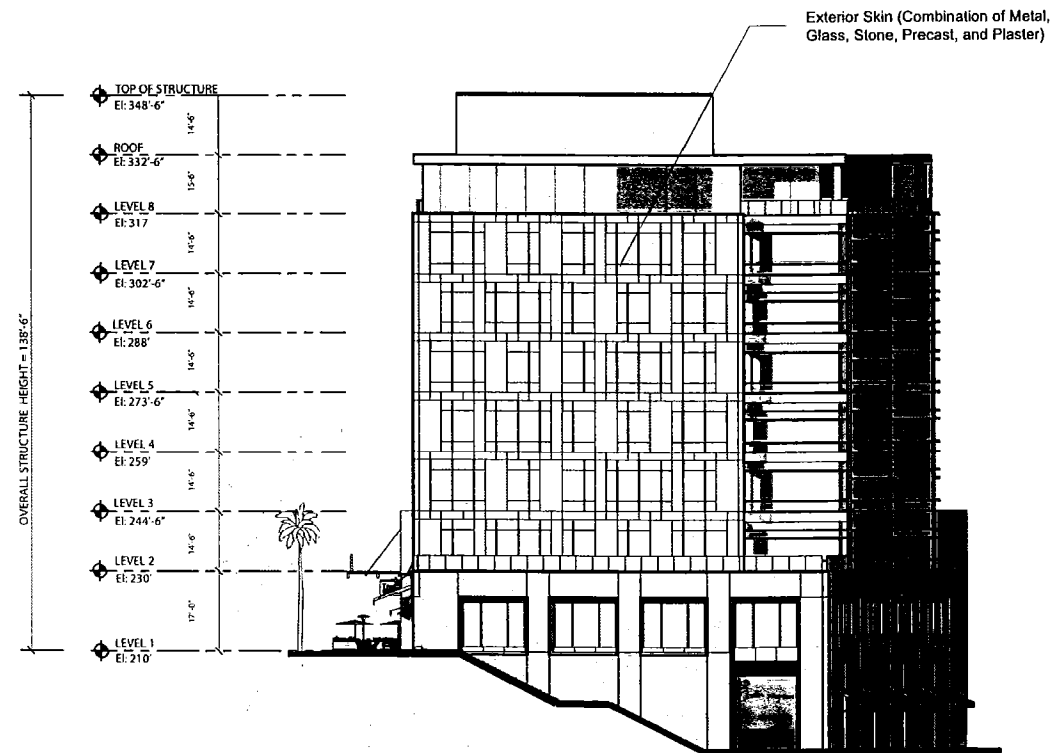
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Revision 6:	07/18/2014
Revision 5:	05/30/2014
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Revision 2:	06/20/2011
Revision 1:	10/08/2010

Original Date: 12/21/2009

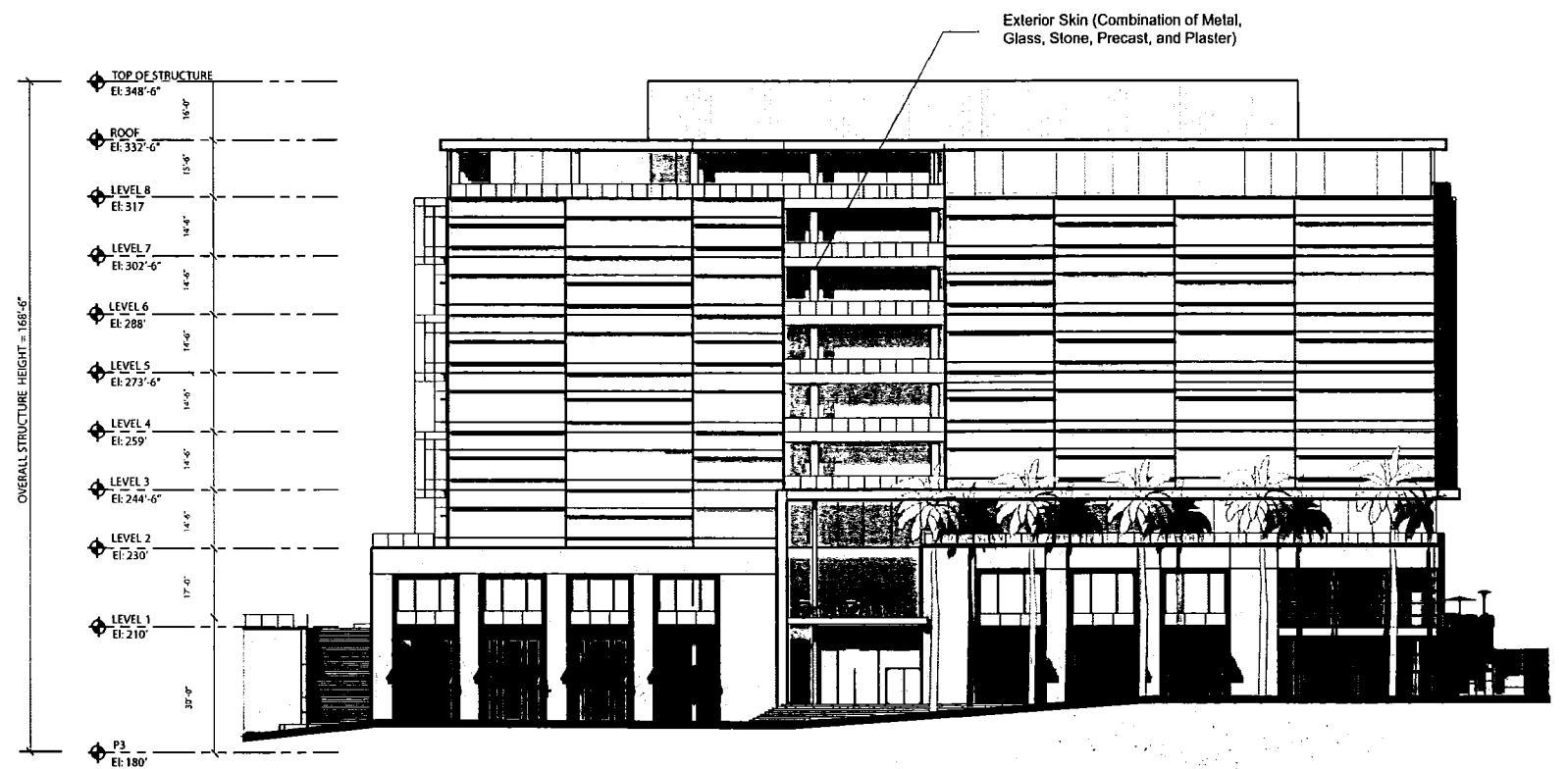
Sheet 21 of 72

DEP# A-021

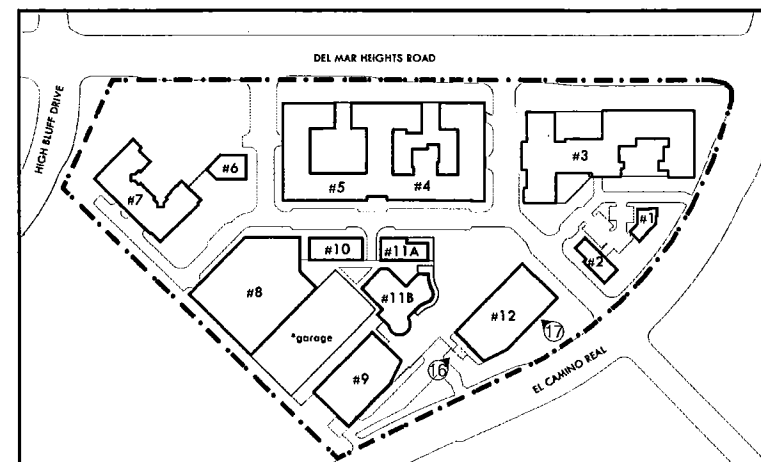




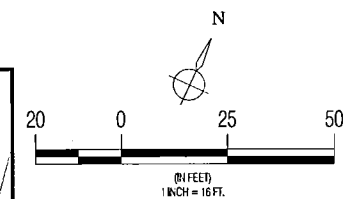
16 BUILDING 12 SOUTHWEST ELEVATION



17 BUILDING 12 SOUTHEAST ELEVATION



Key Plan - Not In Scale



Prepared By:

Name: Elkus Manfredi Architects

Address: 300 A Street, Boston, MA 02210

Phone #: 617.368.3363

Fax #: 617.426.7502

Project Address:

Southwest Corner of Intersection at Del Mar Heights Road & El Camino Real

Project Name:
San Diego Corporate Center Lots 1 & 2

Sheet Title:

Building 12 Elevations

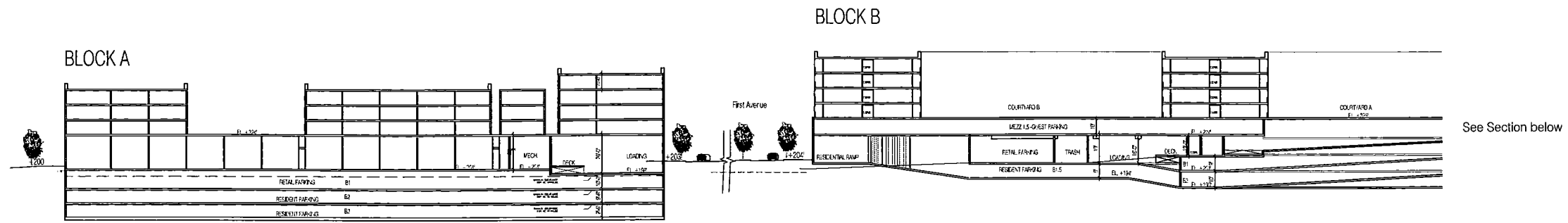
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Revision 2:	06/29/2011
Revision 1:	10/08/2010

Original Date: 12/21/2009

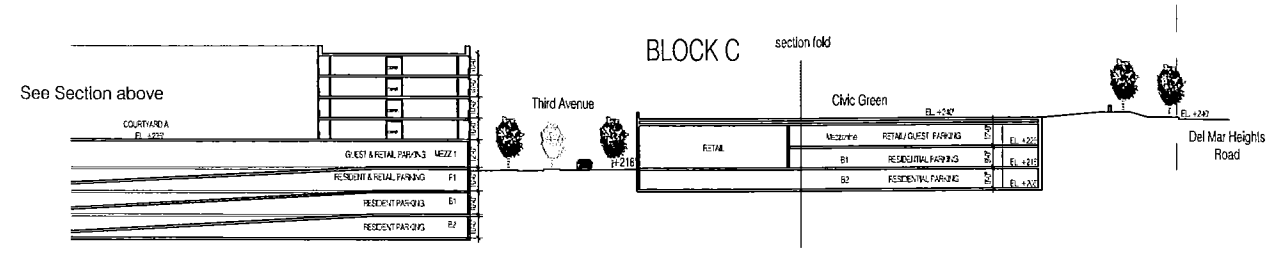
Sheet 22 of 72

DEP# A-022

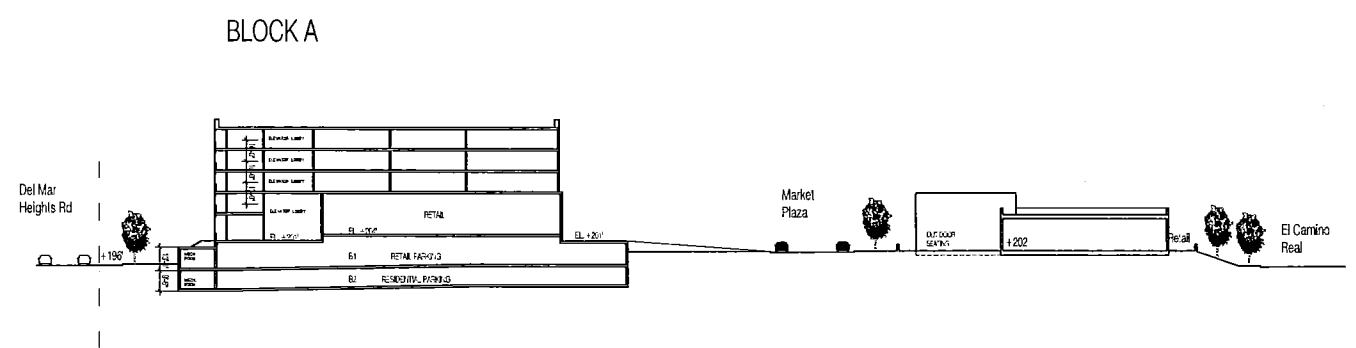




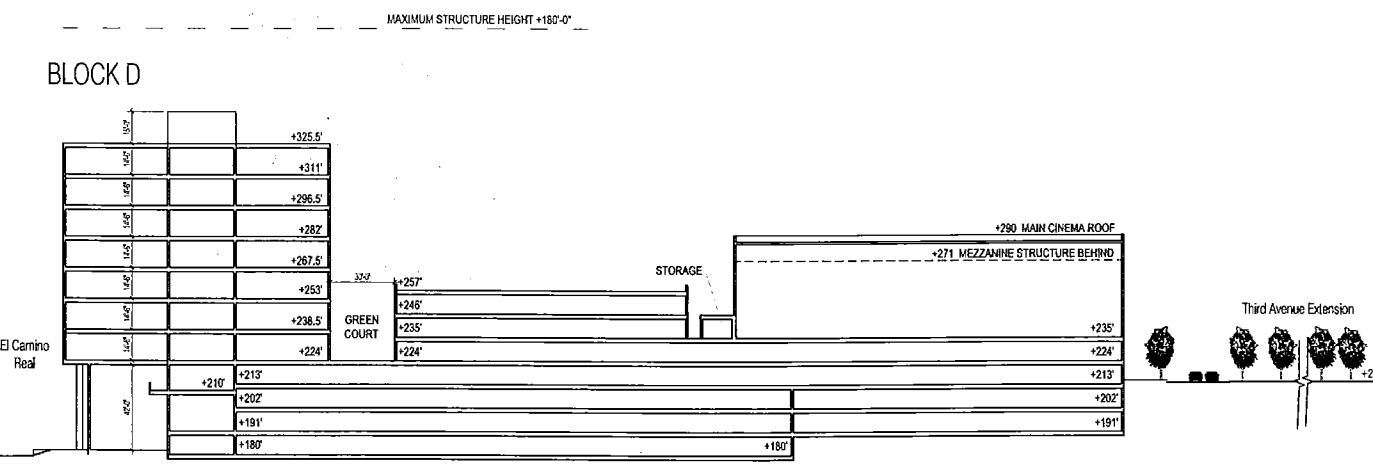
Section A



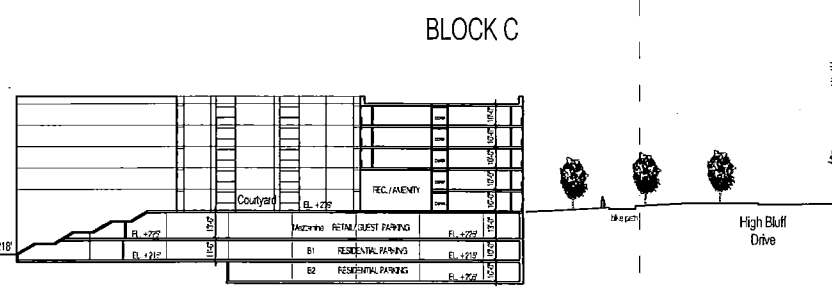
Section A continued



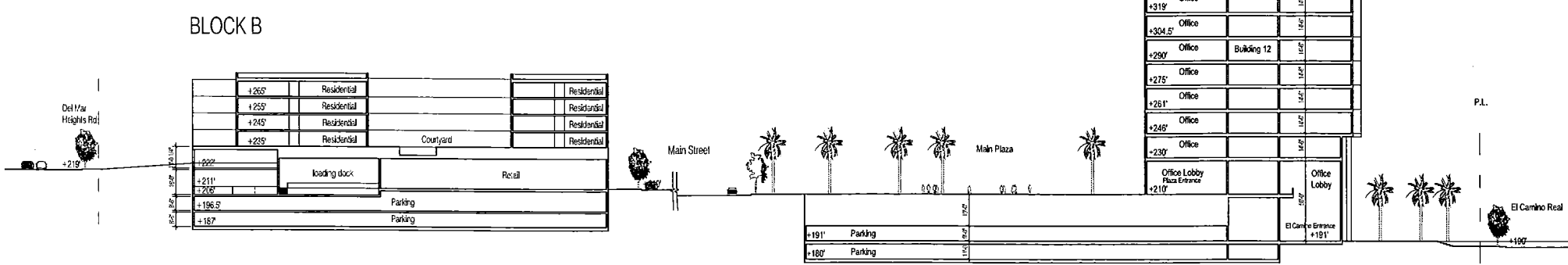
Section B-B



Section C-C



Section D-D



Key Plan - Not In Scale

50 0 25 50 100
(IN FEET)
1 INCH = 32 FT.

Prepared By: **Elkus Manfredi Architects**

Name: **Elkus Manfredi Architects**

Address: **300 A Street, Boston, MA 02210**

Phone #: **617.366.3363**

Fax #: **617.426.7502**

Project Address: **Southwest Corner of Intersection at Del Mar Heights Road & El Camino Real**

Project Name: **San Diego Corporate Center Lots 1 & 2**

Sheet Title: **Site Sections**

Revision 14: _____

Revision 13: _____

Revision 12: _____

Revision 11: _____

Revision 10: _____

Revision 9: _____

Revision 8: _____

Revision 7: _____

Revision 6: 07/18/2014

Revision 5: 05/30/2014

Revision 4: 05/02/2014

Revision 3: 11/21/2012

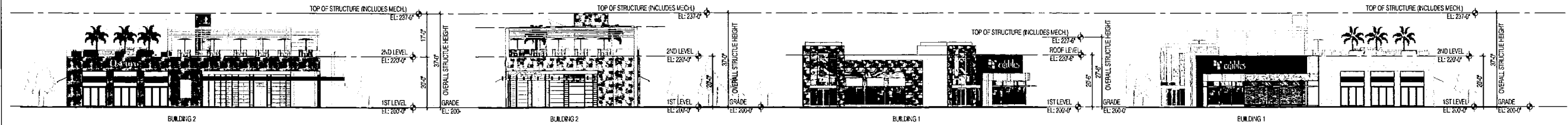
Revision 2: 06/20/2011

Revision 1: 10/08/2010

Original Date: 12/21/2009

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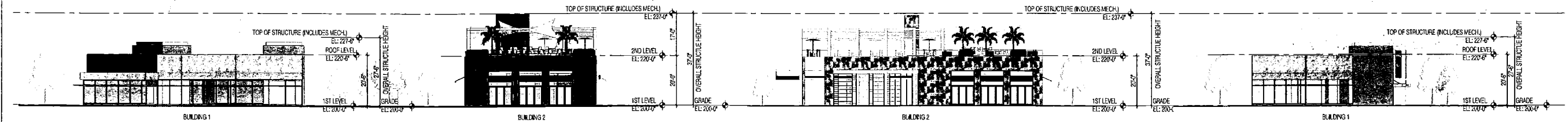
DEP# **A-024**



① BUILDING 2 SOUTH ELEVATION

② BUILDINGS 1 & 2 EAST ELEVATION

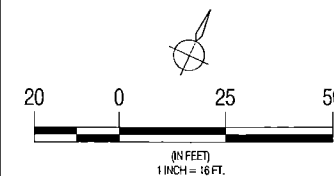
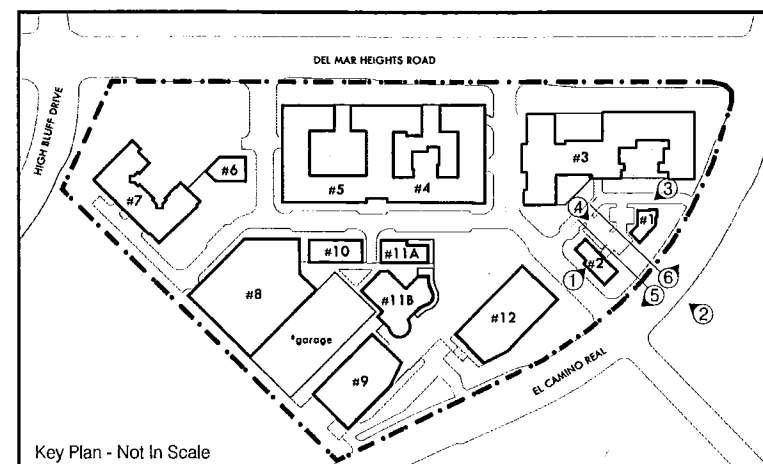
③ BUILDINGS 1 NORTH ELEVATION



④ BUILDINGS 1 & 2 WEST ELEVATION

⑤ BUILDING 2 NORTH ELEVATION

⑥ BUILDING 1 SOUTH ELEVATION



Prepared By: _____
 Name: Elkus Manfredi Architects
 Address: 300 A Street, Boston, MA 02210
 Phone #: 617.368.3363
 Fax #: 617.426.7502
 Project Address: _____
Southwest Corner of Intersection at Del Mar Heights
Road & El Camino Real
 Project Name: _____
San Diego Corporate Center Lots 1 & 2
 Sheet Title: _____
Building 1 & 2 Elevations

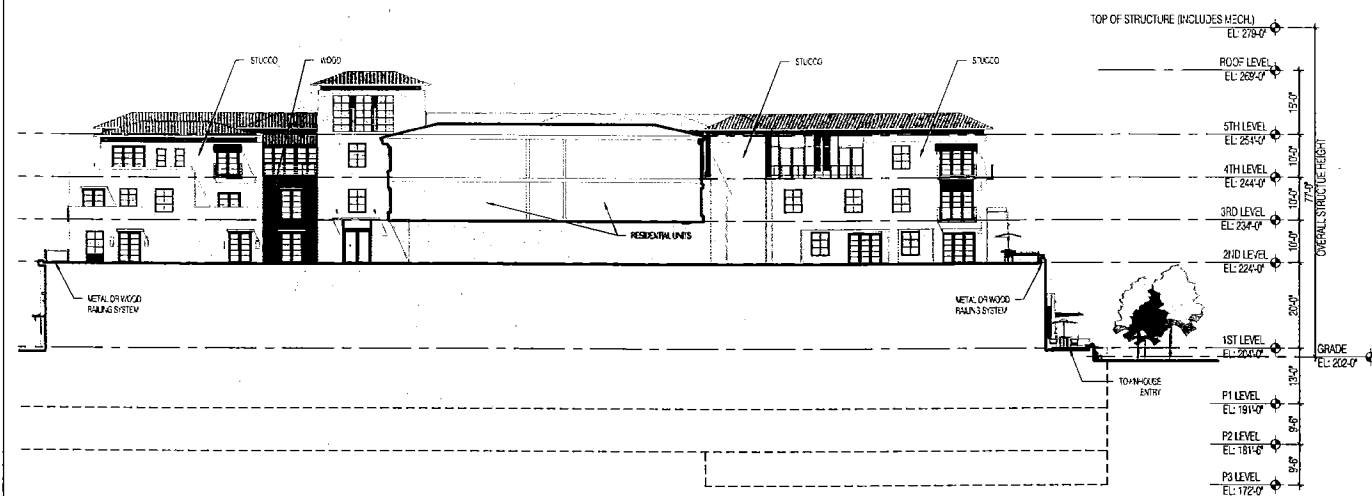
Revision 14: _____
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 Revision 12: _____
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 Revision 6: 07/18/2014
 Revision 5: 05/30/2014
 Revision 4: 05/02/2014
 Revision 3: 11/21/2012
 Revision 2: 06/20/2011
 Revision 1: 10/08/2010

Original Date: 12/21/2009
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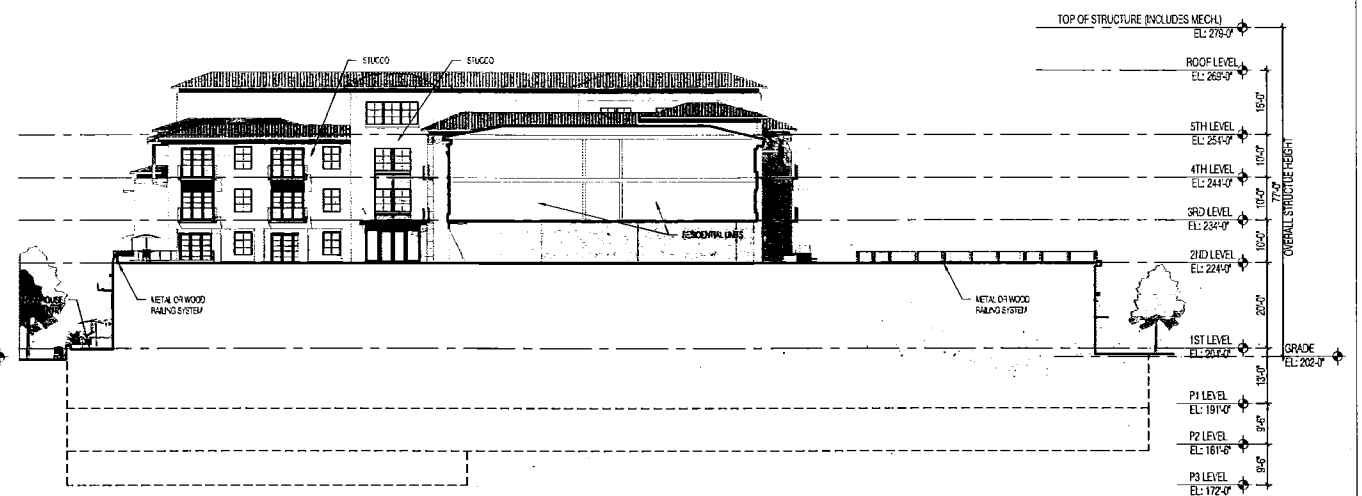




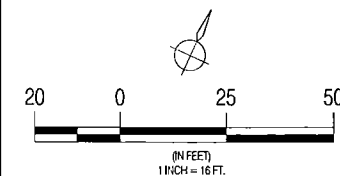
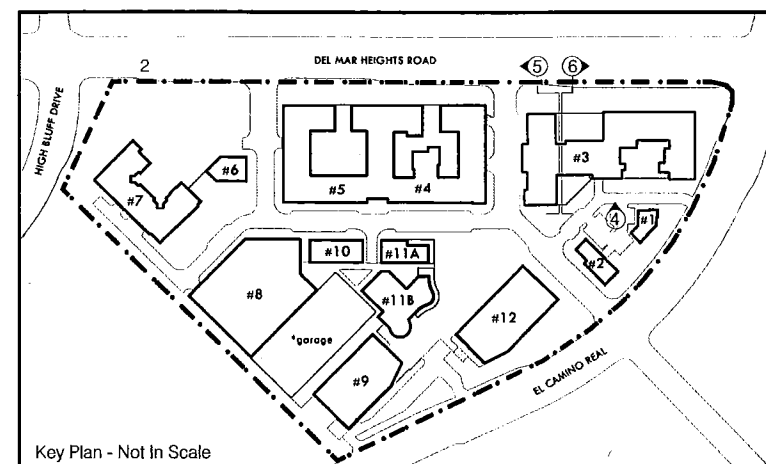
④ BUILDING 3 NORTH ELEVATION



⑤ BUILDING 3 WEST COURTYARD ELEVATION



⑥ BUILDING 3 WEST COURTYARD ELEVATION



Prepared By:
 Name: Elkus Manfredi Architects
 Address: 300 A Street, Boston, MA 02210
 Phone #: 617.368.3363
 Fax #: 617.426.7502
 Project Address:
Southwest Corner of Intersection at Del Mar Heights
Road & El Camino Real
 Project Name:
San Diego Corporate Center Lots 1 & 2
 Sheet Title:
Building 3 Elevations

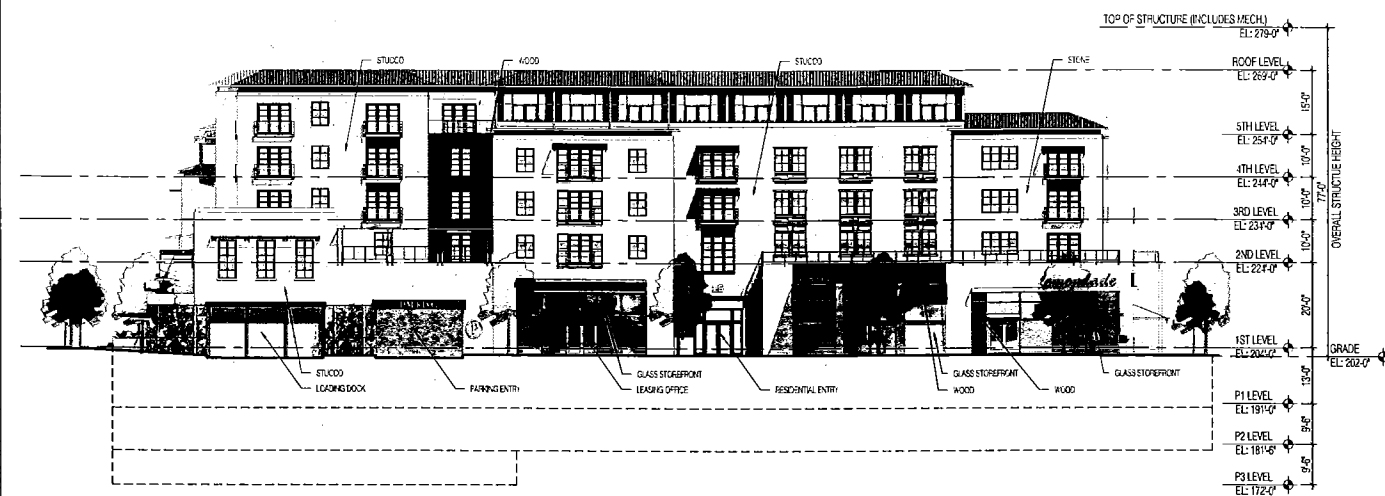
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 Revision 5: 05/30/2014
 Revision 4: 05/02/2014
 Revision 3: 11/21/2012
 Revision 2: 06/20/2011
 Revision 1: 10/08/2010

Original Date: 12/21/2009
 Sheet 45 of 72
 DEP# A-045





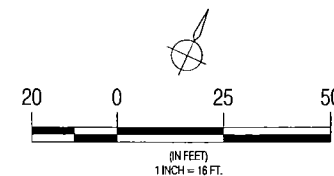
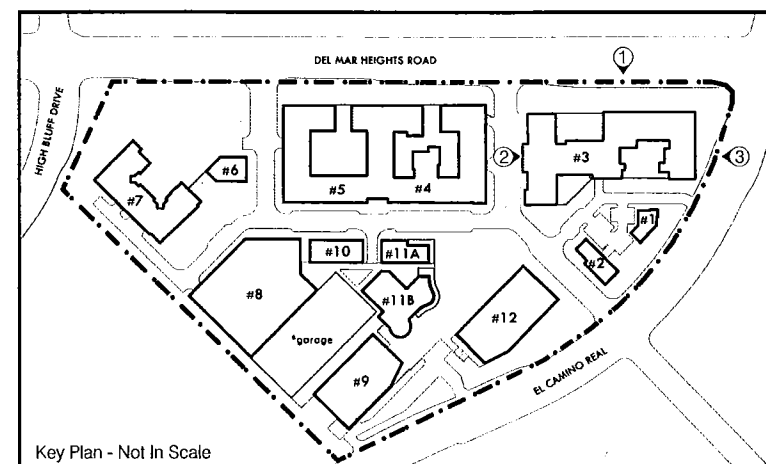
① BUILDING 3 NORTH ELEVATION



② BUILDING 3 WEST ELEVATION



③ BUILDING 3 EAST ELEVATION

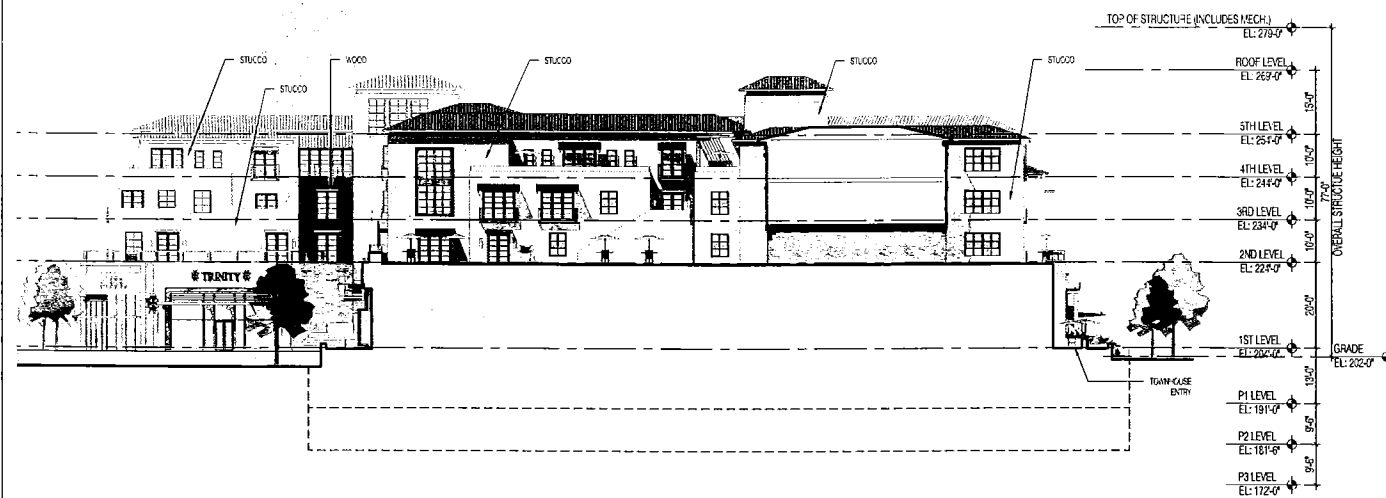


Prepared By: _____
 Name: Elkus Manfredi Architects
 Address: 300 A Street, Boston, MA 02210
 Phone #: 617.368.3363
 Fax #: 617.426.7502
 Project Address: _____
Southwest Corner of Intersection of Del Mar Heights
Road & El Camino Real
 Project Name: _____
San Diego Corporate Center Lots 1 & 2
 Sheet Title: _____
Building 3 Elevations

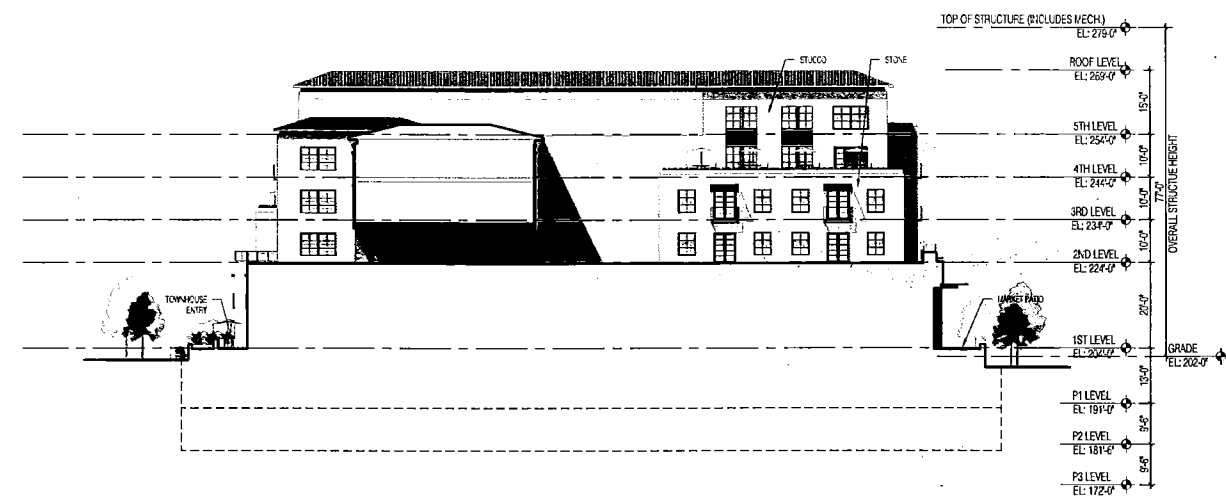
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 Revision 4: 05/02/2014
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 Revision 2: 06/20/2011
 Revision 1: 10/08/2010

Original Date: 12/21/2009
 Sheet 46 of 72
 DEP# A-046

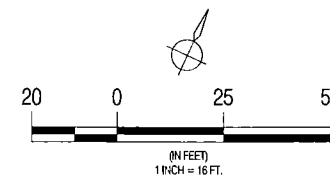
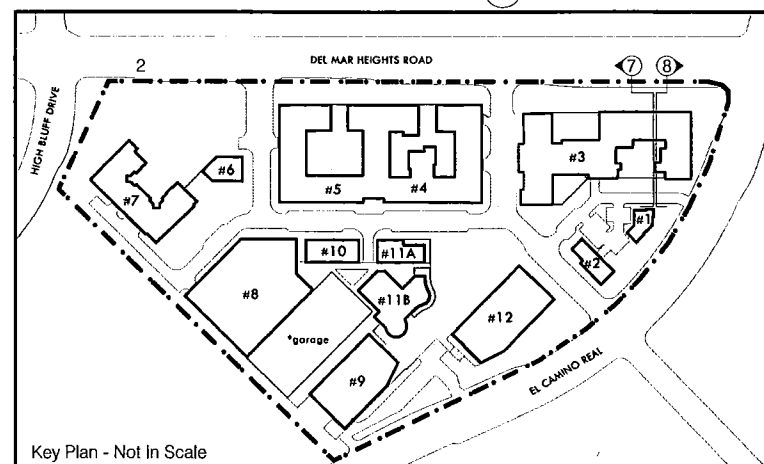




7 BUILDING 3 WEST COURTYARD ELEVATION



8 BUILDING 3 WEST COURTYARD ELEVATION



Prepared By:

Name: Elkus Manfredi Architects

Address: 300 A Street, Boston, MA 02210

Phone #: 617.368.3363

Fax #: 617.426.7502

Project Address:

Southwest Corner of Intersection at Del Mar Heights Road & El Camino Real

Project Name: San Diego Corporate Center Lots 1 & 2

Sheet Title:

Building 3 Elevations

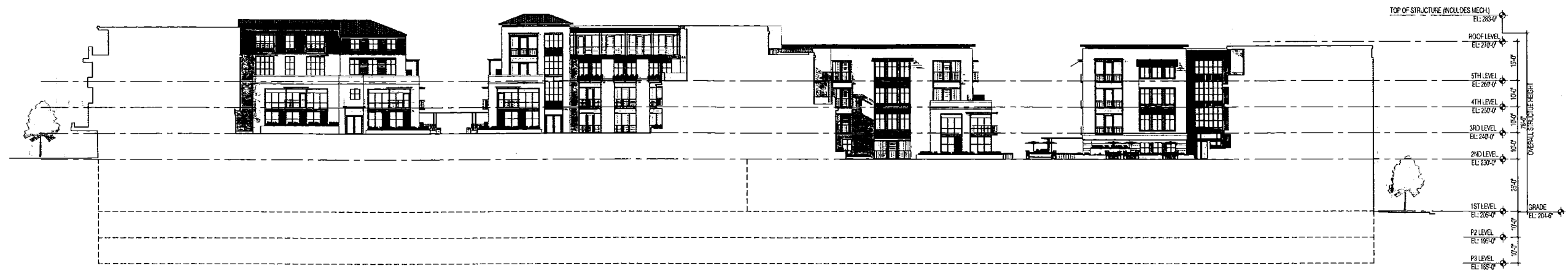
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Revision 13:	
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Revision 6:	07/18/2014
Revision 5:	05/30/2014
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Revision 2:	06/20/2011
Revision 1:	10/08/2010

Original Date: 12/21/2009

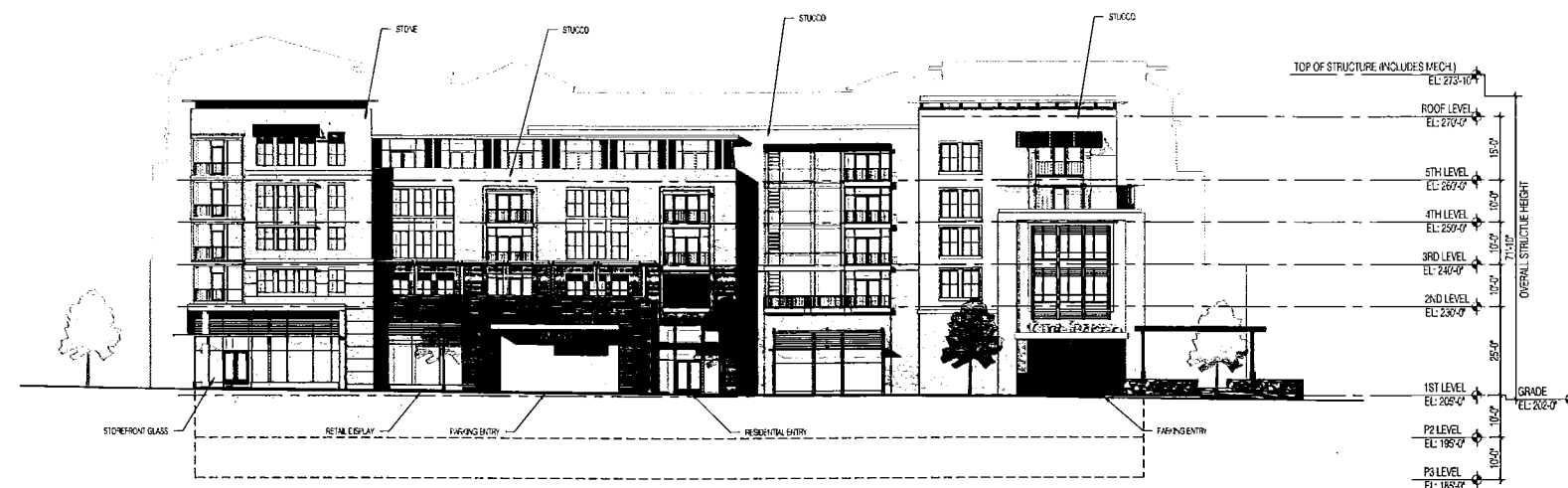
Sheet 47 of 72

DEP# A-047

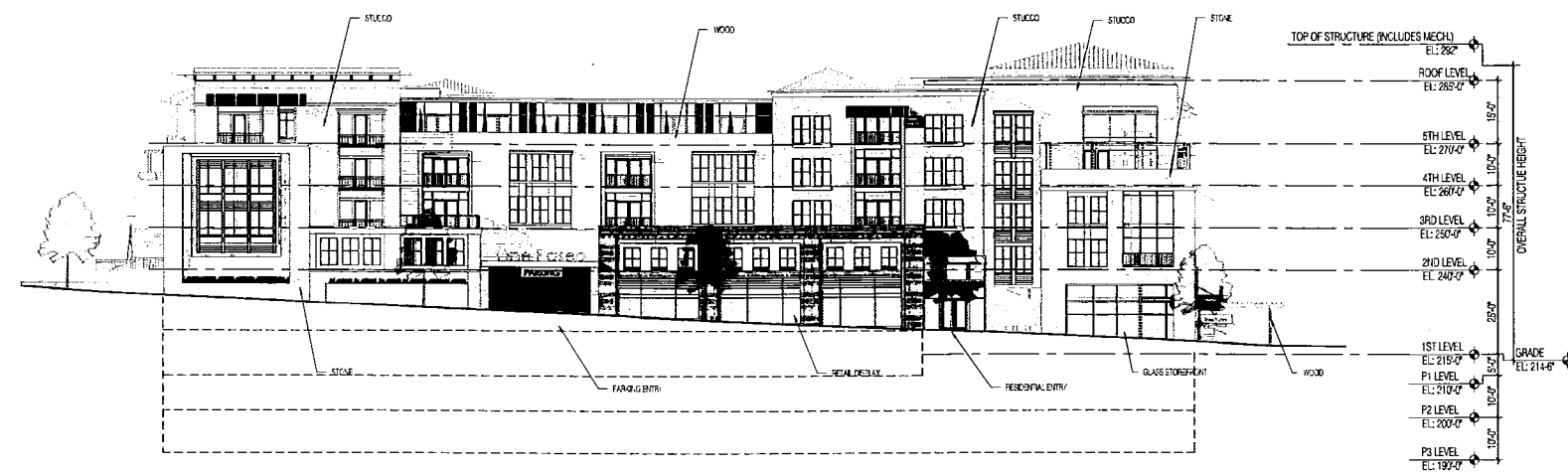




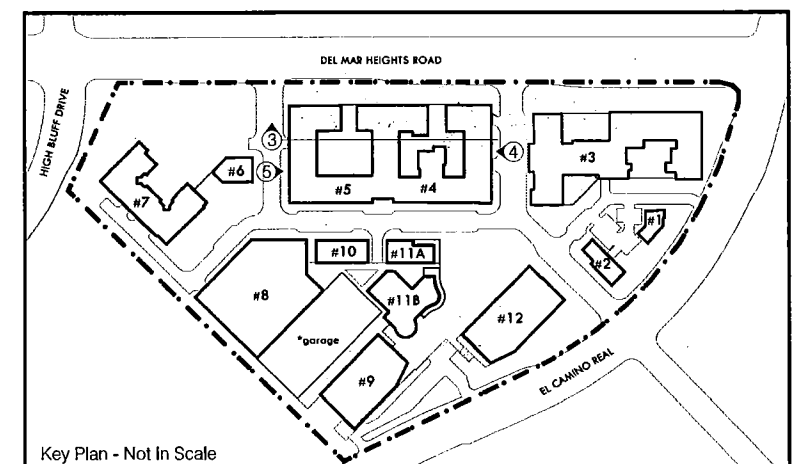
③ BUILDING 4 & 5 NORTH ELEVATION (INTERIOR COURT)



④ BUILDING 4 EAST ELEVATION



⑤ BUILDING 5 WEST ELEVATION



Prepared By:

Name: Elkus Manfredi Architects

Address: 300 A Street, Boston, MA 02210

Phone #: 617.368.3363

Fax #: 617.426.7502

Project Address:

Southwest Corner of Intersection of Del Mar Heights
Road & El Camino Real

Project Name:
San Diego Corporate Center Lots 1 & 2

Sheet Title:

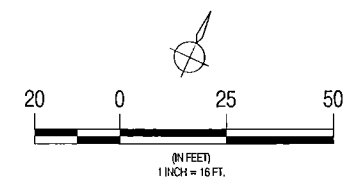
Building 4-5 Elevations Phase 3 (Block B)

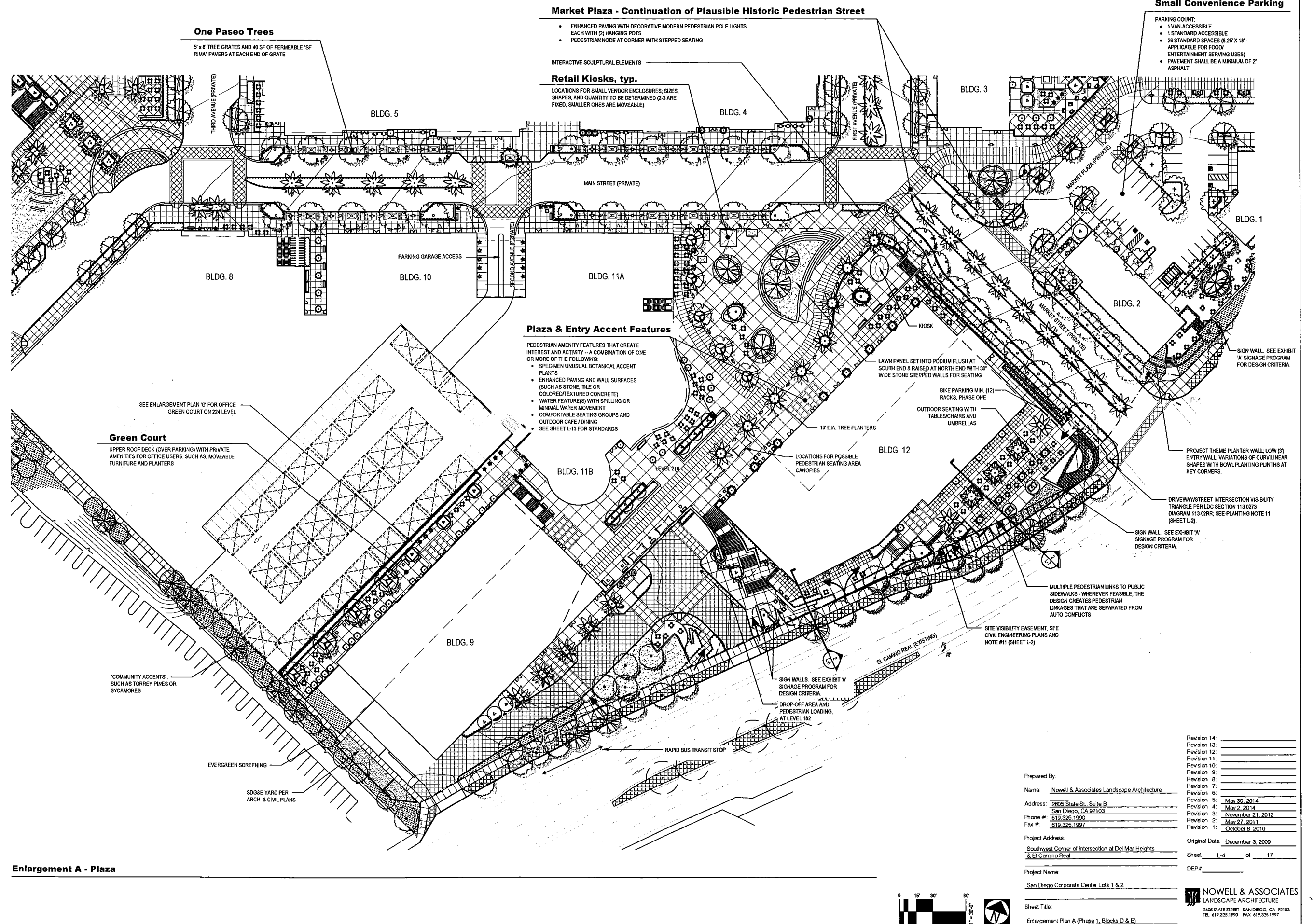
Revision 14: _____
Revision 13: _____
Revision 12: _____
Revision 11: _____
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Revision 8: _____
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Revision 6: 07/18/2014
Revision 5: 05/30/2014
Revision 4: 05/02/2014
Revision 3: 11/21/2012
Revision 2: 06/20/2011
Revision 1: 10/08/2010

Original Date: 12/21/2009

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DEP# A-069





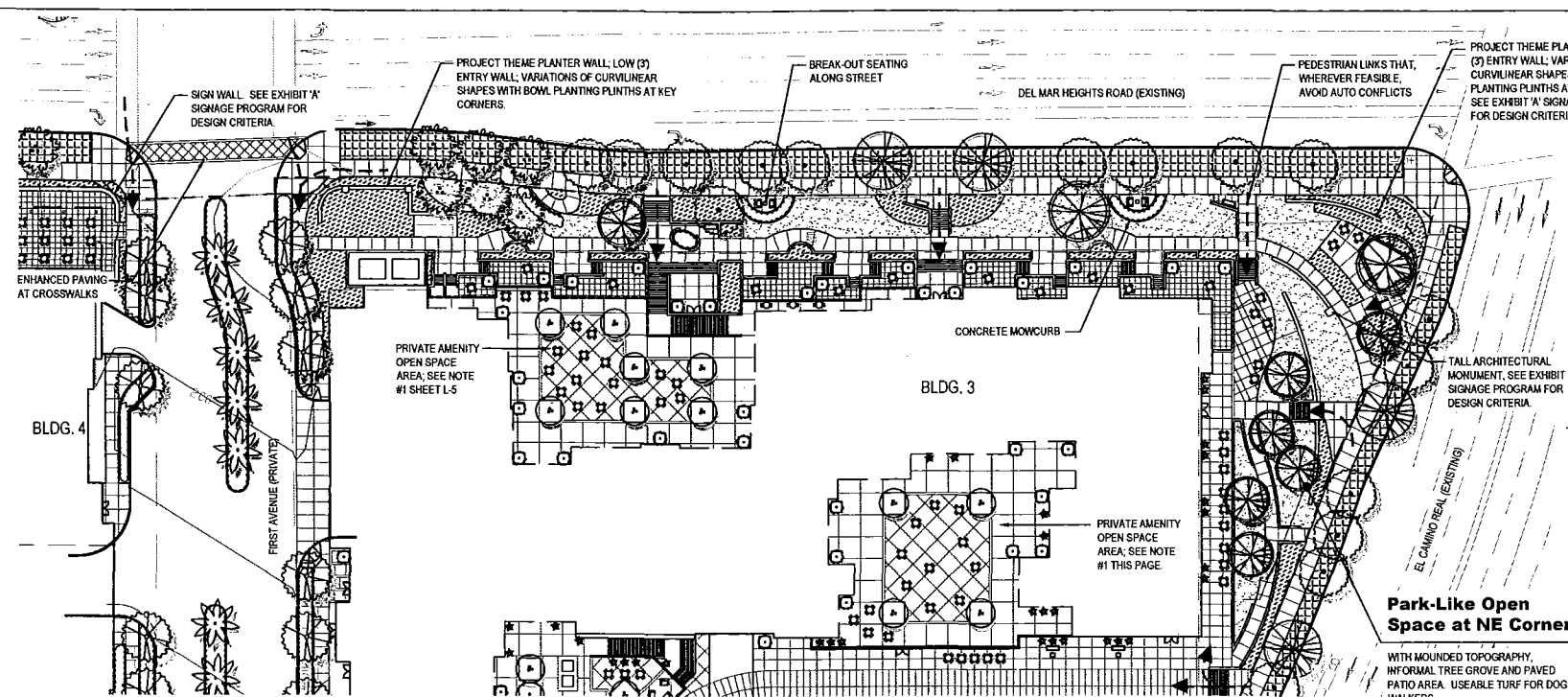
Enlargement A - Plaza

Prepared By: _____
Name: Nowell & Associates Landscape Architecture
Address: 2605 State St., Suite B
San Diego, CA 92103
Phone #: 619.325.1990
Fax #: 619.325.1997
Project Address: Southwest Corner of Intersection at Del Mar Heights
& El Camino Real
Project Name: San Diego Corporate Center Lots 1 & 2
Sheet Title: Enlargement Plan A (Phase 1, Blocks D & E)

Revision 14: _____
Revision 13: _____
Revision 12: _____
Revision 11: _____
Revision 10: _____
Revision 9: _____
Revision 8: _____
Revision 7: _____
Revision 6: _____
Revision 5: May 30, 2014
Revision 4: May 2, 2014
Revision 3: November 21, 2012
Revision 2: May 27, 2011
Revision 1: October 8, 2010

Original Date: December 3, 2009
Sheet L-4 of 17
DEP# _____

NOWELL & ASSOCIATES
LANDSCAPE ARCHITECTURE
2605 STATE STREET SAN DIEGO, CA 92103
TEL 619.325.1990 FAX 619.325.1997



Enlargement C - Block 'A'

Entry Paseo

ENHANCED PAVING AND BREAK-OUT SEATING AREAS, WOULD BE EXTENDED THROUGH PASEO AND DOWN TO PLAZA AT 3RD AND ONE PASEO. - IF OFF-SITE PERMISSIONS ARE EXTENDED TO APPLICANT

PROJECT MONUMENT WALL, SEE EXHIBIT 'A' SIGNAGE PROGRAM FOR DESIGN CRITERIA

Tall Entry Monument

ARCHITECTURAL DETAILS THAT MATCH PROJECT STYLE AND DESIGN. SEE EXHIBIT 'A' SIGNAGE PROGRAM FOR DESIGN CRITERIA

SIGN WALL, SEE EXHIBIT 'A' SIGNAGE PROGRAM FOR DESIGN CRITERIA

SOUND ATTENUATION WALL, SEE SECTIONS 1 & 2, SHEET L-5

PROJECT THEME PLANTER WALL, LOW (3) ENTRY WALL, VARIATIONS OF CURVILINEAR SHAPES WITH BOWL PLANTING PLINTHS AT KEY CORNERS.

ENHANCED PAVING AT CROSSWALKS

Civic Green: Multi-purpose Open Lawn Area

Streetscapes: 1ST, 3RD AND MARKET

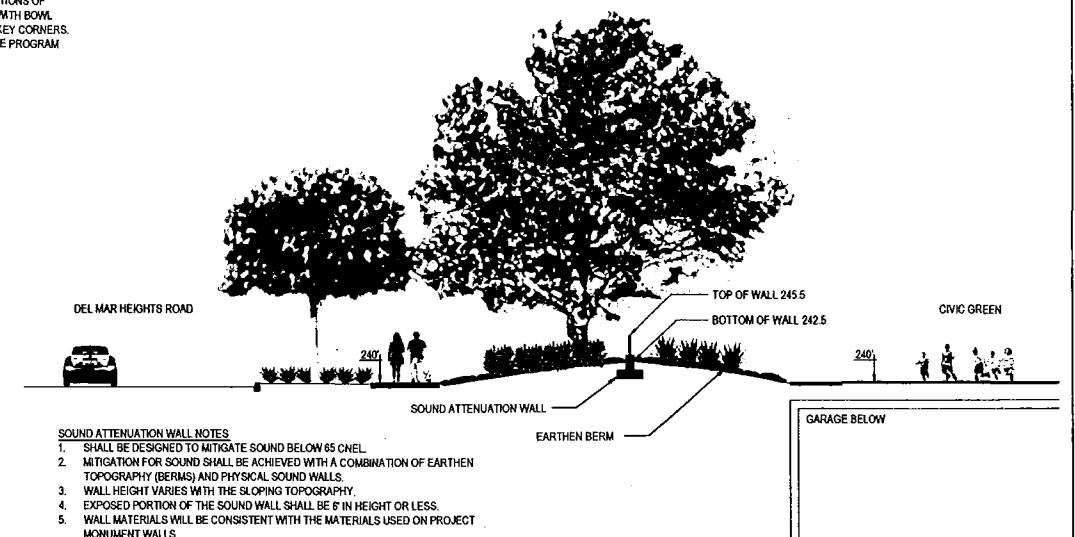
Neighborhood Plaza SEE SHEET L-6

PRIVATE AMENITY OPEN SPACE AREA, SEE NOTE SHEET L-5

ENHANCED PAVING AT CROSSWALKS

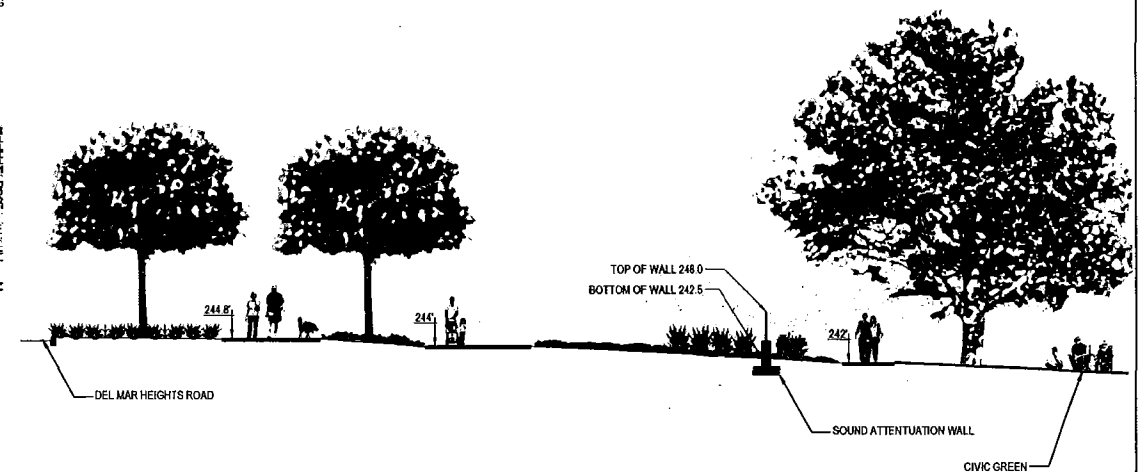
15' Utility Easement (NO TREE ZONE)

Enlargement B - Block 'C'



Section 1 - Sound attenuation wall at Civic Green

scale: 1/8" = 1'-0"



Section 2 - Sound attenuation wall at Entry Paseo

scale: 1/8" = 1'-0"

NOTE #1

PRIVATE AMENITY OPEN SPACE AREAS SHALL INCLUDE A COMBINATION OF SOME OF THE FOLLOWING BBQ AREAS, INTIMATE SEATING AREAS, RAISED PLANTERS AND POTS, TRELLISES FOR SHADE AND SPACE DETERMINATION, POOLS AND/OR SPAS, AND PRIVATE PATIOS/BALCONIES. DESIGN TO BE FINALIZED DURING PHASE 2 (OR 3) DESIGN DEVELOPMENT. SEE SHEET L-13 FOR STANDARDS.

Prepared By:

Name: Nowell & Associates Landscape Architecture

Address: 2605 State St., Suite B

San Diego, CA 92103

Phone #: 619.325.1990

Fax #: 619.325.1997

Project Address:

Southwest Corner of Intersection at Del Mar Heights

& El Camino Real

Project Name:

San Diego Corporate Center Lots 1 & 2

Sheet Title:

Enlargement Plans B & C (at Build-Out)

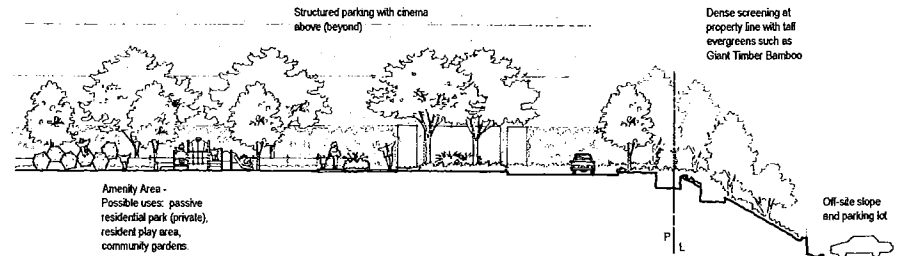
Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
Revision 10:	
Revision 9:	
Revision 8:	
Revision 7:	
Revision 6:	
Revision 5:	<u>May 30, 2014</u>
Revision 4:	<u>May 2, 2014</u>
Revision 3:	<u>November 21, 2012</u>
Revision 2:	<u>May 27, 2011</u>
Revision 1:	<u>October 8, 2010</u>

Original Date: December 3, 2009

Sheet L-5 of 17

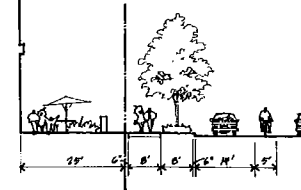
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NOWELL & ASSOCIATES
LANDSCAPE ARCHITECTURE
2605 STATE STREET SAN DIEGO, CA 92103
TEL 619.325.1990 FAX 619.325.1997



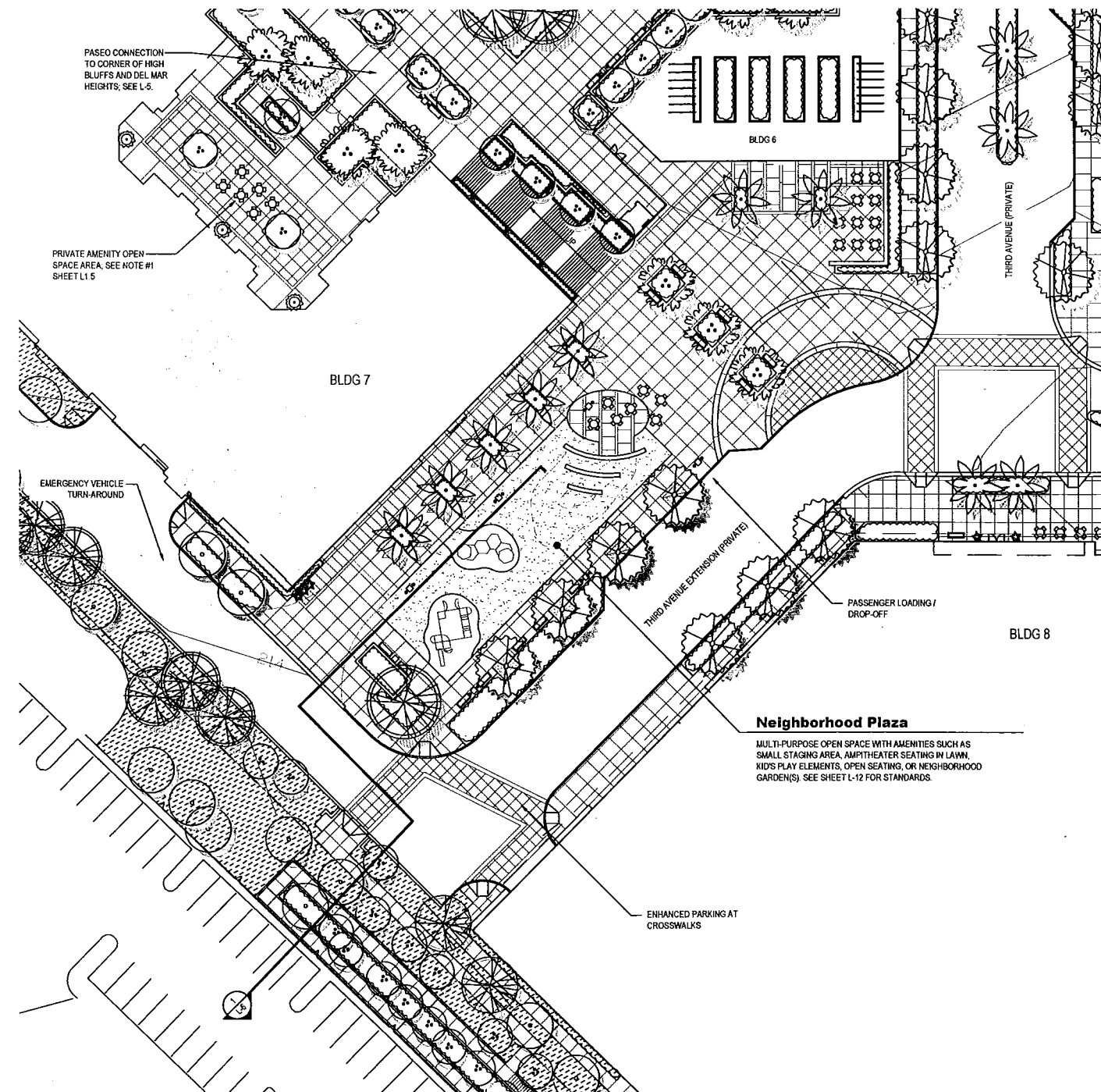
Section 1 - At Connection to The Heights at Del Mar

scale: 1/16" = 1'-0"



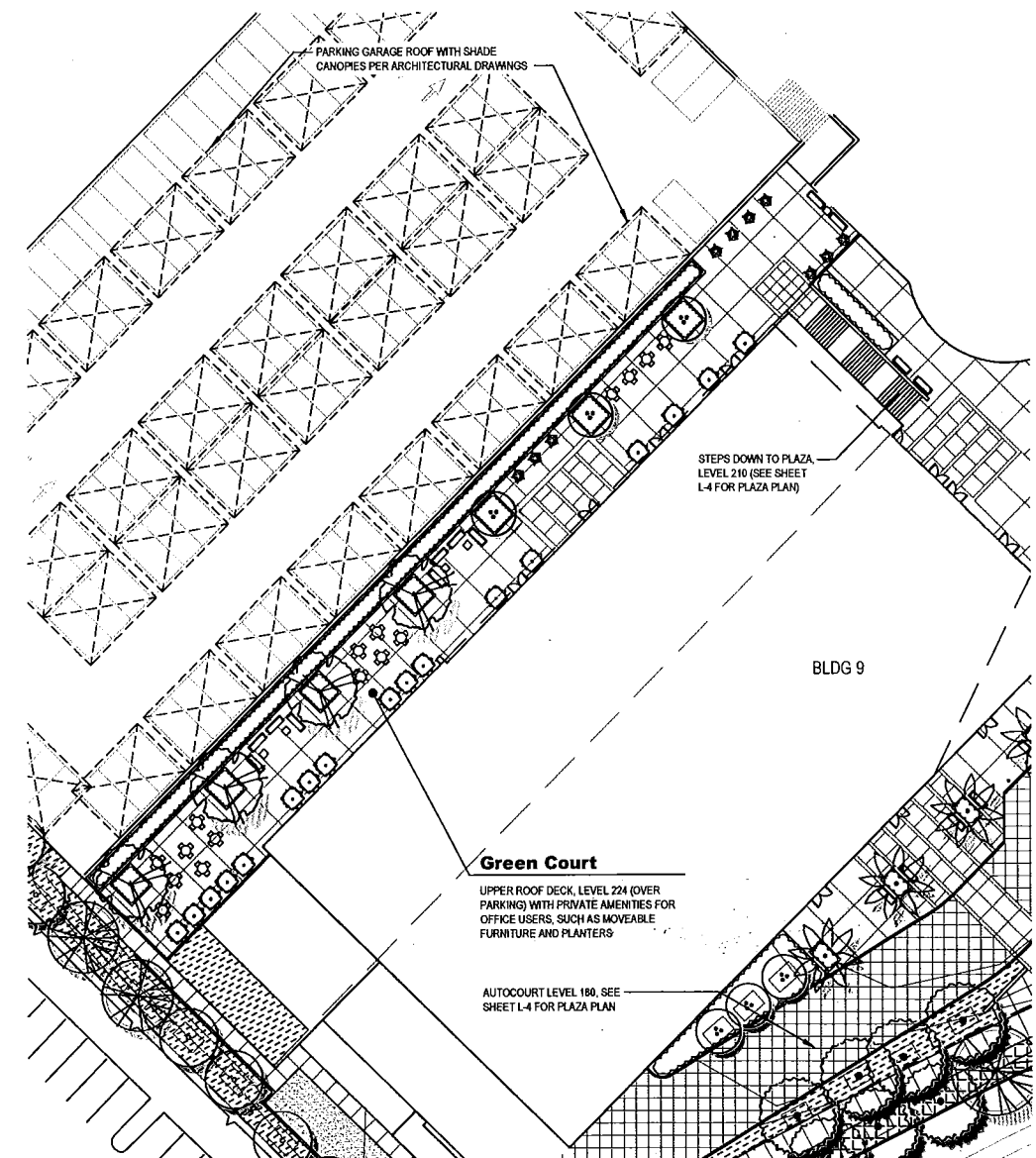
Section 2 - At El Camino Real (Tightest Point)

scale: 1/16" = 1'-0"



Enlargement D

scale: 1" = 20'-0"



Enlargement E - Green Court 224 Level, Rooftop Office Amenity Space

scale: 1" = 20'-0"

Prepared By:

Name: Nowell & Associates Landscape Architecture

Address: 2605 State St., Suite B

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Phone #: 619.325.1990

Fax #: 619.325.1997

Project Address: Southwest Corner of Intersection of Del Mar Heights & El Camino Real

Project Name:

San Diego Corporate Center Lots 1 & 2

Sheet Title:

Enlargement Plans D & E

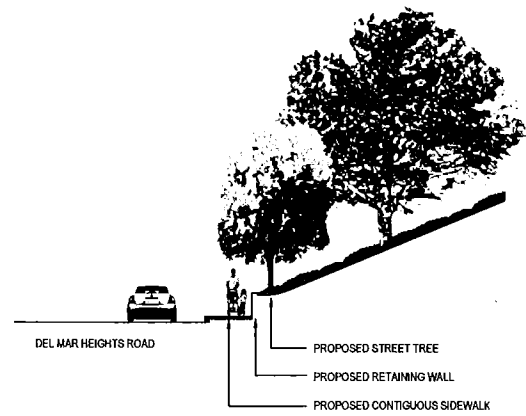
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Revision 1:	October 8, 2010

Original Date: December 3, 2009

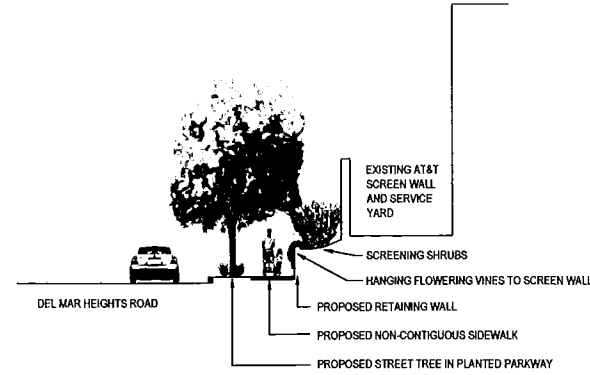
Sheet: L-6 of 17

DEP#

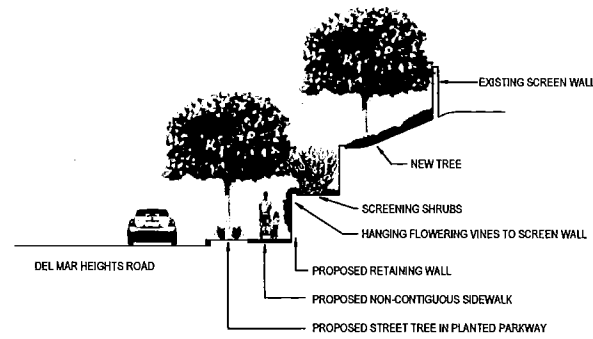
NOWELL & ASSOCIATES
LANDSCAPE ARCHITECTURE
2605 STATE STREET SAN DIEGO, CA 92103
TEL 619.325.1990 FAX 619.325.1997



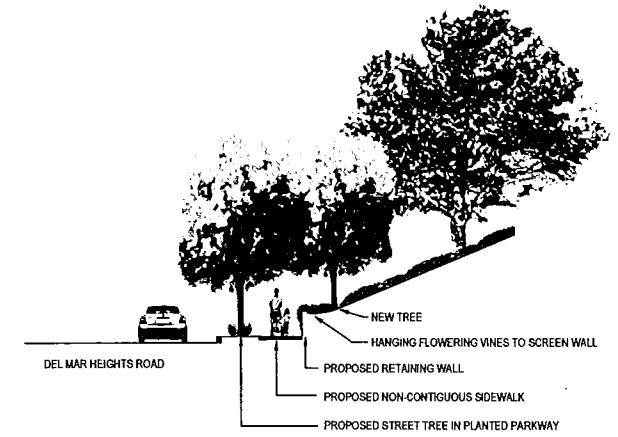
Section 1 - Contiguous sidewalk with retaining wall < 6'
scale: 1/8" = 1'-0"



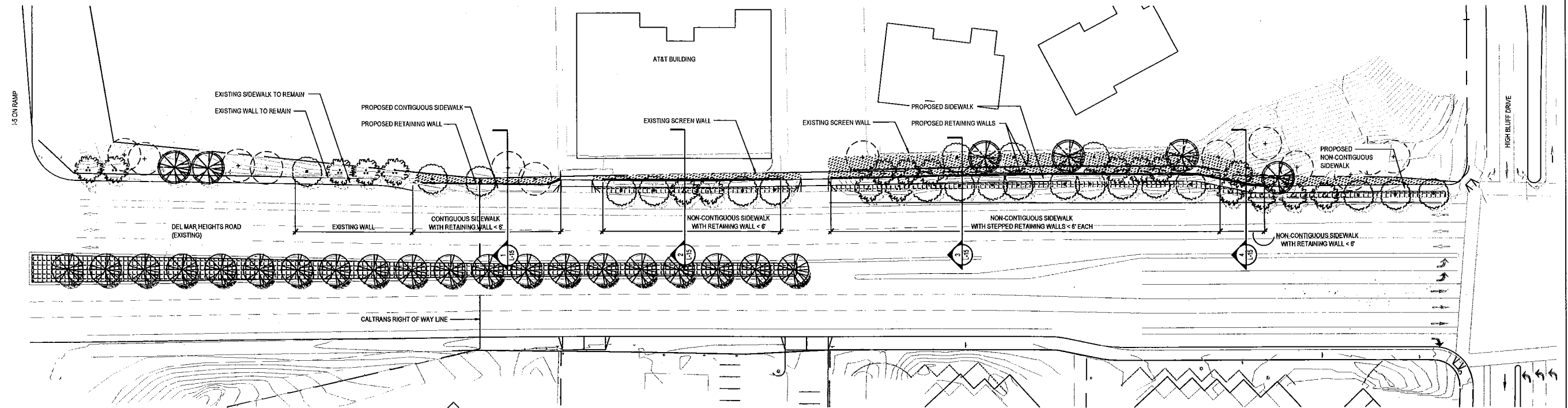
Section 2 - Non-contiguous sidewalk with retaining wall < 6'
scale: 1/8" = 1'-0"



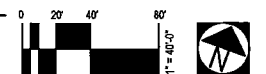
Section 3 - Non-contiguous sidewalk with stepped retaining walls
scale: 1/8" = 1'-0"



Section 4 - Non-contiguous sidewalk with retaining wall < 6'
scale: 1/8" = 1'-0"



Off-site Proposed Landscape Improvements



Plant Material Legend



Flowering Entry Accent Trees - 36" box, such as:
- LAGERSTROEMIA X FAURIEI / CRAPE MYRTLE
- TABEBUIA IMPETIGINOSA / PINK TRUMPET TREE
- CERCIS 'FOREST PANSY' / PURPLE-LEAF REDBUD
- SPATHODEA CAMPANULATA / AFRICAN TULIP TREE



Informal Street Trees - informally spaced, 60% 36" box and 40% 48" box, such as:
- ARBUTUS 'MARINA' / MARINA MADROÑE
- KOELREUTERIA BIPINNATA / CHINESE FLAME TREE
- PISTACHIA CHINENSIS / CHINESE PISTACHE
- PLATANUS RACEMOSA / CALIFORNIA SYCAMORE *
* NOT TO BE USED WITHIN SITE VISIBILITY EASEMENTS



Community Accent Trees: Neighborhood identity trees, such as:
36" BOX - PINUS TORREYANA / TORREY PINE
36" BOX - PLATANUS RACEMOSA / CALIFORNIA SYCAMORE



Existing Trees to Remain
SEE EXISTING TREE PLAN FOR IDENTIFICATION



Perimeter Shrubs - 60% 1 gallon, 30% 5 gallon & 10% groundcover from flats with an average spacing of 42" o.c., such as:
MEDIUM TO TALL SHRUBS:
- ARBUTUS UNEDO 'COMPACTA' / DWF STRAWBERRY TREE
- BOUGAINVILLEA SPP. / BOUGAINVILLEA (SHRUB-FORM)
- CALLISTEMON SPP. / BOTTLEBRUSH
- RHAPHIOLEPS UMBELLATUM / YEDDO HAWTHORN
- PHORUM TENAX / NEW ZEALAND FLAX
- PITTOSPORUM TENIFOLIUM HYBRIDS / HYBRID KOHUKU
SMALL SHRUBS & LOW ACCENTS:
- ABELIA PROSTRATA / DWARF ABELIA
- CEANOTHUS SPP. / CARMEL CREEPER
- HEMEROCALLIS SPP. / DAYLILY
- LANTANA SPP. / LANTANA
- LOMANDRA LONGIFOLIA / DWARF MAT RUSH
- SENECEO SPP. / SENECEO
- TRACHELOSPERMUM SPP. / STAR JASMINE



Parkway & Median Shrubs - 60% 1 gallon, 40% 5 gallon with an average spacing of 42" o.c., such as:
SMALL SHRUBS & LOW ACCENTS:
- CEANOTHUS SPP. / CARMEL CREEPER
- HEMEROCALLIS SPP. / DAYLILY
- LANTANA SPP. / LANTANA
- LOMANDRA LONGIFOLIA / DWARF MAT RUSH
- SENECEO SPP. / SENECEO
- TRACHELOSPERMUM SPP. / STAR JASMINE

Prepared By:

Name: Nowell & Associates Landscape Architecture

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Phone #: 619.325.1990

Fax #: 619.325.1997

Project Address:
Southwest Corner of Intersection at Del Mar Heights
& El Camino Real

Project Name:

San Diego Corporate Center Lots 1 & 2

Sheet Title:

Off-site Landscape Plan

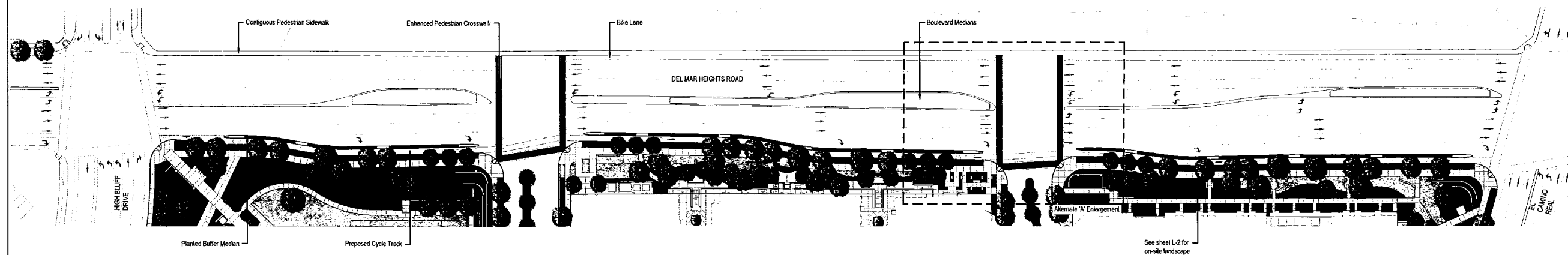
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Revision 1:	

Original Date: December 3, 2009

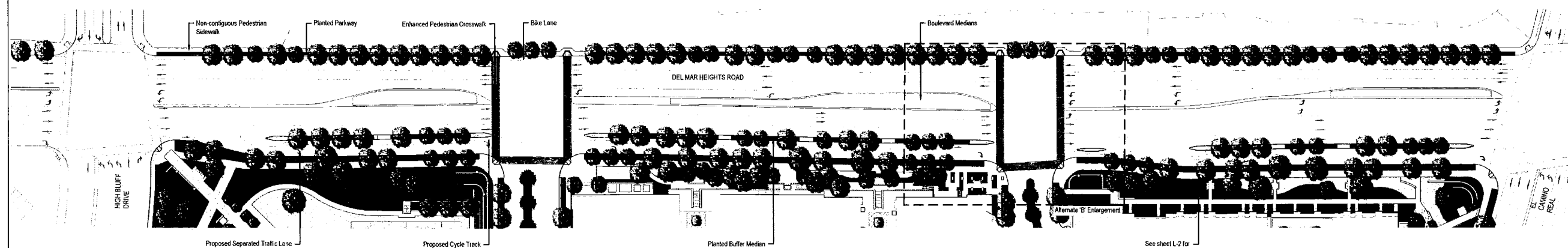
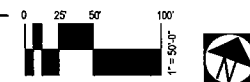
Sheet L-15 of 17

DEP#

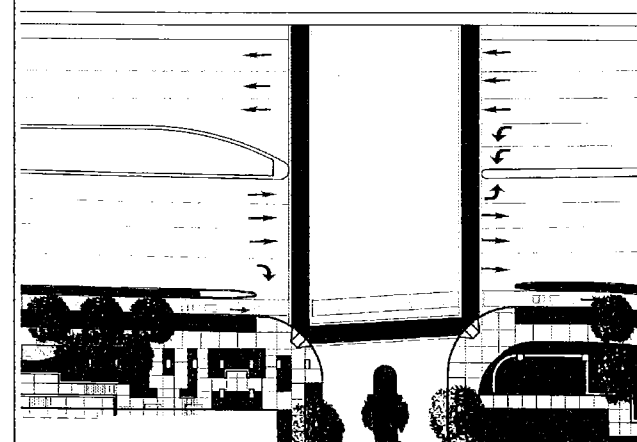
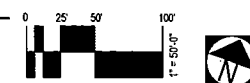
NOWELL & ASSOCIATES
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2605 STATE STREET SAN DIEGO, CA 92103
TEL 619.325.1990 FAX 619.325.1997



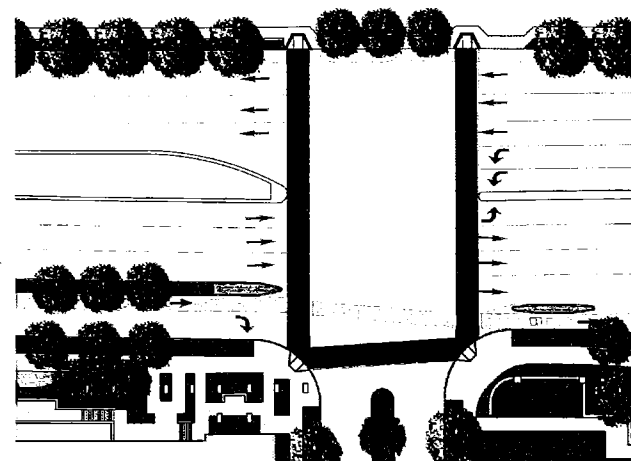
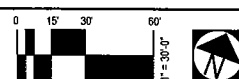
Del Mar Heights Streetscape Alternate 'A' - Cycle Track



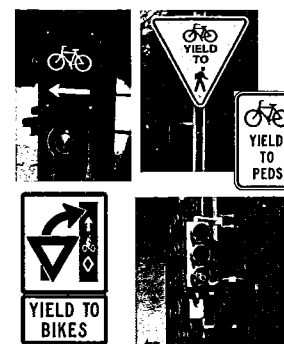
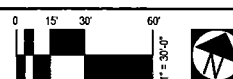
Del Mar Heights Streetscape Alternate 'B' - Auto + Cycle Track



Enlargement at Intersection - Alternate 'A'



Enlargement at Intersection - Alternate 'B'



Precedent Photos: Signals & Signs



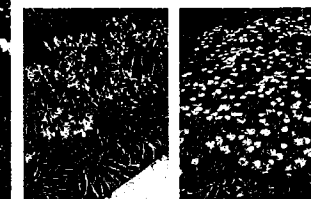
Precedent Photos: Intersections



Cobble Median Maintenance Strip



Low Plantings



NOTE:
SEE CIVIL ENGINEERING DRAWING SHEET C-17 FOR LANE AND MEDIAN CONFIGURATIONS AND DIMENSIONS. THIS PLAN IS TO DEMONSTRATE LANDSCAPE TREATMENTS IN THE STREETScape OPTIONS. TREE CLEARANCES, SHRUB/GROUND COVER HEIGHTS AND VISIBILITY WILL CONFORM TO CITY OF SAN DIEGO APPLICABLE REGULATIONS, INCLUDING MUNICIPAL CODE AND STREET DESIGN MANUAL. SEE SHEET L-2 FOR PLANT LEGEND.

Prepared By:

Name: Novell & Associates Landscape Architecture

Address: 2605 State St., Suite B

San Diego, CA 92103

Phone #: 619.325.1990

Fax #: 619.325.1997

Project Address:

Southwest Corner of Intersection at Del Mar Heights

& El Camino Real

Project Name:

San Diego Corporate Center Lots 1 & 2

Sheet Title:

Del Mar Heights Road Streetscape Alternate Landscape Plans

Revision 14:	
Revision 13:	
Revision 12:	
Revision 11:	
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Original Date: December 3, 2009

Sheet L-17 of 17

DEP#

NOWELL & ASSOCIATES
LANDSCAPE ARCHITECTURE
2605 STATE STREET SAN DIEGO, CA 92103
TEL 619.325.1990 FAX 619.325.1997

(R-[Reso Code])

RESOLUTION NUMBER R-_____

DATE OF FINAL PASSAGE _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF
 SAN DIEGO ADOPTING AN AMENDMENT TO THE
 GENERAL PLAN, CARMEL VALLEY COMMUNITY PLAN,
 AND THE CARMEL VALLEY EMPLOYMENT CENTER
 (PRECISE PLAN) TO REDESIGNATE 23.68 ACRES FROM
 THE CARMEL VALLEY COMMUNITY EMPLOYMENT
 CENTER TO THE CARMEL VALLEY COMMUNITY
 VILLAGE DESIGNATION FOR THE ONE PASEO PROJECT
 (PROJECT NO. 193036) – MMRP.

DRAFT

WHEREAS, Kilroy Realty Corporation, requested amendments to redesignate the 23.86-acre with the General Plan from Industrial Employment to Multiple Use, the Carmel Valley Community Plan from Employment Center to Community Village and the Carmel Valley Employment Center Precise Plan to include design parameters for the site. The site is located south of Del Mar Heights Road between El Camino Real and High Bluff Drive within the Carmel Valley Community Planning Area. The site is legally described as Parcel 1 and 2 of Parcel Map No. 15061 and Parcel 2 of Parcel Map No. 19130 within the City of San Diego, County of San Diego, State of California; and

WHEREAS, the Planning Commission of the City of San Diego found the proposed amendment consistent with the General Plan; and

WHEREAS, under Charter section 280(a)(2), this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the

(R-[Reso Code])

decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; NOW, THEREFORE,

WHEREAS, on _____, the City Council of the City of San Diego held a public hearing for the purpose of considering an amendment to the General Plan the Carmel Valley Community Plan and the Precise Plan; and

WHEREAS, the Council of the City of San Diego has considered all maps, exhibits, and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the amendments to the General Plan, the Carmel Valley Community Plan and the Precise Plan, a copy of which is on file in the office of the City Clerk as Document No. RR-_____.

BE IT FURTHER RESOLVED, that the Council adopts and amendment to the General Plan for the City of San Diego to incorporate the above amended plan.

APPROVED: JAN I. GOLDSMITH, City Attorney

By _____
Corrine L. Neuffer
Deputy City Attorney

CLN:dkr
9/8/2014
Or.Dept:[Dept]

Rezone Ordinance

(O-XXXX)

ORDINANCE NUMBER O-_____ (NEW SERIES)

ADOPTED ON XXXXXX

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SAN DIEGO CHANGING 28 ACRES LOCATED SOUTH OF DEL MAR HEIGHTS ROAD BETWEEN EL CAMINO REAL AND HIGH BLUFF DRIVE, WITHIN THE CARMEL VALLEY COMMUNITY PLAN AREA, IN THE CITY OF SAN DIEGO, CALIFORNIA, FROM THE CARMEL VALLEY PLANNED DISTRICT EMPLOYMENT CENTER (CVPD-EC) ZONE TO THE CARMEL VALLEY PLANNED DISTRICT-MIXED-USE CENTER (CVPD-MC) AS DEFINED BY SAN DIEGO MUNICIPAL CODE SECTION 153.0311.

WHEREAS, Kilroy Realty Corporation, applicant, requested a rezone for the purpose of changing 28 acres located south of Del Mar Heights Road between El Camino Real and High Bluff Drive and legally described as Parcel 1 and 2 of Parcel Map No. 15061 and Parcel 2 of Parcel Map No. 19130, in the Carmel Valley Community Plan Community Plan area, in the City of San Diego, California, as shown on Zone Map Drawing No. B-4301, filed in the office of the City Clerk as Document No. OO- _____, from the Carmel Valley Planned District Employment Center (CVPD-EC) Zone to the Carmel Valley Planned District-Mixed-Use Center (CVPD-MC) (Rezone No. 683373); and

WHEREAS, on October 2, 2014, the Planning Commission of the City of San Diego considered Rezone No. 683373 and voted _____ to recommend City Council _____ of Rezone No. 683373; and

WHEREAS, under Charter section 280(a)(2) this ordinance is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the

decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on evidence presented; and

WHEREAS, the matter was set for public hearing on _____, testimony having been heard, evidence having been submitted and the City Council having full considered the matter and being fully advised concerning the same; NOW, THEREFORE, BE IT ORDAINED, by the Council of the City of San Diego, as follows:

Section 1. That 28 acres (including to the centerline of the public right-of-way) located south of Del Mar Heights Road between El Camino Real and High Bluff Drive and legally described as Parcel 1 and 2 of Parcel Map No. 15061 and Parcel 2 of Parcel Map No. 19130, in the Carmel Valley Community Plan Community Plan area, in the City of San Diego, California, as shown on Zone Map Drawing No. B-4301, filed in the office of the City Clerk as Document No. OO- _____, is rezoned from the Carmel Valley Planned District Employment Center (CVPD-EC) Zone to the Carmel Valley Planned District-Mixed-Use Center (CVPD-MC). The CVPD-MC is a newly created zone per City Clerk Document No. OO- _____, described and defined by San Diego Municipal Code 153.0311. This action amends the Official Zoning Map adopted by Resolution R-301263 on February 28, 2006.

Section 2. That Ordinance No. 15634 (New Series), adopted December 7, 1984, and Ordinance No. 16074 (New Series), adopted October 31, 1983, of the ordinances of the City of San Diego is repealed insofar as the same conflict with Rezone No. 683373.

Section 3. That a full reading of this ordinance is dispensed with prior to its final passage, a written or printed copy having been available to the City Council and the public a day prior to its final passage.

Section 4. This ordinance shall take effect and be in force on the thirtieth day from and after its passage, and no building permits for development inconsistent with the provisions of this

ordinance shall be issued unless application therefor was made prior to the date of adoption of this ordinance.

APPROVED: JAN GOLDSMITH, City Attorney

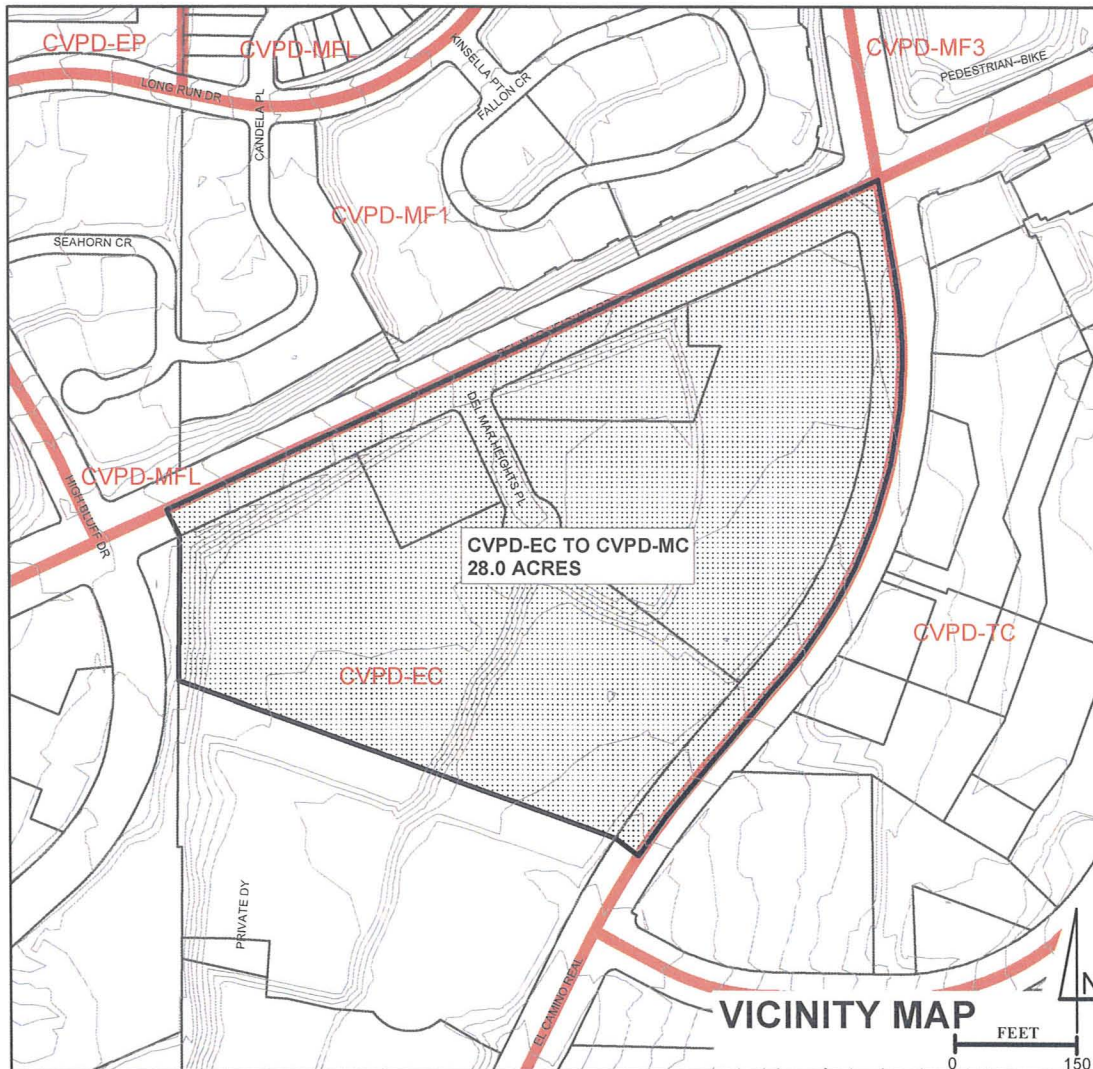
By _____
Corrine Neuffer
Deputy City Attorney

CLN:dkr
9/8/2014
Or.Dept: DSD



CITY OF SAN DIEGO • DEVELOPMENT SERVICES

PROPOSED REZONING



SEC 18-14, PAR1&2 PARCEL MAP NO 15061 & 19130

ORDINANCE NO. _____
 EFF. DATE ORD. _____
 ZONING SUBJ. TO _____
 BEFORE DATE _____
 EFF. DATE ZONING _____
 MAP NAME AND NO. _____

REQUEST CVPD-MC

PLANNING COMM.
RECOMMENDATIONCITY COUNCIL
ACTION

CASE NO. PTS 193036

DEVELOPMENT SERVICES MANAGER

B- 4301

APN: 304-070-43,49,52&57

(286-1695) 5-14-14 Idj

Document Path: \\C:\GIS\2014\B-4301\B-4301.dwg - 11/14/2014 10:00 AM - 11/14/2014 10:00 AM

OLD LANGUAGE: ~~Stuck Out~~
NEW LANGUAGE; Double Underline

ORDINANCE NUMNER O _____ (NEW SERIES)

DATE OF FINAL PASAGE _____

A ORDINANCE AMENDING CHAPTER 15, ARTICLE 3,
DIVISION 3 OF THE SAN DIEGO MUNICIPAL CODE BY
AMENDING SECTION 153.0311 TO ADD NEW LAND USE
AND RENUMBERING SECTIONS, 153.0311, 153.0312,
153.0313, 153.0314 AND 153.0315 TO ADD A NEW LAND
USE FOR THE CARMEL VALLEY AREA FOR THE
ONE PASEO PROJECT.

§153.0311 Mixed-Use Center (MC)

(a) Purpose and Intent

The purpose of the Mixed-Use Center Zone is to create a community village which is compact, multi-functional, and pedestrian-oriented. The Mixed Use Center permits a diversity of uses including residential multiple dwelling units, retail sales, offices, and commercial services. All development shall be consistent with the Carmel Valley Employment Center, Development Unit No. 2 Precise Plan.

(b) Use Regulations

- (1) The use regulations of Land Development Code Chapter 13, Article 1, Division 5 (Commercial Base Zones) for the CC-5-5 zone shall apply.
- (2) Uses within the Community Village shall be subject to the minimum development shown in Table 153-03F.

Table 153-03F
Minimum Use Requirements

<u>Use Category</u>	<u>Minimum Development⁽¹⁾</u>
<u>Retail and Commercial Sales</u>	<u>20%</u>
<u>Office</u>	<u>20%</u>
<u>Multiple Dwelling Units</u>	<u>40%</u>
<u>Public Space</u>	<u>10%</u>

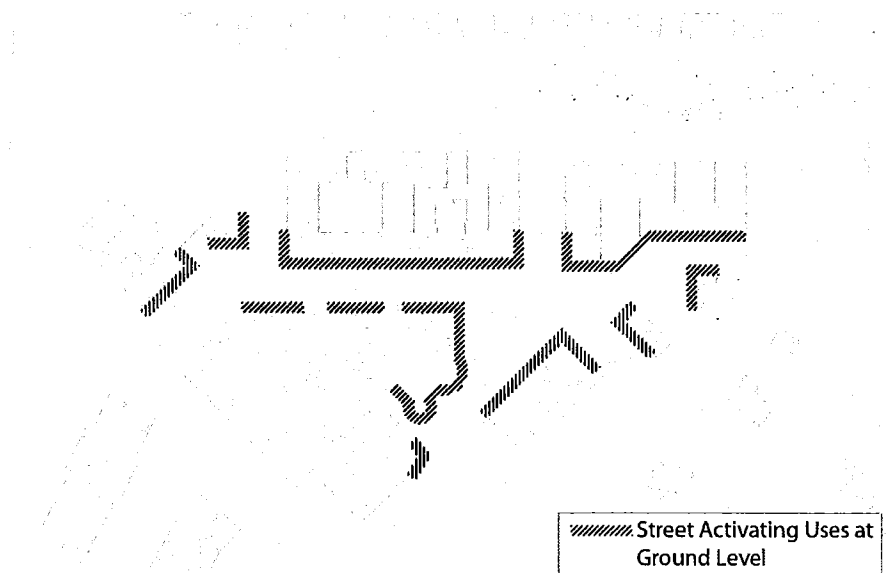
Footnote to Table 153-03F

¹ See the Carmel Valley Employment Center Unit 2 Precise Plan for the maximum amount of development.

(3) The primary use in the ground floor of structures adjacent to areas designated for street activating uses at ground level in Diagram 153-03A shall be limited to the following uses and subject to the permitting process in Table 131-05b for the CC-5-5 zone:

- (A) Residential (limited to accessory uses associated with Multiple Dwelling Units)
- (B) Institutional (limited to Museums)
- (C) Retail Sales, Services including Separately Regulated Retail Sales Uses
- (D) Commercial Services, including Separately Regulated Commercial Services Uses (excluding Business Services, Funeral & Mortuary Services, Off Site Services, and Radio & Television Studios)
- (E) Offices (limited to Medical, Dental, & Health Practitioner) including Separately Regulated Offices Uses

Diagram 153-03A STREET ACTIVATING USES



(c) Development Regulations

The development regulations of the CC-5-5 zone of Land Development Code Chapter 13, Article 1, Division 5 (Commercial Base Zones) shall apply except for the following:

(1) Setbacks

(A) Del Mar Heights Road - 30 feet

(B) High Bluff Drive - 30 feet

(C) El Camino Real – 30 feet, except that a maximum of 30 percent of a structure may maintain a minimum setback of 10 feet.

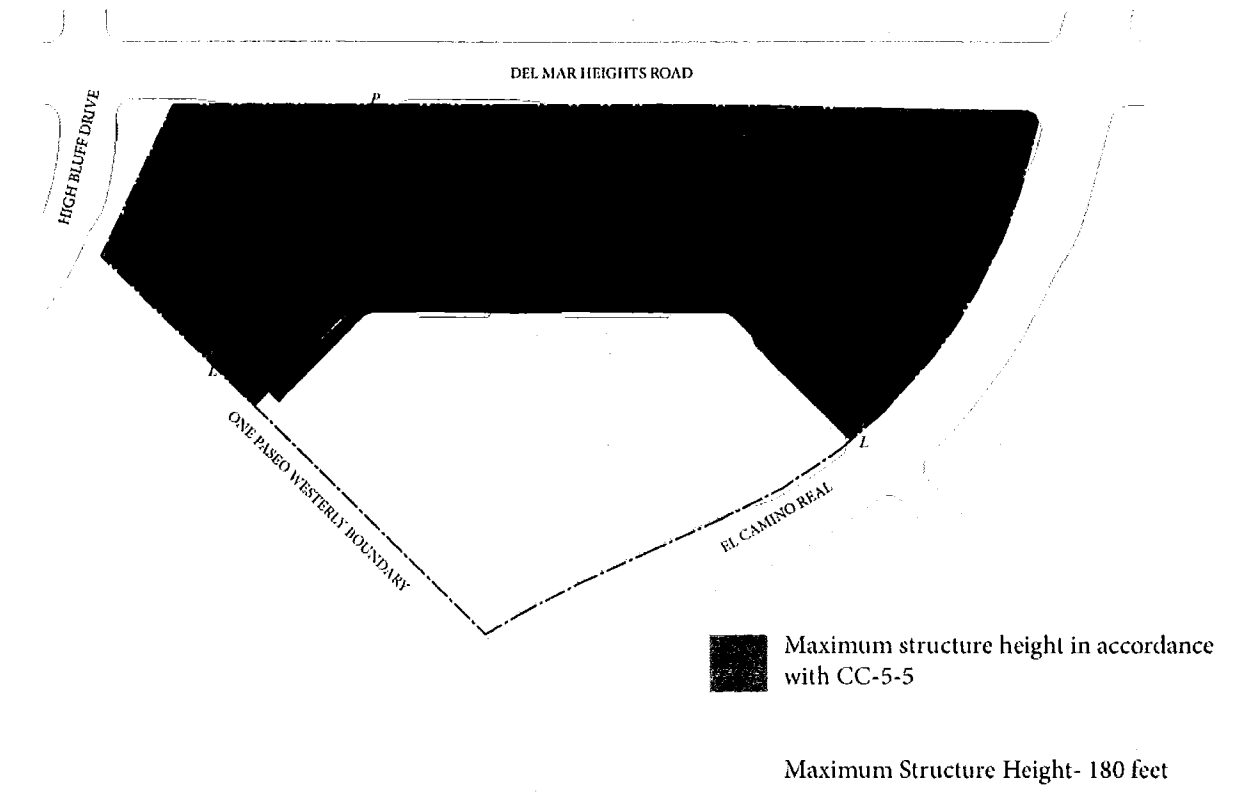
(D) One Paseo Westerly Boundary - 15 feet

(2) Street Frontage – No minimum street frontage required as long as access is provided through an access agreement satisfactory to the City Engineer.

(3) Maximum Structure Height

Maximum structure height shall be in accordance with Diagram 153.-03B.

Diagram 153-03B
MAXIMUM STRUCTURE HEIGHT



(d) Supplemental Development Regulations

- (1) Density and Intensity - The number of dwelling units or total gross floor area shall not exceed that set forth by the applicable zone and the applicable land use plan, and shall be based on the area of the entire zone. The dwelling units or gross floor area may be distributed without regard to the proposed lot boundaries provided the distribution is consistent with the land use transfer provisions of the Carmel Valley Employment Center Unit 2 Precise Plan.
- (2) A minimum six-foot non-contiguous sidewalk shall be provided on Del Mar Heights Road and El Camino Real.

(e) Parking

- (1) The development regulations of Land Development Code Chapter 14, Article 2, Division 5 (Parking Regulations) shall apply except the required number of parking spaces shall be determined in

accordance with a shared parking study as approved by the City Manager.

- (2) Temporary parking areas may be permitted provided a plan addressing phasing, ingress/egress, screening, and landscaping is approved by the City Manager.

(f) Landscape

The development regulations of Land Development Code Chapter 14, Article 2, Division 4 (Landscape Regulations) shall apply except as provided within the CVPD-MC zone.

<u>Table 153-03G</u>		
<u>PLANTING REQUIREMENTS</u>		
<u>Type of Area</u>	<u>Planting Area Required (Percent of total area)</u>	<u>Plant Points Required ⁽¹⁾</u>
<u>Street Yard</u>	<u>25%</u>	<u>0.05 points</u>
<u>Remaining Yard</u>	<u>30%</u>	<u>0.05 points</u>
<u>Plaza (includes Paseos)</u>	<u>15%</u>	<u>0.02 points</u>
<u>Private Amenity Open Space</u>	<u>5%</u>	<u>0.02 points</u>

Footnote to Table 153-03G:

¹ Points shall be calculated based upon Table 142-04B Plant Point Schedule in Section 142.0403.

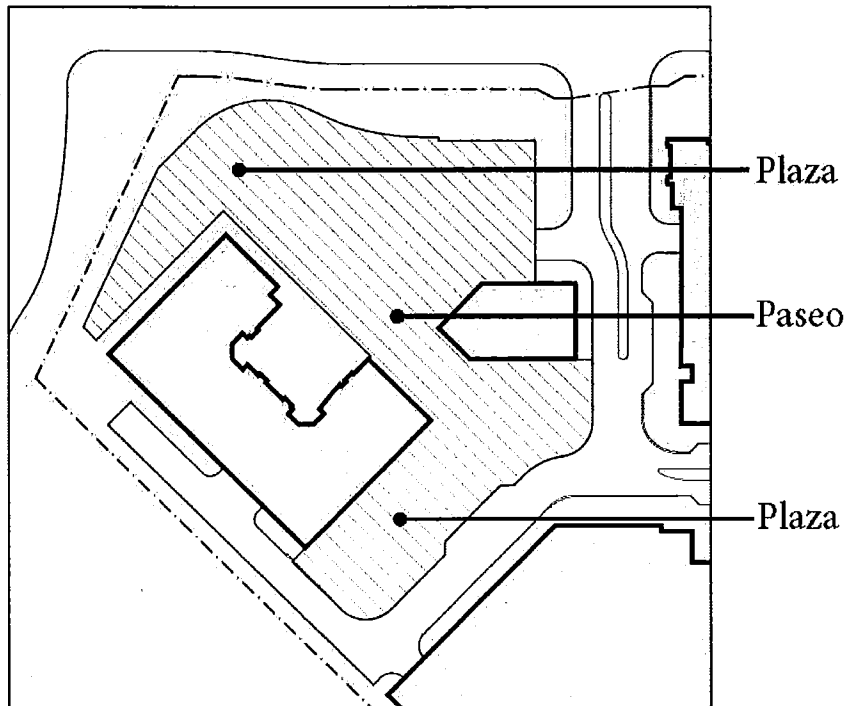
(1) Plazas and Paseos

Plaza means an outdoor area designed to be used as a public space. Plazas include one or a combination of paving, play areas, seating areas, water features, useable lawn areas, shrub beds, and plants in containers. Paseos are pedestrian ways that connect a plaza with other spaces or uses and are considered a part of the plaza for purposes of overall calculation of landscape area and point requirements for each plaza. Diagram 153-03C illustrates the relationship between Plaza and Paseo.

- (A) Plazas are subject to the planting area and point requirements Table 153-03G.
- (B) At least one-half of the required planting points shall be achieved with trees.
- (C) Plazas developed on structural podiums may satisfy all planting area and point requirements with raised planters and pots with a minimum inside dimension of 24 inches.

Raised planters and pots for trees shall have a minimum inside width of 48 inches.

Diagram 153-03C
CONCEPTUAL ILLUSTRATION OF PLAZA AND PASEO

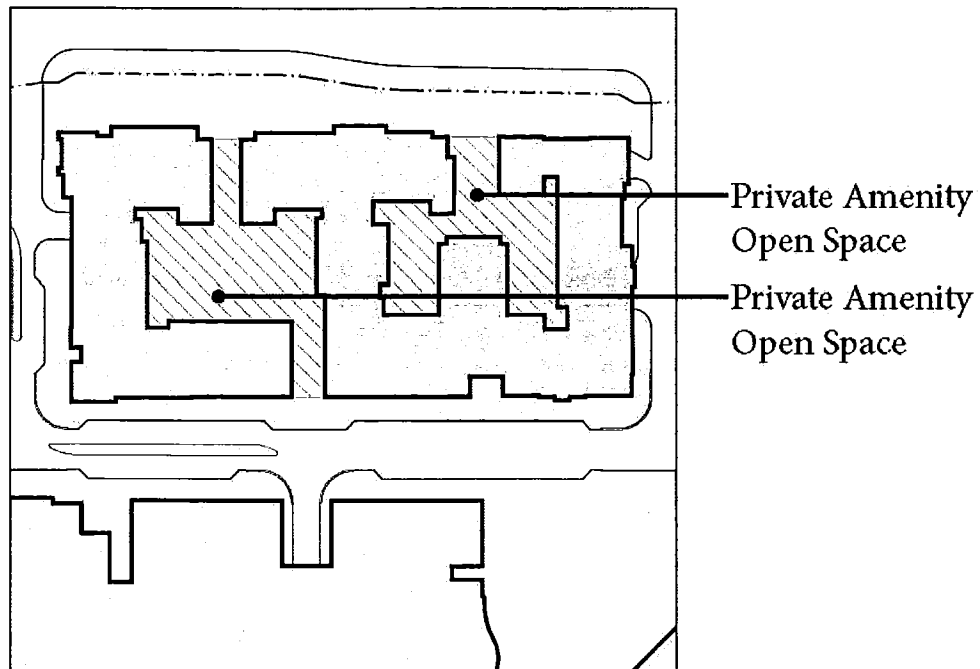


(2) Private Amenity Open Space

Private Amenity Open Space means a private outdoor area intended for the exclusive use of building occupants. Diagram 153-03D illustrates a Private Amenity Open Space area.

- (A) Private amenity open spaces are subject to the planting area and point requirements Table 153-03G**
- (B) Required planting may be achieved by trees, shrubs, or any combination of the two.**
- (C) Planting may be provided in raised planters and pots with a minimum inside dimension of 24 inches including on-structure planters. Raised planters and pots for trees shall have a minimum inside width of 48 inches.**

Diagram 153-03D
CONCEPTUAL ILLUSTRATION OF TYPICAL
PRIVATE AMENITY OPEN SPACE

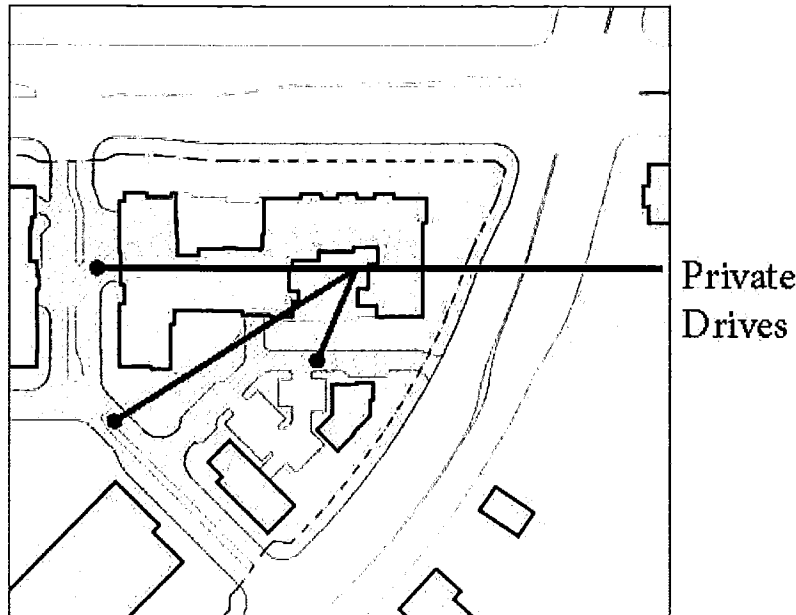


(3) Private Drives

Private drive means a nonpublic thoroughfare. Private drives connect public rights-of-way to multiple locations within a development. Diagram 153-03E illustrates private drives.

- (A) The number of trees required for each private drive frontage shall be calculated at the average rate of one 24-inch box canopy tree for every 40 feet of private drive frontage. Tree spacing may be varied to accommodate site conditions or design considerations.
- (B) Trees shall be planted between the curb and the internal street wall. Where there is no street wall trees shall be located within 12 feet of the curb-line along that private drive frontage
- (C) Private drive trees shall be separated from improvements by the minimum distance shown in Table 142-04E in Section 142.0409 of the Land Development Code.

Diagram 153-03E
CONCEPTUAL ILLUSTRATION OF
TYPICAL PRIVATE DRIVES



(g) Phasing of Mixed-Use Center

- (1) A development phasing plan shall be required. The plan shall identify interim conditions, and the anticipated chronology of development including land use, structures, and public facilities and infrastructure.
- (2) Projects shall be phased to provide supporting public facilities and infrastructure concurrent with their need and completed prior to occupancy of any structure within the specific phase.
- (3) Public use areas shall be developed concurrent with any abutting development.
- (4) Subsequent projects as defined in the Carmel Valley Employment Center, Development Unit No. 2 Precise Plan shall be reviewed in accordance with a Process Two Substantial Conformance.

§153.0312 Open Space (OS)
(a) through (b) [No change in text]

§153.0313 Floodway Zone

The use and development regulations of Land Development Code Chapter 13, Article 1, Division 2 (Open Space Zones) for the OF-1-1 zone apply. [No change in text]

§153.0314 Floodplain Fringe Zone

Land Development Code Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations) apply. [No change in text]

§153.0315 A-1-10 Agricultural Zone

The use and development regulations of Land Development Code Chapter 13, Article 1, Division 3 (Agricultural Zones) for the AR-1-1 zone apply. [No change in text]

CITY COUNCIL RESOLUTION NUMBER R-XXX

VESTING TENTATIVE MAP NO. 714401
ONE PASEO - PROJECT NO. 193036 – **MMRP**
DRAFT

WHEREAS, Kilroy Realty Corporation, Subdivider, and Leppert Engineering, Engineer, submitted an application to the City of San Diego for Vesting Tentative Map No. 714401, including public right-of-way and easement vacations for the One Paseo project. The project consists of the construction of a phased mixed-use development encompassing a maximum of 1,454,069 gross square feet (gsf) consisting of approximately 246,500 gsf of commercial retail, approximately 492,800 gsf of commercial office and approximately 714,700 gsf of residential with a maximum of 608 multi-family for-sale units.

The project site is located south of Del Mar Heights Road between El Camino Real and High Bluff Drive with Interstate 5 one quarter mile to the west and State Route 56 approximately one mile to the south. The property is legally described as Parcels 1 and 2 of Parcel Map Nos. 15061 and 19130; and

WHEREAS, the Map proposes the subdivision of a 23.6-acre site into 50 lots for residential and commercial use (5 residential, 13 retail, 3 office, 18 Property Owners Association (POA), 6 parking and 5 private driveways). Lots 11, 13, 14, 16, 18, 19 and 29 of this subdivision are commercial condominium projects as defined in Section 4125 et. seq. of the Civil Code of the State of California and are filed pursuant to the Subdivision Map Act. Lot 11 has 3 units, Lot 13 has 3 units, Lot 14 has 3 units, Lot 16 has 4 units, Lot 18 has 3 units, Lot 19 has 3 units and Lot 29 has 10 units for a total of 29 commercial condominium units. Lots 12, 23, 24, 25 and 27 of this subdivision are residential condominium projects as defined in Section 4125 et. seq. of the Civil Code of the State of California and are filed pursuant to the Subdivision Map Act. Lot 12

(R-[Reso Code])

has 10 units, Lot 23 has 155 units, Lot 24 has 169 units, Lot 25 has 168 units and Lot 27 has 106 units for a total of 608 residential condominium units.

WHEREAS, the project complies with the requirements of a preliminary soils and/or geological reconnaissance report pursuant to Subdivision Map Act sections 66490 and 66491(b)-(f) and San Diego Municipal Code section 144.0220; and

WHEREAS, on October 2, 2014, the Planning Commission of the City of San Diego considered Vesting Tentative Map No. 714401 including public right-of-way and easement vacation, and pursuant to Resolution No. [INSERT Planning Commission Reso] , the Planning Commission voted to recommend City Council [insert approval or denial] of the map; and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body and where a public hearing was required by law implicating due process rights of individuals affected by the decision and where the Council was required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; and

BE IT FURTHER RESOLVED, that pursuant to California Government Code section 66434 (g), the following public right-of-way and public service easement, located within the project boundaries as shown on Tentative Map No. 714401, shall be vacated contingent upon the recordation of the approved final map for the project:

- Del Mar Heights Place dedicated per Parcel Map No. 15061.
- 20-foot wide Water Easement granted per Parcel Map No. 15061.

WHEREAS, on _____, the City Council of the City of San Diego considered Vesting Tentative Map No. 714401, Public Right-of-Way Vacation and Easement Vacation and

(R-[Reso Code])

pursuant to San Diego Municipal Code sections 125.0440, 125.0430, 125.0941, 125.1040 and Subdivision Map Act section 66428, received for its consideration written and oral presentations, evidence having been submitted, and testimony having been heard from all interested parties at the public hearing, and the City Council having fully considered the matter and being fully advised concerning the same; NOW THEREFORE,

BE IT RESOLVED by the City Council of the City of San Diego, that it adopts the following findings with respect to Vesting Tentative Map No.714401:

Tentative Map - Section 125.0440

1. The proposed subdivision and its design or improvement are consistent with the policies, goals, and objectives of the applicable land use plan (San Diego Municipal Code § 125.0440(a) and Subdivision Map Action §§ 66473.5, 66474(a), and 66474(b)).

The proposed subdivision into 50 lots for residential (including 608 condominiums) and commercial uses is to accommodate a mixed-use development of approximately 1,454,000 square-feet. The proposed subdivision is located on a 23.6-acre site south of Del Mar Heights Road between El Camino Real and High Bluff Drive.

The City's General Plan identifies specific communities as distinct planning areas. The project site is within the Carmel Valley Community Planning Area which comprises approximately 4,300 acres east of the I-5 freeway and the Torrey Pines Community, west of the Communities of Pacific Highlands Ranch and Del Mar Mesa, south of the San Dieguito River Valley and north of Los Penasquitos Canyon and the Torrey Hills Community.

The Carmel Valley Community Plan is the City's adopted land use plan for the planning area. The community plan defers to neighborhood Precise Plans for specific land use recommendations. The Carmel Valley Employment Center Precise Plan was adopted in 1981 and covers the existing 118-acre business park located between the I-5 freeway and El Camino Real and south of Del Mar Heights Road which includes the project site. The Community Plan and Precise Plan designate the project site for use and development of an *Employment Center*. The Carmel Valley Planned District Employment Center (EC) zone allows various employment related uses such as office, research and manufacturing. The zone also allows for limited uses that support employment such as health clubs, onsite food services, and, specifically within certain lots within the subject site, restaurants and travel bureaus.

(R-[Reso Code])

Approval of the development project and related permits also requires approval of land use plan amendments to eliminate the project's conflicts with current land uses applied to the site. The amendments and the development project are being processed concurrently.

Amendments are proposed to the Carmel Valley Employment Center Precise Plan to redesignate the site from *Employment Center* to *Community Village* and incorporate project design guidelines, implementation measures and other details related to the project. The draft amendment to the Precise Plan is formatted as a stand-alone document describing changes to the above plans and, if approved, will be incorporated into the Carmel Valley Employment Center Precise Plan by reference. The proposed Precise Plan amendment also constitutes amendments to the Carmel Valley Community Plan and to the General Plan. The proposed Precise Plan amendment would change the General Plan land use designation from *Industrial Employment* to *Multiple Use* and change the Carmel Valley Community Plan land use designation from *Employment Center* to *Community Village*. A Rezone is also proposed to implement the land use plan amendments. The Rezone includes an amendment to the Carmel Valley Planned District to create a new mixed-use zone, *Mixed-Use Center* (MC).

The proposed development will not adversely affect the applicable land use plans upon approval of the required land use plan amendments. An assessment as to how the proposed land use plan amendments achieve or conflict with policies of the General Plan, Carmel Valley Community Plan and Employment Center Precise Plan would include a review of applicable land use plans for goals, objectives, policies and design guidelines that the project achieves or implements as well as identifying potential conflicts and/or inconsistencies. Both the project's Final Environmental Impact Report as well as the Planning Report's staff analysis are referenced as sources for review of applicable policies.

The project has been designed to implement the vision and goals of the General Plan's Strategic Framework Element, particularly the City of Villages Strategy. The City of Villages strategy is a departure from the suburban development model employed for many areas of the City by the 1979 General Plan. The General Plan states that "Over the last two centuries, San Diego has grown by expanding outward onto land still in its natural state. This is the first General Plan in the City's continuing history that must address most future growth without expansion onto its open lands. It establishes the strategic framework for how the City grows while maintaining the qualities that best define San Diego." Therefore, the General Plan's direction is to efficiently use the remaining developable land in the City consistent with the new policies of the Strategic Framework. The project proposes a mixed-use development of 1,454,000 square feet where 514,000 square feet could currently be permitted representing an efficient use of remaining developable land.

The Strategic Framework Element recommends mixed-use villages as a desirable development pattern, stating that "new policies have been created to support changes in development patterns to emphasize combining housing, shopping, employment uses, schools, and civic uses, at different scales, in village centers. By directing growth primarily toward village centers, the strategy works to preserve established residential neighborhoods and open space, and to manage the City's continued growth over the long term." Growth is to be focused into mixed-use

activity centers that are pedestrian-friendly districts linked to an improved regional transit system.

The project site is located in a transitional area between the office/industrial development of the Carmel Valley Employment Center, the community's town center across El Camino Real and residential neighborhoods to the north and northeast. As a relatively large, vacant property, the project site provides an infill development opportunity of a unique and distinctive, unifying, mixed-use village center for Carmel Valley. The project proposes to combine housing, shopping, employment and civic uses into a compact, self-contained, pedestrian-friendly community village that implements the vision of the General Plan.

A main goal of the Carmel Valley Community Plan is to establish a physical, social, and economically balanced community. The balanced community concept is met through identification of single-family and multi-family housing for a range of incomes, the provision of a relatively large employment center, and a town center neighborhood intended to serve as a community core with a mix of retail, office, higher density residential and an array of public uses. Each residential neighborhood is to contain a focal point that includes a school and/or neighborhood shopping center linked by pedestrian and bicycle trails. The Community Plan provides a framework for development and adoption of neighborhood plans through a precise plan process, including the timely provision of public facilities.

The project would further a physical, social and economically balanced community by combining residential, commercial and civic uses within a centrally-located village center. The Carmel Valley community is underserved by retail space so there is a market demand for additional retail. The project would provide additional commercial retail and service uses in the core of the community where they can be more easily accessed via multiple transportation modes. This would allow capture of more shopping and entertainment trips within the community. The addition of multi-family housing within a mixed-use village-type format provides an additional housing choice within the community. Potential impacts to public facilities and services would be offset by payment of the Facilities Benefit Assessment fee.

In addition to the mixed-use land use plan, multiple design elements of the project's site plan and building program contribute to a pedestrian-friendly 'Main Street' design that would implement General Plan urban design policies related to the City of Villages Strategy. The project proposes a network of local streets within the project site (including a 'Main Street') that breaks up the existing superblock pattern. This is consistent with General Plan guidance to retrofit existing large-scale development patterns, such as "superblocks" or "campus-style" developments, to provide more and improved linkages among uses. The proposed vertical integration of retail and residential uses would provide desirable street level activity. The 'Main Street' design and centrally located main plaza would provide walking opportunities and gathering spaces to promote social interaction and a sense of community. The design of the project has virtually eliminated views of parked automobiles by locating spaces either largely below ground or within above grade parking structures that are concealed behind building facades.

(R-[Reso Code])

The project is designed to accommodate future transit planned for 2035 as part of SANDAG's 2050 RTP rapid bus service and proposes a Transportation Demand Management Plan that contains strategies intended to improve the efficiency of the existing transportation system by encouraging use of alternative transportation modes to the single-occupancy vehicle, including the provision of a private shuttle system with service to the Sorrento Valley Coaster station.

The project would provide sustainable features to reduce waste, conserve energy and water, reduce greenhouse gas emissions and lower long-term operating costs. The project has been registered with the Green Building Certification Institute with a certification goal of LEED Silver under the LEED for Neighborhood Development rating system. The proposed project has achieved a Smart Location and Linkages Prerequisite review approval; the first certification level from the Green Buildings Certification Institute.

The project ensures consistency with the Carmel Valley Community Plan, because the project includes adoption amendments to the Community Plan and Precise Plan which implement the planning goals and policies of the General Plan and the Carmel Valley Community Plan and provides detailed planning and design considerations for the subdivision.

2. The proposed subdivision complies with the applicable zoning and development regulations of the Land Development Code, including any allowable deviations pursuant to the land development code.

The proposed subdivision into 50 lots for residential (including 608 condominiums) and commercial uses is to accommodate a mixed-use development of approximately 1,454,000 square-feet. The proposed subdivision is located on a 23.6-acre site south of Del Mar Heights Road between El Camino Real and High Bluff Drive.

The project is located in the Carmel Valley Planned District (CVPD) Ordinance area. The current zoning of the property is CVPD-EC (Employment Center). The project includes a rezone of the site to CVPD-MC- (Mixed Use Center), which is a new zone that will be added to the Carmel Valley PDO and allows a diversity of uses including residential, retail, restaurants, hospitality, workplace, and civic activities. The intent of the CVPD-MC Zone is to create a compact, multi-functional, mixed-use community village. Use and development regulations of the CVPD-MC Zone are based on the CC-5-5 Zone. The maximum FAR of the CC-5-5 zone is 2.0. The proposed residential, commercial retail, office, and cinema would comply with all development regulations including setback, height and floor area ratio. The Precise Plan amendment, which will be concurrently adopted with the rezone, provides additional design and implementation regulations consistent with the requirements of the Land Development Code (LDC). The subdivision will therefore comply with all the applicable regulations of the LDC, as amended by the project approvals, and no deviations are requested.

3. The site is physically suitable for the type and density of development (San Diego Municipal Code § 125.0440(c) and Subdivision Map Act §§ 66474(c) and 66474(d)).

(R-[Reso Code])

The proposed subdivision into 50 lots for residential (including 608 condominiums) and commercial uses is to accommodate a mixed-use development of approximately 1,454,000 square-feet. The proposed subdivision is located on a 23.6-acre site south of Del Mar Heights Road between El Camino Real and High Bluff Drive.

On May 30, 1986, the City of San Diego Planning Commission approved Tentative Parcel Map (TPM) 86-0276, a four-lot parcel map for approximately 33 acres that included this project site and the adjacent property to the south. This project site and the adjacent property were subsequently graded and the office development was constructed on the adjacent property, while this site has remained vacant.

The project site is surrounded by existing urbanized development and is one of the last undeveloped large parcels in Carmel Valley. The site is located in a transitional area between the office/industrial development of the Carmel Valley Employment Center, the Del Mar Highlands commercial center to the east and residential neighborhoods to the north and east.

The project's design as a higher-density, mixed use adjacent to planned transit lines and major transportation corridors is needed to facilitate the use and expansion of transportation opportunities in the area. As noted in the General Plan at ME-5, "Focused development and density adjacent to transit stops and stations helps make transit convenient for more people, and allows for a more cost-effective expansion of transit services."

The project has been designed with two access points from Del Mar Heights Road and one from El Camino Real to provide adequate circulation, and safe ingress and egress for cars and bicycles. The project also includes suitable pedestrian access from all sides of the development, including access from the employment center to the west. The mix of uses and density is therefore appropriate at the proposed location because the uses are consistent with the General Plan's Strategic Framework's direction to efficiently develop remaining land in the City into mixed use villages in this manner. Therefore, the site is physically suitable for the type of density and development.

4. The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat (San Diego Municipal Code § 125.0440(d) and Subdivision Map Act § 66474(e)).

The proposed subdivision into 50 lots for residential (including 608 condominiums) and commercial uses is to accommodate a mixed-use development of approximately 1,454,000 square-feet. The proposed subdivision is located on a 23.6-acre site south of Del Mar Heights Road between El Camino Real and High Bluff Drive.

The vacant project site is surrounded by existing urbanized development. The site was previously graded and is regularly maintained and cleared as part of the storm water pollution prevention plan for the site. As determined in the Environmental Impact Report (EIR) prepared for the project, no sensitive wildlife or wetland habitat exists on the site. The project site is not located

(R-[Reso Code])

within or adjacent to the City's Multiple Habitat Planning Area, and determinations have been made that there are no resources on the site under the jurisdiction of the United States Fish and Wildlife Service or the California Department of Fish and Wildlife. The EIR found that the project would not impact listed sensitive plant or animal species and preserves the natural environment by directing and efficiently developing these uses into the central, urban core of the community instead of expanding into open space areas. Therefore, the subdivision and improvements will not cause environmental damage and will avoid injury to fish and wildlife and their habitat.

5. The design of the subdivision or the type of improvements will not be detrimental to the public health, safety, and welfare (San Diego Municipal Code § 125.0440(e) and Subdivision Map Act § 66474(f)).

The proposed subdivision into 50 lots for residential (including 608 condominiums) and commercial uses is to accommodate a mixed-use development of approximately 1,454,000 square-feet. The proposed subdivision is located on a 23.6-acre site south of Del Mar Heights Road between El Camino Real and High Bluff Drive.

All Uniform Building, Fire, Plumbing, Electrical, Mechanical Code and City regulations governing the constructions and continued operation of the development apply to this project to prevent adverse affects to those persons or properties in the vicinity of the project. The Project has been designed with adequate storm water controls during construction and operation to comply with the City of San Diego storm water regulations. This will result in better downstream water quality and therefore protect and preserve the public health and safety of surface waters.

The overall circulation network for the project has been planned to balance compatibility between pedestrians, bicycles and motor vehicles while separating them for enhanced public safety purposes. The project is planned as a "park once" environment, where people are encouraged to park in one place and then make stops on foot, rather than driving from one destination to another. This creates the type of environment where people can easily walk or bike between destinations and reinforces a safe pedestrian and bicycle experience. Parking within the site area will be predominantly located within underground parking structures, or above-ground facilities, minimizing the interaction between cars and people, and therefore maximizing public safety.

The project is projected to pay approximately \$13.7 million in Facilities Benefit Assessment fees, which will go toward the provision of public services such as roads, parks, libraries and open space that will be beneficial to health and welfare of the community.

The permits for the project contains specific conditions addressing project compliance with the City's codes, policies, regulations and other regional, State and federal regulations to prevent detrimental impacts to the health, safety and general welfare of persons residing and/or working in the area. Therefore, the proposed development will not be detrimental to the public health, safety and welfare.

6. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision (San Diego Municipal Code § 125.0440(f) and Subdivision Map Act § 66474(g)).

The proposed subdivision into 50 lots for residential (including 608 condominiums) and commercial uses is to accommodate a mixed-use development of approximately 1,454,000 square-feet. The proposed subdivision is located on a 23.6-acre site south of Del Mar Heights Road between El Camino Real and High Bluff Drive.

The proposed Vesting Tentative Map (VTM) will not conflict with easements previously acquired by the public for access or use of property within the proposed subdivision, because the VTM proposes to vacate those previously acquired, but not utilized, easements and replace them with easements to support the development. The VTM will vacate Del Mar Heights Place which was never constructed as well as a water line easement that was never installed and is no longer necessary for the operation of the project.

The street being vacated, Del Mar Heights Place, was a cul-de-sac street, which provided legal access to Parcel 1 of the Parcel Map. This Parcel Map consisted of four parcels and was recorded as Parcel Map 15061. The project being proposed has a different traffic circulation pattern, and provides access to all lots with a series of internal private driveways. Access to public streets will be provided by reciprocal access easements and the previous cul-de-sac street is no longer needed. All necessary improvements to the private drives and public right-of-way would be provided, including curb, gutter, sidewalks, water and sewer connectivity.

There is no present or prospective public use for the water line easement because the project land plan proposes, a looping 12" system of water mains that will provide domestic water supply to the project within Del Mar Heights Road, El Camino Real and the private driveways, but in a different location than the original configuration shown on Parcel Map 15061. This makes the current water easement alignment unnecessary. Therefore, the design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

7. The design of the proposed subdivision provides, to the extent feasible, for future passive or natural heating and cooling opportunities (San Diego Municipal Code §125.0440(g) and Subdivision Map Act § 66473.1).

The proposed subdivision into 50 lots for residential (including 608 condominiums) and commercial uses is to accommodate a mixed-use development of approximately 1,454,000 square-feet. The proposed subdivision is located on a 23.6-acre site south of Del Mar Heights Road between El Camino Real and High Bluff Drive.

The design of the building as "blocks" within the site as well as siting the tallest buildings at the lowest elevations would allow for adequate air circulation throughout the project. Each building

would vertically integrate a mixture of uses and public spaces including small landscaped plazas or paseos at the intersections, interior courtyards for the residential units.

A civic plaza would be centrally located to the overall project site at the northeastern corner. The plaza would be lined with retail uses and restaurants and would function as the main gathering space within the project and could accommodate community events, markets, and holiday activities. It would feature landscaping, lawns, hardscape, and other amenities to serve residents, employees, and patrons of the project. Accent trees and palms are proposed to provide shade and define the area intended for outdoor gathering and seating. The proposed landscape plans identify open branching, deciduous canopy trees interspersed with evergreen canopy trees along Del Mar Heights Road and El Camino Real in order to increase shade over pavement and allow for natural cooling.

Providing subterranean and an above ground parking structure allows for less on-grade parking, therefore reducing the need for large surface parking lots. In addition, according to the Environmental Impact Report prepared for the project, no significant shading impacts would occur because the proposed buildings would not cast shadows that would extend onto adjacent outdoor useable spaces. Therefore, the subdivision is designed so that shading from the buildings would not prevent future passive or natural heating and cooling opportunities.

8. The decision maker has considered the effects of the proposed subdivision on the housing needs of the region and that those needs are balanced against the needs for public services and the available fiscal and environmental resources (San Diego Municipal Code § 125.0440(h) and Subdivision Map Act § 66412.3).

The proposed subdivision into 50 lots for residential (including 608 condominiums) and commercial uses is to accommodate a mixed-use development of approximately 1,454,000 square-feet. The proposed subdivision is located on a 23.6-acre site south of Del Mar Heights Road between El Camino Real and High Bluff Drive.

The project provides much needed market entry types of housing in the northern part of the City. The project is located in an urbanized area of the City where public services are already available and therefore there will be no need to extend new public services to meet the mix of housing, commercial, and retail uses on the site. The project will pay Facilities Benefit Assessment fees that are based on the project's fair share of the community's infrastructure requirements necessary to serve the residents and customers of the project. The project will pay school fees to the Solana Beach School District and the San Dieguito Union High School District to offset school facilities impacts. Pursuant to Section 142.1304 of the Municipal Code, the project will also pay Inclusionary Affordable Housing Fees, the purpose of which is to encourage diverse and balanced neighborhoods with housing available for households of all income levels, and to ensure that when developing the limited supply of developable land, housing opportunities for persons of all income levels are provided. The project will increase the fiscal revenues of the City by providing new sales tax revenue from retail sales, as well as increased property taxes from the property being developed. The decision makers have considered the effects of the

(R-[Reso Code])

subdivision on the housing needs of the region and found that those needs are balanced against the needs for public services and the available fiscal and environmental resources.

9. The project was not financed by funds obtained from a governmental agency to provide for elderly, disabled, or low income housing (San Diego Municipal Code § 125.0444(b)).

The proposed subdivision into 50 lots for residential (including 608 condominiums) and commercial uses is to accommodate a mixed-use development of approximately 1,454,000 square-feet. The proposed subdivision is located on a 23.6-acre site south of Del Mar Heights Road between El Camino Real and High Bluff Drive.

The project site was not financed by funds obtained from a governmental agency to provide for elderly, disabled, or low income housing.

10. For any project that was developed to provide housing for the elderly, disabled or to provide low income housing, provisions have been made to perpetuate the use for which the project was developed (San Diego Municipal Code § 125.0444(c)).

The proposed subdivision into 50 lots for residential (including 608 condominiums) and commercial uses is to accommodate a mixed-use development of approximately 1,454,000 square-feet. The proposed subdivision is located on a 23.6-acre site south of Del Mar Heights Road between El Camino Real and High Bluff Drive.

The project has not been developed to provide housing for the elderly, disabled or to provide low income housing, therefore this finding does not apply.

The above findings are supported by the minutes, maps, and exhibits, all of which are herein incorporated by reference.

BE IT FURTHER RESOLVED, that Del Mar Heights Place and an easement for a 12-inch public water main to connect with an existing 16-inch water main within El Camino Real located within the project boundaries as shown in Vesting Tentative Map No. 714401, shall be vacated, contingent upon the recordation of the approved Final Map for the project, and that the following findings are supported by the minutes, maps, and exhibits, all of which are herein incorporated by reference:

Public Right-of-Way Vacation -Section 125.0941

- 1. There is no present or prospective use for the public right-of-way, either for the purpose for which it was originally acquired, or for any other public use of a like nature that can be anticipated. (San Diego Municipal Code § 125.0941(a)).**

The street being vacated, Del Mar Heights Place was a cul-de-sac street dedicated per Parcel Map 15061, a four-lot parcel map, which provided legal access to Parcel 1 of the Parcel Map. The street as well as the original project was never constructed. The street was located between High Bluff Drive and El Camino Real. The original development allowed each lot to be developed independently of the other lots, with each lot having direct frontage to a public street. The proposed project has a different traffic circulation pattern, and provides access to all lots with a series of internal private driveways. Access to public streets will be provided by reciprocal access easements and therefore the previous cul-de-sac street is no longer needed. The determination was made that two access points to Del Mar Heights Road were required for the project, requiring the vacation of the Del Mar Heights Place cul-de-sac and the revestment of access rights to Del Mar Heights road for the two new private driveways into the project. Therefore, there is no present or prospective use for the public right-of-way, either for the purpose for which it was originally acquired, or for any other public use of a like nature that can be anticipated

- 2. The public will benefit from the action through improved use of the land made available by the vacation.**

The street being vacated, Del Mar Heights Place, was a cul-de-sac street dedicated per Parcel Map 15061, a four-lot parcel map. The street was located between High Bluff Drive and El Camino Real. The original development allowed each lot to be developed independently of the other lots, with each lot having direct frontage to a public street. The proposed project has a different traffic circulation pattern, and provides access to all lots with a series of internal private driveways. Access to public streets will be provided by reciprocal access easements and therefore the previous cul-de-sac street is no longer needed. With the recordation of Parcel Map 15061, access rights to Del Mar Heights Road are required to be relinquished to restrict connection points of driveways to Del Mar Heights Road. The project provides access openings at the two private driveways and are required to be revested. Access will be relinquished at the location of the former Del Mar Heights Place with the recordation of the subdivision map for the Project.

The public will benefit from the reconfiguration of access points to the project, because it will allow for a mixed-use village type development on the property instead of a series of four parcels without a common theme or allowance for internal circulation and access. The village type development made possible by the vacation of this right-of-way is consistent with the Strategic Framework and City of Villages strategy in the City of San Diego General Plan, and the public will benefit from the development of the parcel consistent with current General Plan policies. Therefore, public will benefit from the action through improved use of the land made available by the vacation.

(R-[Reso Code])

3. The vacation does not adversely affect any applicable land use plan.

The vacation of Del Mar Heights Place and the reversion of access rights to Del Mar Heights Road will not adversely affect the Carmel Valley Community Plan or the City of San Diego General Plan. Del Mar Heights Place is not designated as a circulation roadway for the Carmel Valley Community and was only intended to provide access to the four-lot development previously conceived on the property. The original development has changed from a series of four lots disconnected from one-another, to a mixed use, main-street center which requires different points of access from the originally proposed development. Reversion of the two private driveways to Del Mar Heights Road will allow for proper ingress and egress from the site and will enhance circulation in the area. Therefore, no adverse effects to roadways in the land use plan will occur.

4. The public facility for which the public right-of-way was originally acquired will not be detrimentally affected by the vacation.

The street being vacated, Del Mar Heights Place, was a cul-de-sac street dedicated per Parcel Map 15061, a four-lot parcel map. The street was located between High Bluff Drive and El Camino Real. The land plan for the original four-lot development that made up Parcel Map 15061 allowed each lot to be developed independently of the other lots, with each lot having direct frontage to a public street. The project has a different traffic circulation pattern, and provides access to all lots with a series of internal private driveways. Access to public streets will be provided by reciprocal access easements and therefore the previous cul-de-sac street is no longer needed. The Del Mar Heights Place cul-de-sac is no longer necessary as it would not adequately serve the project.

With the recordation of Parcel Map 15061, access rights to Del Mar Heights Road were required to be relinquished to restrict connection points of driveways to Del Mar Heights Road. The project provides access openings at the two private driveways to the project are required to be reversioned. Access will be relinquished at the location of the former Del Mar Heights Place with the recordation of the subdivision map. Reversion of access rights to Del Mar Heights Road will provide for enhanced ingress and egress to the property and provide better circulation on Del Mar Heights Road. Therefore, public facility for which the public right-of-way was originally acquired will not be detrimentally affected by the vacation.

Easement Vacation -Section 125.1040**1. There is no present or prospective use for the easement, either for the facility or purpose for which it was originally acquired, or for any other public use of a like nature that can be anticipated. (San Diego Municipal Code § 125.1040(a))**

The unimproved Del Mar Heights Place street vacation includes an easement for a 12-inch public water main to connect with an existing 16-inch water main within El Camino Real. This 12-inch water main was never built. Under the current project proposal, implementing a water main at this location would be unnecessary and inappropriate, since the project proposes to develop the land above the water main easement with residential and commercial uses. Thus, the project

(R-[Reso Code])

includes a request to abandon the existing Del Mar Heights Place water easement. The project proposes a new water main alignment within the project's private roadway system to serve the project. Therefore, there is no present or prospective use for the easement, either for the facility or purpose for which it was originally acquired, or for any other public use of a like nature that can be anticipated.

2. The public will benefit from the abandonment through improved utilization of the land made available by the abandonment. (San Diego Municipal Code § 125.1040(b))

The unimproved Del Mar Heights Place street vacation includes an easement for a 12-inch public water main to connect with an existing 16-inch water main within El Camino Real. This 12-inch water main was never built. Under the current project proposal, implementing a water main at this location would be unnecessary and inappropriate, since the project proposes to develop the land above the water main easement with residential and commercial uses. Thus, the project includes a request to abandon the existing Del Mar Heights Place water easement. The project proposes a new water main alignment within the project's private roadway system to serve the project.

With the recordation of Parcel Map 15061, recorded December 16, 1987 at File No. 87-691921, in the Office of the County Recorder of San Diego County, an easement for the installation of a public water line to connect Del Mar Heights Place to El Camino Real was granted. The water line between Del Mar Heights Road and El Camino Real was never installed. The water line for which the water line easement was acquired is no longer necessary to provide water service to the project. With the proposed project, a looping 12" system of water mains will provide domestic water supply to the project within Del Mar Heights Road, El Camino Real and the private driveways, but in a different location than the original configuration shown on Parcel Map 15061. Therefore, adequate water service is being provided to the site, but the specific easement being vacated is no longer necessary to provide that service to the project or surrounding area.

3. The abandonment is consistent with any applicable land use plan. (San Diego Municipal Code § 125.1040(c))

The unimproved Del Mar Heights Place street vacation includes an easement for a 12-inch public water main to connect with an existing 16-inch water main within El Camino Real. This 12-inch water main was never built. Under the current project proposal, implementing a water main at this location would be unnecessary and inappropriate, since the project proposes to develop the land above the water main easement with residential and commercial uses. Thus, the project includes a request to abandon the existing Del Mar Heights Place water easement. The project proposes a new water main alignment within the project's private roadway system to serve the project. Therefore, abandonment is consistent with any applicable land use plan.

4. The public facility or purpose for which the easement was originally acquired will not be detrimentally affected by this abandonment or the purpose for which the easement was acquired no longer exists. (San Diego Municipal Code § 125.1040(d))

(R-[Reso Code])

The unimproved Del Mar Heights Place street vacation includes an easement for a 12-inch public water main to connect with an existing 16-inch water main within El Camino Real. This 12-inch water main was never built. Under the current project proposal, implementing a water main at this location would be unnecessary and inappropriate, since the project proposes to develop the land above the water main easement with residential and commercial uses. Thus, the project includes a request to abandon the existing Del Mar Heights Place water easement. The project proposes a new water main alignment within the project's private roadway system to serve the project.

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BE IT FURTHER RESOLVED, that based on the findings hereinbefore adopted by the City Council, Vesting Tentative Map No. 714401, Public Right-of-Way Vacation and Easement vacation are hereby granted to Kilroy Realty Corporation subject to the attached conditions which are made a part of this resolution by this reference.

APPROVED: JAN I. GOLDSMITH, City Attorney

By

Corrine L. Neuffer
Deputy City Attorney

[Initials]:[Initials]
[Month]/[Day]/[Year]
Or.Dept:[Dept]
R-R-[Reso Code]

Internal Order No. 24000155

CITY COUNCIL
CONDITIONS FOR VESTING TENTATIVE MAP NO. 714401

ONE PASEO - PROJECT NO. 193036 - MMRP

ADOPTED BY RESOLUTION NO. R-_____ ON _____
DRAFT

GENERAL

1. This Vesting Tentative Map will expire on _____.
2. Compliance with all of the following conditions shall be completed and/or assured, to the satisfaction of the City Engineer, prior to the recordation of the Final Map unless otherwise noted.
3. Prior to the Vesting Tentative Map expiration date, a Final Map shall be recorded in the Office of the San Diego County Recorder.
4. Prior to the recordation of the Final Map taxes must be paid on this property pursuant to Subdivision Map Act section 66492. To satisfy this condition, a tax certificate stating that there are no unpaid lien conditions against the subdivision must be recorded in the Office of the San Diego County Recorder.
5. The Final Map shall comply with the provisions of Amendments to the General Plan, Carmel Valley Community Plan and the Carmel Valley Employment Center Precise Plan No. 683374, Rezone No. 683373, Site Development Permit No. 714398, Conditional Use Permit No. 977639 and Neighborhood Development Permit No. 977694.
6. The Subdivider shall comply with the mitigation requirements in the Mitigation, Monitoring, and Reporting [MMRP] No. 193036.
7. The Subdivider shall defend, indemnify, and hold the City (including its agents, officers, and employees [together, "Indemnified Parties"]) harmless from any claim, action, or proceeding, against the City and/or any Indemnified Parties to attack, set aside, void, or annul City's approval of this project, which action is brought within the time period provided for in Government Code section 66499.37. City shall promptly notify Subdivider of any claim, action, or proceeding and shall cooperate fully in the defense. If City fails to promptly notify Subdivider of any claim, action, or proceeding, or if City fails to cooperate fully in the defense, Subdivider shall not thereafter be responsible to defend, indemnify, or hold City and/or any Indemnified Parties harmless.

Project No. 193036
VTM No. 714401

City may participate in the defense of any claim, action, or proceeding if City both bears its own attorney's fees and costs, City defends the action in good faith, and Subdivider is not required to pay or perform any settlement unless such settlement is approved by the Subdivider.

ENGINEERING

8. Pursuant to City Council Policy 600-20, the subdivider shall provide evidence to ensure that an affirmative marketing program is established.
9. City drawing No. 23217-D (for mass grading and improvements) was approved as part of the previous Tentative Map. A construction change to this drawing is required and shall be as-built prior to issuance of any additional grading and/or improvement permits on this site.
10. The Subdivider shall relinquish abutter's rights on Del Mar Heights Road across the existing Del Mar Heights Place right-of-way and revest abutter's rights across the project's proposed two signalized driveway entrances on Del Mar Heights Road.
11. The Subdivider shall construct City standard curb ramps with truncated domes at all signalized entrances and at the southwest corner of Del Mar Heights Road and El Camino Real.
12. The Subdivider shall construct three City standard commercial driveways, on El Camino Real, per Standard Drawings SDG-163.
13. The Subdivider shall obtain an Encroachment Maintenance and Removal Agreement for private storm drains, landscape and irrigation located within the City's right-of-way and access easements.
14. The drainage system for this project shall be private and will be subject to approval by the City Engineer.
15. The Subdivider shall obtain a bonded grading permit for the grading proposed for this project. All grading shall conform to requirements in accordance with the City of San Diego Municipal Code in a manner satisfactory to the City Engineer.
16. Prior to the issuance of any construction permit, the Subdivider shall enter into a Maintenance Agreement for the ongoing permanent BMP maintenance, satisfactory to the City Engineer.
17. The Subdivider shall comply with all current street lighting standards according to