CHAPTER 4 DESIGN ELEMENT

The purpose of this element is to set forth design objectives and concepts to guide designers, developers, and review agencies in implementing Development Unit Seven. The overall goal is to create an aesthetically and functionally outstanding residential neighborhood, while contributing to the community identity of Carmel Valley as a whole. The design objectives and the neighborhood design approach provided in this chapter further articulate this goal.

In addition, design guidelines and standards for each land use or design area are outlined. These are formulated to give design guidance while providing flexibility. Detailed solutions in site planning, landscaping, and building design may then meet overall requirements and conform to neighborhood-level concepts while being responsive to individual conditions and project-level concerns. A particular design motif or architectural style is not recommended, but instead a series of design concerns are called out which should be addressed in design solutions. All proposals in regard to grading, drainage, landscaping, and conservation are general or conceptual in nature and are subject to refinement and modification during the development plan and subdivision map stages.

The design element is designated by the Planned District Ordinance as the guideline for design review of Unit Seven projects by the City.

DESIGN OBJECTIVES

- Create a neighborhood identity within the comprehensive character of the Carmel Valley Community.
- Retain the overall landform, while allowing reasonable grading.
- Preserve key environmental features where feasible.
- Maximize public and private view opportunities.
- Conform to the functional requirements described in the land use and circulation elements.
- Apply design solutions to mitigate noise and visual impacts stemming from community sites and facilities, such as the high school and power easement.
- Incorporate conservation practices into the design and maintenance of buildings and spaces.
- Utilize "defensible space" design concepts in order to discourage crime.

NEIGHBORHOOD DESIGN APPROACH

The design of the precise plan has been shaped by the environmental setting, community plan proposals, certain established "fixes" (such as the high school, utility easement, and the alignments of perimeter highways), as well as the interplay of market considerations and public policy. The design approach has emphasized the preservation of natural open spaces, the enhancement of view opportunities, the design treatment of internal collector roadways and pedestrian/bicycle paths, and techniques to "soften" the interface between the high school and adjoining residential areas.

Emphasis is placed on making external views of the ocean, the San Dieguito River Valley, canyon open spaces, and Carmel Valley Community available from as many residences as possible within the neighborhood. Local streets are designed and aligned to create external view outlooks in key locations. Where external views cannot be created, projects emphasize the creation of internal visual amenities. In addition, the collector parkways and perimeter arterial streets receive design treatments to maximize their "internal" aesthetic quality.

This design approach also stresses creation of a strong sense of neighborhood identity while contributing to the community's character. Public areas within the neighborhood, such as community facilities and collector parkways, share design treatments in order to establish a sense of cohesiveness. In addition, the interfaces between the neighborhood and the community reflect design elements from the neighborhood as well as community-wide design concepts or treatments. Grading, landscaping, and design features also emphasize the distinct identity of the Unit Seven neighborhood, while reflecting the community context.

GRADING

Concepts and Objectives

Overall concepts guiding the shaping of the precise plan environment focus on the retention of basic landforms. Preservation of rugged canyon slopes in their natural state and the limitation of grading in remaining areas to that necessary to create suitable development sites and maximize view opportunities are paramount. More specific objectives serving as guidelines for the design and implementation of the Unit Seven plan follow:

- Contour selected slope areas with high community/neighborhood visibility to produce a natural appearance.
- Establish elevation differences between use areas and high traffic-volume streets.
- Maximize view opportunities through selective grading of development areas.
- Buffer residential and non-residential areas through slope banks and berms.

- Cut to daylight lines along canyon rims in order to minimize fills on canyon slopes.

- Grade to minimize surface drainage to natural slopes.

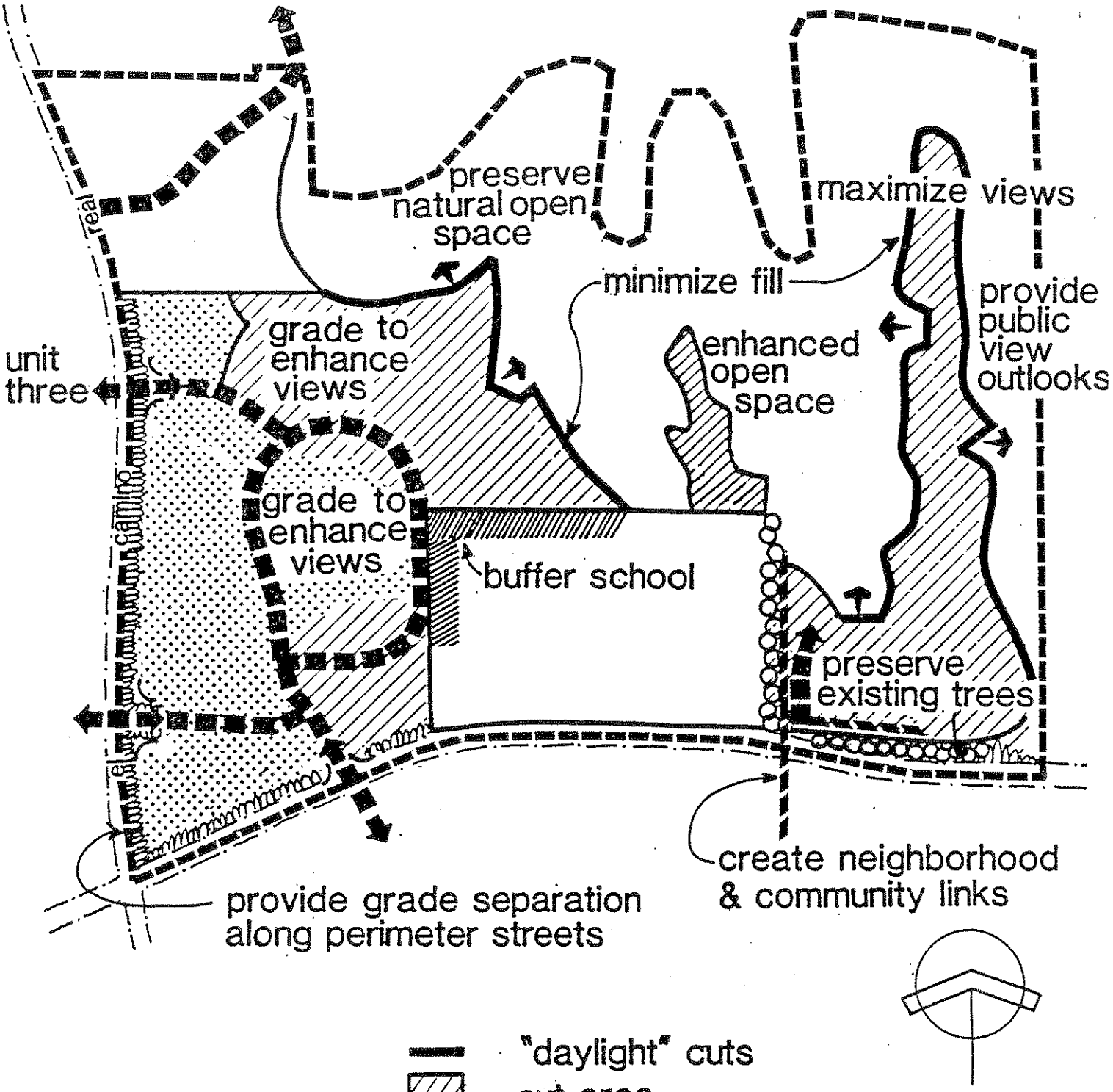
- Flatten and round higher slope banks at neighborhood entries to create attractive entries and provide adequate sight distances for motorists.

The concepts and objectives have been reflected in the grading approach followed for Unit Seven (see Figure 18). The canyon slopes and natural vegetation in the northern third of the precise plan are to be retained in their natural state. Preservation of the area will maintain a natural/rural character to the northern edge of the neighborhood and community. Ridges above the open space preserve have been generally cut to daylight to minimize fills on canyon walls.

Within development areas, cutting generally occurs along the ridges and higher elevations flanking the high school. Fill areas are generally confined to the western third of the area lying along El Camino Real. Single-family projects have been generally sited on ridges where sites have been shaped to maximize views. Lower lying land adjacent to El Camino Real has been reserved for attached projects requiring sizable, relatively flat sites to be created largely through fills.

A prominent site adjacent to the high school has been reserved for institutional uses; final grading of this site should be consistent with grading objectives set forth earlier. Slopes at neighborhood entries from perimeter arterials have been "pulled back" to create attractive streetscape accesses. Moderate slopes have been created along segments of collector streets and arterials to produce separations between residences and vehicular traffic. While one high slope bank is indicated on El Camino Real, the height of the slope could be significantly reduced through ultimate grading of the attached-housing area to the north.

A balance of cut and fill will be achieved within Unit Seven after giving effect to the previously approved import of fill (to be placed along El Camino Real) from Development Unit Three. The precise plan map indicates general grading proposals for Unit Seven, but details of the grading scheme are subject to refinement and modification during precise engineering .



UNIT DESIGN APPROACH

Project Grading

The following guidelines should be followed in implementing landform concepts and grading objectives. Slope banks should be limited, wherever possible, to a 30-foot height, to avoid benches. All grading of major slopes should be contoured to achieve a natural, rounded effect. A manufactured appearance with harsh transitions between tops, bottoms, and sides of slopes shall be avoided. Slopes shall be rounded at tops, smoothed at bottoms, and blended at sides. Use of variable slope ratios is encouraged both vertically and horizontally. The maximum gradient should be 2:1, except at neighborhood entrances where 3:1 is the desired maximum. Like slope banks, earth berms and mounds should be rounded and natural in character. All slopes shall be prepared to readily support landscaping. Fill banks along canyon rims shall be avoided except where recommended by soils engineering considerations.

All grading operations should take into account the potential for erosion and settling. To the extent feasible, earth moving should be accomplished in phases, to avoid clearing of ground far in advance of grading. Grading should be limited to what is necessary, such that spillovers into natural areas are avoided and native vegetation to be preserved is not trampled. The final earth surface should be watered and rolled to form a hardened compacted cap of soil which will minimize dust and erosion.

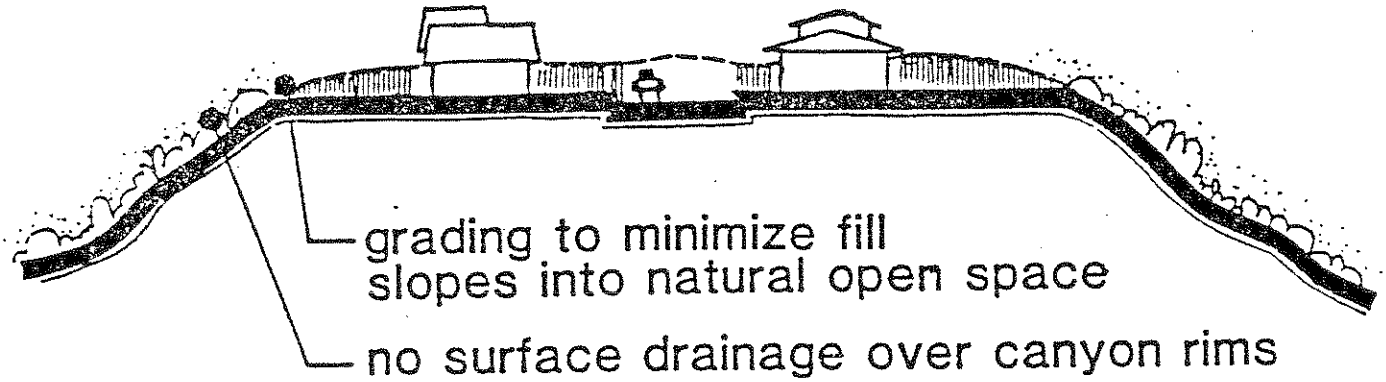
DRAINAGE

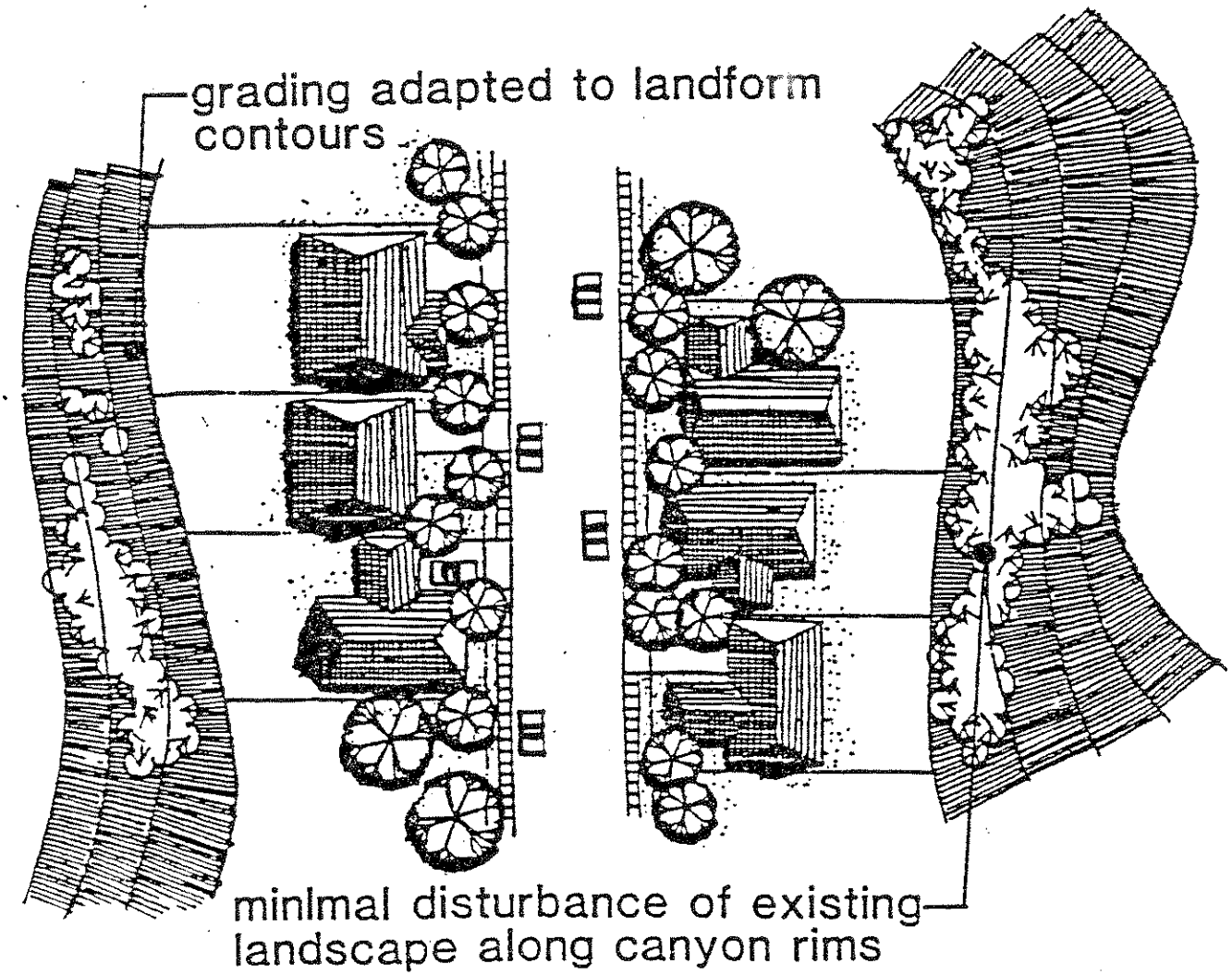
The drainage proposals set out in this section are based on the Carmel Valley Specific Drainage Plan and subsequent investigation of drainage requirements for Development Unit Seven.

The specific drainage plan examines the entire Carmel Valley Community, with the following objectives:

- Limit the rate of rainfall runoff from proposed development to the rate under natural conditions.
- Control soil erosion, sedimentation, and erosion of street banks.
- Minimize runoff pollution from urban areas and mitigate pollutant impacts on the Los Penasquitos and San Dieguito Lagoons.

A number of measures suggested by the Carmel Valley Drainage Plan and the Unit Seven study are applicable to project development and are summarized below.





DAYLIGHT GRADING CONCEPT

Neighborhood Drainage

The proposed drainage pattern for the Unit Seven neighborhood generally conforms to the existing drainage pattern, with no significant diversions. The natural open space area and future residential areas continue to drain toward Gonzales Canyon and the San Dieguito River Valley. Detention basins are provided off-site to intercept runoff and reduce flow volumes and velocities to acceptable levels, prior to discharge into the Los Penasquitos Lagoon. Storm drains will be installed in El Camino Real and Del Mar Heights Road to handle Unit Seven, as well as other Carmel Valley development units.

According to the Planned District Ordinance, the first tentative map is subject to City approval of a comprehensive drainage plan for the entire precise plan area. This plan must show both temporary and permanent drainage facilities which are to be installed to control or mitigate soil erosion, silting of lower slopes, slide damage, and flooding problems.

Project Drainage

On a project or subdivision basis, the following measures should be utilized during design and construction to reduce rainfall runoff and minimize erosion:

- Compliance with current drainage design policies set out in the City Drainage Design Manual.
- Use of porous hardscape and other surfaces, where applicable, which permit rain infiltration "at the source."
- Designing to minimize and/or control any surface drainage to natural slope areas on the north.
- Sandbagging of roadbeds, where necessary, to minimize erosion and prevent sediment transport, until paved.
- Conditioning and planting of all exposed, graded slopes using procedures outlined in County Special Condition R-23, or equivalent.
- Close phasing of grading operations and slope landscaping to reduce susceptibility of slopes to erosion.
- Control of sediment production from graded building pads with low perimeter berms, jute matting, sandbags, balded ditches, or other appropriate methods.

In addition, required temporary and permanent drainage facilities should be constructed on site, concurrently with grading operations. This includes such facilities as storm drains, retention basins, sediment basins, and energy dissipators. For each project, a comprehensive

landscaping and irrigation plan for all graded slopes should be prepared to provide for rapid slope stabilization during and after construction.

LANDSCAPE DESIGN

This section provides general guidelines for landscape design throughout Neighborhood Seven. All recommendations are conceptual in nature and are subject to refinement and modification during the development plans/subdivision map stages. Detailed landscaping plans will accompany plans for each residential project and community facility. Open space maintenance is addressed in the land use element. All plant materials to be utilized in public areas, open space easements, and on graded slopes shall be subject to review and approval by the Park and Recreation Department.

Design Concepts

Design guidelines for Unit Seven are based on the following objectives:

- Establishment of an identifiable neighborhood complementary to the Carmel Valley Community as a whole.
- Creation of a visually attractive neighborhood environment, enhancing pleasant views and screening or editing undesirable ones.
- Beautification of slopes exposed to community views.
- Employment of the conservation ethic in precise plan projects and facilities.
- Attention to the functional aspects of landscape development and maintenance, as well as aesthetic considerations.

The entire neighborhood should be developed in a compatible plant palette. Primary trees are proposed for areas with high neighborhood and community exposure to create a sense of cohesion and continuity. A recommended tree list is provided in Table 4.

Plant Selection

All plants should be provided in accordance with the California State Department of Agriculture's regulations for nursery inspections, rules, and grading. All plants should have a habit of growth normal to that species and should be sound, healthy, vigorous, and free of insect infestations, plant diseases, and objectionable disfigurements. They should have normally well-developed branch systems and vigorous and fibrous root systems which are not root or pot bound.

Table 4

RECOMMENDED TREE LIST

Alnus rhombifolia	White Alder
Arbutus unedo	Strawberry Tree
Bauhinia variegata candida	White Orchid Tree
Cupaniopsis anacardiodes	Carrotwood
Eucalyptus cladocalyx	Sugar Gum
Eucalyptus sideroxylon	Red Ironbark
Koelreuteria paniculata	Golden Rain Tree
Liquidambar styraciflua	Sweet Gum
Melaleuca leucadendra	Cajeput Tree
Metrosiderous excelsa	New Zealand Christmas Tree
Pinus eldarica	Mondell Pine
Pinus halepensis	Aleppo Pine
Pinus torreyana	Torrey Pine
Platanus acerifolia	London Plane Tree
Platanus racemosa	California Sycamore
Pyrus kawakamii	Evergreen Pear

Note: Additional trees may be added to this list with the approval of the Park and Recreation Director.

The size of plants will correspond with that normally expected for the species and varieties of commercially available nursery stock. All plants should be adaptable to the climatic conditions of the area in which they are planted.

Plant materials should be of good quality and meet marketable merchandise standards. Trees should exhibit a trunk caliber adequate to support their foliage crowns. Shrubs should exhibit a balanced and uniform growth pattern. Groundcover rooted cuttings should be healthy, vigorous, and well-rooted.

The use of "specimen" size trees is encouraged at special areas, such as neighborhood entrances, project entries, and focal points. No specimen tree should be smaller than a 24-inch box in size.

Generally, low-maintenance plants should be used on slopes and in public or common areas. Drought-tolerant plants and natives should be introduced where feasible.

An emphasis should be placed on color. Plants with invasive and shallow root systems or plants with fruit that will stain paving or autos should be avoided.

The spacing of trees and shrubs should be appropriate to the species used. Plant materials should also be spaced so that they do not interfere with adequate area lighting or restrict

access to emergency apparatus, such as fire hydrants or fire alarm boxes. Proper spacing should also ensure unobstructed access for vehicles and pedestrians. The selection and placement of plants should take into consideration sight distance criteria for motorists, particularly at neighborhood and project entries.

Landscape Maintenance

All planting areas should be maintained in a weed- and debris-free condition. Walkways should be kept clear of debris from maintenance operations, erosion runoff from storms and irrigation, and windblown debris.

The irrigation system should be a permanent, automatic underground system, programmed to deliver adequate soil moisture as determined by close personal inspection. The soil moisture attained should promote vigorous growth of all plant materials. The system should be maintained in good working order. Cleaning and adjustment to the system should be a part of regular maintenance activities.

All landscape catch basins, swales, channels, and other drainage devices should be maintained in a state conducive to conducting water in a free-flowing condition.

Fencing

A11 fences and walls should be designed as integral elements of building architecture or complementary to the architecture and landscape character. Plant materials should be used to soften the appearance of all walls and fences. Fencing will be subject to the Planning Director's approval as to material, color, and height.

CONSERVATION

Conservation guidelines for Unit Seven are intended to meet the following objectives:

- Energy conservation in the design and development of projects.
- Water conservation in building design and landscaping.
- Preservation of the natural open space area in its native state.

A conservation ethic is proposed whereby conservation concerns are considered in project design and construction, as well as long-term usage and maintenance.

Energy Conservation

For energy conservation, site planning should maximize the opportunities to utilize active and passive solar systems. Pertinent site factors include lot size, lot orientation in relation to sun and breezes; and solar access in regard to slopes, landscaping, and buildings. All proposed projects should address solar energy issues as required by the City, in accordance with the State Subdivision Map Act, Section 66473.1.

Building design should incorporate energy conservation practices to the extent feasible. This includes the design and construction of heating-ventilating and air conditioning systems; water heating; window treatments; insulation and weatherstripping; and lighting. Building design and equipment selection should consider life cycle costs rather than short-term capital and installation costs. Where practical, buildings ought to be sited and landscaped or provided with roof orientations according to passive solar energy concepts. Energy-related equipment should be an integral part of the original design concept for a facility or project. At the minimum, housing should be constructed to accept future solar water heating installations; and solar water heating systems should be utilized for swimming pools contained within attached-housing projects.

In addition, the role of landscaping in energy conservation should be recognized. Plant materials should be utilized to control exterior radiation and to reduce glare. Deciduous trees with dense foliage are recommended on the south and west faces of buildings, to intercept radiation before it strikes or after it is reflected. To lessen the intensity of the heat and light reflected from paving or sidewalks, vines growing up on a building wall or a ground cover should be utilized as a buffer against solar radiation. In combination with shrubs, these will aid in the reduction of summer glare and also help to moderate evening and winter cool spells.

Water Conservation

Water conservation should be considered in the selection of mechanical equipment and plumbing fixtures. Emphasis should be placed on devices and design characterized by low water requirements and efficient utilization of water.

In addition, landscape design and choice of plant materials should emphasize low water requirements and minimize water runoff. Landscape watering systems should supply water efficiently, and avoid sprinkling after soils are saturated.

Natural Open Space Preservation

During design, construction, and maintenance of developments, areas designated as natural open space should be left as intact as possible. Dumping of fill should be minimized, and trampling of vegetation underfoot and by vehicles should not be permitted. Control measures may include signing, fencing, and close supervision of construction.

COMMUNITY INTERFACE

The design approach to the interface between Unit Seven and the surrounding community is based on the following objectives:

- Visually and physically buffer residential development from traffic impacts.
- Design the perimeter of the neighborhood to contribute to the overall aesthetic effect of the community, yet be compatible with the neighborhood.
- Provide identifiable neighborhood entrances into Unit Seven from the perimeter streets.

The overall interface concept calls for careful treatment of the transitions between the precise plan area and perimeter streets. These transitions involve slope banks, rights-of-way, medians, and neighborhood entrances.

Perimeter Arterial Streets

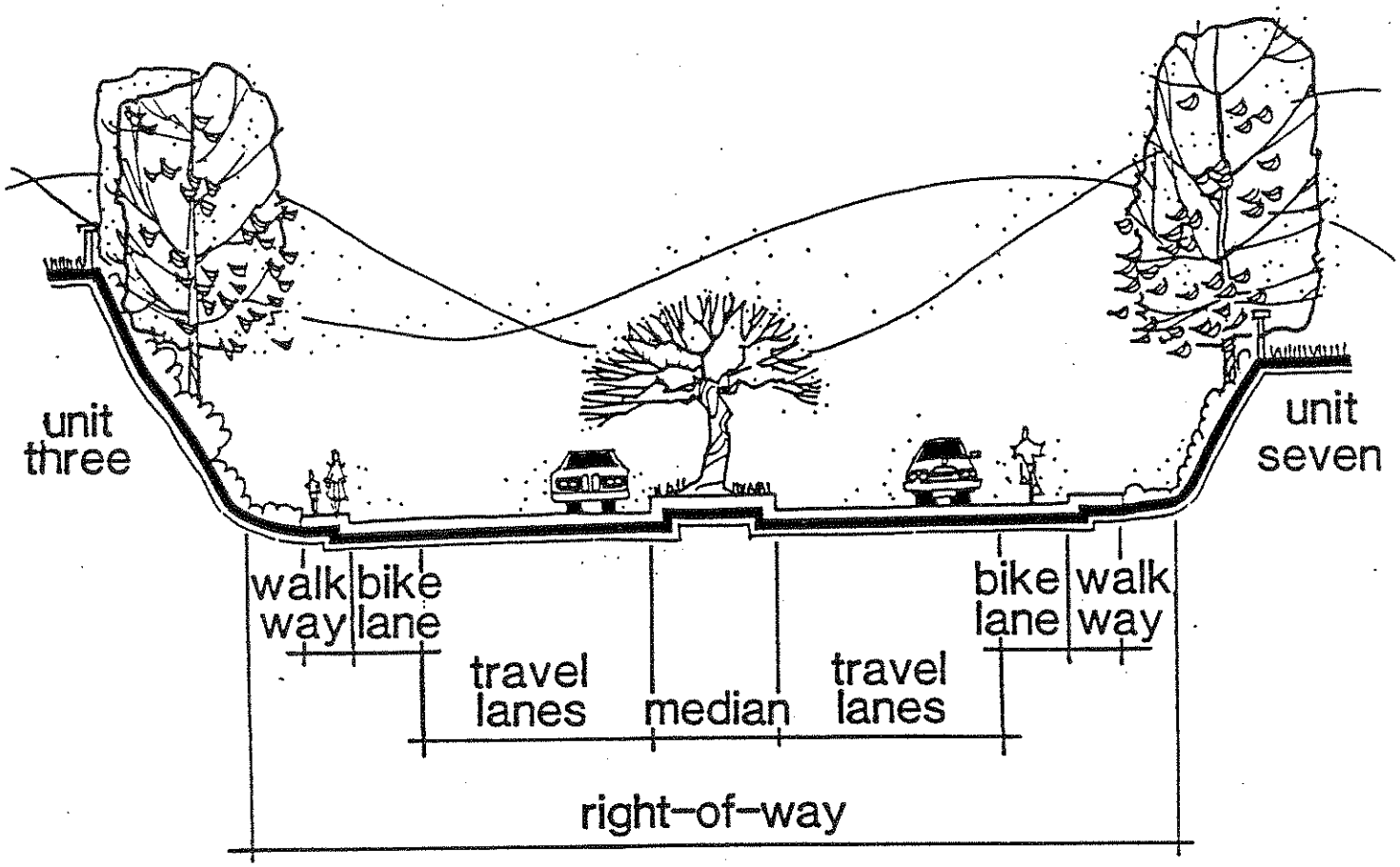
The rights-of-way and adjacent slopes for Del Mar Heights Road and El Camino Real should receive a design treatment similar to that of other community-oriented streets. Design treatments should be coordinated with the interior of Unit Seven and plans for Unit Three and future development units. Design solutions should visually edit out traffic and mitigate traffic noise to the extent feasible.

A parkway effect is desired, utilizing extensive landscaping of medians, sidewalk areas, slopes, and edges at the tops of slopes. A pleasing aesthetic experience should be provided to motorists, transit passengers, bicyclists, and pedestrians as they move along the arterial streets and paths. In addition, the design of the perimeter roadways should support the parkway character created in the interior of Unit Seven.

Figure 20 illustrates the design treatment of perimeter streets. Adjacent projects should be coordinated with the arterial parkways to maintain visual continuity. A meandering, natural look of tree placement is desired. Shrubs should be massed at the toe of the slopes along the parkway to mask transitional grading areas. Plant materials in project areas along the top edges of slopes should frame or mask views from and to the residential areas as appropriate. Suggested primary trees are as follows:

Medians: Large-scale deciduous trees, such as *Platanus acerifolia* (London Plane Tree) or *Liquidambar styraciflua* (Sweet Gum).

Parkway: Large-scale evergreen trees, such as *Pinus torreyana* (Torrey Pine), *Pinus eldarica* (Mondell Pine), or *Pinus halepensis* (Aleppo Pine).



20 TYPICAL ARTERIAL TREATMENT

Other trees may be selected from the Recommended Tree List (Table 4). Landscaping of project edges should be adapted to the perimeter arterial treatment.

Pedestrians are provided a walkway along both sides of the parkways. Wheelchair ramps and other provisions for handicapped persons should be provided as required by the State of California and/or City of San Diego. Transit stops should be integrated into the pedestrian walks and include attractive seating, signing, and lighting. Bikeways are integral with the streets.

All furnishing, including signs, benches, fences, and lighting fixtures, should be selected or designed and constructed according to the design and safety standards of the City of San Diego. Repetition in material, color, and motifs or styles is desirable, to create a sense of continuity. Any fences along the tops of slopes should be homogeneous for the length of the slope.

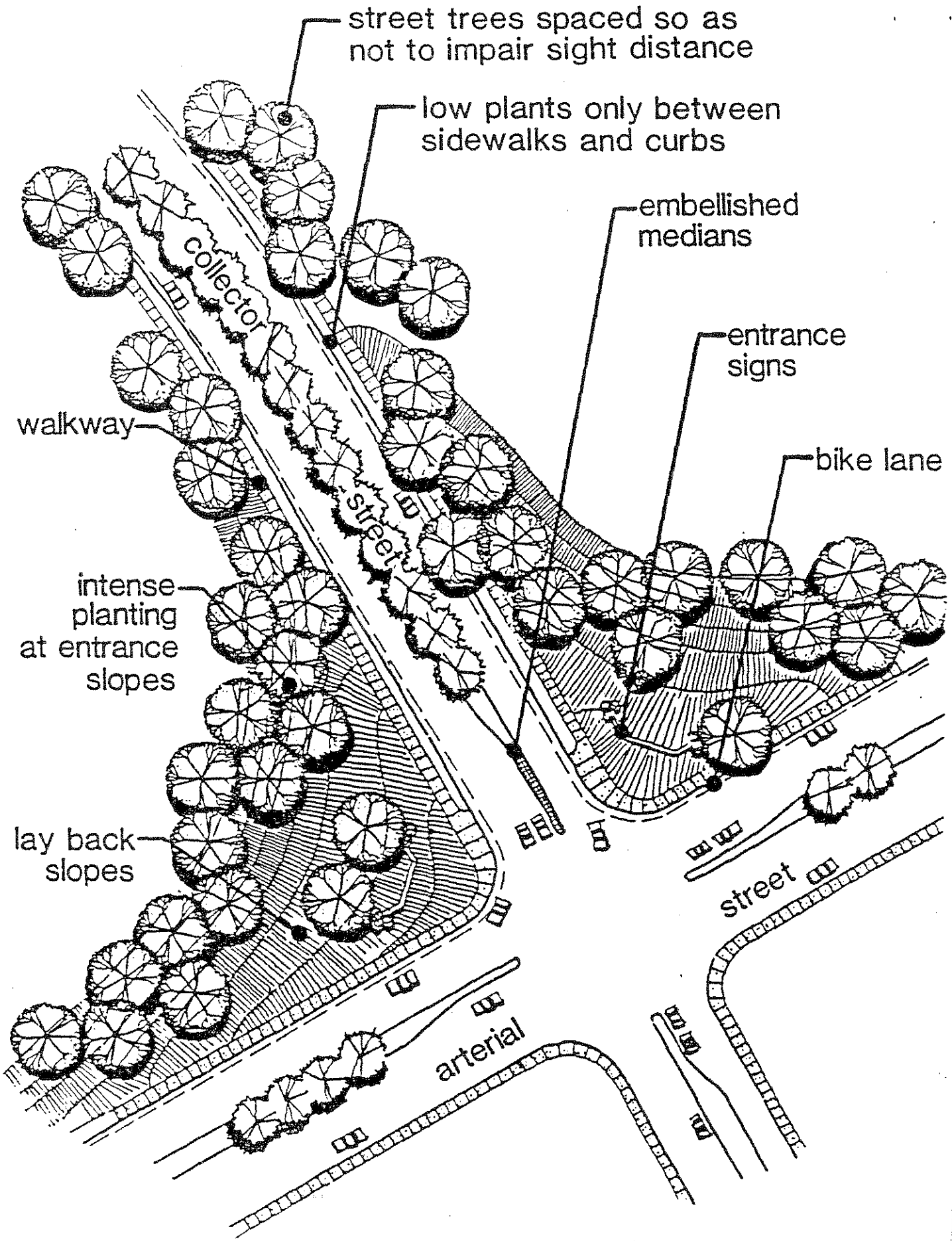
Noise impacts resulting from projected traffic volumes along Del Mar Heights Road and El Camino Real should be mitigated to acceptable levels for residential uses. A noise analysis will determine the need for mitigation measures for individual development projects, as part of the environmental review process. Possible measures may include:

- Elevating development above the arterials, as is proposed.
- Providing a berm, a solid wall, or a combination berm and wall along the tops of slopes.
- Building only one story structures next to the arterial or structurally insulating the upper floors of two- and three-story structures adjacent to the arterial.
- Designating a buffer zone between the arterial and any structures to attenuate noise.

Neighborhood Entrances

There are three primary entrances to the Unit Seven neighborhood from perimeter highways. These entrances provide an aesthetic and functional transition between the community arterials and the collector streets. Additionally, they identify and provide an entry and exit experience for the neighborhood.

As illustrated in Figure 21, entrances should reflect the parkway character intended for the arterial and collector street system. A deep setback of lawn should be provided. Tree groves should be held back a significant distance from entry corners to emphasize a broad, open character, and to create a sense of spaciousness. Similarly, buildings should be held back from the edges of the tops of slopes in order to retain the open-entry feeling. There should be continuity between the landscaping at the entrances and the treatment of the arterial and neighborhood parkways. Like the parkways, the primary trees should be a large-scale



NEIGHBORHOOD ENTRY

evergreen tree, such as *Pinus eldarica* (Mondell Pine), or *Pinus halepensis* (Aleppo Pine). Other approved trees may be selected from the Recommended Tree List.

While set back from entrances by turning pockets, street medians should be considered in entrance design. The primary tree for the street medians should be a large-scale deciduous tree, such as *Platanus acerifolia* (London Plane Tree) or *Liquidambar styraciflua* (Sweet Gum). Other approved trees may be selected from the Recommended Tree List. Embellished paving should be employed on the surface areas of medians not receiving landscaping.

Signage should be designed to fit into the landscape theme of rolling slopes and tree groves. Signs should be limited in overall height and be front-lighted using a wash effect. The entrance illumination should be coordinated to provide a hierarchy of light quality and intensity. Emphasis should be placed on areas of high vehicular and pedestrian activity through increased light intensity at those areas. A gradual reduction of light intensity between major areas of activity should provide the desired modulation of light, without sacrificing safety and utility.

Pedestrian paths will be provided on both sides of the street and should be integrated into the entrance treatment. Sidewalks may be of enriched texture or color to aid in creating a park-like effect. Wheelchair ramps and other provisions for handicapped persons should be provided as required by the State of California and/or the City of San Diego.

NEIGHBORHOOD DESIGN FEATURES

Several special design treatments are proposed in Unit Seven. They involve the design of collector street parkways, public view outlooks, special pedestrian and bicycle ways, and "friction" areas along segments of the high school and San Diego Gas and Electric easement. They deal with the attainment of design objectives, creation of neighborhood amenities, and the mitigation of effects from existing uses.

Collector Street Parkway

The design approach to the collector streetscape within Unit Seven is based on the following objectives:

- Create an enjoyable streetscape for those traveling the collector parkway.
- Develop identifiable entrances into each residential project and neighborhood facility.

- Provide for efficient and safe automobile, bicycle and pedestrian travel within the parkway.

- Complement adjacent projects and facilities both functionally and aesthetically.

A parkway concept is proposed, which provides for multi-modal travel within an attractively designed street right-of-way.

A parkway appearance should be experienced continuously along the collector by coordinating landscaping and other design features along the entire right-of-way. Pedestrian walkways should parallel the roadway throughout the collector system. Walkways may be textured or colored to reinforce the parkway character. Any transit stops should be integrated into the pedestrian walks.

The entire area between street curbs and the project setback line should be landscaped except for vehicle access driveways and pedestrian paths. Lawn should occupy a significant percentage of landscape devoted to parkway planting, including a significant percentage of mowable slopes. Planting and grading should create a variety of depths. In areas with slopes, shrubs should be massed at the toe of slopes to mask transitional grading areas. Primary trees should be as follows:

Parkway: Large-scale evergreen trees, such as *Pinus eldarica* (Mondell Pine) or *Pinus halepensis* (Aleppo Pine).

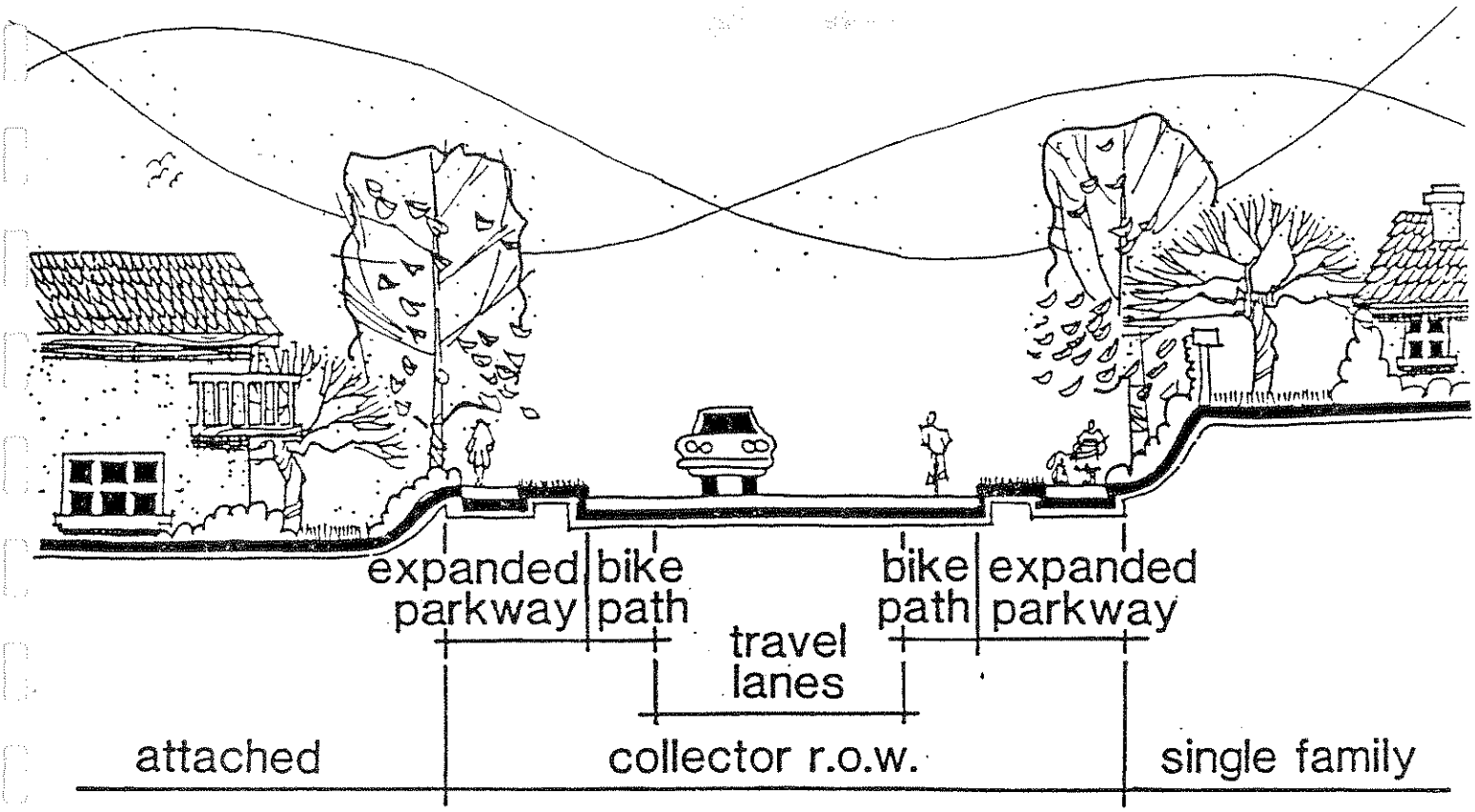
Slope areas: Large-scale, open-headed evergreen trees, such as *Eucalyptus cladocalyx* (Sugar Gum) or *Eucalyptus sideroxylon* (Red Ironbark).

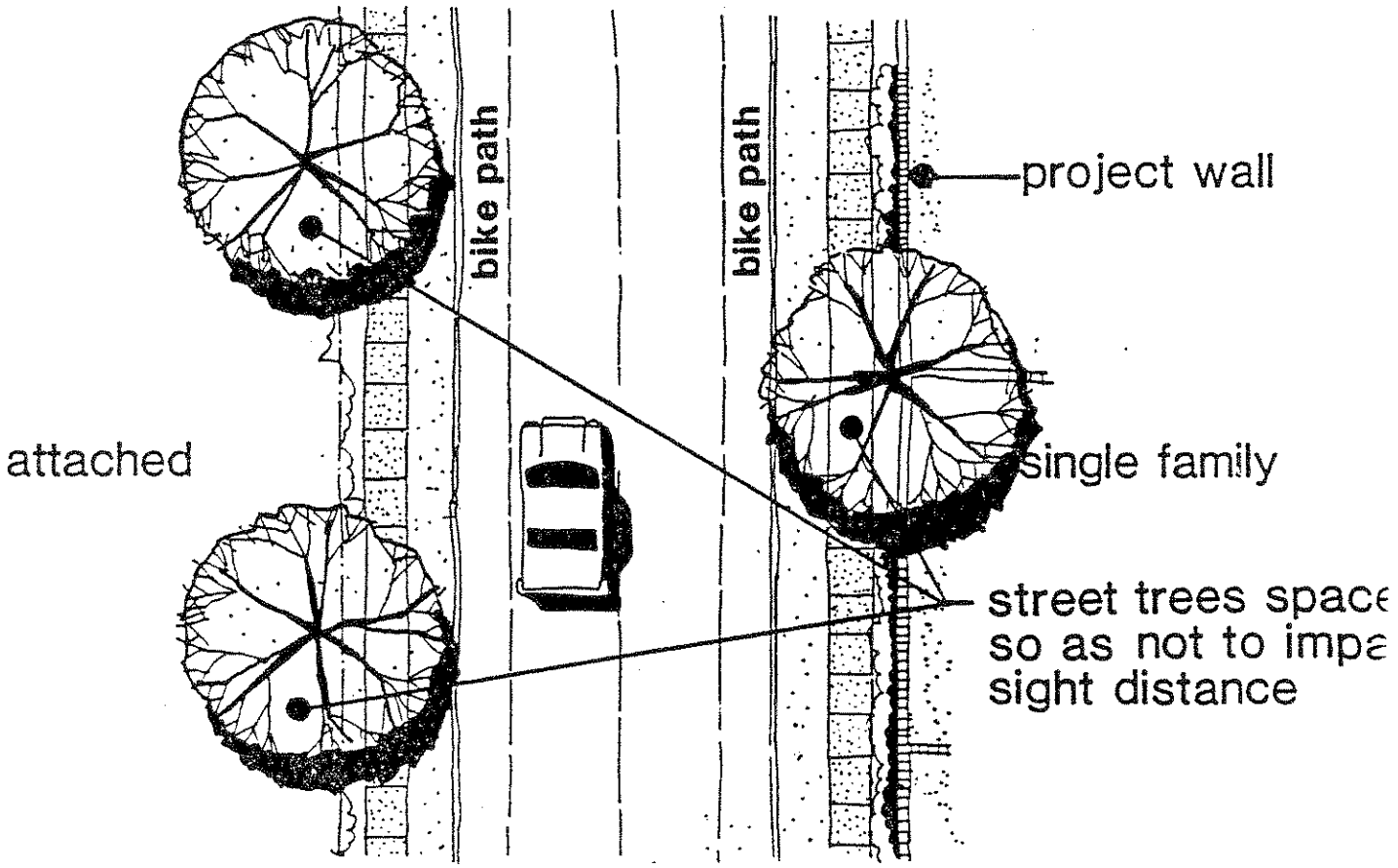
Other trees may be selected and substituted for the above from the Recommended Tree List.

Lighting for the parkway should be coordinated to provide a hierarchy of light quality and intensity. Emphasis should be placed on areas of high vehicular and pedestrian activity through increased light intensity at those areas. A gradual reduction of light intensity between major points of activity will provide the desired modulation of light without sacrificing safety and utility. This should be typical throughout the parkway.

All furnishings, including signs, benches, fences, and lighting fixtures, should be selected or designed and constructed according to the design and safety standards of the City of San Diego. These features should complement both the parkway landscape design and the architecture of neighborhood facilities. Repetition in materials, colors, and motifs or styles is desirable to create a sense of continuity. Any fencing along the tops of slopes should be homogenous for the length of the slope.

Figure 22 illustrates collector parkway proposals. The section shown involves the collector loop enclosing the "small-lot" residential area west of the high school. The parkway provides a largely uninterrupted path for walking and jogging.





COLLECTOR PARKWAY 22

Cul-De-Sac "Pass-Throughs"

The land use element (Figure 7) identifies three cul-de-sac pass-throughs extending from the single-family area on the north to the collector system. The pass-throughs involve extension of the cul-de-sac bulb to the collector street rights-of-way thus permitting short paved paths to link the sidewalk systems in local streets with the collector street sidewalk. Project walls along collectors are discontinued at these areas to allow for paths and landscaping.

These pass-throughs will enable pedestrians to access collector streets at convenient locations and eliminate circuitous movements. Additionally, they will reinforce the neighborhood circulation system and provide attractive extensions of parkway landscaping along the system.

The design treatment of the pass-throughs should reflect the general character of the parkway experience. Attention to such details as paving material and color, bollards, area lighting, and landscaping will result in a neighborhood feature of aesthetic and functional value. The feature will further enhance the parkway effect and provide interest to motorists, bicyclists, and pedestrians passing by. Figure 23 illustrates a typical pass-through.

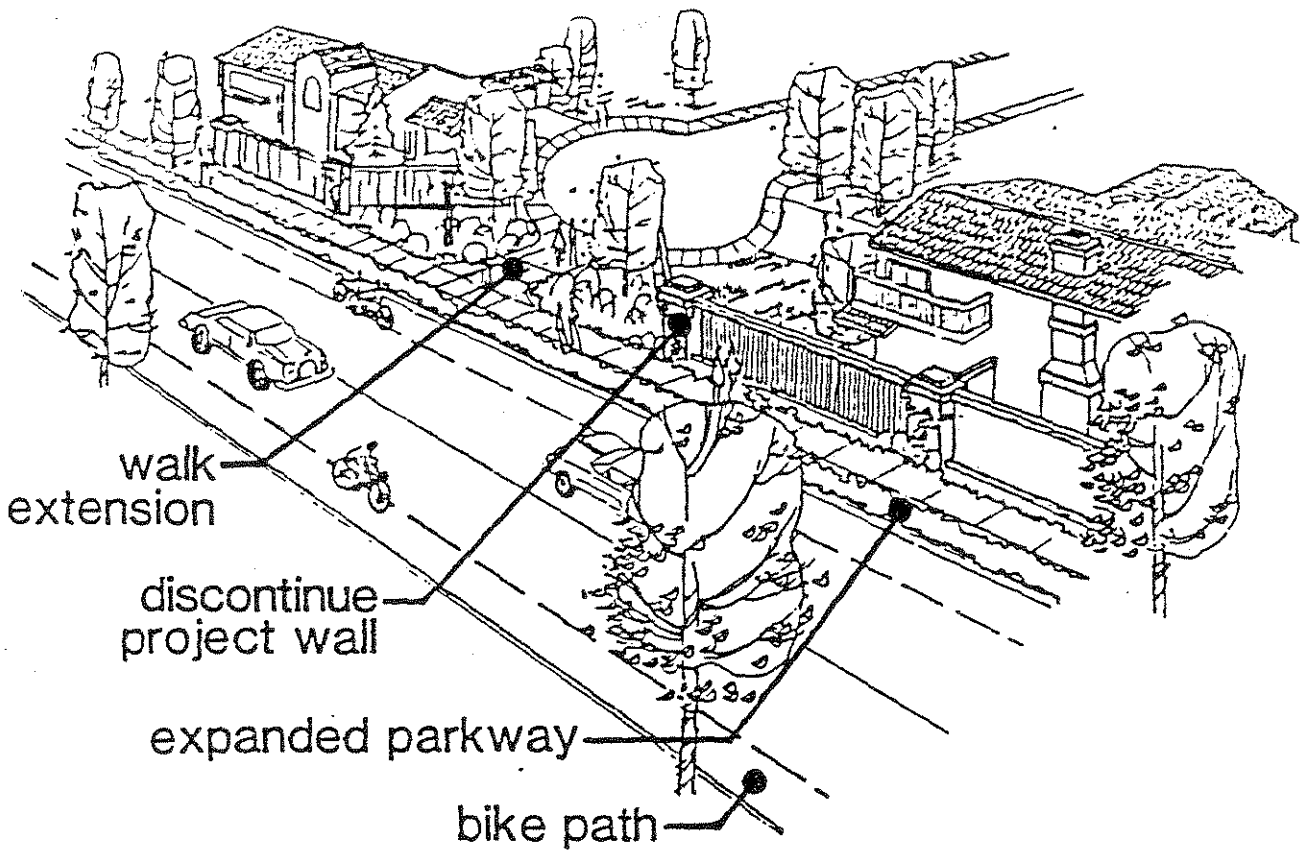
View Outlooks

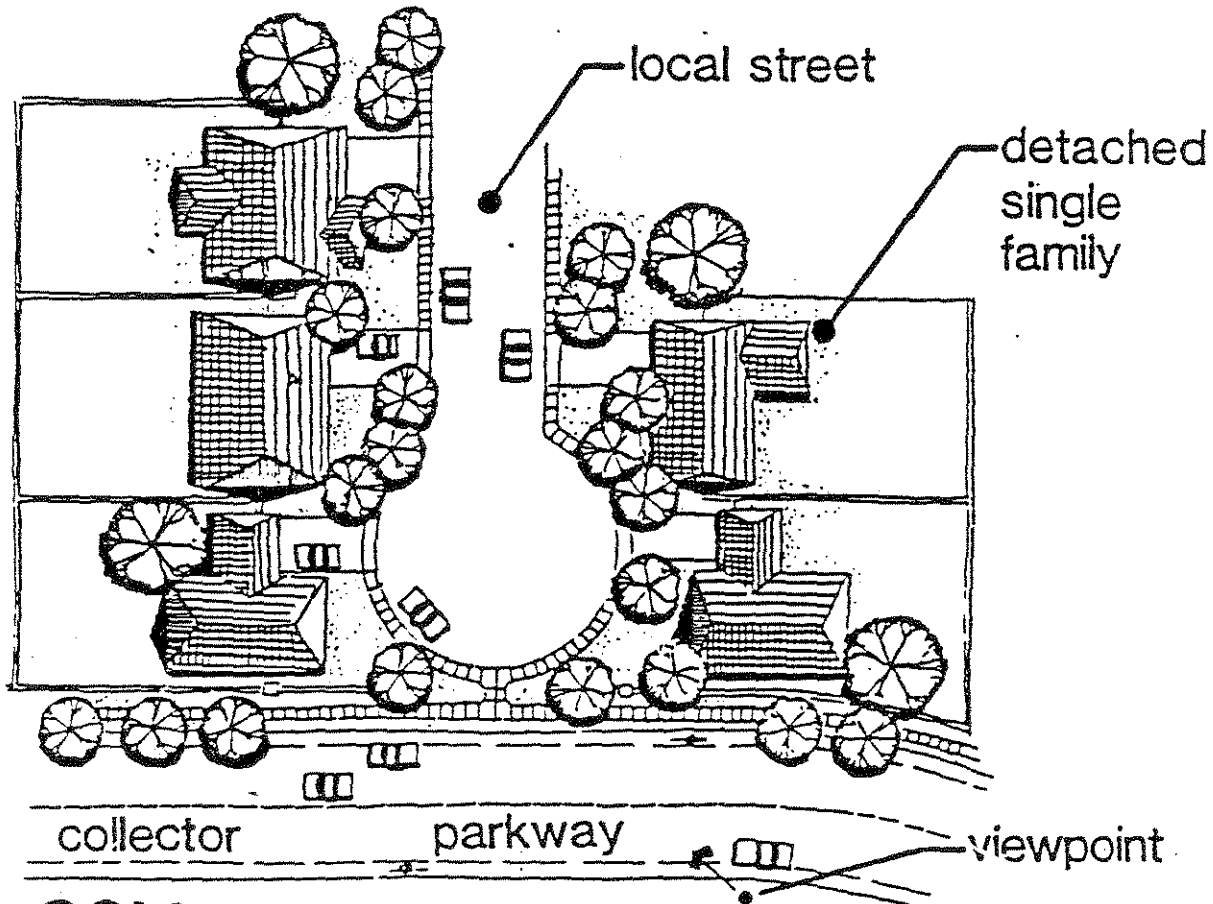
As depicted in Figure 7 (the land use element), a series of public view outlooks are provided from canyon rims along local streets. The overlooks provide view opportunities for motorists, bicyclists, and pedestrians traveling along the roadway. The vistas include natural hillsides, canyons, and valleys, as well as distant hills and mountains. They will establish a relationship between the natural environment and the neighborhood and serve as destination or resting points for residents out for a walk or bicycle ride.

The outlooks are intended as informal viewing areas, and no facilities other than benches should be provided. It is imperative that views from the outlooks be maintained. Low-native shrubs and ground covers should be utilized to reinforce the natural appearance of the outlook. The landscaping should provide a transition to the native flora. A graphic representation of a typical outlook is provided in Figure 24.

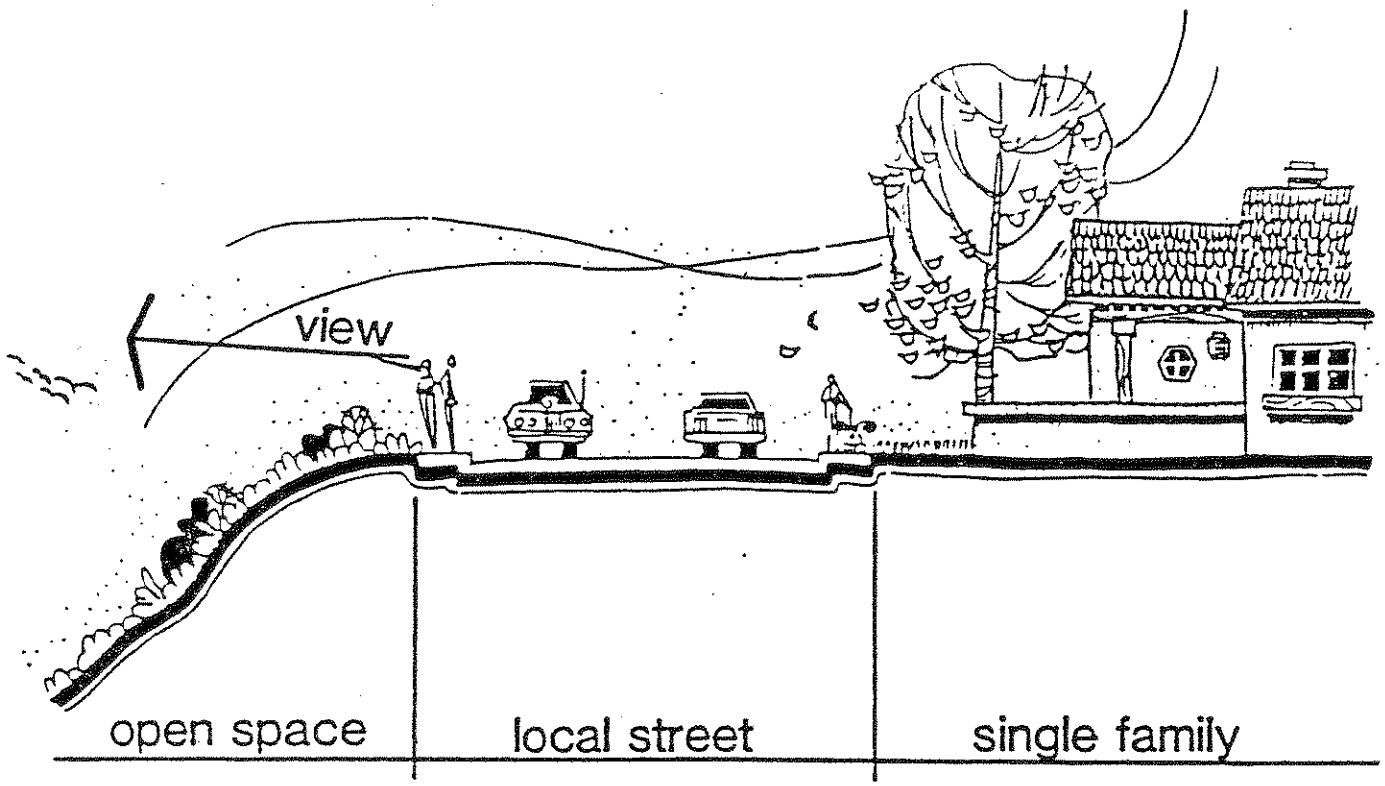
Power Easement

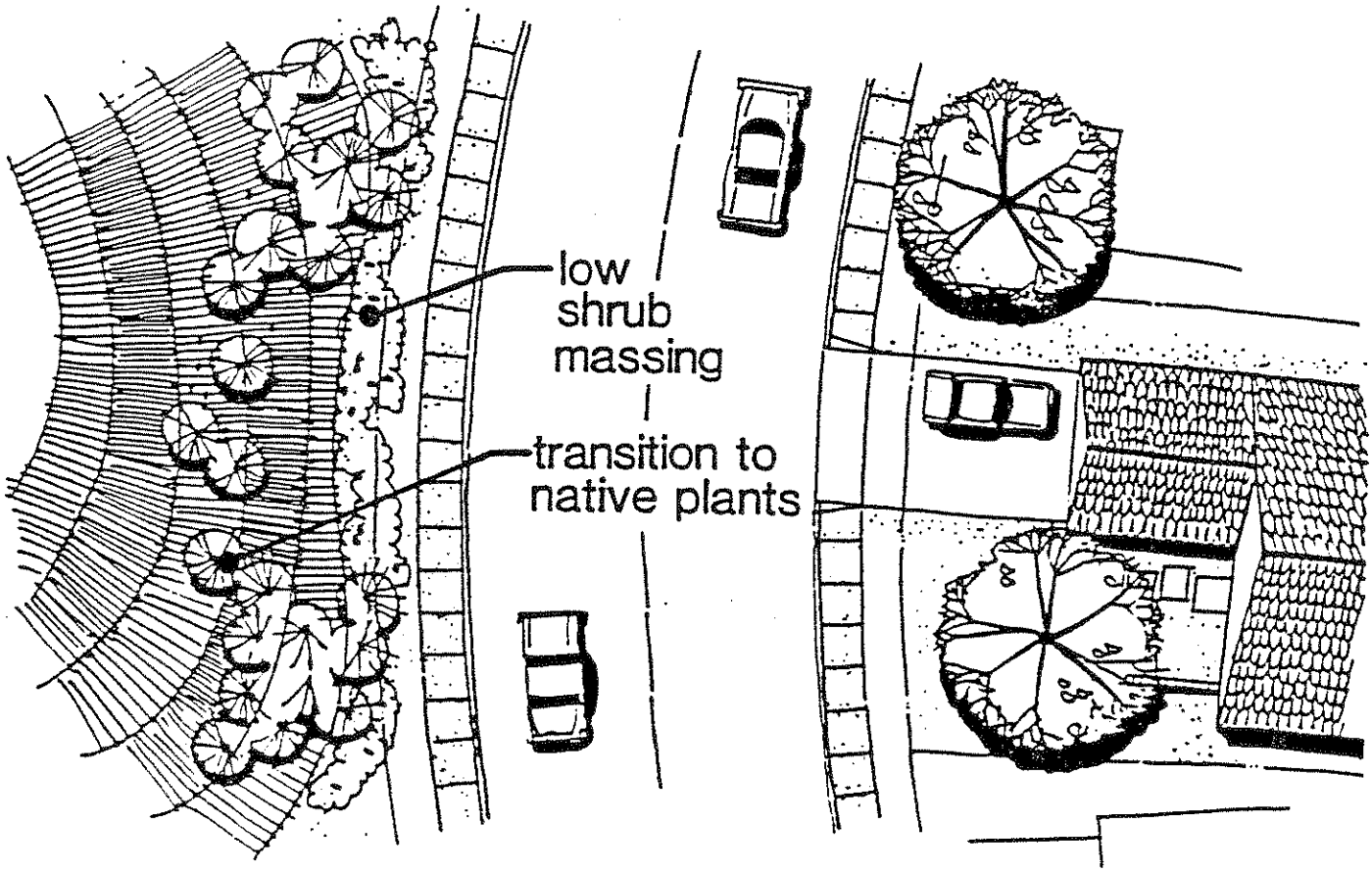
A San Diego Gas and Electric power easement, containing 230 and 138 kV transmission lines atop high poles, bisects the Unit Seven planning area. The easement (together with an adjoining fuel line easement) constitutes a visual problem along the high school since it abuts a residential entry road and the residential area to the east. Design guidelines for this segment of the power easement are based on the following objectives:





COLLECTOR PASS-THROUGHS





VIEW OUTLOOK

- Screen the easement and power lines to the extent feasible.

- Provide vehicular access to the power lines for pole cleaning and line maintenance.

- Develop a bicycle/pedestrian path in the easement as a northerly continuation of the system extending from Units One and Five with potential connections to recreational facilities of Torrey Pines High School.

The following design solution (see Figure 25) is proposed to meet these objectives:

- Extend the entry road along the easement in a curvilinear manner.

- Heavily landscape an expanded parkway between the easement and roadway, emphasizing tree masses and colorful ground covers with a meandering, natural look.

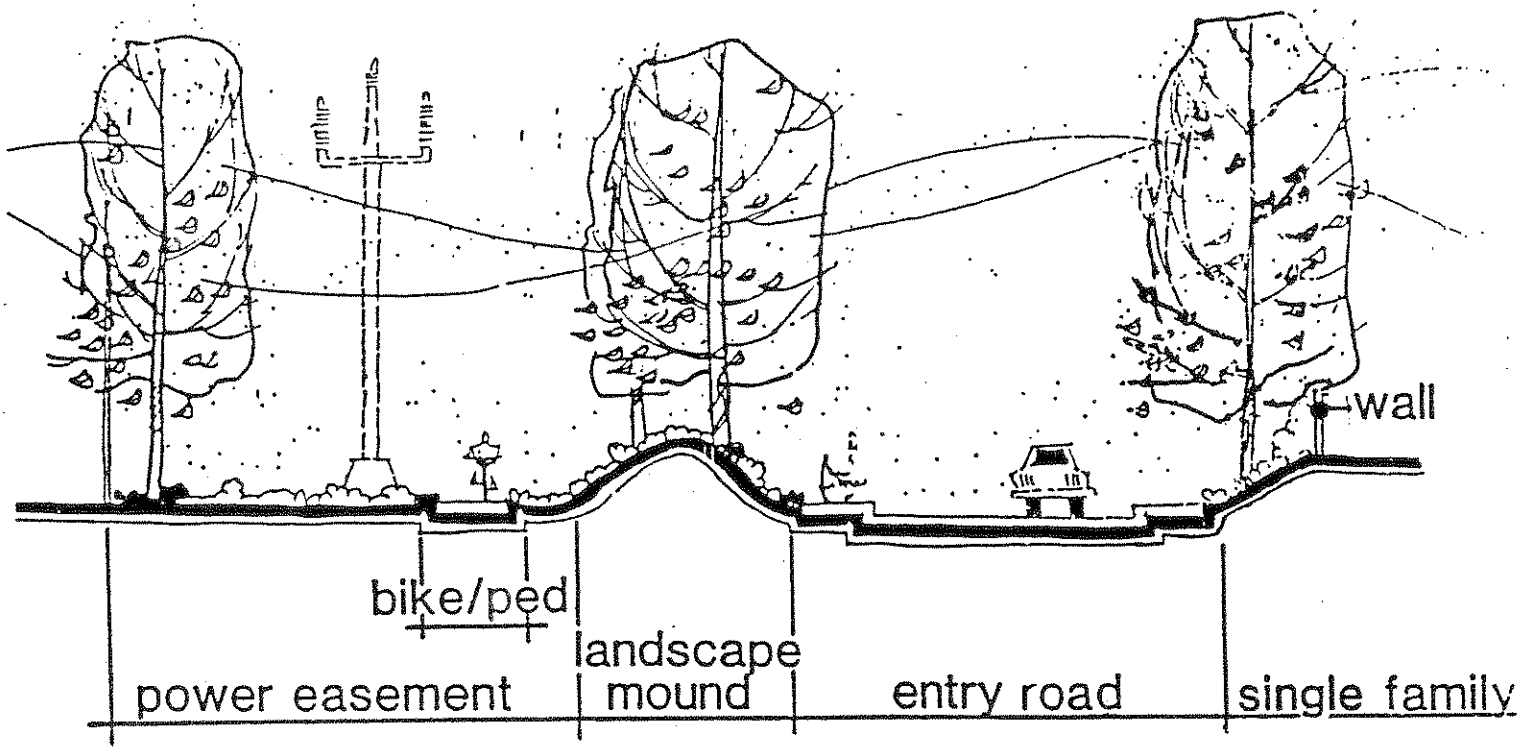
- Provide a walled, landscaped treatment of residential lots east of the easement and entry road.

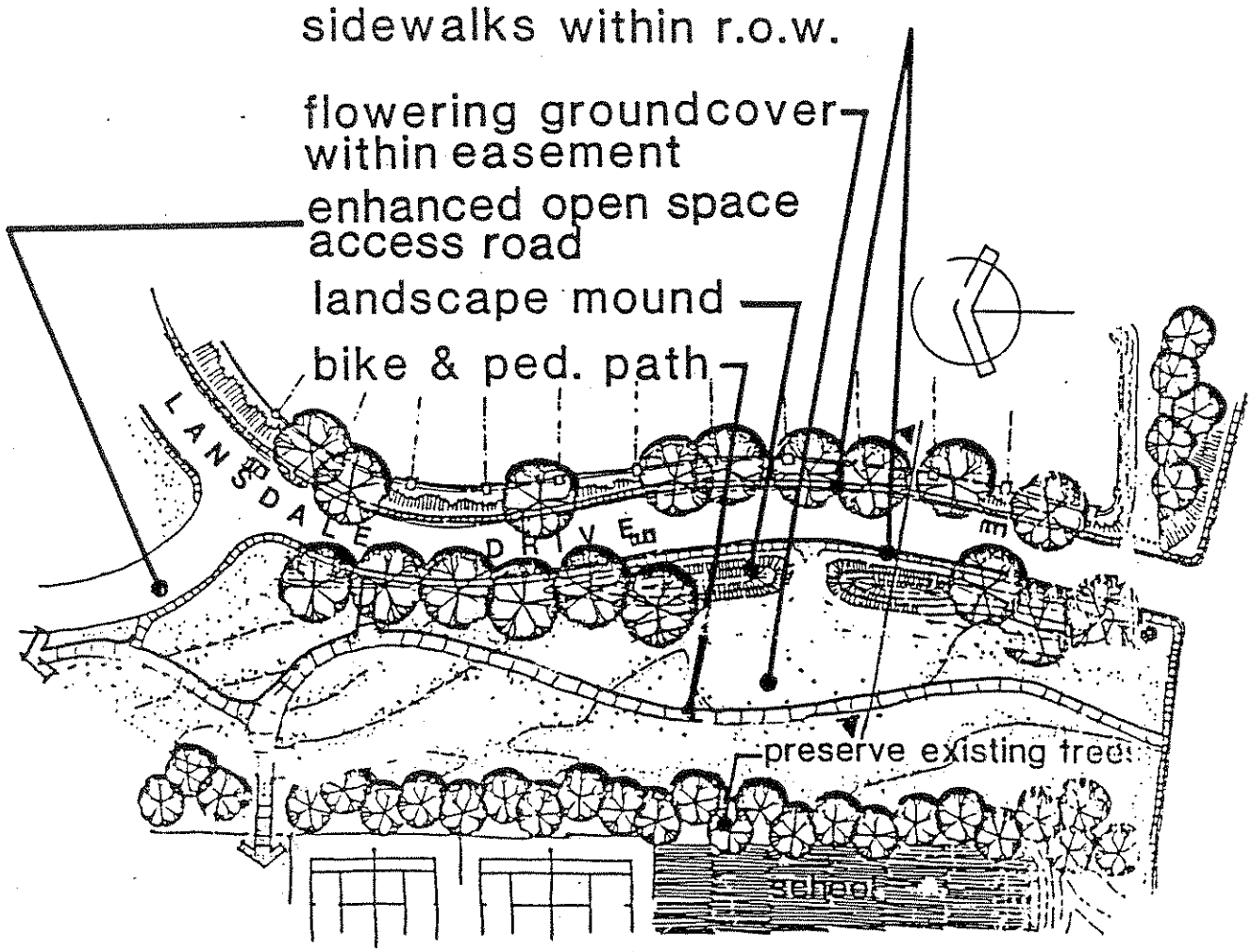
No landscaping program for the easement is suggested within the natural open space area on the north. The easement itself (where adjacent to the high school) could, however, be planted with low-maintenance, native, or "native-look" grasses or ground covers.

Bike/Pedestrian Path

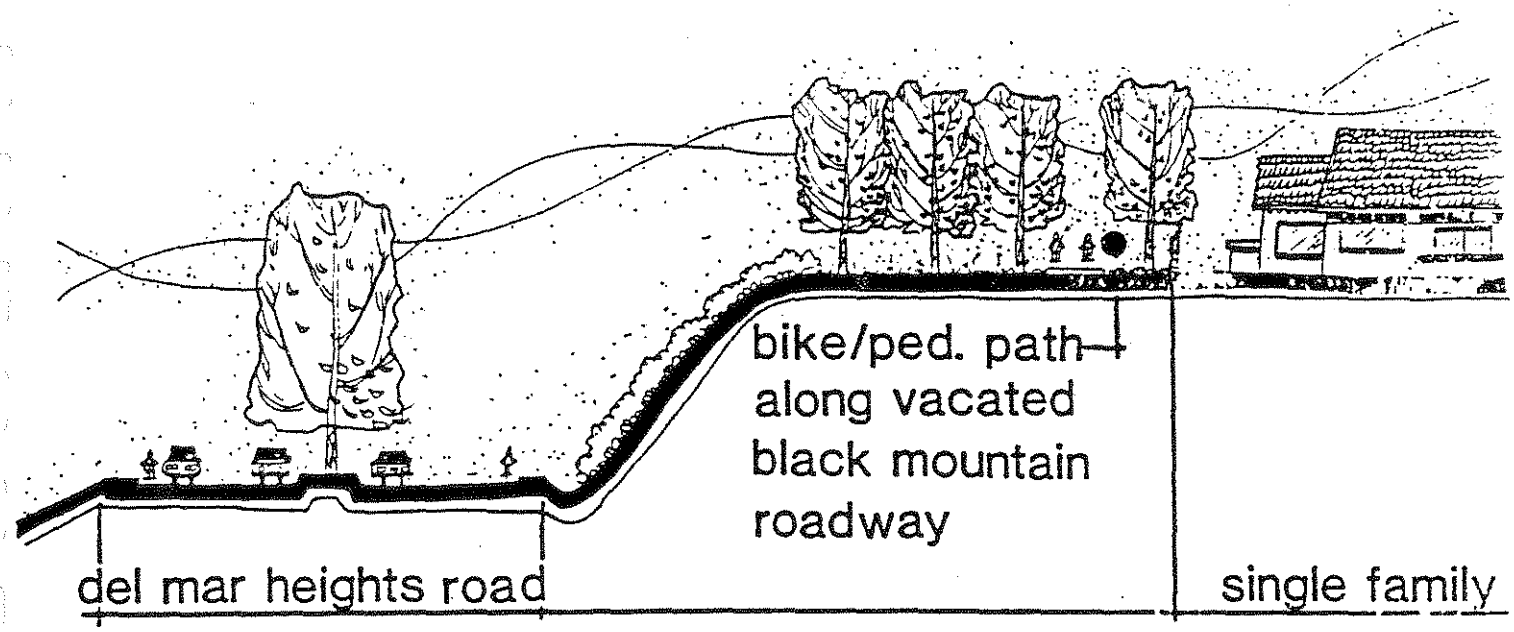
A section of Black Mountain Road easterly of the high school is proposed to be converted to a combined pedestrian/bicycle path when the street pattern in the area is developed and the section is no longer needed for automobile traffic. Very little improvement would be required since the paved roadway would be retained for bike/pedestrian use. Some transitional paving would connect the path to the entry road extending along the power easement and to the residential streets serving the small-lot residential area. A walkway would be extended from a residential cul-de-sac abutting the path. Some additional landscaping with a natural quality would supplement the existing hedgerow of Eucalyptus trees. Ornamental walls would extend along the residential lots siding onto the path.

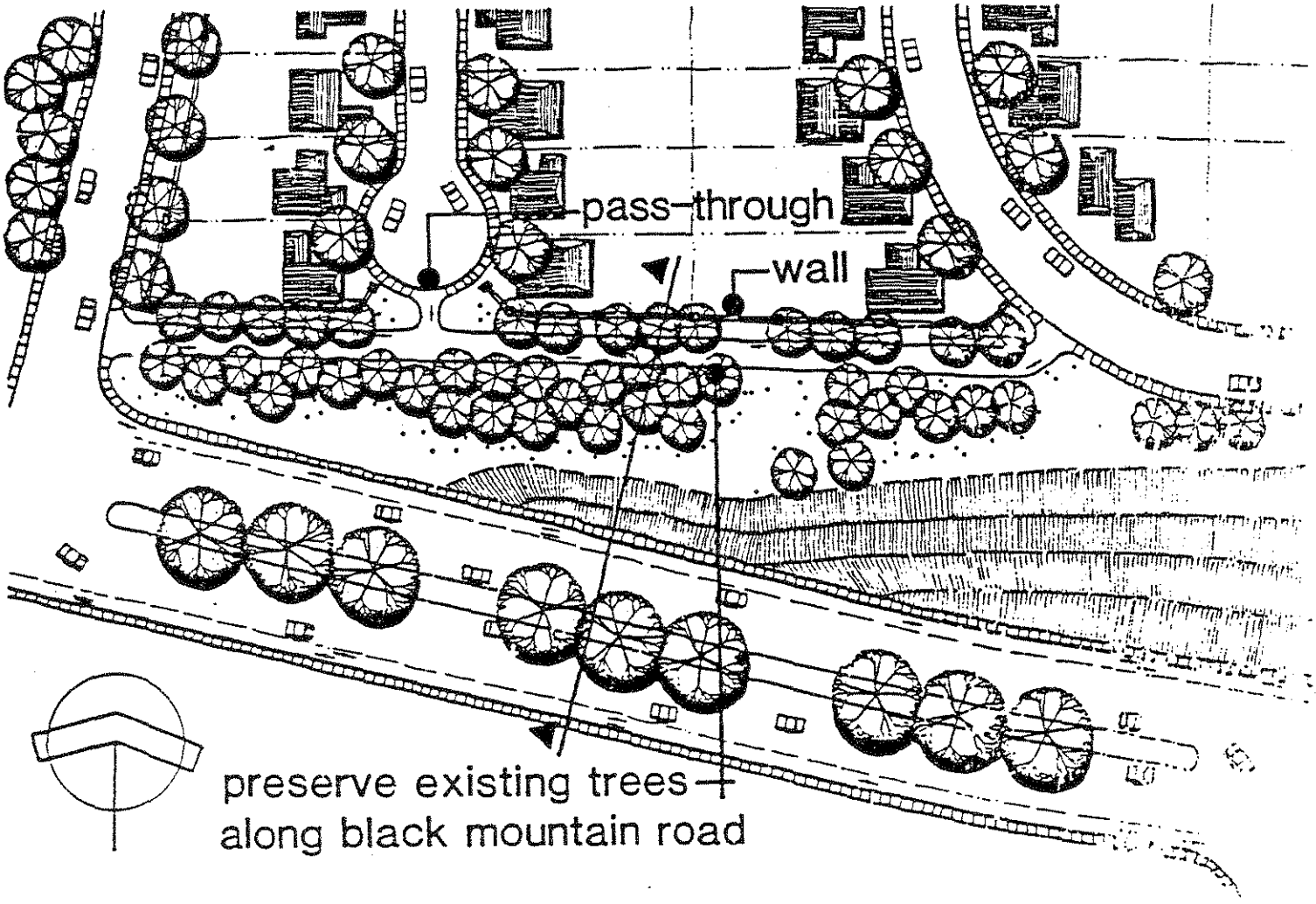
The path will connect the residential area to the community-wide bicycle and pedestrian systems extending along the power easement and Del Mar Heights Road. An extension of this path will connect with the pedestrian spine within the enhanced open space area. It will also offer a pleasant, controlled access to the high school for students. General design proposals are shown in Figure 26.





25 **POWER EASEMENT BUFFER**


bike/ped. path
along vacated
black mountain
roadway
del mar heights road
single family


pass-through
wall
preserve existing trees
along black mountain road

High School Interface

The design approach to the interface between the high school parking lot and adjacent residential areas is based on the following objectives:

- Visually and physically buffer residential development from the parking lot and its objectionable impacts: noise, traffic, glare, and nuisance.

- Establish visual barriers and grade separations between residences and the collector loop introduced into the neighborhood design to provide a second access to the high school.

- Integrate the school frontage with the collector loop parkway in order to extend and enhance its visual quality and neighborhood character.

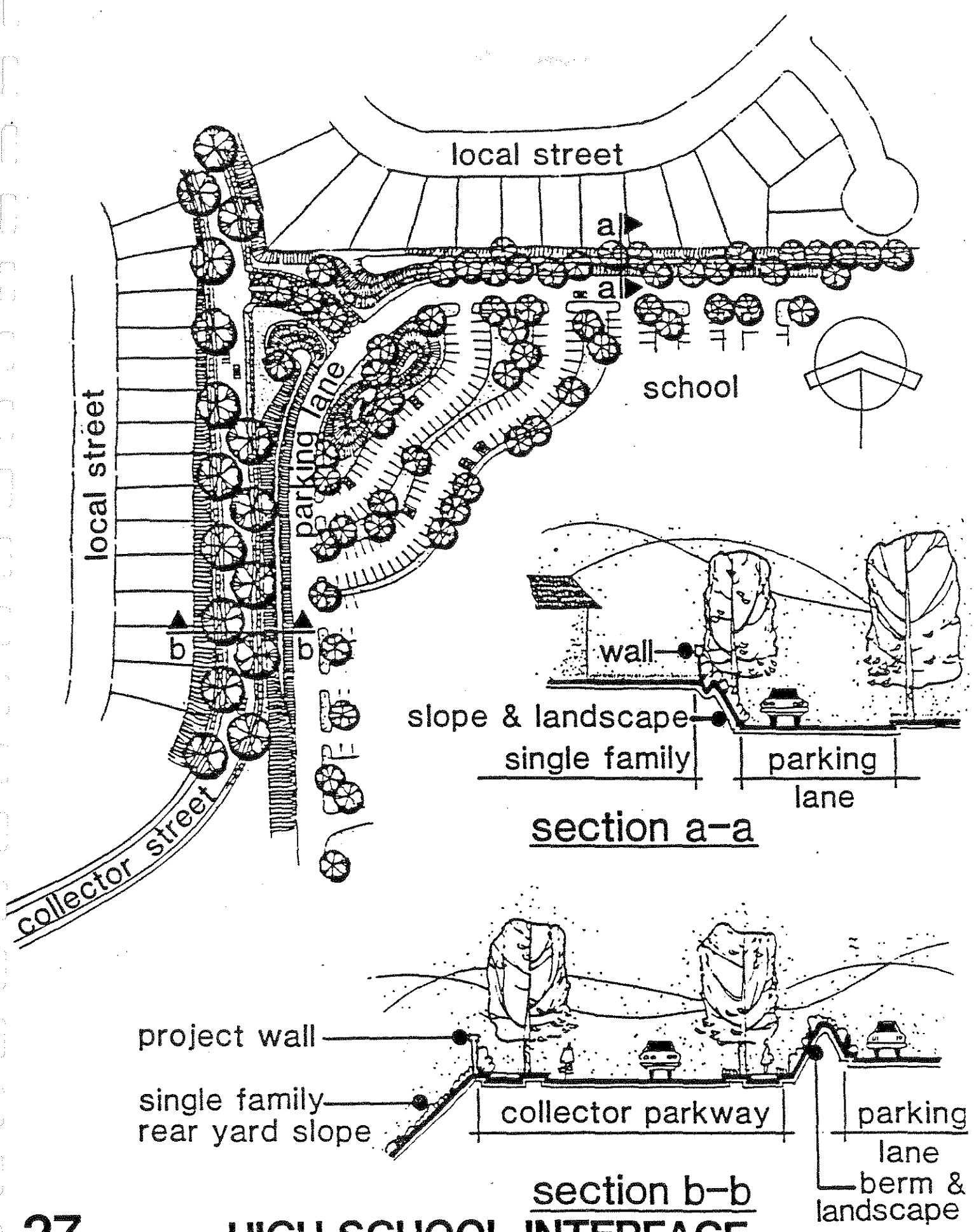
Figure 27 indicates proposed design solutions. Residential areas above the parking lot on the north would be buffered by a perimeter wall serving as a visual and noise barrier. Plantings on slope banks extending to the parking area below would further screen views. On the west, the small-lot residential area would be separated from the parking area by the collector road. The parkway on the east side of the roadway would be bermed and heavily landscaped to screen out the parking. Residences on the west side of the collector would be buffered by grade differentials, a perimeter wall, and parkway plantings. These elements supplement a circulation system designed to avert vehicular and pedestrian conflicts between the high school and residences.

A plant palette similar to that for the collector parkway should be utilized in order to establish neighborhood continuity. The following primary trees are suggested:

Next to the Parkway:	Large-scale evergreen trees, such as *Pinus torreyana* (Torrey Pine), *Pinus eldarica* (Mondell Pine), or *Pinus halepensis* (Aleppo Pine).
Northern slope:	Large-scale, open-headed evergreen trees, such as *Eucalyptus cladocalyx* (Sugar Gum) or *Eucalyptus sideroxylon* (Red Ironbark).

Other trees are cited in the Recommended Tree List.

The entry to the high school from the collector road should be an attractive, functional element within the streetscape. Entry signage, area lighting, and walks should be well integrated. While the need for stop signs will be determined by the City of San Diego, it is assumed that a signed stop will be required for vehicles exiting from the parking lot.



27 HIGH SCHOOL INTERFACE

Improvements of the high school will be the responsibility of the San Dieguito Union High School District. Close, timely coordination between the developer and the District in carrying out improvements and landscaping will be desirable in achieving desired effects.

DETACHED RESIDENTIAL PROJECTS

As indicated in Figure 7, the precise plan for Unit Seven provides a total of 701 detached, single-family dwelling units. A variety of single-family housing types and densities will be accommodated through conventionally sized lots in the northern area; small-lot patterns in two areas east of El Camino Real; smaller, zero lot-line or patio house lots flanking the west and east sides of the high school; and a large-lot pattern extending along the northeasterly ridge. All single-family projects will be developed in conformance with the SF, SF1-A, and SF3 Zones, as described in Chapter 5 and incorporated into the Planned District Ordinance. The permitted uses, density provisions, and parking regulations of the City's R-1 Zone will apply to these zones. In addition, the-following guidelines should be considered in the design, review, and approval of subdivision maps and development plans:

Design Guidelines

- Each project area should be given an identity through common design treatments, delineation of project boundaries, and distinctive entrances.

- The perimeter design of subdivisions should reflect desired interfaces with community and neighborhood elements (such as collector street parkways, natural open spaces, and the high school).

- Site planning should maximize residential view opportunities through design adaptive to topographic conditions and open space.

- Street alignments should be adapted to the topography and the character of each project site. Generally, local streets should be curvilinear with gentle transitions between tangents and radii. Vertical alignments should be carefully coordinated with horizontal curves to permit safe, fluent, and continuous movements. Detailed attention should be given to the design of intersecting streets, stopping points, sight distances, curved alignments, and view outlooks, not only to meet City standards and policies, but also to maximize visual appeal. Consistent with the Unit Seven plan, access to residential lots should be confined to local streets and access points from project areas to collector streets should be limited.

- The use of a selected landscape palette should be encouraged, particularly along streets, at project entrances, and on slopes visible to the public. The purpose is to give a sense of project continuity, while being compatible with the neighborhood as a whole. The primary street suggested for the project

entrances at collector street parkways should be a large-scale evergreen tree, such as *Pinus torreyana* (Torrey Pine), *Pinus eldarica* (Mondell Pine), or *Pinus halepensis* (Aleppo Pine). The primary slope tree should be a large-scale, open-headed evergreen tree, such as *Eucalyptus cladocalyx* (Sugar Gum) or *Eucalyptus sideroxylon* (Red Ironbark). Other suggested trees are cited in the Recommended Tree List.

- The design of buildings, fencing and street hardscape should be coordinated to create an overall project atmosphere or style, while permitting a variety of floor plans and individuality in unit exteriors and yards. Scale, colors, materials, and architectural style should be similar throughout each project.

Conventional Lots

A conventionally lotted area (lots with a minimum area of 5,500 square feet) will be sited along high ridges overlooking the ocean, canyons, and valleys to the north. Streets will be generally curvilinear, adapting to ridge lines and other topographic conditions. The Unit Seven design provides a series of cul-de-sac pass-throughs for pedestrian access to collector-road parkways. The local circulation system also creates two public view outlooks for motorists, pedestrians, and bicyclists.

In final design, the suggested design treatment of the high school interface (described earlier in this chapter) should be implemented. Grading should minimize fills on the natural open space canyon slopes on the north through a "cut-to-daylight" approach. Open space areas created by the cul-de-sac pass-throughs should be maintained by a neighborhood or project homeowner association.

Small Lots

Two small-lot projects (containing lots with a proposed minimum area of 3,800 square feet) are planned for the area east of El Camino Real. One project lies south of Derby Farms Road and the other lies between Half Mile Drive and Quarter Mile Drive.

The two projects, which are zoned SF3, will not exceed 81 single-family dwelling units. The proposed density for these project sites averages 5.8 units per acre.

Two small-lot projects are planned west and east of the high school. The west-side area, which is enclosed by a loop collector offering a largely uninterrupted parkway pedestrian system, affords significant westerly views. The east-side project occupies a relatively flat site with limited view opportunities, but has amenities afforded by an entry road canyon overlook and a landscaped bike-pedway.

Final subdivision design for the east-side project should incorporate proposed design solutions along the interface with the power easement and entry road from Del Mar Heights Road. The design of the perimeter wall along the rear of lots backing to the entry road should be integrated with walls extending along the pedestrian/bikeway. Maintenance of the pedestrian/bikeway should be provided for as indicated in Table 3.

Final plans of the westerly project should include provision for an architecturally attractive perimeter wall along the loop collector parkway. Slope banks extending down from the westerly wall to the collector street should be maintained by either an open space maintenance district or a neighborhood homeowners association.

Large Lots

The northeasterly ridge extending to Gonzales Canyon is proposed to be subdivided for large lots having a minimum lot area of 10,000 square feet. A curving, double-loaded cul-de-sac and ridge top grading plan will create fine views of canyons, valleys, foothills, and mountains for virtually all residents. Two public view outlooks are provided midway along the ridge.

In the final design of the project, any fills on the steep canyon slopes should be restricted by employing a "cut-to-daylight" grading approach. Plans for the project entry should incorporate well-designed walls, monument signing, and lighting within landscaped spaces extending back from the east-west street parkway. Maintenance of the project area, as well as view outlooks, should be provided through a project homeowners association. The design of the cul-de-sac, including any intermediate turnaround, shall conform to the requirements of City Council Policy 600-4.

Northwestern Area

The Unit Seven Precise Plan proposes that detached, single-family housing be developed in the extreme northwest sector of the planning area. Because of the interplay of small ownerships and topographic constraints in these areas, it may be desirable to develop these areas for clustered, attached housing. If developed for conventional single-family housing, plans should be governed by the general guidelines set forth in this chapter. Because these areas are highly visible from the community and beyond, grading should be controlled to avert the creation of high artificial slope banks and the placement of fills on steep, natural slopes.

ATTACHED RESIDENTIAL PROJECTS

As depicted in Figure 7, the Unit Seven Precise Plan provides a total of 1,054 dwelling units within attached residential projects to be developed at varying densities. Attached projects will be developed in accordance with the Multiple Family (MFL, MF1, MF2, and MF3)

Zones, as described in Chapter 5 and incorporated into the Planned District Ordinance. The permitted uses and signage, special regulations, minimum yard dimensions, landscaping requirements and offstreet parking regulations of the City's R Zone will apply to these zones. In addition, the following guidelines should be considered in the design, review, and approval of development plans.

Design Guidelines

The objectives listed below form the basis for attached housing guidelines:

- Maximize view opportunities.
- Create project identity while contributing to the overall character of the Unit Seven neighborhood.
- Provide attractive, yet functional, circulation and parking.
- Buffer housing from noise and traffic.
- Provide common areas, such as recreational facilities, club rooms, and shared open space.

Each project area should be given an identity through common design elements or treatments, delineation of project boundaries, distinctive entrances, and shared recreational areas or other focal points. The scale, colors, materials, design details, and architectural style of buildings and furnishings should be shared by the entire project.

A selected landscape palette should be utilized throughout each project. The purpose is to give continuity and unity to the project while ensuring compatibility with the overall neighborhood. Landscape treatment of project perimeters should consider the interface with community and neighborhood elements (such as collector street parkways, institutional uses, and perimeter arterials) and with other residential projects. Private outdoor space in the form of private yards, patios, decks, and balconies should be provided for each unit and, where feasible, should enjoy pleasant views. Suggested primary trees are as follows:

Project entrances at collector street parkway:	Large-scale evergreen trees, such as *Pinus torreyana* (Torrey Pine), *Pinus eldarica* (Mondell Pine), or *Pinus halepensis* (Aleppo Pine).
Internal project slopes:	Large-scale, open-headed evergreen trees, such as *Eucalyptus cladocalyx* (Sugar Gum) or *Eucalyptus sideroxylon* (Red Ironbark).

Group parking areas: Large-scale deciduous trees, such as *Platanus acerifolia* (London Plane Tree) or *Liquidambar styraciflua* (Sweet Gum).

Other trees which may be substituted are cited in the Recommended Tree List.

Project entrances should occur along collector streets, since no accesses will be permitted along the perimeter arterials. Project roads should be curvilinear in nature, in order to slow traffic and to provide visual interest. There should be adequate provision for bicycle and pedestrian circulation within projects and linkages to the neighborhood bicycle and pedestrian path networks.

Parking bays should be small in size and screened where possible. Parking areas adjacent to another residential project should be screened by a wall or fence and landscaping, and lighting should minimize light spillover. Bicycle storage is suggested at common recreational areas and other shared facilities. Any common trash storage areas should be screened and should be conveniently located to the dwelling units and have easy access to pickup service.

Special consideration should be given to two typical site planning conditions associated with attached projects:

- The terraced or stepped-up pad situation generally corresponds to lower-density attached projects with external view opportunities. Site planning should maximize view exposures by changing elevations, staggering buildings, clustering units, and other design measures. Housing products must be suitable to site conditions. Project slopes should be landscaped and maintained. Landscaping should frame or enhance views, not screen them.

- The flat pad situation generally corresponds to higher-density attached projects with limited view opportunities. Site planning should emphasize creating attractive internal views within the project. Where feasible, areas with external view opportunities should be utilized for common spaces to enhance the entire project. Housing products should be well designed and scaled to create aesthetic interest. Landscaping should also be utilized to generate internal vistas and visual excitement.

TORREY PINES HIGH SCHOOL

Substantial development of classroom facilities, recreational facilities, access roads, and parking areas has occurred within the high school site. The following guidelines should be considered in the City's review and approval of the high school development plan:

- The design of school facilities should take into account aesthetic and functional impacts on the surrounding community.

- The design and landscaping of the parking lot should be coordinated with adjacent development of residential areas to the north and west. The District should coordinate its improvement plans with developer entities in achieving the interface solution described earlier in this chapter.

- School facilities and recreational activity centers should be designed to mitigate lighting and noise impacts on adjoining residential areas.

- Vehicular access to the high school should be confined to Del Mar Heights Road and the collector loop system westerly of the school.

- Perimeter landscaping should be adapted to community and neighborhood guidelines. A planting palette similar to that established for the parkways in the westerly collector loop and Del Mar Heights Road should be utilized in order to provide continuity in the streetscapes.

- Controlled linkages should be provided between the school pedestrian/bicycle system and the communitywide system extending along Del Mar Heights Road and the power easement open space corridor, as well as the neighborhood systems flanking the school.

- Sufficient on-site parking should be provided to meet demands created by school activities and avert spillovers to local residential streets.

INSTITUTIONAL AREA

The precise plan establishes a 6.9-acre institutional site on the southwesterly side of the high school northerly of the fire station site. Development of the site will be governed by conditions typically applied by the City of San Diego in its approval of conditional use permits for institutional uses, as well as other restrictions imposed by the developer. The following guidelines should be considered in the design, review, and approval of the development plan for the site:

- Site planning should effectively adapt buildings, parking areas, accesses, and ancillary uses to a highly visible site with wide exposure to the community.

- A split level grading and site design approach should be considered in order to minimize grading and adapt the complex to the landform.

- Off-street parking areas should be screened and softened through extensive landscaping in order to limit their exposure to community and neighborhood view. A minimum of 10 percent of the area of parking areas should be landscaped.

- Perimeter design should be coordinated with community and neighborhood interfaces: the collector street parkway, the high school, and the fire station.

- The internal walkway system should be linked with the collector road system.

- Compatibility of architectural design and appearance with the surrounding community and neighborhood should be achieved so far as practicable. Phasing of development, or the inclusion of housing, should be implemented within an integrated design approach.

- The use of a selected landscape palette should be encouraged, particularly on slopes visible to the public and along the collector road parkway. The Recommended Tree List (Table 4) provides suggested trees to be included in the landscape design.

- Given the prominence of the site and its relationship to the neighborhood, signs should be limited in height and area and any freestanding identification sign should be confined to the collector's road access.

FIRE STATION

The following guidelines should be considered in the design, review, and approval of the development plan for the City-owned fire station:

- Site planning should effectively adapt buildings, parking areas, accesses, and related uses to a major intersection site with high exposure to the community.

- Compatibility of architectural design and appearance with surrounding community and neighborhood elements should be attained to the maximum extent practicable.

- Landscape design should reflect guidelines established for arterial and collector roads.

- Parking areas, recreation facilities, storage, and trash areas should be screened from public view through site design, landscape screens, and walls.

ENHANCED OPEN SPACE

The Unit Seven Precise Plan reserves a seven-acre site north of the high school for an enhanced open space area. The site occupies a ridge which is highly exposed to views from neighborhood residential areas and the high school. Specific design proposals such as grading, landscaping, lighting, fencing and other features shall be incorporated into a master

plan which must be reviewed by the Carmel Valley Recreation Council, the Northern Area Committee and the Facilities Committee of the Park and Recreation Board of the City of San Diego. In addition, processing of the plan will require a parcel map and development plan which will be subject to review and approval by the Planning Commission as well as the Open Space Division of the City Park and Recreation Department. The following general guidelines should be considered in the design, review and approval of the development plan:

- Site planning should incorporate principles of crime preventive design. Where possible, encourage visual surveillance from parking areas and pathways. Sufficient on-site lighting should be provided.

- Grading should respect and retain the natural landform; fills on steep canyon slopes shall be avoided.

- Graded slopes, if any, shall be revegetated with naturalized plantings, including slope trees.

- Provisions should be made within the enhanced open space area for access of maintenance vehicles that will be acceptable to the Park and Recreation Department.

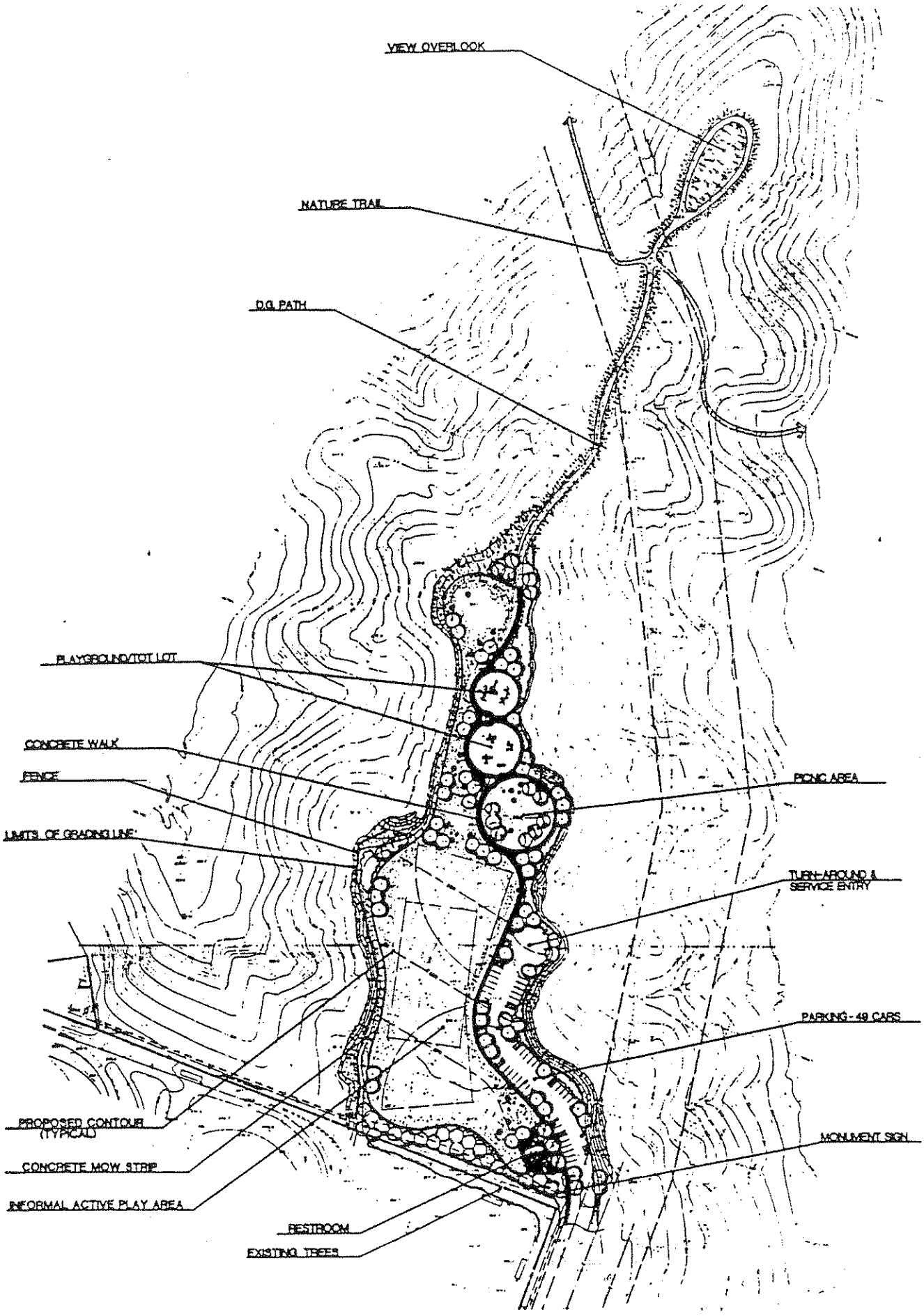
- Landscaping and furnishings should be provided which compliment other community facilities.

- Outdoor lighting shall be limited to the parking areas for security purposes and should be designed to avert impacts on the neighborhood and community.

- The internal pedestrian and bicycle system should be linked to the community-wide system extending down the power easement to the south.

- A selected landscape palette consistent with the ridge-canyon setting and native growth covering slope areas should be encouraged. Landscape plans should be extended along the power easement.

- The design of the access road should not interfere with facilities within the power easement and their maintenance and should minimize impacts on the residential area lying east of the easement.



28 ENHANCED OPEN SPACE