CHAPTER 1 INTRODUCTION

PRECISE PLAN LOCATION

Development Unit Seven is situated in the north central portion of the Carmel Valley Community, a planned community within the City of San Diego. Its boundaries are generally defined by the northern limits of the Community Plan on the north; Neighborhood 4-A on the east; the alignment of Del Mar Heights Road on the south; and the alignment of El Camino Real on the west. Gonzales Canyon and the San Dieguito Valley are situated to the north.

Nearby communities include Del Mar to the west, Solana Beach and Rancho Santa Fe to the north, and La Jolla to the southwest. The Pacific ocean is approximately 2.5 miles to the west.

Figure l depicts the subregional location of the Unit Seven precise plan area, which encompasses an area of roughly 500 acres.

COMMUNITY PLANNING CONTEXT

In 1975, the San Diego City Council adopted the Carmel Valley Community Plan. The plan calls for the orderly development of residential, commercial, industrial, and public support uses on 4,286 acres of land. The plan, projecting an ultimate population of 40,200, was developed in accordance with the General Plan for the City of San Diego.

The Carmel Valley Community Plan was prepared as a development guide for a planned new community, based on City urbanization policies. A phased development program was incorporated into the plan, in order to ensure the timely provision of adequate public facilities. The five general goals stated in the Community Plan summarize the overall planning approach.

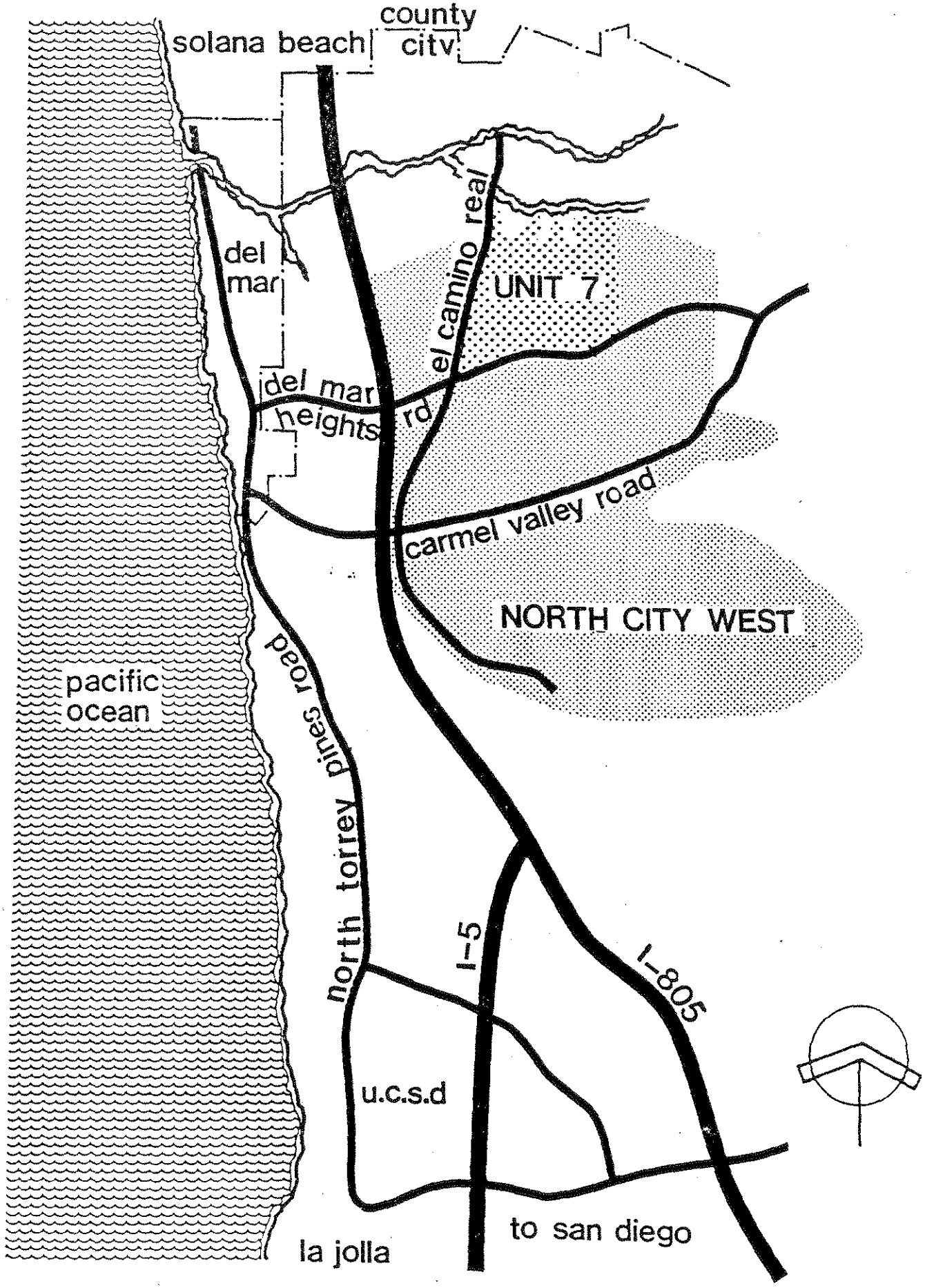
1. To establish a physical, social and economically balanced community.

2. To establish self-containment and feeling of community identity among the future residents of Carmel Valley.

3. To preserve the natural environment.

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

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



1 **LOCATION MAP**

The Community Plan calls for the preparation of precise plans for neighborhoods or development units identified within the community. The terms neighborhood and development unit are used interchangeably throughout this text to denote the various plan areas as identified within the Community Plan. Each precise plan is required to specify development proposals within the framework of concepts and guidelines provided by the Community Plan. The content of each precise plan is described in the Community Plan, as follows:

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

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

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

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

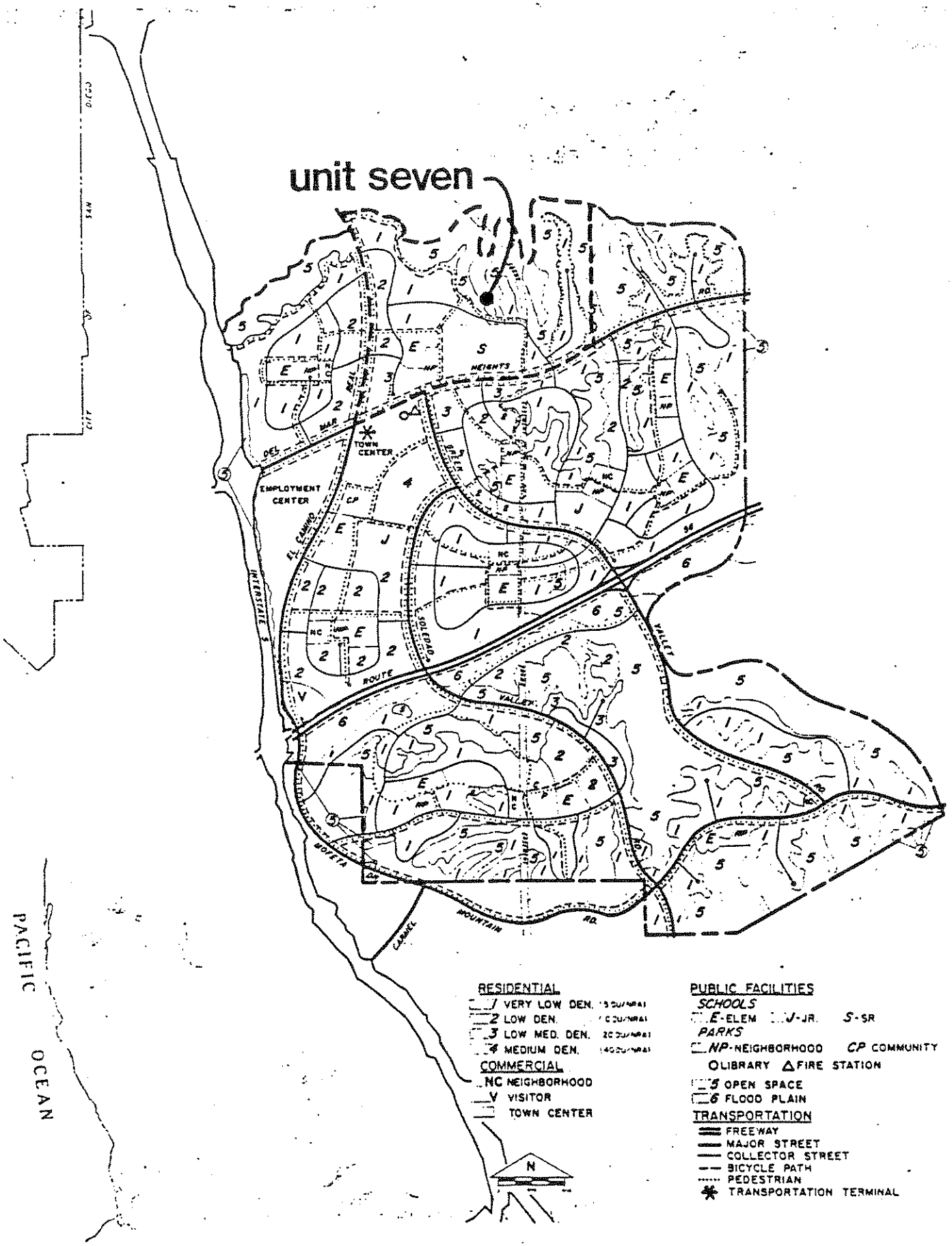
- Contain a detailed design plan for the layout of the neighborhood center, including shopping area and uses, neighborhood school and park; the City and local school district must agree to the sites and design of the facility;

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

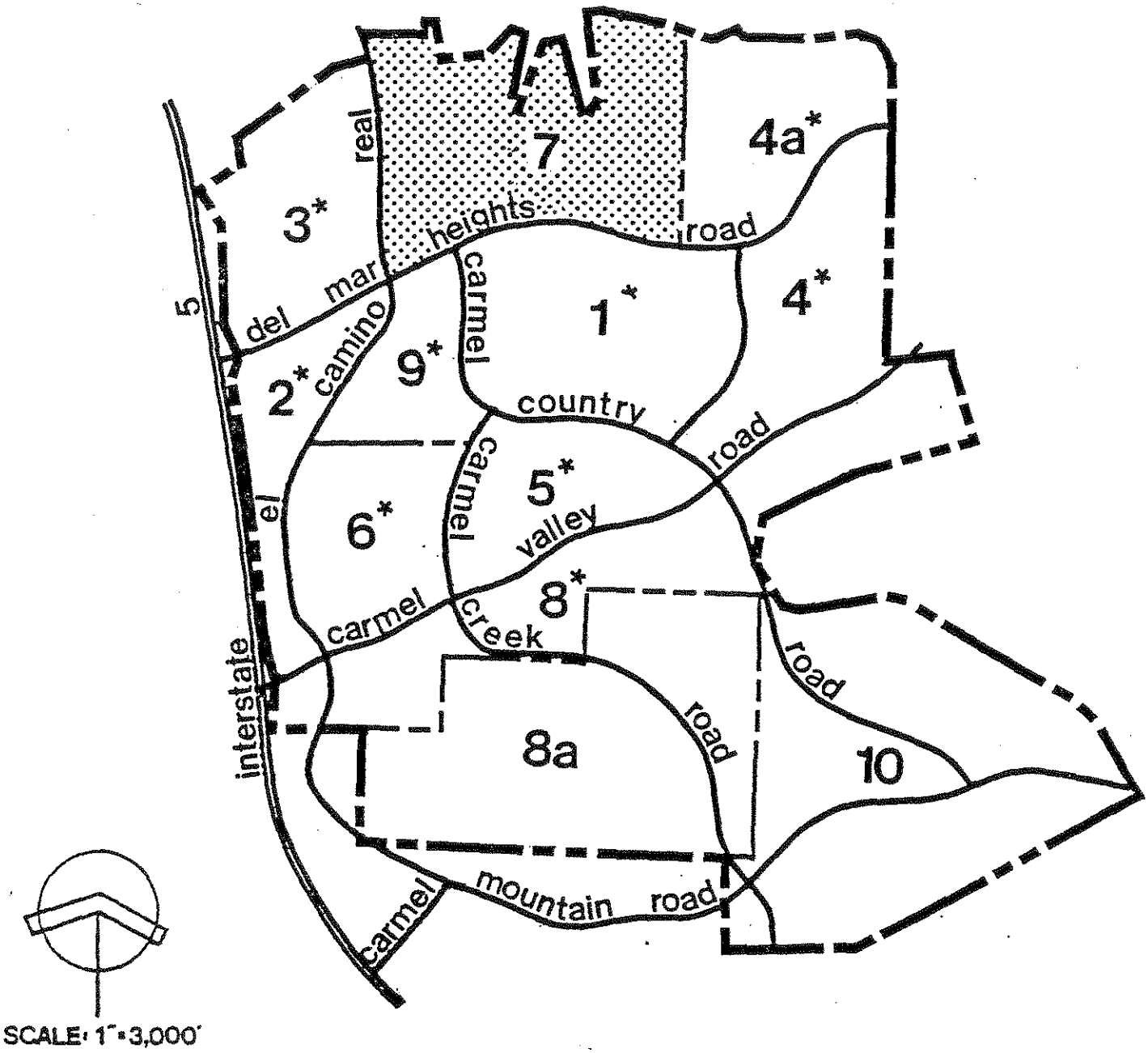
- Contain an environmental impact statement.

To date, the City has adopted ten precise plans including Neighborhood 7 for development within Carmel Valley. The City Planning Commission authorized the initiation of precise planning efforts for the area lying northerly of Del Mar Heights Road on April 10, 1980. The Community Plan phasing plan indicates that Development Unit Seven lies predominantly in Phase 1, with northern areas falling within the transitional area between Phase 1 and 2 and the eastern segment lying within Phase 2.

Figure 2 indicates the location of the Unit Seven planning area in relationship to the Community Plan; Figure 3 shows the relationship of Unit Seven to the neighborhood precise plans.



2 NORTH CITY WEST COMMUNITY PLAN



* previously approved Precise Plans

3 PRECISE PLAN DEVELOPMENT UNITS

PRECISE PLAN PROCESS

As illustrated in the Figure 4 diagram, the Unit Seven Precise Plan constitutes but one step in City approval of development in Unit Seven. While based on the Carmel Valley Community Plan, the adopted precise plan itself becomes the basis for reviewing subsequent development plans, subdivisions, and other permits. Companion documents to the precise plan include the Planned District ordinance and the Unit Seven Environmental Impact Report (EIR). The ordinance establishes the procedures and standards for City review of development plans and establishes zoning controls. The EIR cites the existing conditions in the precise planning area, anticipated impacts of development under the precise plan, and mitigation measures.

The Carmel Valley Public Facilities Financing Plan and the School Facilities Master Plan are also applicable to the implementation of the precise plan. The Financing Plan will provide for phased financing, development, and maintenance of the public infrastructure serving Unit Seven. The School Facilities Master Plan deals with the future provision of educational facilities in the community.

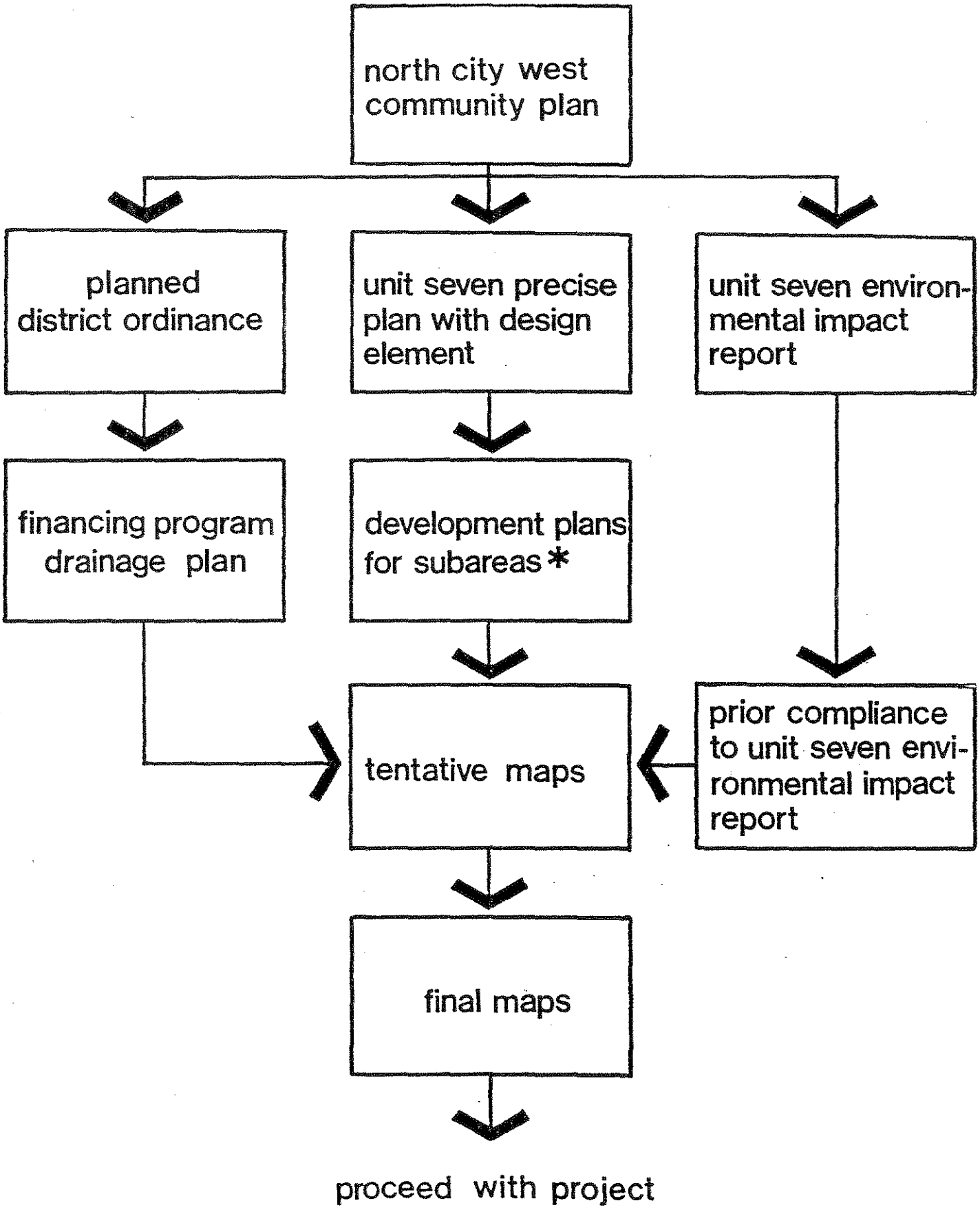
PRECISE PLAN SETTING

The Unit Seven precise plan contains approximately 501 acres bounded by El Camino Real on the west; relatively steep sloping canyons on the north and Neighborhood 4-A on the east; and Del Mar Heights Road on the south. Torrey Pines High School, a private school, and an estimated 12 residences contained within relatively small ownerships existed prior to this Precise Plan. A small area northwesterly of El Camino Real lies within the California Coastal Zone.

Site Analysis

Figure 5 provides a generalized indication of topographic conditions, site features and view opportunities.

The entire site has an elevation difference of roughly 260 feet±, measured from the lowest area lying adjacent to El Camino Real in the northwestern sector of the planning area to the high point east of the high school. Topographically, the planning area is characterized by eroded ridges. On the west, sloping terrain generally falls westerly to drainage courses extending along El Camino Real. The highest elevations occur along the canyon rims and the western property line of Torrey Pines High School. Along this high ground minor, east to west ridges, in combination with drainage swales, form intermittent, concave landforms. One channel has deeply eroded the surface.

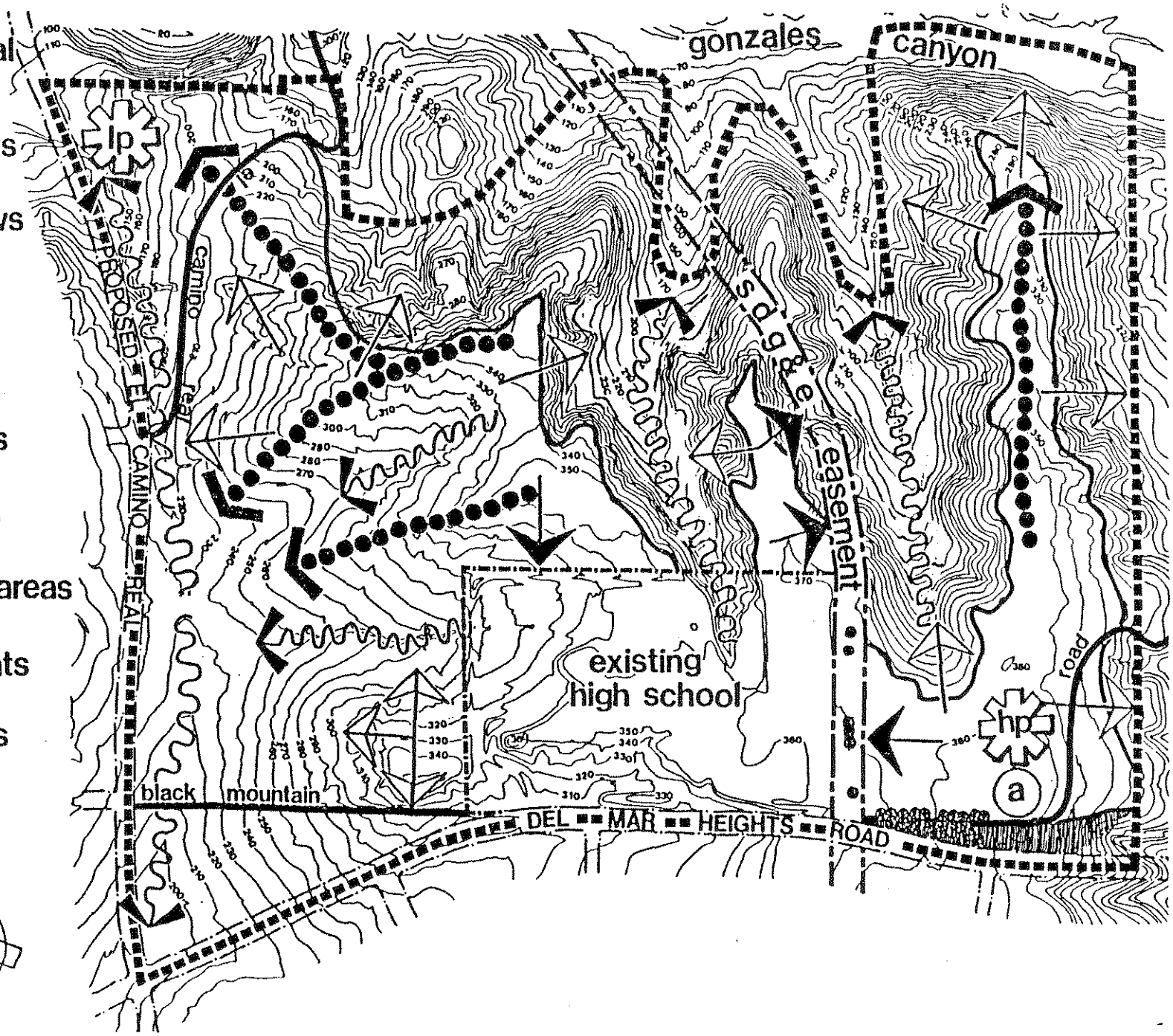


*Plans for attached units may follow tentative map.

PLAN PROCESSING

legend

- (a) archeological site
- positive views
- negative views
- ridge
- swale
- existing trees
- steep slopes
- developable areas
- high/low points
- existing roads
- highway slope bank



SITE ANALYSIS

Lands easterly of the high school are characterized by narrow, flat ridges extending toward Gonzales Canyon. Steep canyon slopes extend down to canyons flanking the east edge of the planning area and to canyons draining northerly to Gonzales Canyon.

Landforms offer significant view opportunities. Ridge tops and canyon rims on the north offer panoramic views of the ocean, river valleys, canyon open spaces, and hills and mountain ranges beyond. Higher elevations westerly of the high school can afford selective views of open spaces to the north and background vistas of rolling hills to the south as well as neighborhood overlooks. "Negative" views result from exposures to power lines within the San Diego Gas and Electric easement and the high school parking lot.

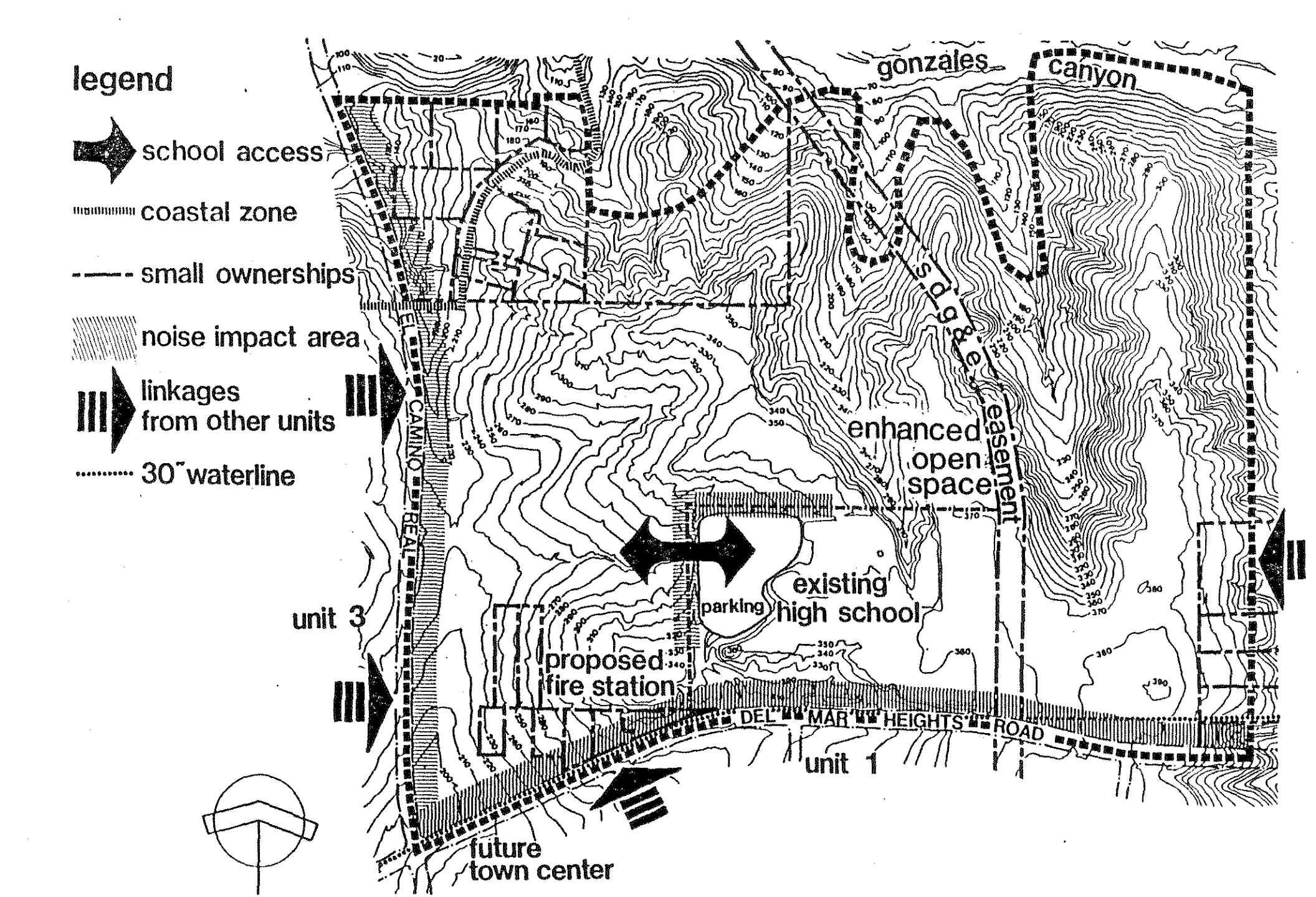
Vegetation is characterized by coastal sage scrub. Hedgerows of eucalyptus trees occur along the high school and along a segment of Black Mountain Road easterly of the high school.

A unique archaeological site occurs in the southeastern sector of the area. While the site will not prevent ultimate development, the EIR provides several mitigation measures.

Key Development Factors

Figure 6 indicates other conditions which have necessarily shaped design and development proposals:

- Circulation linkages to Development Unit Three to the west, and Development Unit One and the future town center to the south.
- A request by the San Dieguito High School District to provide a second access to the high school parking lot and a linkage to El Camino Real.
- Visual and noise impacts immediately adjacent to the high school parking lot.
- Future highway noise levels along El Camino Real and the westerly segment of Del Mar Heights Road.
- Small ownership areas on the northwest, southeast, and along Black Mountain Road.
- The need to incorporate the proposed City fire station into the plan.
- Visual impact of the San Diego Gas and Electric easement which also contains a high-pressure gas line and fuel oil pipe.
- A constraint on access to the area east of the high school posed by the elevations of the existing water main and the future alignment of Del Mar Heights Road.



KEY DEVELOPMENT FACTORS

CHAPTER 2 LAND USE ELEMENT

This chapter outlines the nature, location, and acreage of various land uses within Development Unit Seven. It should be noted that the land use element primarily provides a functional or "structural" description of the plan. The design element addresses the more qualitative aspects of development proposals for the precise plan area.

NEIGHBORHOOD DESIGN CONCEPTS

Neighborhood design concepts contained within the Carmel Valley Community Plan have been incorporated to the extent feasible in the Unit Seven Land Use Plan illustrated in Figure 7. Except for a 7.0 acre enhanced open space area, neighborhood-level facilities serving Unit Seven residents are located in Unit Three, directly to the west, and in Unit Four, to the southeast. On the other hand, the Unit Seven Precise Plan will accommodate existing and proposed community-level facilities, such as the high school, fire station and other institutional uses. Consequently, particular stress has been placed on the design of appropriate circulation linkages.

Following are major concepts reflected in the Unit Seven Land Use and Circulation Plan:

1. A perimeter major street system linked to: (a) an internal collector-loop system serving the neighborhood westerly of the high school; and (b) a curvilinear neighborhood road serving the "east" neighborhood.

2. A bikeway-pedestrian system providing community-wide paths along the perimeter major street system and linked with neighborhood paths along the collector loop.

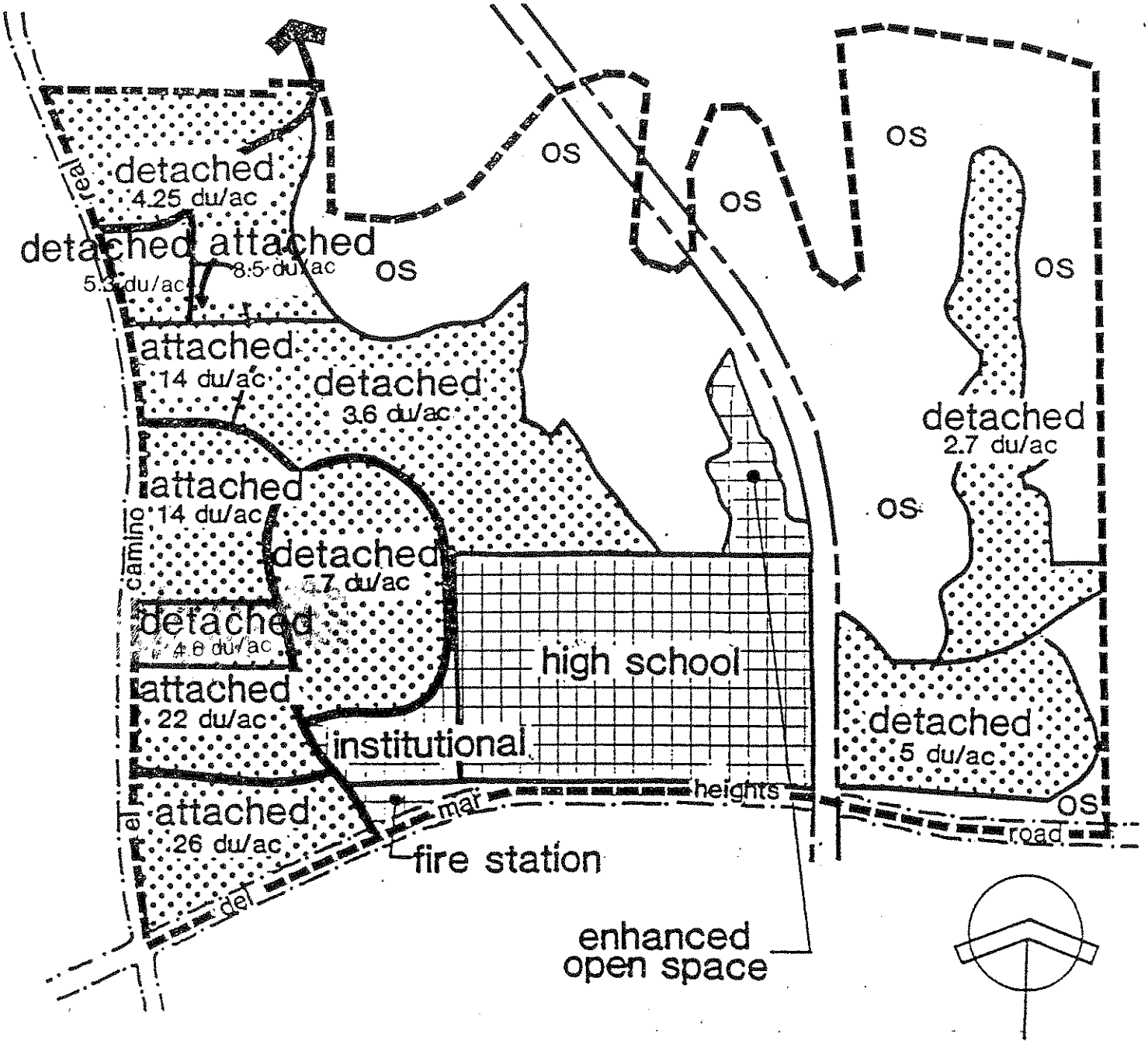
3. Selective "barrier-free" pedestrian and bicycle movements from local streets to the collector system through cul-de-sac "pass-throughs."

4. Selective, pedestrian and bicycle ways along the San Diego Gas and Electric easement and within the eastern residential area.

5. A land use and circulation system providing public view outlooks to the exterior natural open space areas reserved in accordance with the Community Plan.

6. Incorporation of various measures to buffer the high school (particularly the parking lot) from adjacent residential areas.

7. Strong circulation linkages to: (a) the Neighborhood Three loop system and the elementary school and neighborhood park just to the west of Unit Seven; (b) the future town center to the south; and (c) the institutional facilities and high school lying in the central area of Unit Seven.



7 LAND USE PLAN

LAND USE SUMMARY

Table 1 summarizes land use acreage allocations for the precise plan area. Roughly 62 percent of Unit Seven is proposed for development with the remainder left in natural open space. Approximately 218 acres, or 70 percent of the developable acreage, is allocated to residential uses. The remaining buildable property is specified for community facilities and streets. All acreages are subject to minor modifications during detailed design, engineering and mapping.

A total of 1,755 dwelling units are proposed, 701 detached units and 1,054 attached units. Housing areas will accommodate an estimated peak population of 4,073 residents.

Table 1

LAND USE ACREAGE ALLOCATIONS

Land Use	Acreage	Percent of Total
Detached Residential	162.1	-
Attached Residential	56.6	-
Total Residential	218.7	43
High School.	60.0	12
Institutional*	7.9	2
Enhanced Open Space	7.0	1
Open Space**	189.3	38
Arterials & Collectors	18.1	4
TOTAL	501.0	100

*Includes 1.7 acres in fire station site.
**Includes 14.2 acres within SDG&E easement.

RESIDENTIAL LAND USE

Figure 7 shows the proposed distribution of residential development in the precise plan area. Each residential area is shown developed with a certain density of housing, placing it within a housing category. The housing mix is summarized in Table 2. All acreages are subject to minor modification during detailed engineering and design; consequently, the dwelling unit

calculations provided in the precise plan may be subject to some corresponding modification at the time that development plans and subdivision maps are submitted.

Table 2

HOUSING MIX

Housing Category	Density Range DU/Acre	Area in Acres*	Number of DU	Percent of Total DU	Persons Per DU	Estimated Population	Targeted Income Level
Single Family	0-6.0	162.1	701	40	2.8	1,963	Middle & Upper-Middle
Low Density Attached	6.0-14	26.7	355	20	2.0	710	Lower-Middle & Middle
Higher Density Attached	14-29	29.9	699	40	2.0	1,400	Lower-Middle & Moderate
TOTAL		218.7	1,755	100	2.3	4,073	

* For site areas excluding arterial and collector streets.

A total of 1,755 dwelling units are proposed on 218.7 acres, resulting in an average density of 8.0 housing units per residential acre. On the basis of the total precise plan area, the plan produces a gross density of roughly 3.5 units per acre.

Housing Mix

Three broad housing categories, based on density and housing type, are utilized in the plan:

- Single-family detached - up to 6.0 dwelling units per acre.
- Low density attached - from 6.0 up to 14 dwelling units per acre.
- Higher-density attached - from 14 to 29 dwelling units per acre.

The single-family detached category corresponds to the "very-low density" category in the Carmel Valley Community Plan. Lower-density attached housing corresponds with the "low-density" category of the Community Plan, while the higher-density attached category of the precise plan conforms to the "low-medium" category of the Community Plan.

Approximately 40 percent of all dwelling units are planned for single-family detached units. A wide variety of detached units are proposed for development: (l) "conventional," single-family homes; (2) "small-lot," or patio houses; and (3) large-lot, very-low density single-family areas. The northwestern sector of the precise plan has been largely designated for detached housing; future development could appropriately take the form of attached, clustered housing because of topographic conditions and the small ownership pattern in the area.

As shown in Table 2, a population of 4,073 persons is estimated for Unit Seven. This represents an average of 2.3 persons per dwelling unit.

Housing Location

The distribution of residential areas and the designation of housing categories evolved from the following considerations:

- The overall land use and residential patterns established by the Carmel Valley Community Plan.
- The environmental setting and its impact upon project siting and densities with respect to grading, selection of housing types, view enhancement, and the provision of drainage and utilities.
- Compatible land use relationships and buffering as necessary.
- Circulation around and through the neighborhood with respect to vehicular, pedestrian and bikeway access.

The lowest density single-family areas primarily are located in the northerly area along ridges and canyon rims. These areas offer ocean, valley and foothill panoramas for future residences. Small-lot residential areas with more limited view opportunities flank the high school on the west and east, but are buffered from school activities by collector roads and special landscaping and wall treatments.

As in the Community Plan, attached and small-lot detached housing is planned along El Camino Real and Del Mar Heights Road. Such projects have been sited in these locations to take advantage of comparatively level land and to minimize adverse grading effects that would occur at higher elevations. Further, these projects will cluster higher density housing developments within close proximity to the town center, employment center, and major circulation routes serving the area and overall community. Finally, they are well related to attached housing situated west of El Camino Real in Neighborhood Three.

Balanced Community

The Carmel Valley Community Plan calls for the enforcement of a balanced-community housing program consistent with Council Policy 600-19. This means that a range of housing unit types and prices should be available in the community, suitable to households at a variety of income levels.

The Community Plan provides for this balance by correlating income levels to proposed housing categories and locations. The very-low (single-family) and low density (attached) categories in the Community Plan are designated for "lower-middle income families and up," while substantial portions of the proposed low-medium units are designated for low and moderate-income households.

There will be a wide range of housing types and prices provided within the precise plan area. The higher-density attached housing will offer the best opportunity to provide more moderately-priced housing. Table 2 indicates projected income levels for each broad category of housing.

An effective affirmative marketing plan will be utilized in conjunction with all residential projects. The affirmative action program of the San Diego Building Industries Association, or equivalent, should be employed, in order to ensure affirmative marketing of sale and rental units. The objective of the program should be to establish a racially balanced neighborhood through advertising and other methods, intended to inform minority and majority households that Unit Seven housing is available on an equal-opportunity basis.

COMMUNITY FACILITIES

Neighborhood-level facilities to serve Unit Seven - elementary schools and neighborhood parks - are located just to the west in Unit Three or to the south in Unit One. In addition, the precise plan for Neighborhood Seven accommodates several sites for existing and proposed community-level facilities and services.

Torrey Pines Senior High School

The existing high school, operated by the San Dieguito Union High School District, occupies a site of 60 acres on Del Mar Heights Road. While the high school currently gains access from Del Mar Heights Road, the collector-street system to the west has been designed to provide a second access to the high school parking lot. The Design Element contains landscaping, berming and wall treatment proposals to buffer nearby residents from the parking area.

Secondary education will also be provided at a junior high school to be located south of the town center.

Institutional Area

A site of roughly seven acres is proposed to accommodate institutional facilities. The highly visible site lies adjacent to the high school and the proposed City fire station and will be served by a controlled access collector loop extending into the area. It is proposed that the institution developing the site be permitted to include in its plans up to 40 units of low- to moderate-income housing (for the elderly, for example). If the site is not developed for its intended uses, it should be designated as attached residential with a maximum density of 22 units per acre.

Fire Station

A City-owned parcel of land on Del Mar Heights Road is intended for development as a fire station. The site has access to major circulation routes serving the community, as well as the precise plan area.

Other Facilities and Services

In addition to the facilities located within Neighborhood Seven, a number of other facilities and services will be made available to Unit Seven residents. These include a range of services provided by the public, community groups, and private enterprises as described below.

The following public services will be provided to Unit Seven by the City of San Diego:

- Recreational facilities, including a community park to be developed south of the town center, and neighborhood parks distributed throughout the community.
- Library service, in a library branch building to be constructed in the Carmel Valley Town Center.
- Police protection, from an existing police substation in University City.
- Trash collection and solid waste disposal at existing and proposed City landfills and disposal facilities.
- Commercial facilities provided within the Carmel Valley Town Center and commercial centers distributed throughout the community.
- Paramedic and ambulance service to neighboring community hospitals.

Other institutions and services may be located in the Carmel Valley Community and serve Unit Seven residents:

- Medical/health care offices and/or clinics.
- Additional religious institutions.
- Child care and private-education facilities.
- Community and service-oriented organizations and facilities.
- Public transit facilities, such as a transportation terminal.

UTILITIES

A number of utility services and facilities will be operated by public and semi-public agencies in Neighborhood Seven. Figure 8 depicts the locations of major utility facilities within or next to the neighborhood.

Water

Potable water will be provided by the City of San Diego via the existing 30-inch Del Mar Heights Road transmission pipeline, located in Del Mar Heights Road and traversing a portion of the southeast corner of the plan area.

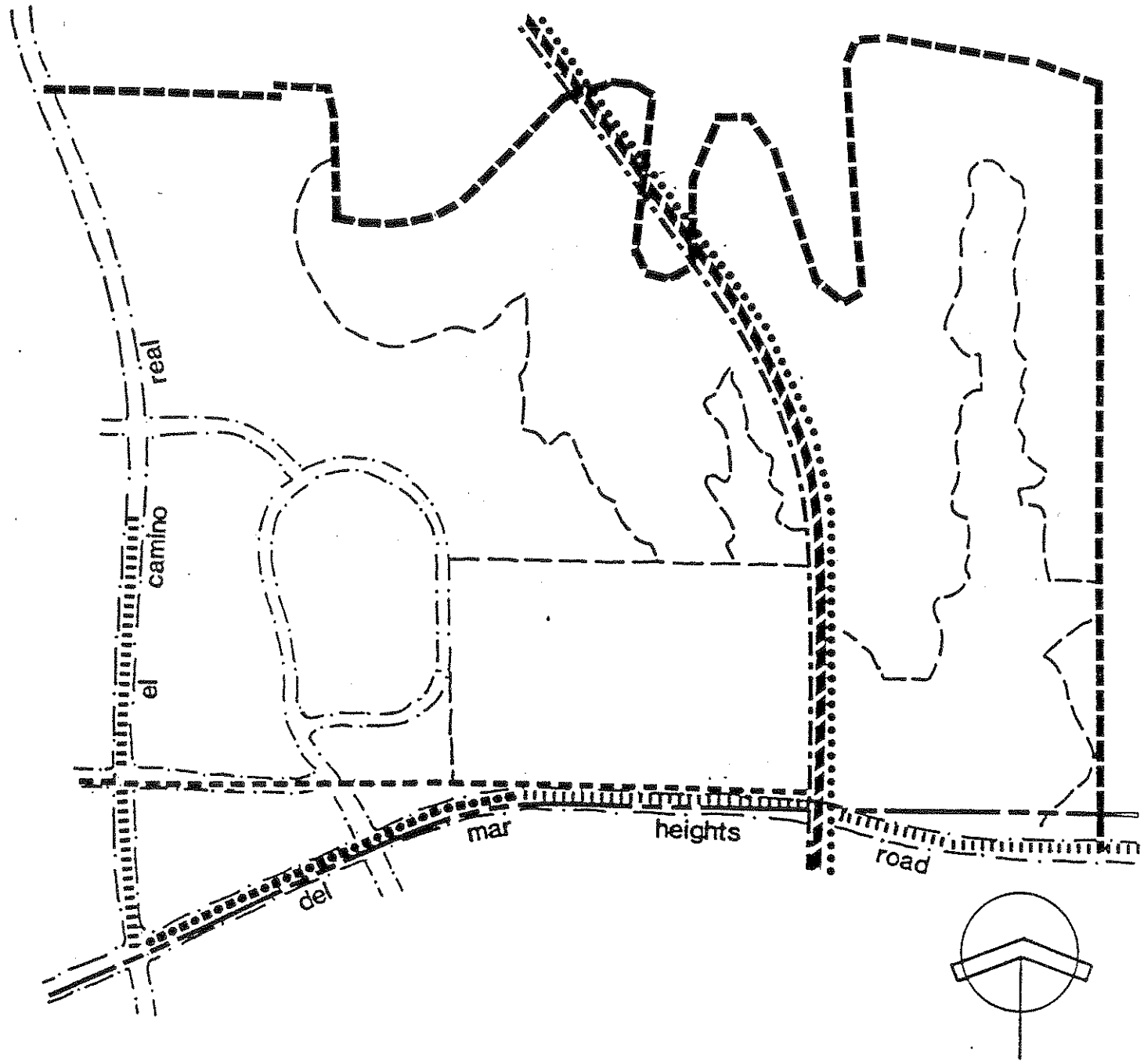
A 24-inch, high-pressure main has been installed in El Camino Real. Distribution within the development unit will be provided by public water mains within street rights of way.

The location and sizing of new water mains are subject to further engineering studies.

Sewer

Sanitary sewer facilities will be operated by the City of San Diego. Service will be provided from the existing El Camino Real trunk sewer at the intersection of El Camino Real and Del Mar Heights Road. The trunk sewer is of sufficient capacity to service Unit Seven, which is located within the El Camino Real Trunk Sewer District, a sub-district of the Penasquitos Sewer District Boundary.

Two primary sewer extensions are proposed to serve the plan area. The first will extend northerly in El Camino Real and the second, easterly in Del Mar Heights Road. The El Camino Real extension will be sized to accept eventual discharge from San Dieguito Sewer Pump Station, in addition to gravity discharges.



- boundary
- proposed trunk sewer
- existing trunk sewer
- existing 12 kv
- existing 230/138 kv
- existing gas line
- existing oil line
- existing water line

MAJOR UTILITIES

Most of the precise plan area can be served by gravity sewers. Exceptions constitute the northwestern sector, containing about 34 acres of land; the very-low density, single-family area on the easternmost ridge; and, possibly, the enhanced open space site. These areas will require the construction of off-site sewers connecting with the San Dieguito Sewer Pump Station. Additional pump stations will not be allowed without prior concurrence by the Director of Water Utilities. Revegetation plans must be approved by the Open Space Division of the Park and Recreation Department prior to construction of sewer lines through natural open space.

Drainage

Drainage facilities within street rights of way or access easements will be maintained by the City of San Diego. The precise plan proposes to eliminate the detention basin provided in connection with the development of Unit Three during a late phase of development. Other devices or measures will be provided to minimize the transport of silt during and after development of Unit Seven and to reduce the erosive influence of increased runoff associated with urbanization.

Power

Power lines and service will be provided by San Diego Gas and Electric. Local gas and electric distribution lines will be installed underground.

An existing electric easement bisects the site carrying 230 and 138 kV overhead lines. This easement must remain accessible for periodic pole cleaning and line maintenance. Within and immediately adjacent to this easement is a high-pressure gas line and a fuel line. Access for maintenance must be provided within grading limitations imposed by the pipelines.

West of Torrey Pines High School, above Black Mountain Road, are existing 12 kV overhead power lines. It will be necessary to bury these as construction progresses.

Communications

Telephone service will be supplied by Pacific Telephone via underground lines, connecting into individual service laterals and prewired buildings.

Cable television/communications will be provided by Southwestern Cable Television through underground facilities installed in common trenches along with power and telephone lines. These will connect to individual service laterals and prewired buildings.

OPEN SPACE

A substantial portion of the precise plan area is reserved as open space. Most of the open space area represents canyon slopes to be retained in its natural state. This area not only provides significant view opportunities for residential areas rimming the canyons, but also is visible from community roadways and areas north of the community boundary. Figure 9 indicates open space areas and features within Unit Seven.

Generally, there are three types of open space associated with Unit Seven:

- Natural open space to be retained in its native state. Gonzales Canyon, and canyon slopes comprise most of this category.

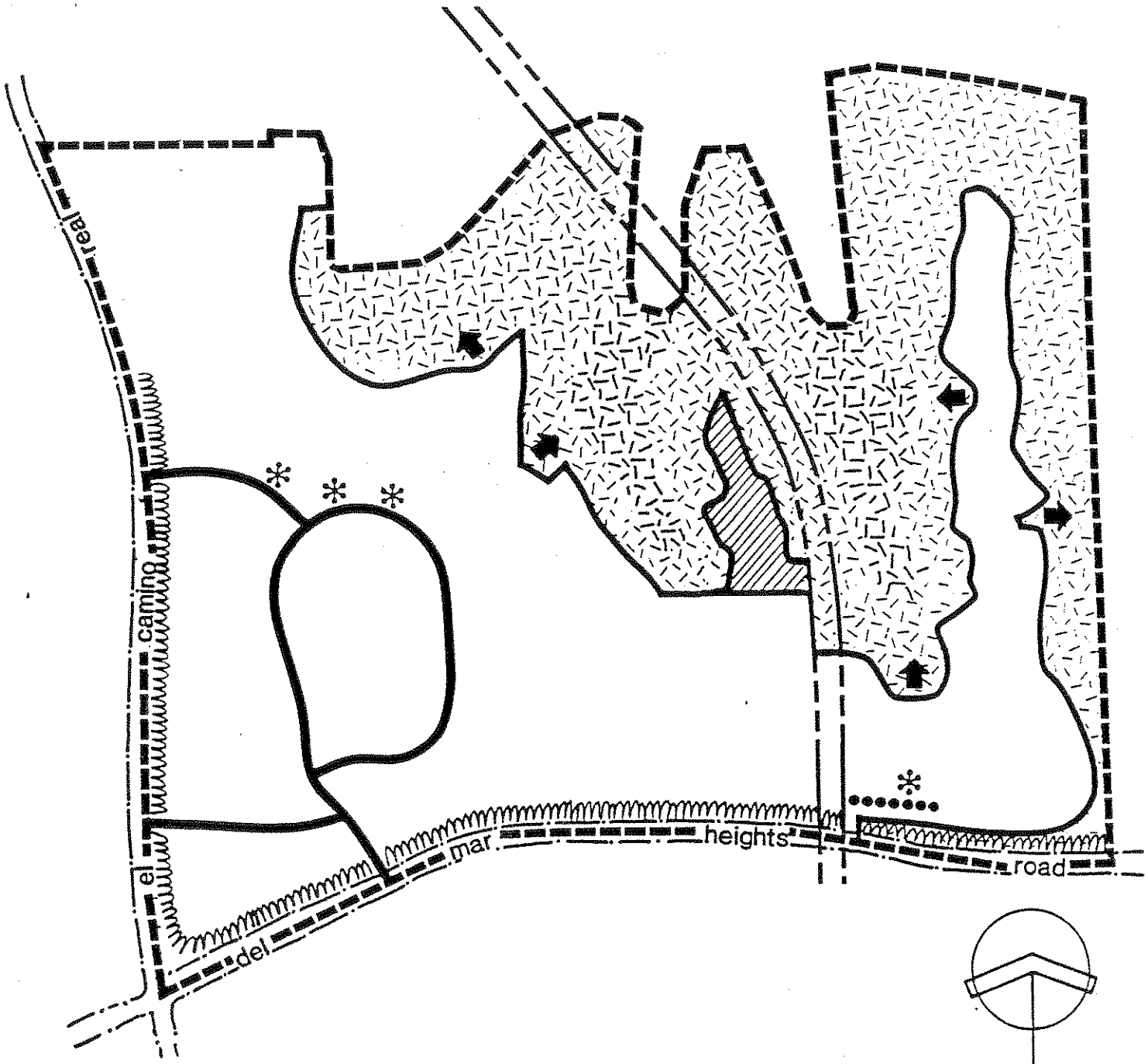
- Neighborhood-related open spaces which include: (l) expanded parkways along collectors; (2) cul-de-sac pass-throughs from residential streets to collectors; (3) view outlooks along streets; (4) neighborhood and project entries; (5) a preserved section of Black Mountain Road as a bicycle and pedestrian path; (6) special parkway treatments adjacent to the high school; (7) more significant landscaped slopes with community exposure; and (8) an enhanced open space area.

- Building restricted areas composed of common areas of attached projects and public and private spaces created within single-family areas, particularly slope banks with community or neighborhood exposure.

Enhanced Open Space

The largest improved contiguous open space area is the approximately seven-acre site north of the Torrey Pines High School which is proposed to be an enhanced open space area reserved for public use. The proposed open space area should consist of an active play area in the southern portion, a playground facility in the mid-portion, and a public picnic area in the northern portion. Natural public trails should extend from the improved open space area into the surrounding canyons. A conceptual design for the improved open space area is depicted in Figure 28 of this text.

Automobile, bicycle and pedestrian access to the improved open space area should be provided within the San Diego Gas and Electric easement. Based on SDG&E approved plans, a two-lane vehicular access road will stretch from Lansdale Drive northerly through the easement terminating in the proposed parking lot of the enhanced open space area. The community-wide bike trail network should be linked to the enhanced open space area via a meandering bicycle/pedestrian trail aligned roughly parallel on the west side of both Lansdale Drive and the access road. As shown in Figure 25, pedestrians should be provided access to the enhanced open space area with a sidewalk extending from Lansdale Drive to the bicycle pedestrian trail. Bicycle circulation and pedestrian movement is more fully described in Chapter 3.



1 natural open space

2 perimeter road slopes

3 power easement

4 special parkway

5 bike/ped path

6 enhanced open space

7 recreation area view outlooks

* cul de sac pass throughs

OPEN SPACE

The 7.0 acre enhanced open space site shall be conveyed to the City and improved through FBA funds per the Agreement between the City and the developer dated October 26, 1987 (which is on file in the City Clerk's office). Administration and coordination of the open space maintenance will be the responsibility of the City Park and Recreation Department with funding through the Landscape Maintenance District. Implementation issues such as financing and phasing are further discussed in Chapter 5.

The enhanced open space area shall be available to the community and the public on a full-time basis. Torrey Pines High School, which is immediately adjacent, may use the open space area on a limited basis as long as it does not interfere with use by the public. However, school use of the enhanced open space area will require a use agreement between the City and the School District.

Table 3 summarizes the options available for the preservation and maintenance of these open spaces. The selection of specific preservation and maintenance options shall be subject to the review and approval of the Open Space Division of the Park and Recreation Department.

Table 3

NEIGHBORHOOD OPEN SPACE PRESERVATION AND MAINTENANCE

Figure Reference	Type of Open Space	Preservation Options	Maintenance Options
1	Natural open space.	Fee ownership by City.	Landscape maintenance district.
2	Perimeter roads, including Neighborhood entrances, neighborhood/ community slopes, and medians.	Common area of attached residential projects under open space easement. For slope bank along segment of Del Mar Heights Road, fee ownership by City. Medians within dedicated street rights-of-way.	Building restricted area with homeowner association fees of Landscape maintenance district.
3	San Diego Gas & Electric easement.	Fee ownership by City.	Landscape maintenance district.
4	Special parkways, including collector rights-of-way, pass-throughs, and slopes with neighborhood visibility.	Dedicated street rights-of-way. Open space easement. Ownership by neighborhood homeowner association.	Landscape maintenance district or neighborhood homeowner association.
5	East-west internal bike/pedestrian path along old Black Mountain Road.	Ownership by City as public right-of-way.	Maintained by City.
6	Enhanced open space/ public nature trails.	Fee ownership by City.	Landscape maintenance district.
7	Public view overlooks.	Ownership by neighborhood homeowner association with non-building area easement.	Neighborhood homeowner association.

CHAPTER 3 CIRCULATION ELEMENT

COMMUNITY-WIDE STREET SYSTEM

The Carmel Valley Community street system consists of a hierarchy of arterial, major and collector streets. This system accesses Interstate 5 at two existing interchanges, Carmel Valley Road and Del Mar Heights Road. The freeway provides regional access from Carmel Valley to the San Diego metropolitan area.

Development Unit Seven is bounded by two important streets: Del Mar Heights Road, designated as a six-lane primary arterial; and El Camino Real, planned as a four-lane primary arterial. These roads will provide vehicular access from the neighborhood to the larger community. The alignment of El Camino Real in the northwestern corner of the precise plan may be adjusted as a result of design studies. Such an adjustment would result in some modification of residential acreages in that area with some corresponding revisions of dwelling unit totals.

Community bicycle and pedestrian paths are proposed paralleling these arterial streets and tying into the neighborhood bicycle and pedestrian routes. Signals are required along Del Mar Heights Road at El Camino Real, the neighborhood entrance west of Torrey Pines High School and at the entrance to Torrey Pines High School. Signals on El Camino Real will be provided at both neighborhood intersections with Neighborhood Three entries.

Del Mar Heights Road has the additional role of linking the community of Del Mar and Interstate 5 to Carmel Valley and points east. The Del Mar Heights Road interchange with Interstate 5 was designed and constructed to accommodate future expansion. A second bridge and ramp modification will increase the capacity of the interchange to Carmel Valley traffic.

In order to insure adequate access to Unit Seven, the following improvements to the community circulation system must be completed in compliance with the Carmel Valley Transportation Phasing Plan, as traffic warrants.

- Relocation and signalization of the high school access road from Del Mar Heights Road.

- Extension and improvement of Del Mar Heights Road easterly from the interchange to the easterly access to Unit Seven.

- Realignment and improvement of El Camino Real to the northern boundary of Unit Seven. A temporary connection to the existing roadway to the north must be maintained until the new highway can be constructed and a new connection provided to "old" Camino Real.

- Signalization of the neighborhood entrances along El Camino Real and Del Mar Heights Road, as well as the intersection of these arterials.

NEIGHBORHOOD STREET SYSTEM

Street Classifications

The proposed street system within Unit Seven is depicted in Figure 10. This system consists of the following street classifications:

- A collector street system, including internal loops and three connections to the perimeter arterial streets.

- Local streets to access detached residential projects, including conventional streets and cul-de-sacs.

- Project streets (not shown) to access attached residential projects, which may be privately maintained.

The internal road system has been designed to meet objectives set forth in the Carmel Valley Community Plan:

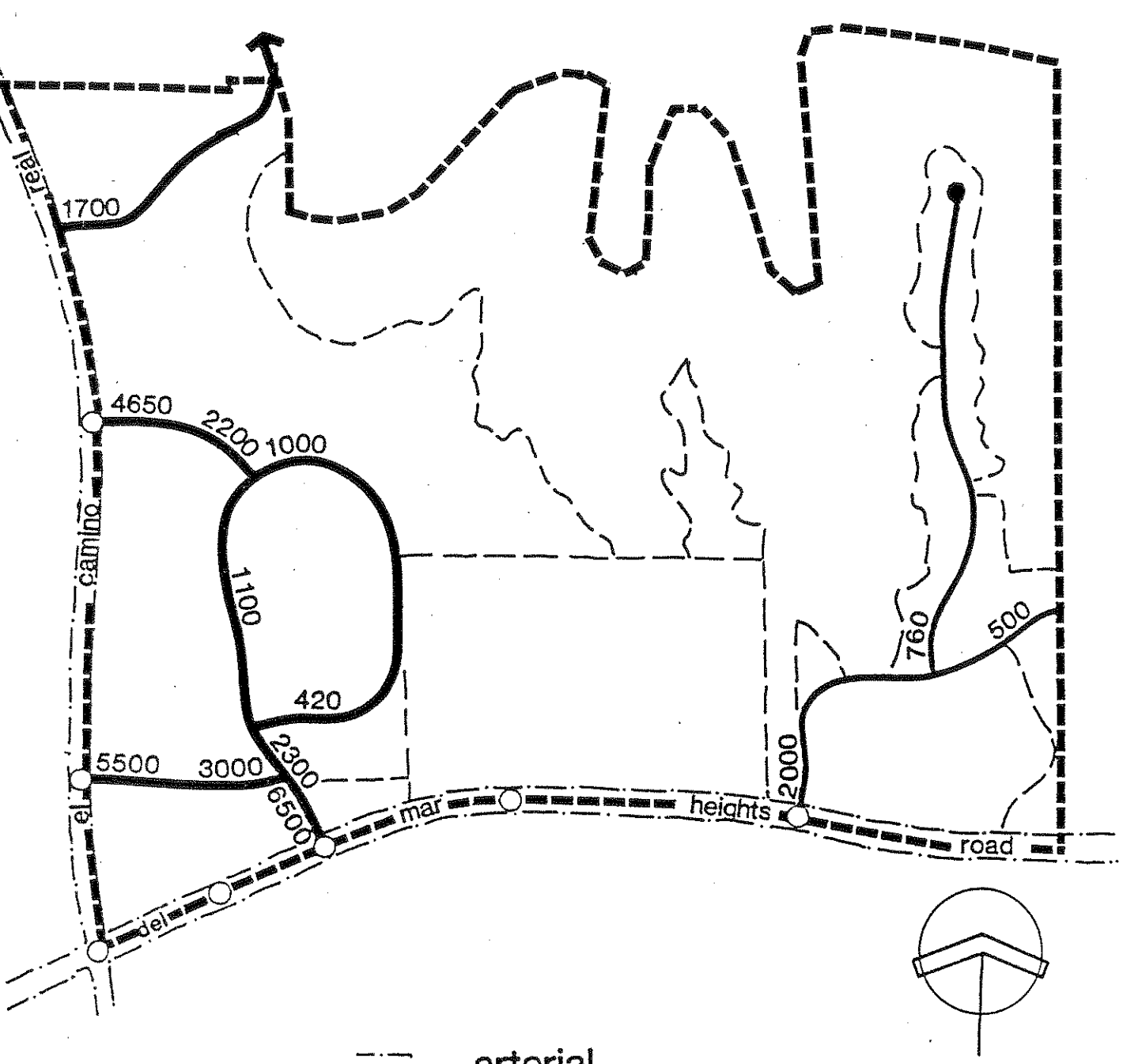
- The neighborhood contains only collector and local streets. Through traffic is diverted to perimeter arterials and is discouraged within the neighborhood by the design of the collector road system.

- Only collector streets intersect with the perimeter primary arterials; local streets feed into the collector system, not the arterials. Neighborhood access from arterials is restricted to four neighborhood entrances.

- Individual residential lots receive access from local streets or private project streets, not from collector streets.

- Access to and parking along the collector roads is restricted in order to provide minimum friction points between automobile, pedestrian, and bicycle traffic and to enhance the visual quality of streetscapes.

- The collector street system functionally links the various land uses within the neighborhood while providing controlled access points to community facilities, the future town center, the employment center, and neighborhood facilities within Unit Three.



arterial

collector

local

traffic signal

UNIT STREET SYSTEM 10

Traffic Volume

Figure 10 also shows the estimated average daily traffic (ADT) along Unit Seven streets. These volumes represent the anticipated number of vehicles expected in a 24-hour period under full build-out of the neighborhood. The street system is designed with adequate capacity to accommodate the projected ADT.

Signalization

Traffic signals will be required at collector street and arterial street intersections along Del Mar Heights Road and El Camino Real. These articulated intersections will improve the movement of traffic along major streets and between neighborhood and community functions. The neighborhood entrances are designed to accommodate relatively high volumes of movements at the neighborhood collectors.

Street Vacations

The vacation of segments of existing Black Mountain Road should be undertaken when such segments are no longer needed in the precise plan area. One section lying along the north side of the City fire station site could be vacated when improvements are made to Del Mar Heights Road and the collector extending north from the Carmel Country Road intersection. A portion of Black Mountain, east of the high school, could be relinquished for pedestrian and bicycle use when development of an alternative routing of traffic can be effected. The vacation of Black Mountain Road should be coordinated with future subdivision and improvement plans.

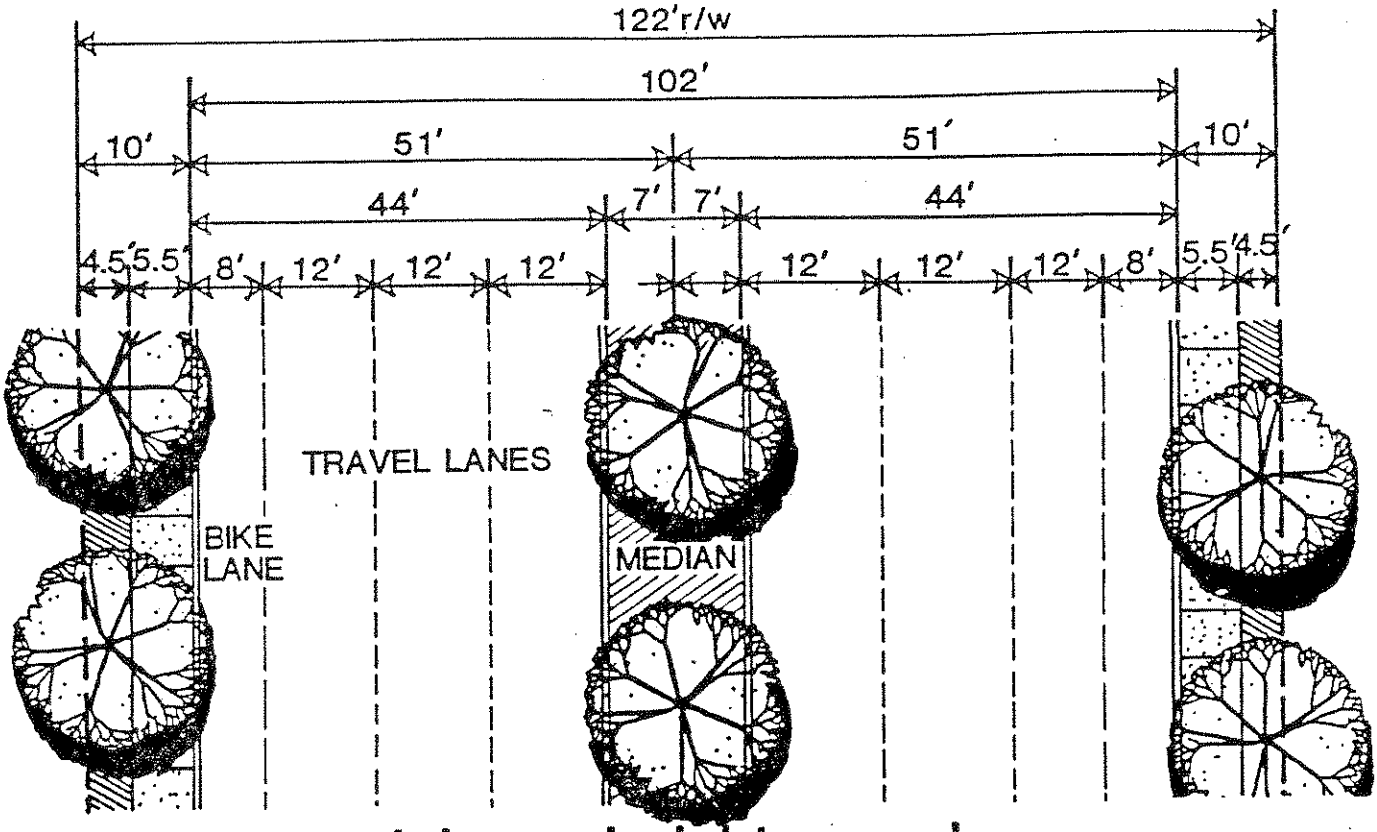
Vacation of a segment of existing El Camino Real should be undertaken when the road is no longer needed in the precise plan area due to the improvement of new El Camino Real and the provision of a new connection between the existing road and new El Camino Real.

STREET DESIGN

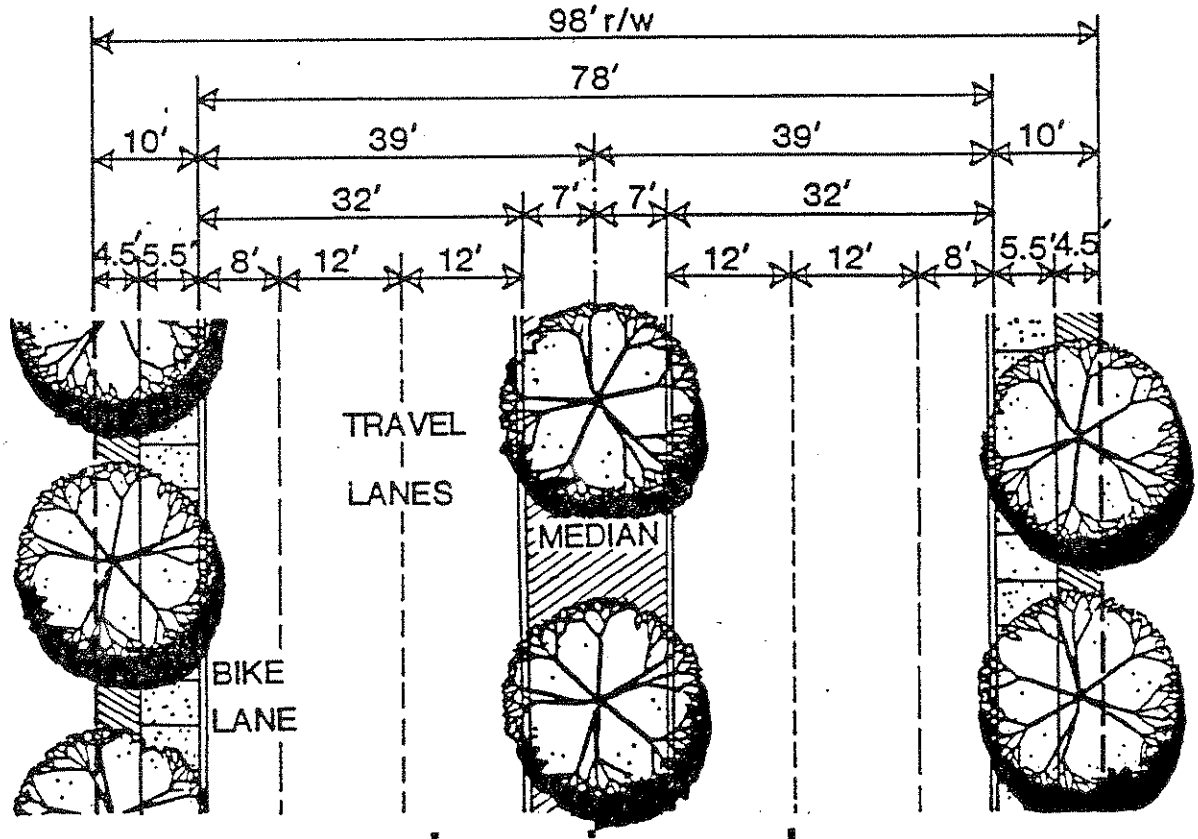
Typical street sections for the perimeter arterials of Del Mar Heights Road and El Camino Real are shown in Figure 11.

Both roads will be improved to full width, providing travel lanes and a landscaped median. Bicycle travel is accommodated in a marked lane next to the curb, while pedestrians are provided a sidewalk parallel to the roadway.

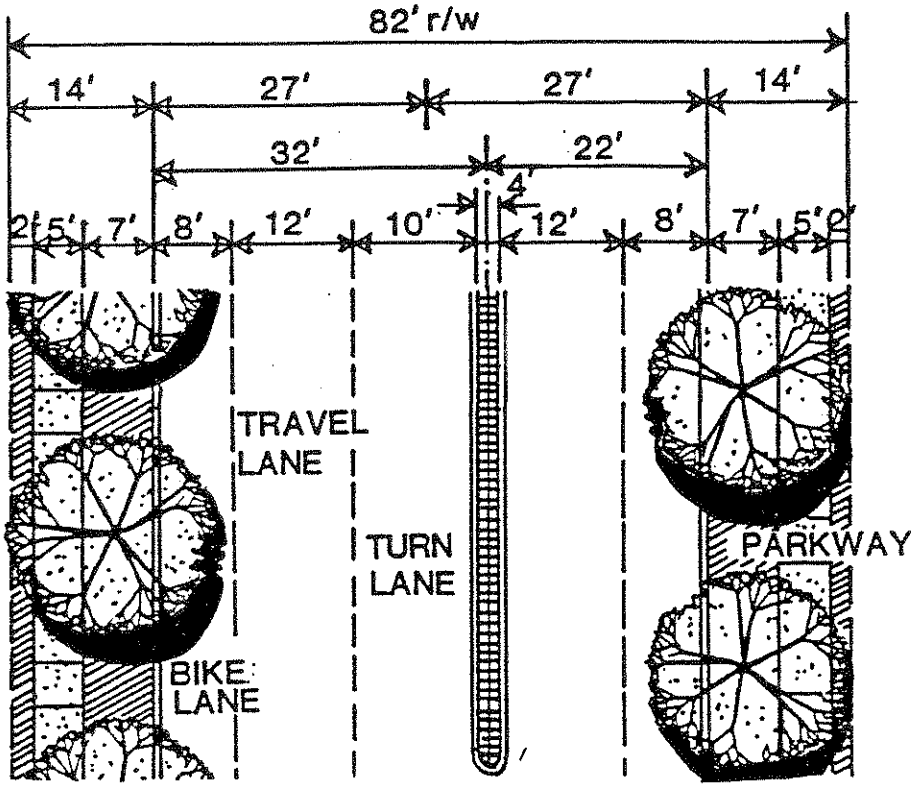
Figures 12 and 13 show the design of the three collector entrances into the precise plan area, while Figure 14 depicts typical conditions along the interior loop collectors.



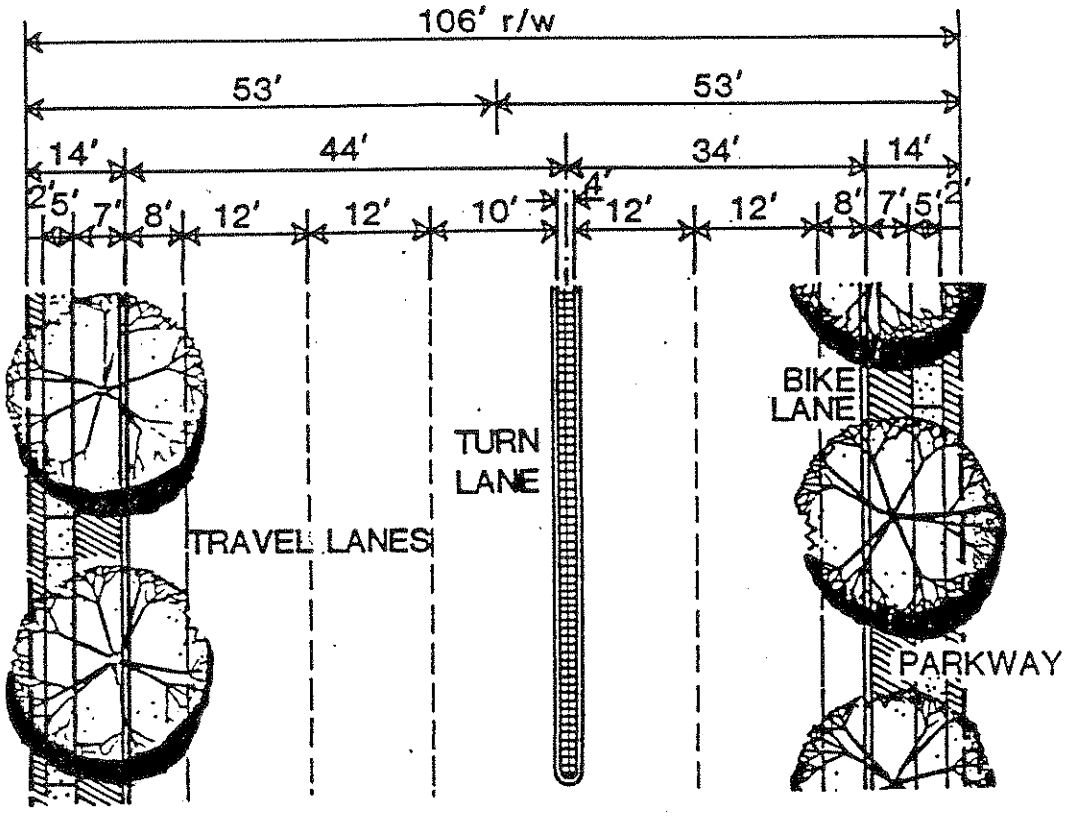
del mar heights road



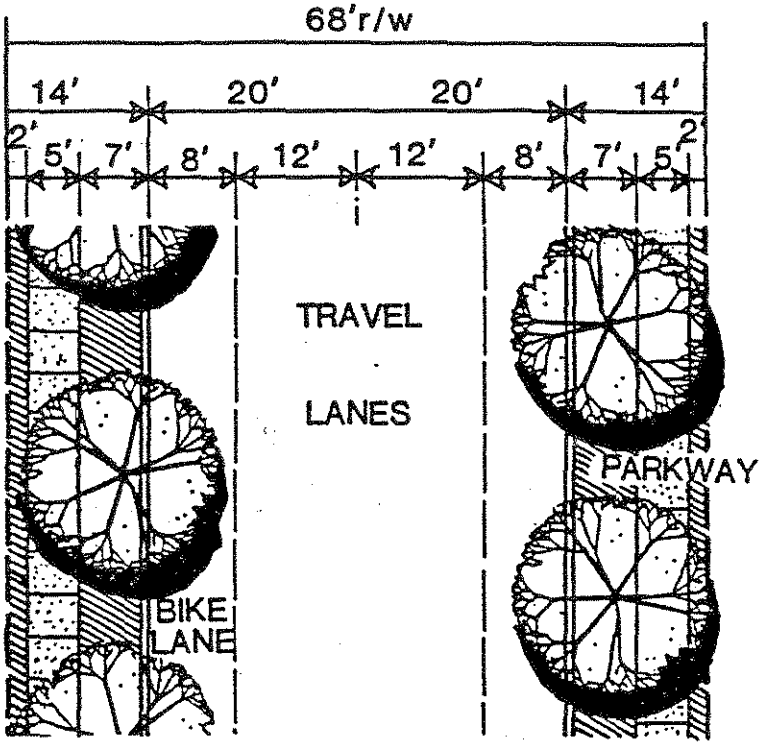
el camino real



EL CAMINO REAL ENTRIES



13 DEL MAR HEIGHTS ROAD ENTRY



TYPICAL COLLECTOR LOOP 14

The neighborhood entrance sections are designed to accommodate relatively high volumes of traffic, permitting turning movements as required. The collector roads provide for two travel lanes, one in each direction, except for the four-lane, east-west collector serving the higher-density, attached areas. All the collector sections include bicycle lanes next to the curb, with no parking permitted. Pedestrian paths are provided within the right-of-way on both sides of the road. For a discussion of the design treatment of the collector system as a parkway, see Chapter 4.

Figure 15 depicts typical local street sections within detached residential areas. Two types are shown: a residential street and a residential cul-de-sac. Sidewalks are provided as needed next to the curb.

ALTERNATIVE TRANSPORTATION MODES

The Carmel Valley Community Plan stresses the importance of transportation alternatives to the private automobile, including public transit, bicycle travel, and pedestrian movement. Complete transit, bikeway, and pathway systems are proposed for the community. The automobile, transit, bicycle, and pedestrian facilities are to be developed in an integrated network, providing a "balanced transportation system" assuring mobility and access to all parts of the community. Reflecting Community Plan objectives, the Unit Seven Precise Plan provides neighborhood transit, bicycle, and pedestrian alternatives related to the community circulation network.

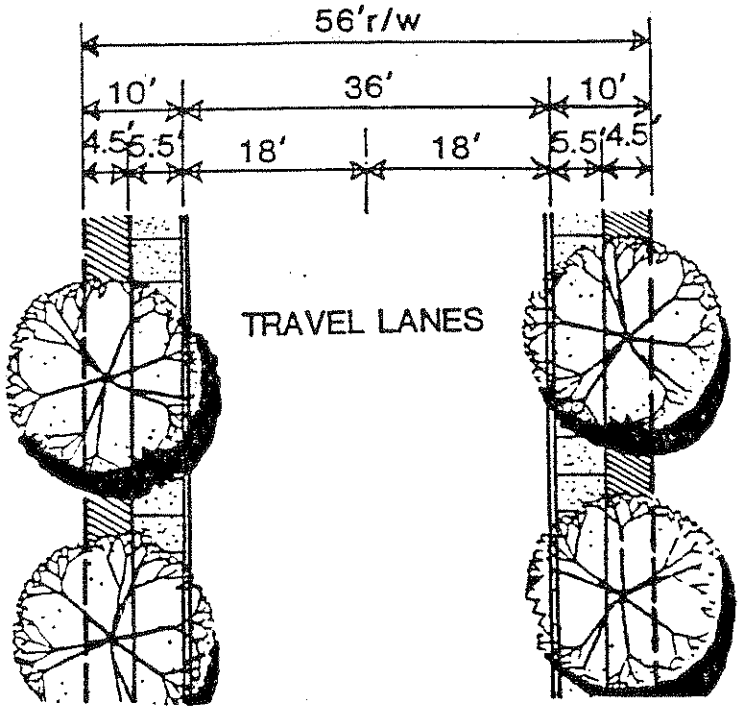
Transit

Unit Seven is located northerly of the Carmel Valley Town Center. A transportation terminal is proposed in the Community Plan within or adjacent to the town center. Regional and subregional transit in the form of buses is expected to travel on Del Mar Heights Road from the freeway to the terminal.

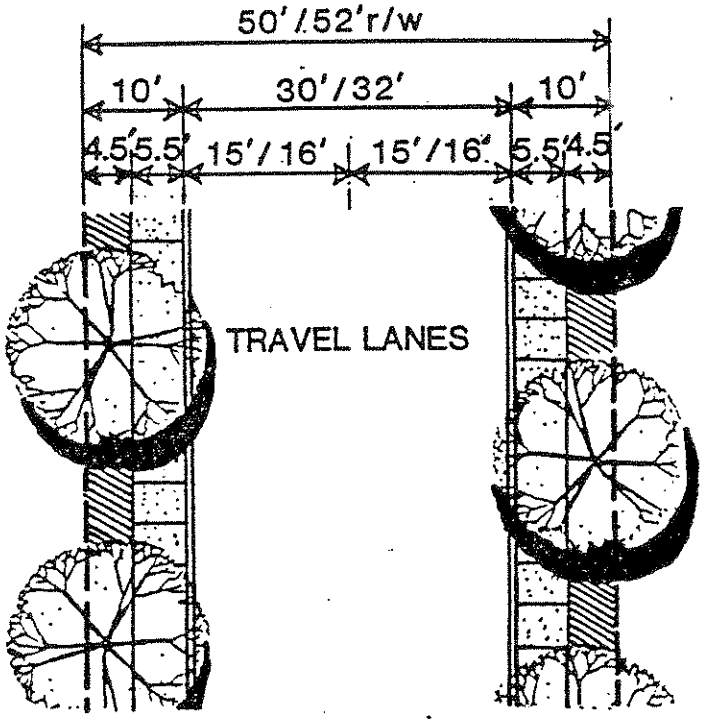
Aside from its proximity to the town center terminal, via motorized, pedestrian, and bicycle linkages, Unit Seven may be provided local transit service. The neighborhood collector streets can accommodate local buses and para-transit. Any permanent stops required should be sited along the loop. One possible transit routing within Unit Seven is shown in Figure 16; other routings are possible.

Bicycle Circulation

A neighborhood bikeway system for Unit Seven is depicted in Figure 16. This system provides internal bicycle circulation, while linking the neighborhood to the community bike route network and community activity centers. All bikeways should meet the requirements of the City Street Design Manual, Section VII, as well as Caltrans Design Standards.

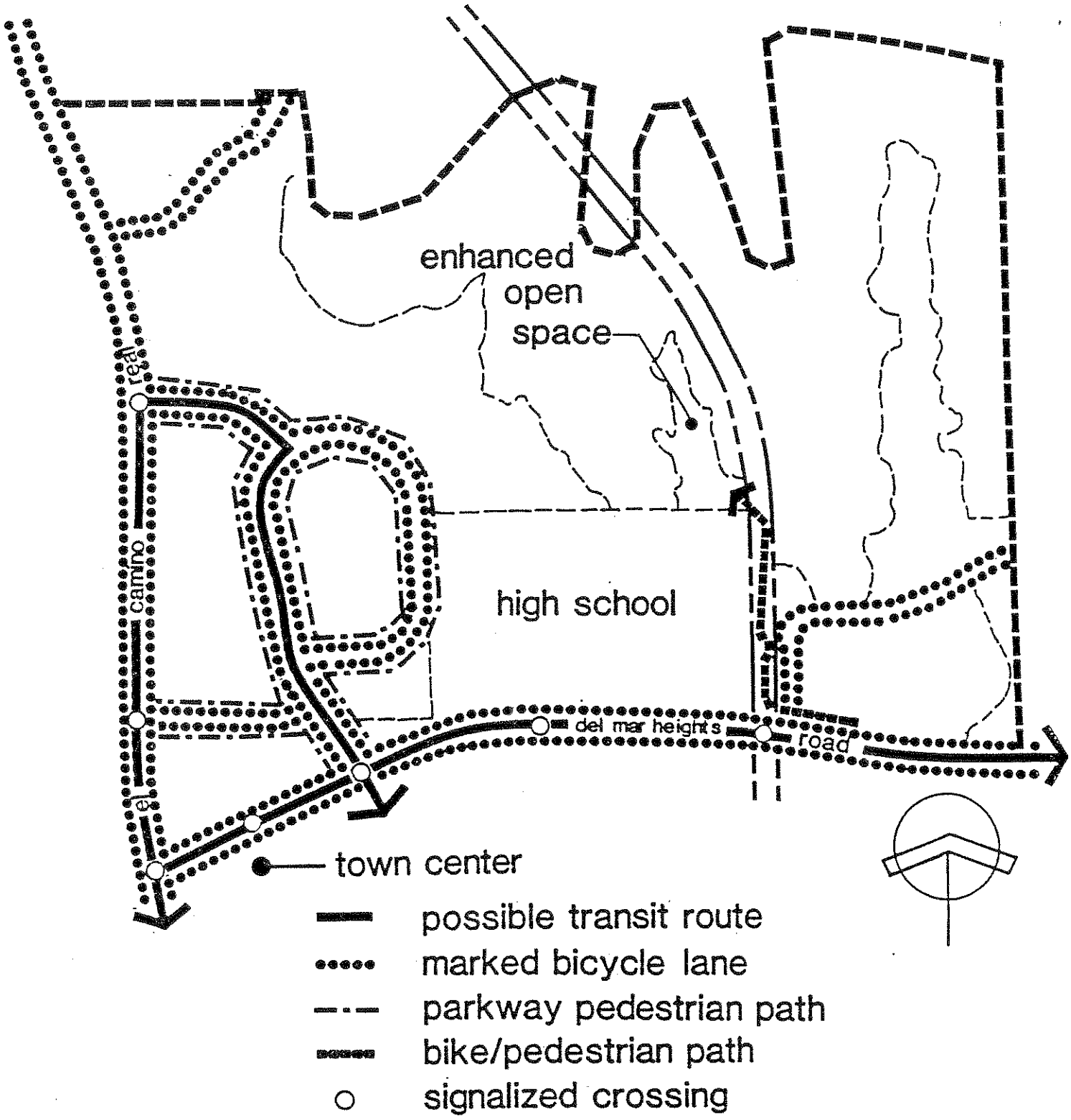


residential street



residential cul-de-sac

LOCAL STREET SECTIONS



16 ALTERNATE CIRCULATION MODES

The neighborhood system should incorporate the following bicycle facilities:

- Marked bicycle lanes within the roadbed of the collector streets, including linkages to the community bike routes along Del Mar Heights Road and El Camino Real.

- Pass-throughs at certain residential culs-de-sac to allow the bicyclist convenient access to the collector bike path, eliminating circuitous routes along local streets.

- Extension of the Unit One bike path within the power easement lying along the east side of Torrey Pines High School, arriving at athletic facilities and play fields and the enhanced open space area.

- A combined bicycle-pedestrian route on a portion of existing Black Mountain Road, east of Torrey Pines High School. Following vacation of the right-of-way due to realignment of roads in the area, the existing roadway will be reserved for a barrier-free bike/pedway. This will provide the single-family project a convenient connection to the community bicycle network.

Bicycle Parking Facilities

Bicycle parking facilities should consist of bicycle racks and bicycle lockers. Bicycle racks should not require the use of chains or cables to secure the bicycles, as chains and cables are easily cut. The racks should be capable of securing bicycles by using U-shaped, high-security locks (e.g., Kryptonite, Citadel, Gorilla brands). Bicycle lockers should be provided for employees arriving by bicycle at major activity centers. Bicycle racks should be provided for visitors to major activity centers arriving by bicycle. A combination of bike racks and lockers should be provided at transit centers.

Bicycle parking facilities should be identified by bicycle parking signs. Such signs, with directional arrows, should be used to guide bicyclists to bicycle facilities when the facilities are not visible to arriving cyclists. A standard bicycle parking directional sign shall be used for this application.

Bicycle parking facilities should be located closer to the entrance of the activity center than the nearest motor-vehicle parking space. The placement of bicycle parking facilities should not block pedestrian traffic.

Pedestrian Movement

A pedestrian path network for Unit Seven is also shown in Figure 16. This system of paths links the various residential projects and community facilities within the precise plan area. In

addition, ties are provided to the community-wide pathway network and to the Unit Three pathway system feeding into the neighborhood park and elementary school.

The neighborhood path system incorporates the following elements:

- Sidewalks within the collector parkways connecting to the community pedestrian paths along Del Mar Heights Road and El Camino Real.

- Limited local street access from the collector loop enclosing the interior "small-lot," single-family complex, thus encouraging strolling and jogging along the collector loop parkway.

- Cul-de-sac "pass-throughs" from local street sidewalks to the collector parkway paths.

- Standard sidewalks along local residential streets and pathways within attached housing projects (not shown).

- Signalized crosswalks at neighborhood entrances and crosswalks at key points in the collector system to channel pedestrian movements.

- A combined pedestrian and bicycle path along a portion of Black Mountain Road and the power easement (as discussed above).

COMMUNITY AND UNIT INTERFACE

Figure 17 depicts schematic circulation linkages between Unit Seven and the surrounding Carmel Valley Community. These connections particularly ensure effective access between Unit Seven and key activity centers, such as the town center and employment center. In addition, direct access is provided to Unit Three neighborhood facilities, such as the elementary school and park.

The linkages between the neighborhood and surrounding community consist of streets, parallel bicycle routes, and pedestrian walks. The Unit Seven collector street system and its pedestrian paths connect to perimeter arterial streets and paths. Crosswalks and signals, where necessary, are provided at street intersections. These crossings, in combination with other development unit crossings, provide ease of access to the employment center and town center to the south, and residential neighborhoods to the east, west, and south. Transit service may be provided connecting the neighborhood to the town center transportation terminal and other portions of the Carmel Valley Community. In addition to linkages to the surrounding community, Unit Seven will have good access to the San Dieguito River Valley via El Camino Real and bicycle and pedestrian routes.

unit seven
unit four a
unit three
unit one
town center
employment center
del mar
real
camino
heights
road
mar
del
carmel country road
I-5
freeway
arterial street with bike and pedestrian paths
unit seven collector street with paths
other collector streets with paths
local street
street and path crossing

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.

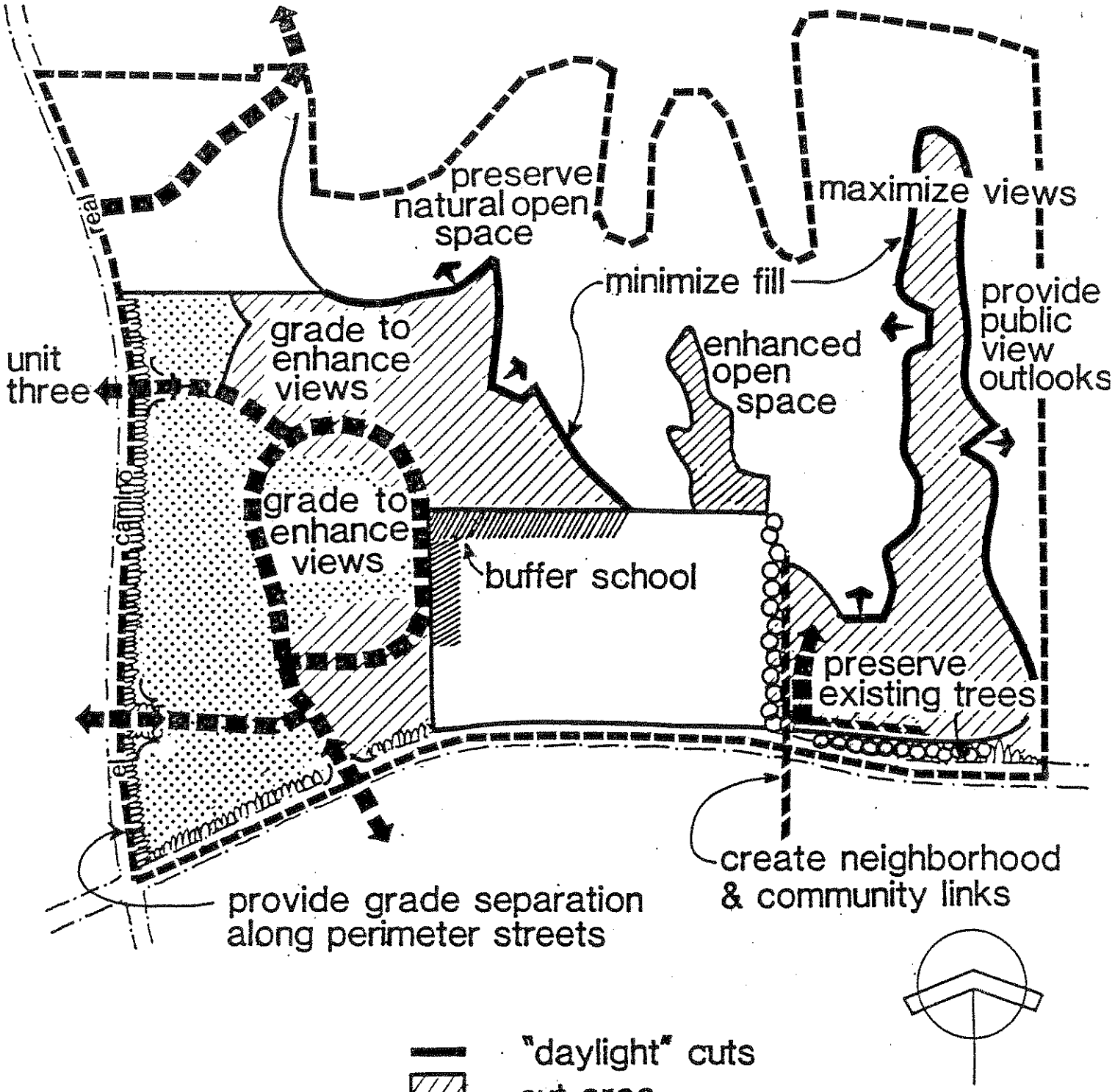
- Flatten and round higher slope banks at neighborhood entries to create attractive entries and provide adequate sight distances for motorists.

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.

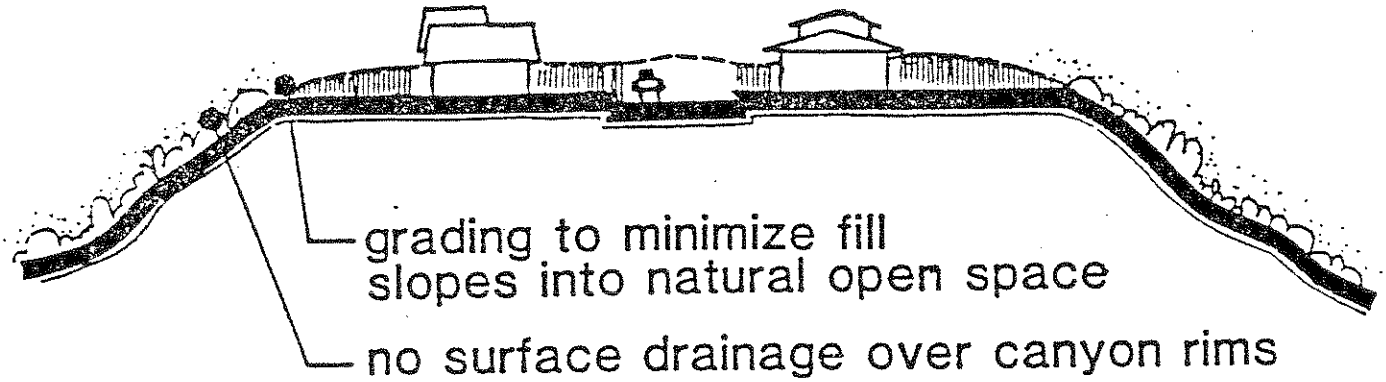
DRAINAGE

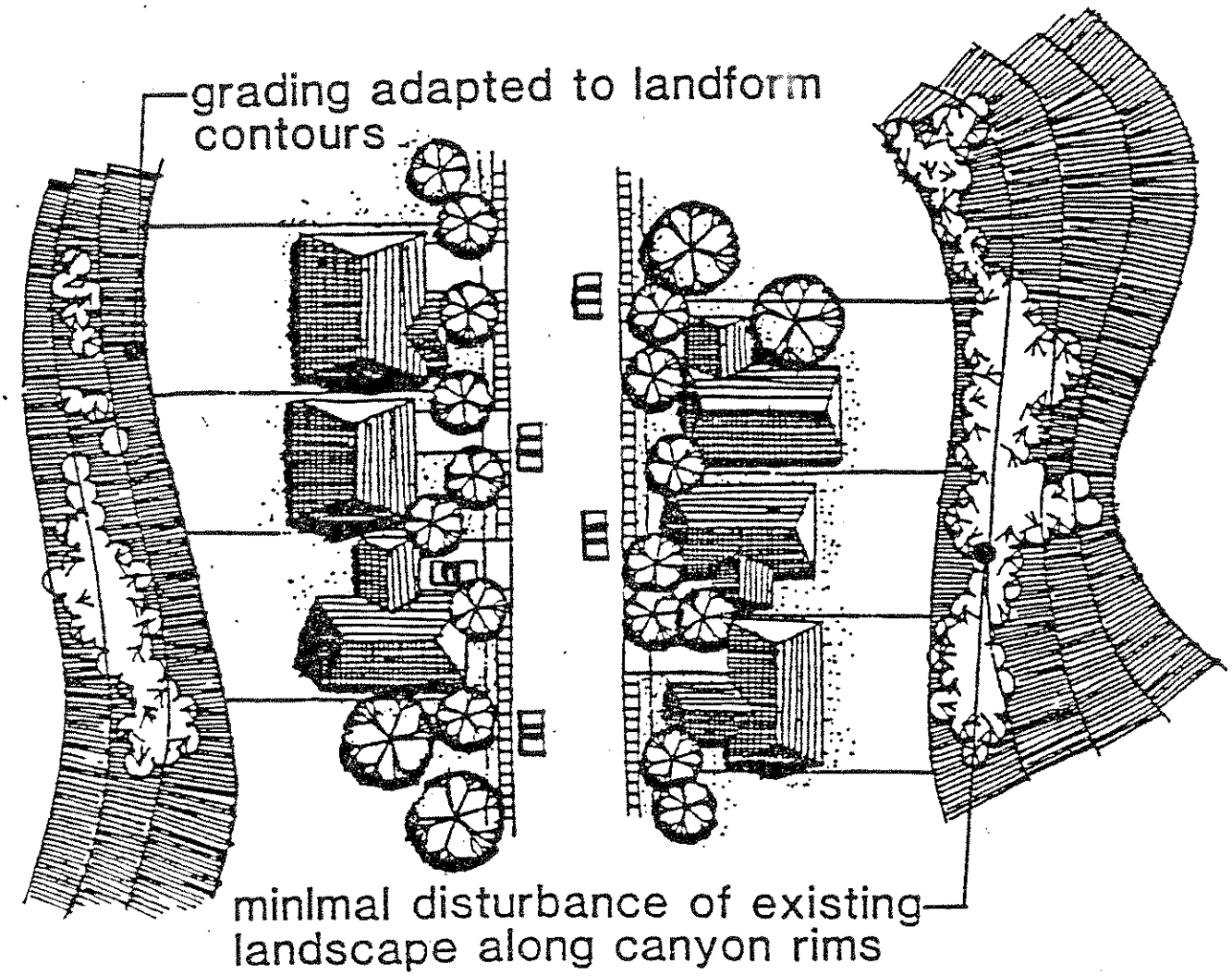
The drainage proposals set out in this section are based on the Carmel Valley Specific Drainage Plan and subsequent investigation of drainage requirements for Development Unit Seven.

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

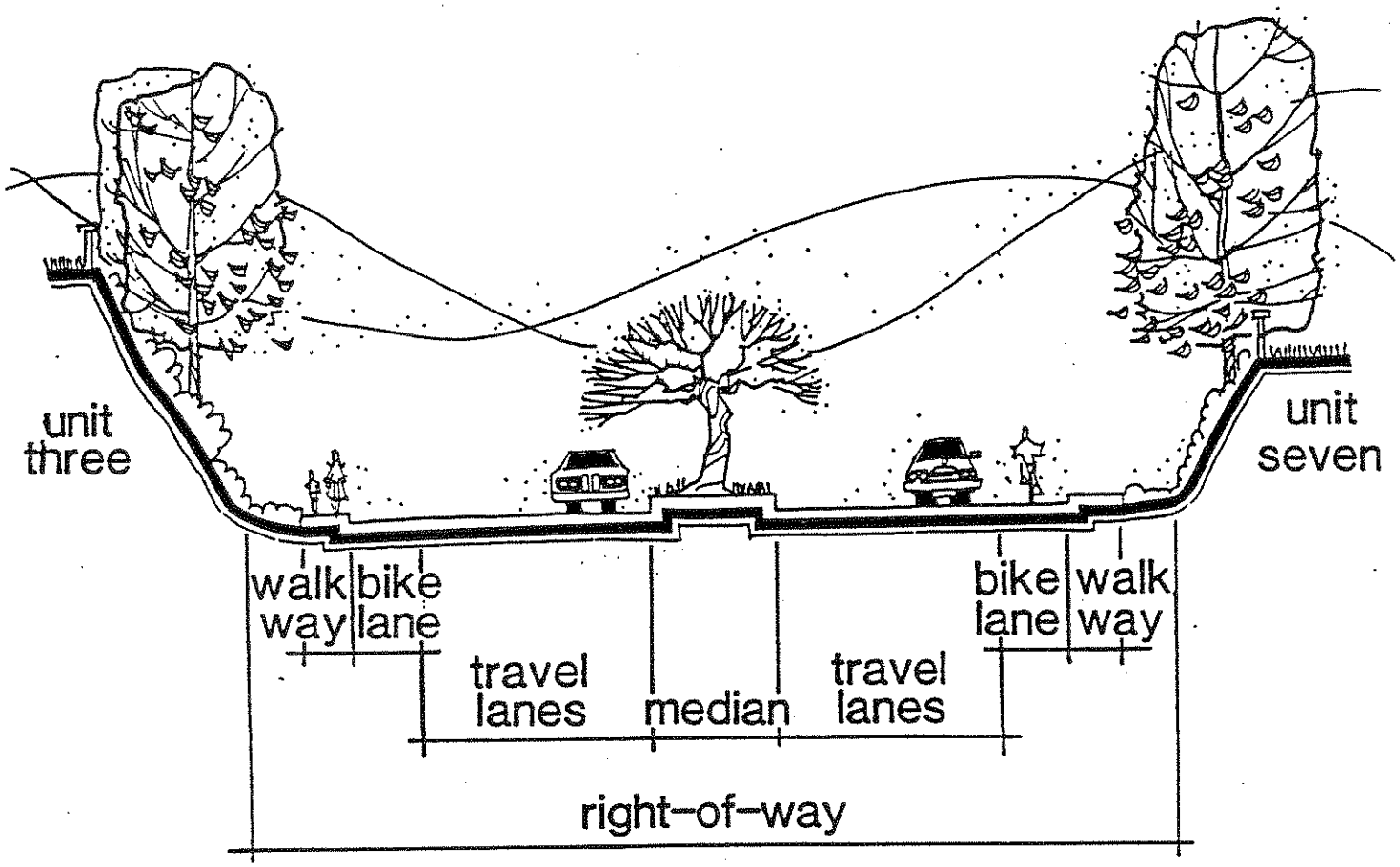
The rights-of-way and adjacent slopes for Del Mar Heights Road and El Camino Real should receive a design treatment similar to that of other community-oriented streets. Design treatments should be coordinated with the interior of Unit Seven and plans for Unit Three and future development units. Design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

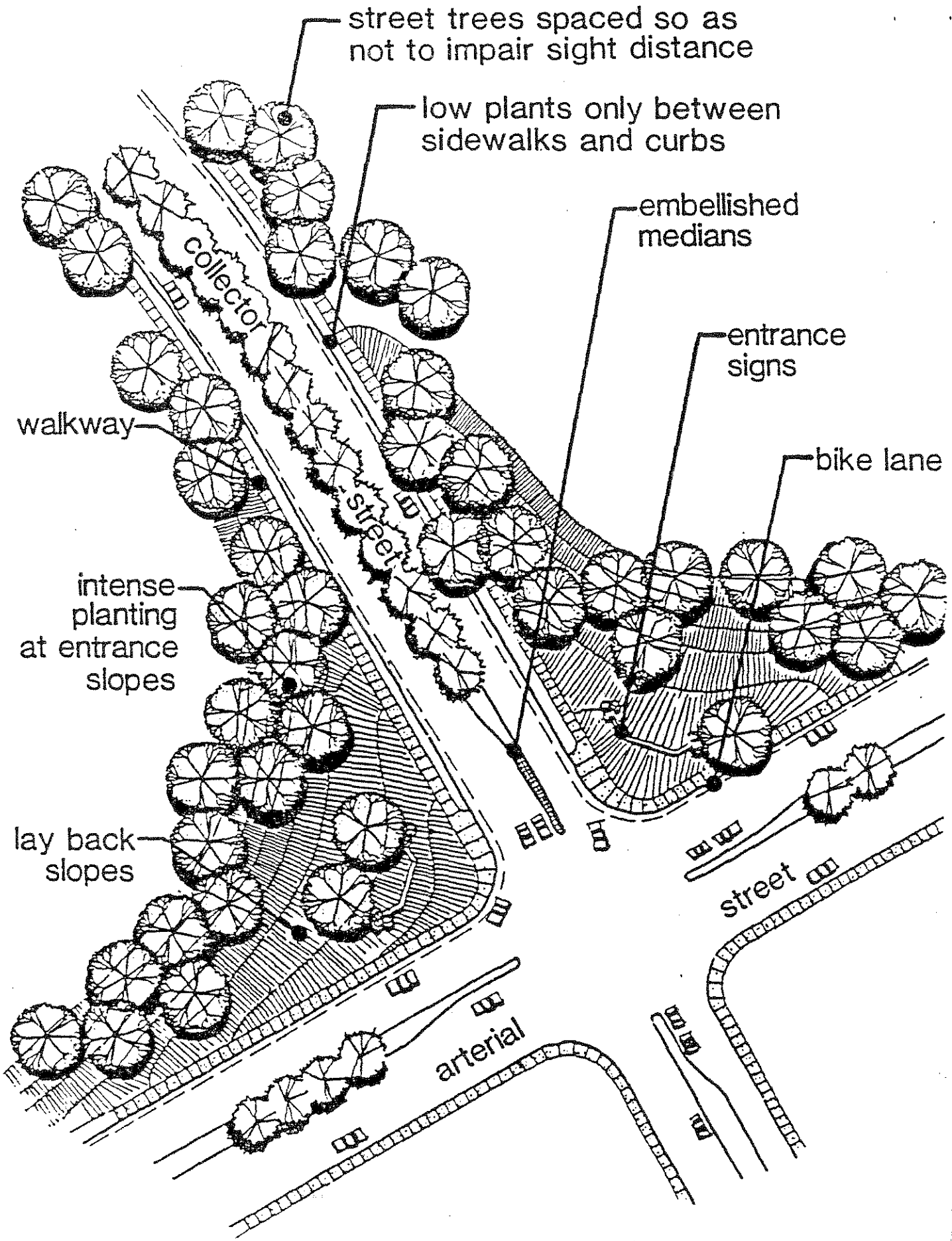
Noise impacts resulting from projected traffic volumes along Del Mar Heights Road and El Camino Real should be mitigated to acceptable levels for residential uses. A noise analysis will determine the need for mitigation measures for individual development projects, as part of the environmental review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

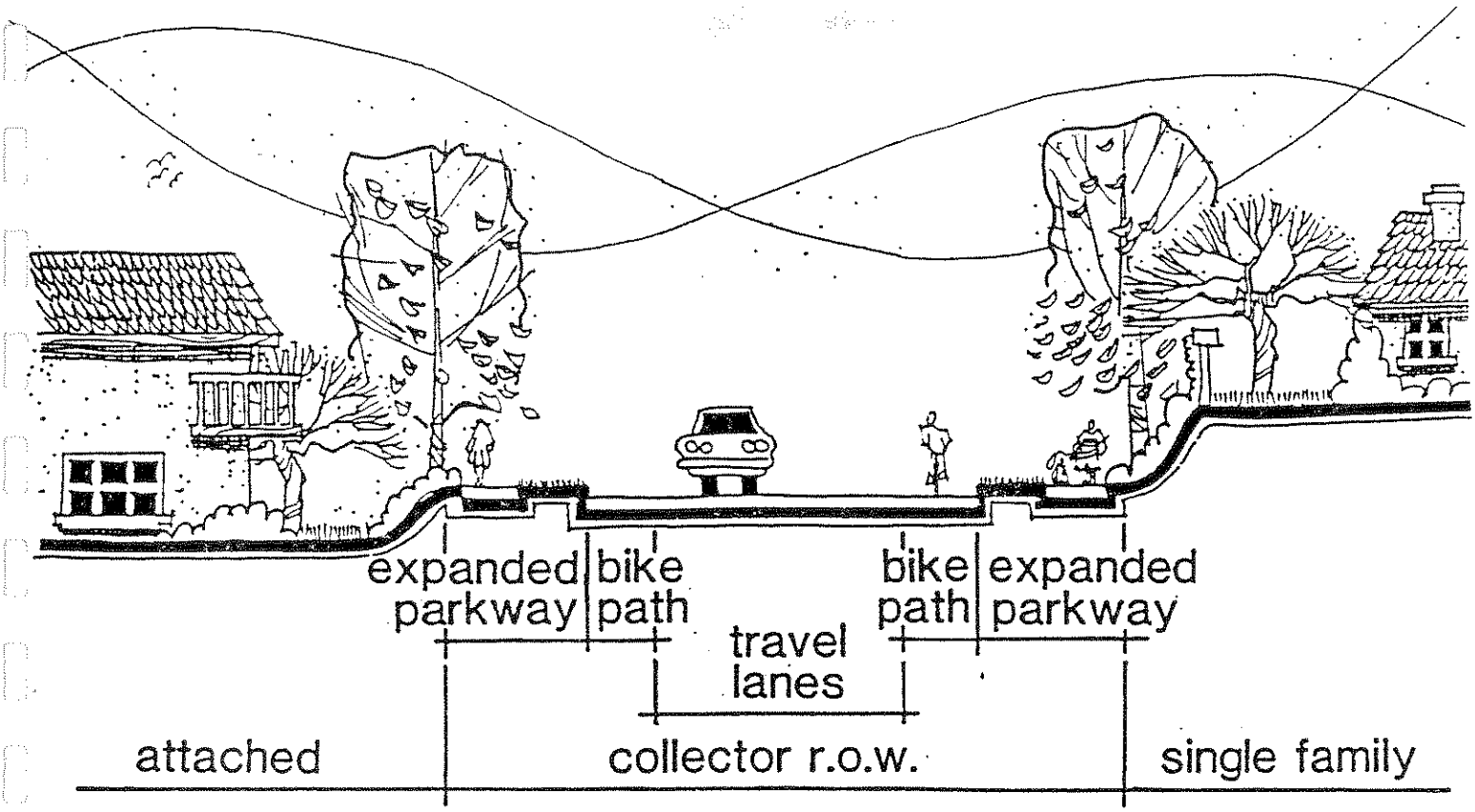
Slope areas: Large-scale, open-headed evergreen trees, such as *Eucalyptus cladocalyx* (Sugar Gum) or *Eucalyptus sideroxylon* (Red Ironbark).

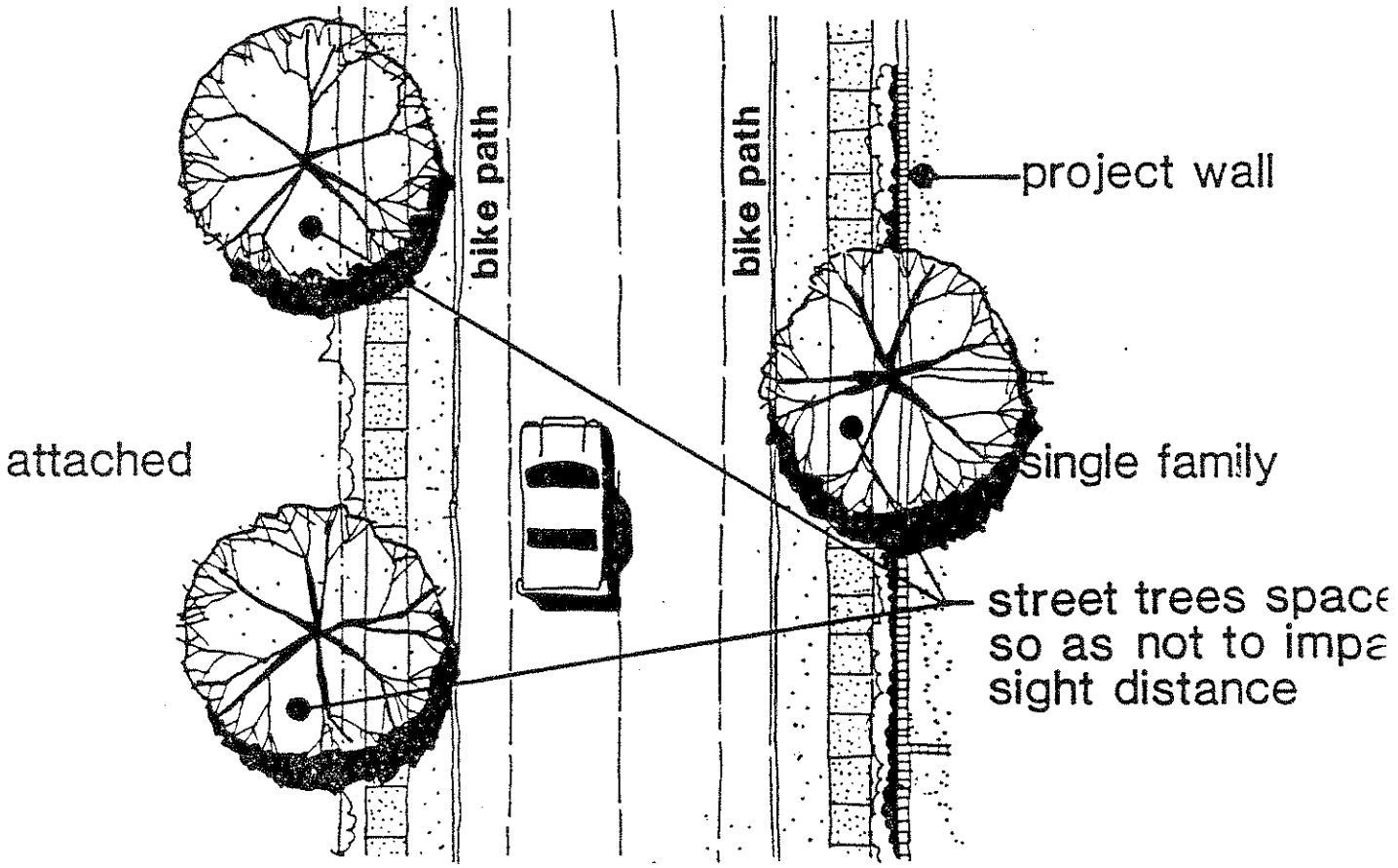
Other trees may be selected and substituted for the above from the Recommended Tree List.

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.

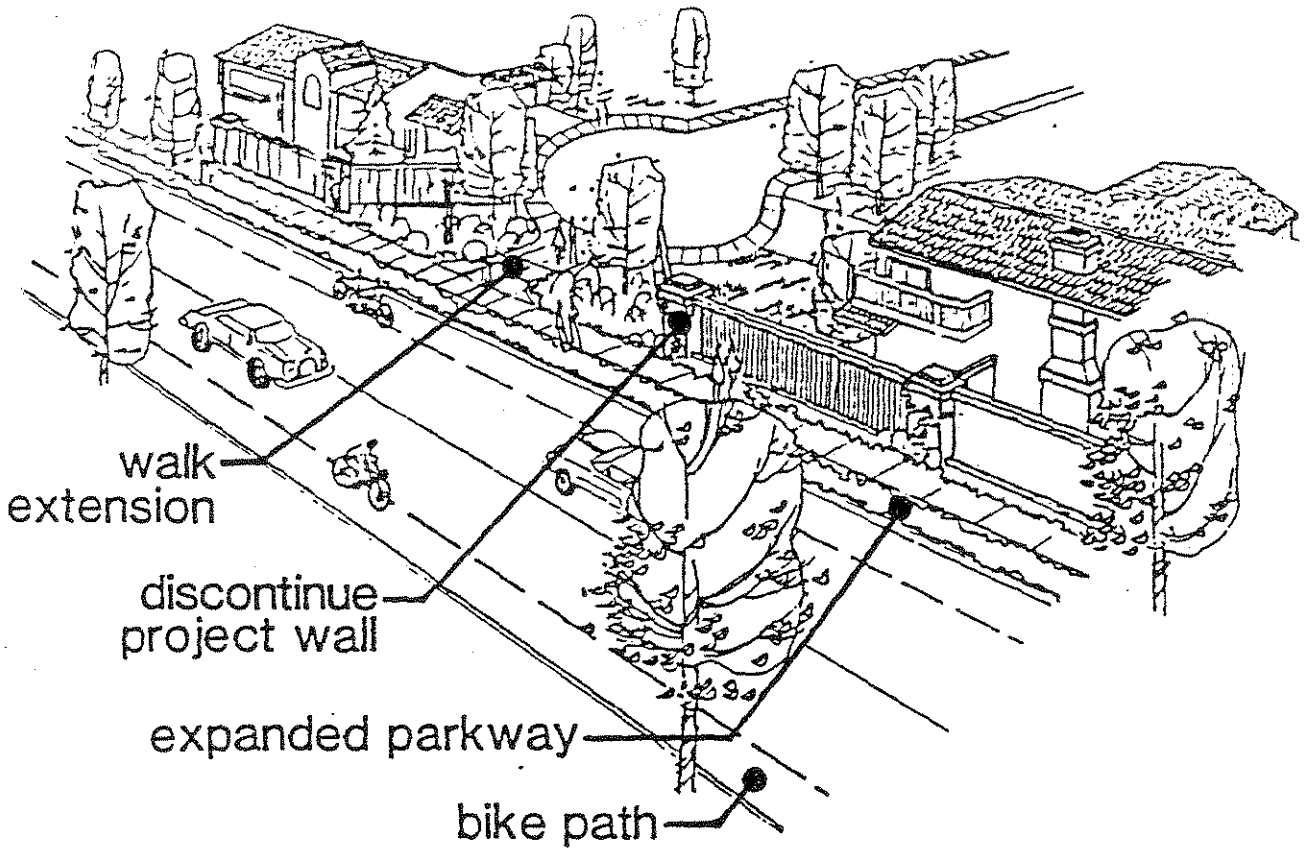
View Outlooks

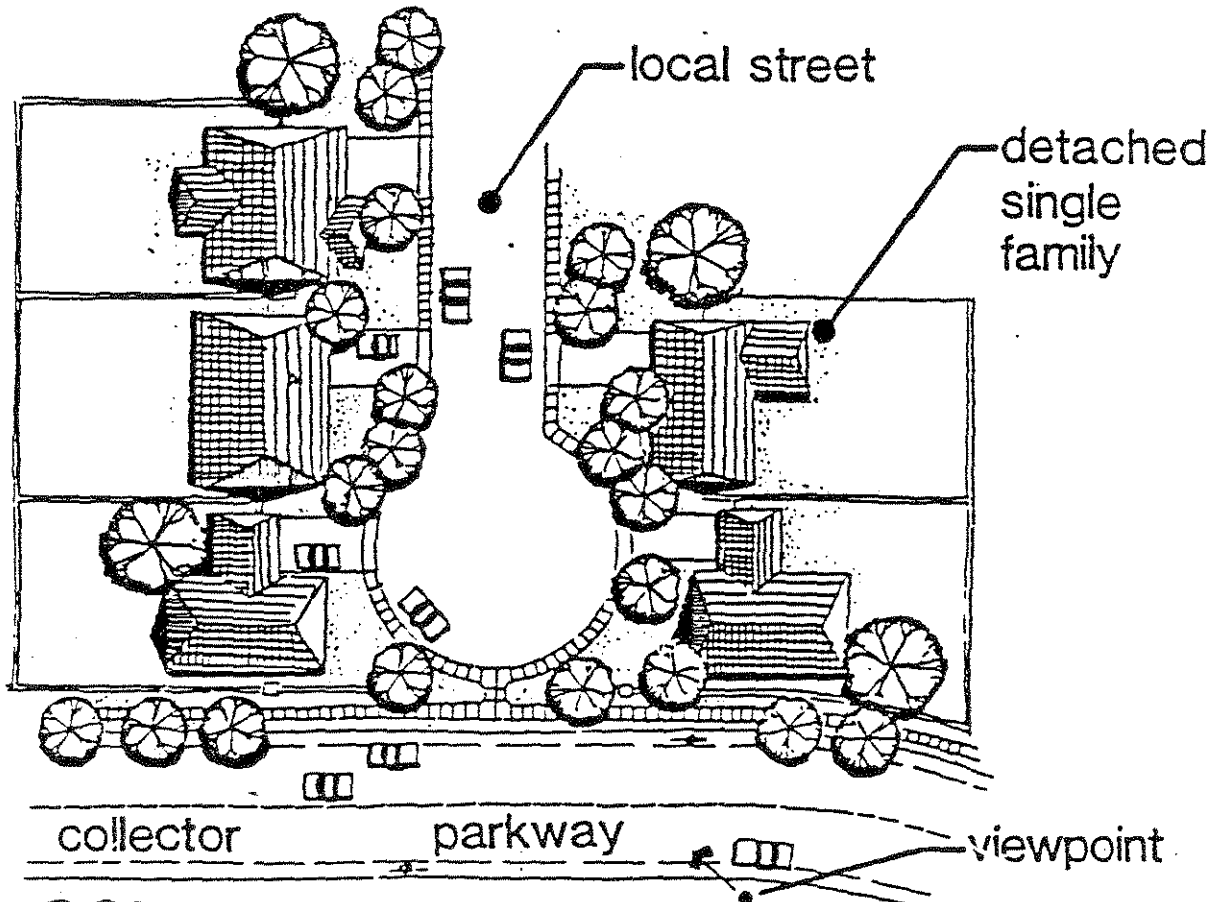
As depicted in Figure 7 (the land use element), a series of public view outlooks are provided from canyon rims along local streets. The overlooks provide view opportunities for motorists, bicyclists, and pedestrians traveling along the roadway. The vistas include natural hillsides, canyons, and valleys, 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.

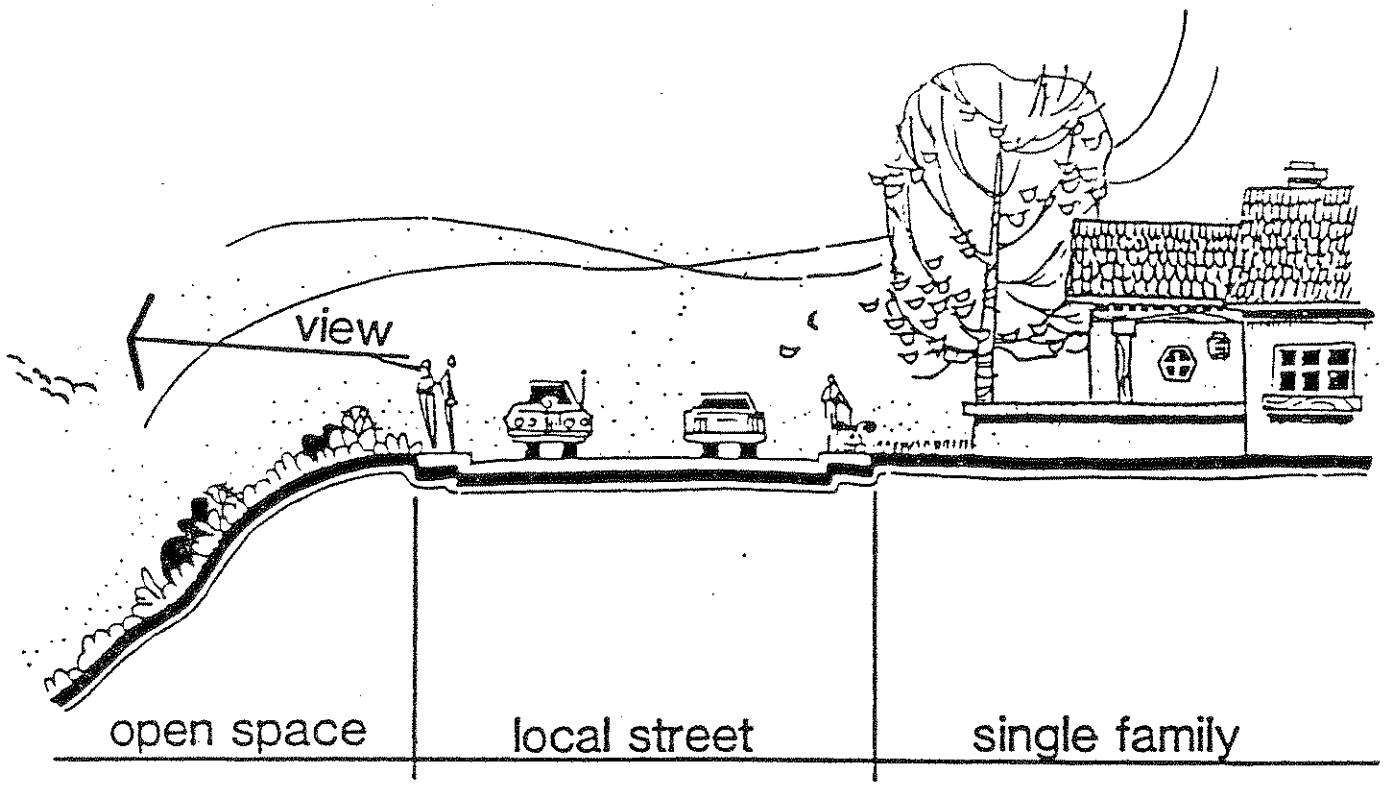
Power Easement

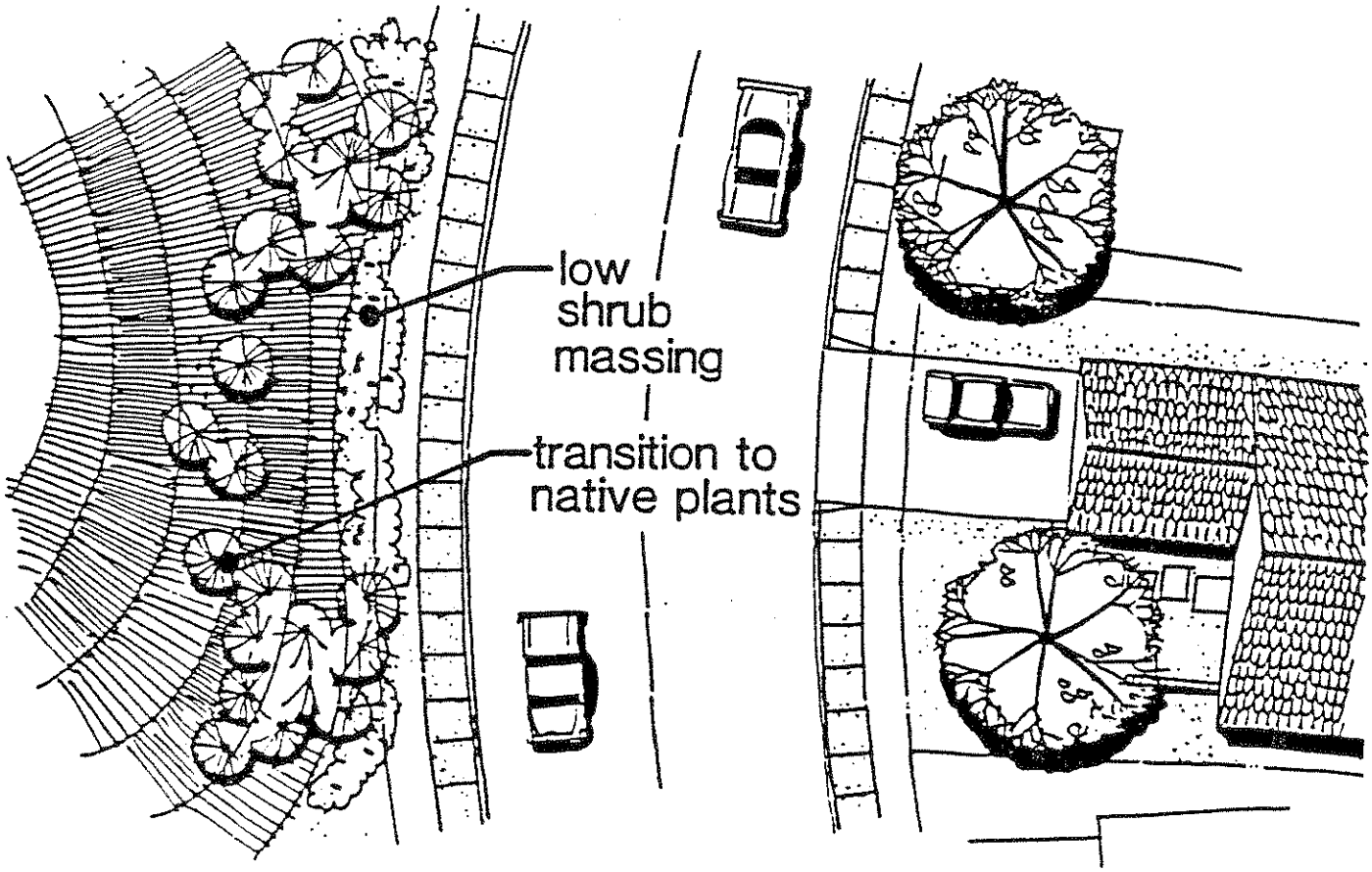
A San Diego Gas and Electric power easement, containing 230 and 138 kV transmission lines atop high poles, bisects the Unit Seven planning area. The easement (together with an adjoining fuel line easement) constitutes a visual problem along the high school since it abuts a residential entry road and 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.

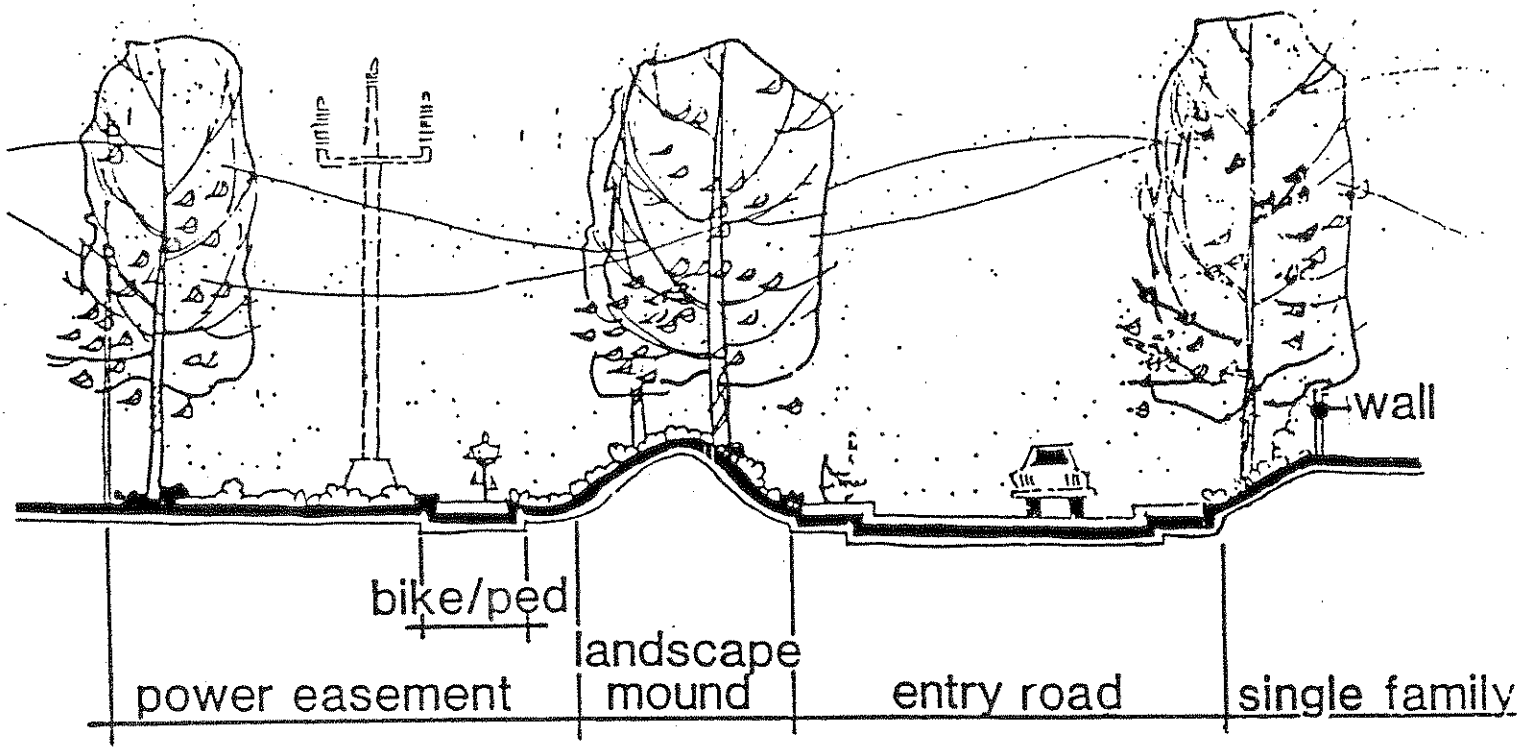
- Provide a walled, landscaped treatment of residential lots east of the easement and entry road.

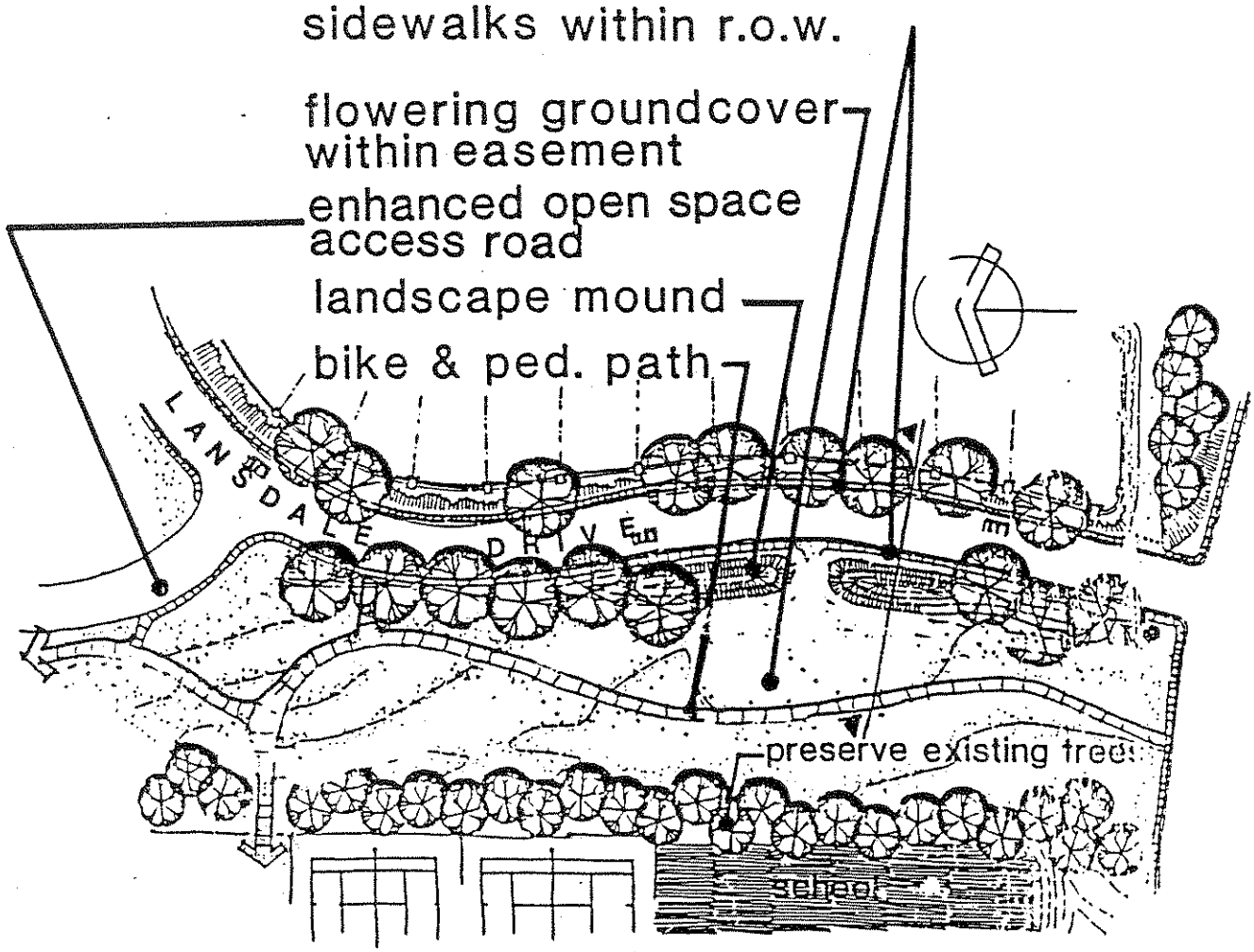
No landscaping program for the easement is suggested within the natural open space area on the north. The easement itself (where adjacent to the high school) could, however, be planted with low-maintenance, native, or "native-look" grasses or ground covers.

Bike/Pedestrian Path

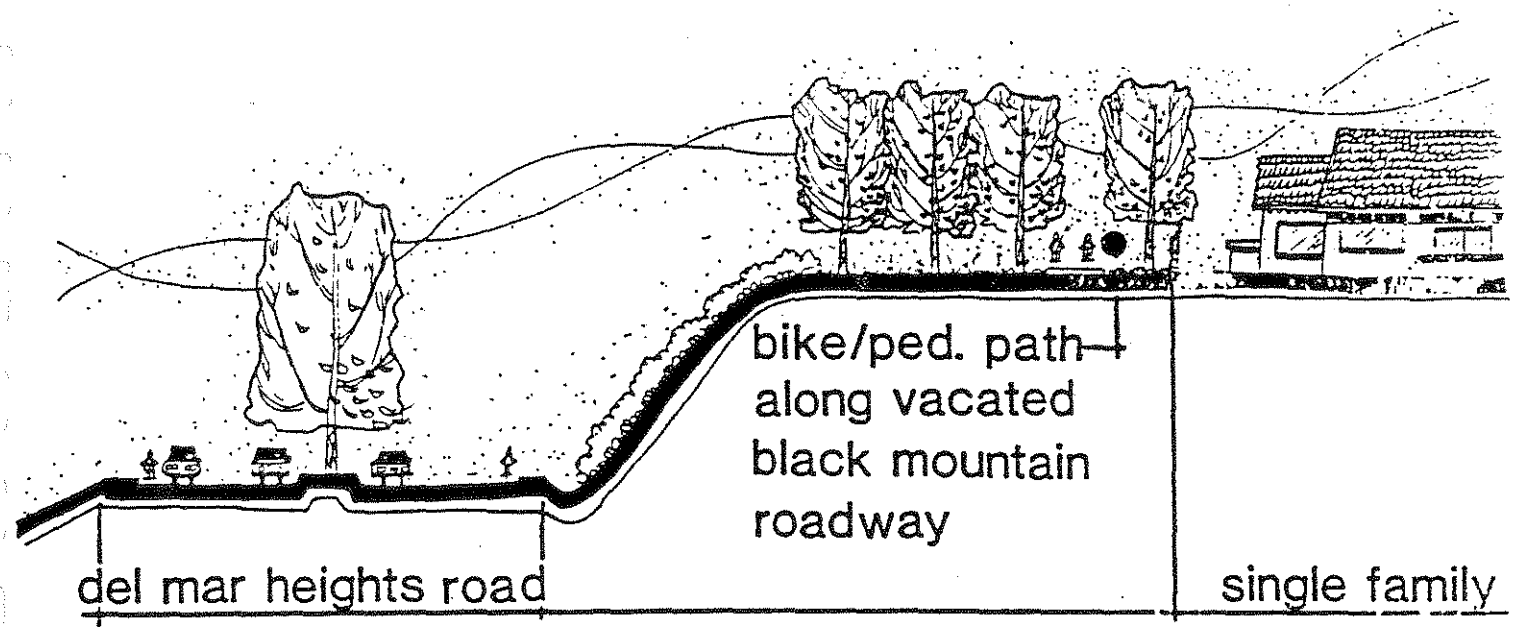
A section of Black Mountain Road easterly of the high school is proposed to be converted to a combined pedestrian/bicycle path when the street pattern in the area is developed and the section is no longer needed for automobile traffic. Very little improvement would be required since the paved roadway 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.

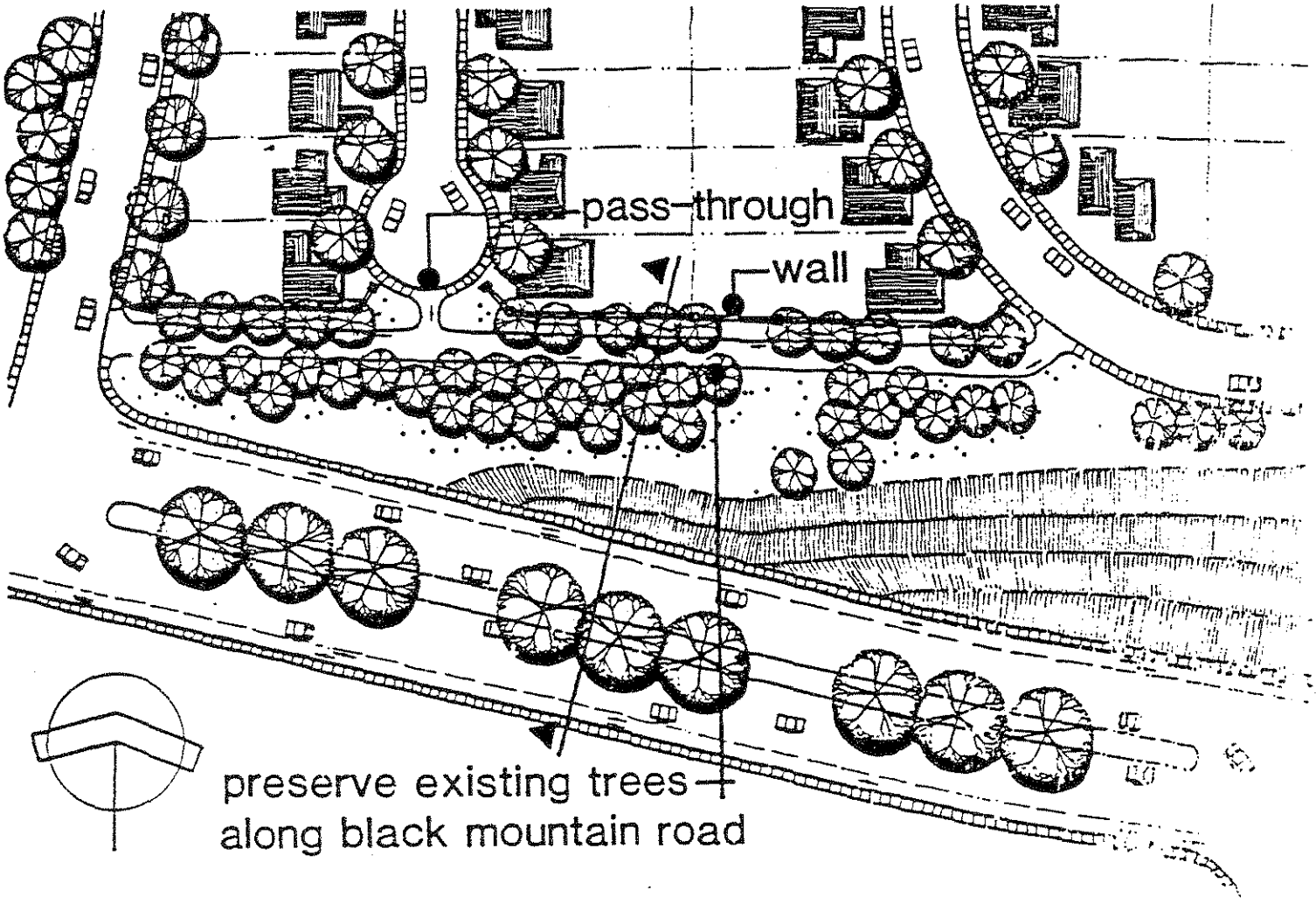
The path will connect the residential area to the community-wide bicycle and pedestrian systems extending along the power easement and Del Mar Heights Road. An extension of this path will connect with the pedestrian spine within the enhanced open space area. It will also offer a pleasant, controlled 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.

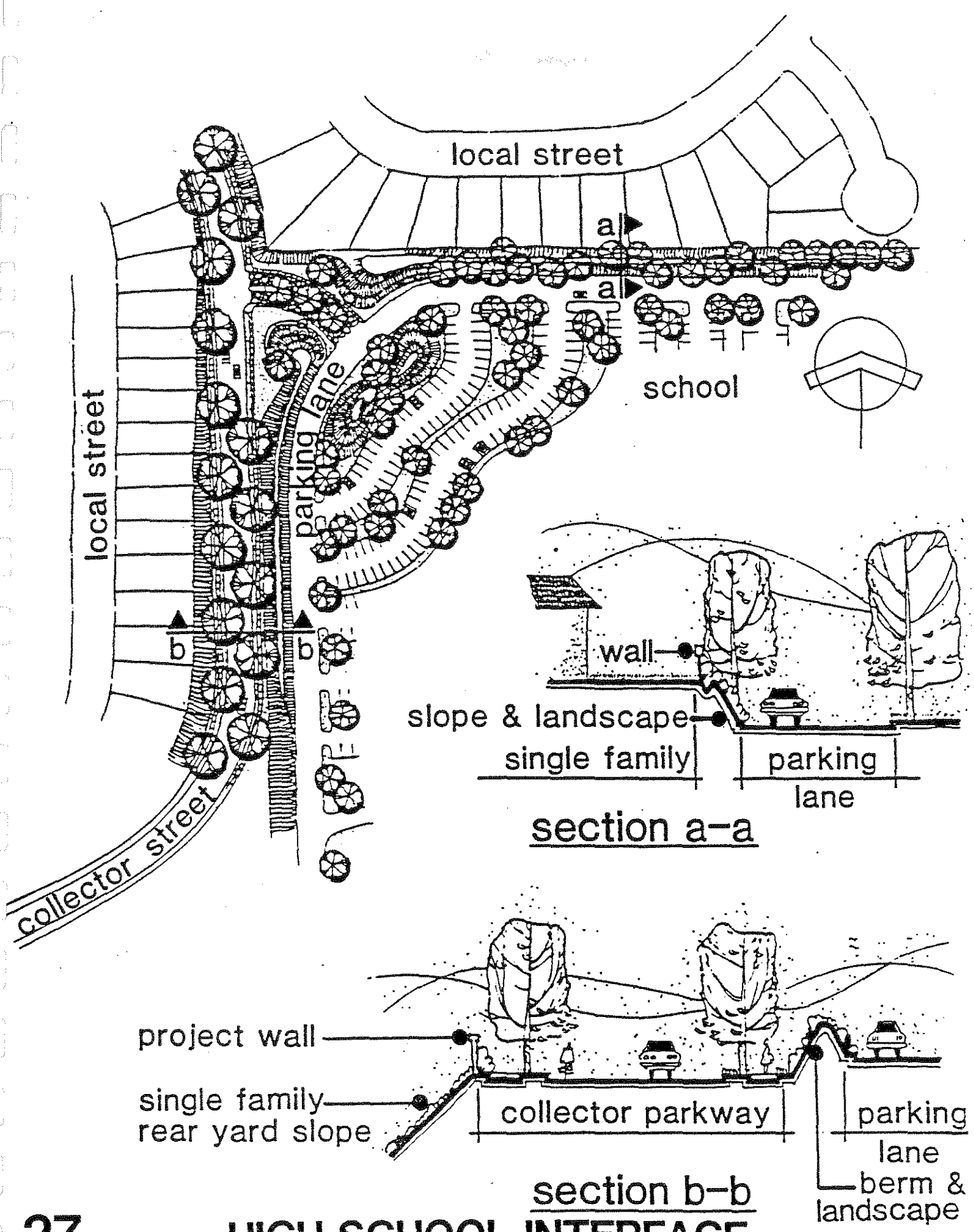
Figure 27 indicates proposed design solutions. Residential areas above the parking lot on the north would be buffered by a perimeter wall serving as a visual and noise barrier. Plantings on slope banks extending to the parking area below would further screen views. On the west, the small-lot residential 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.

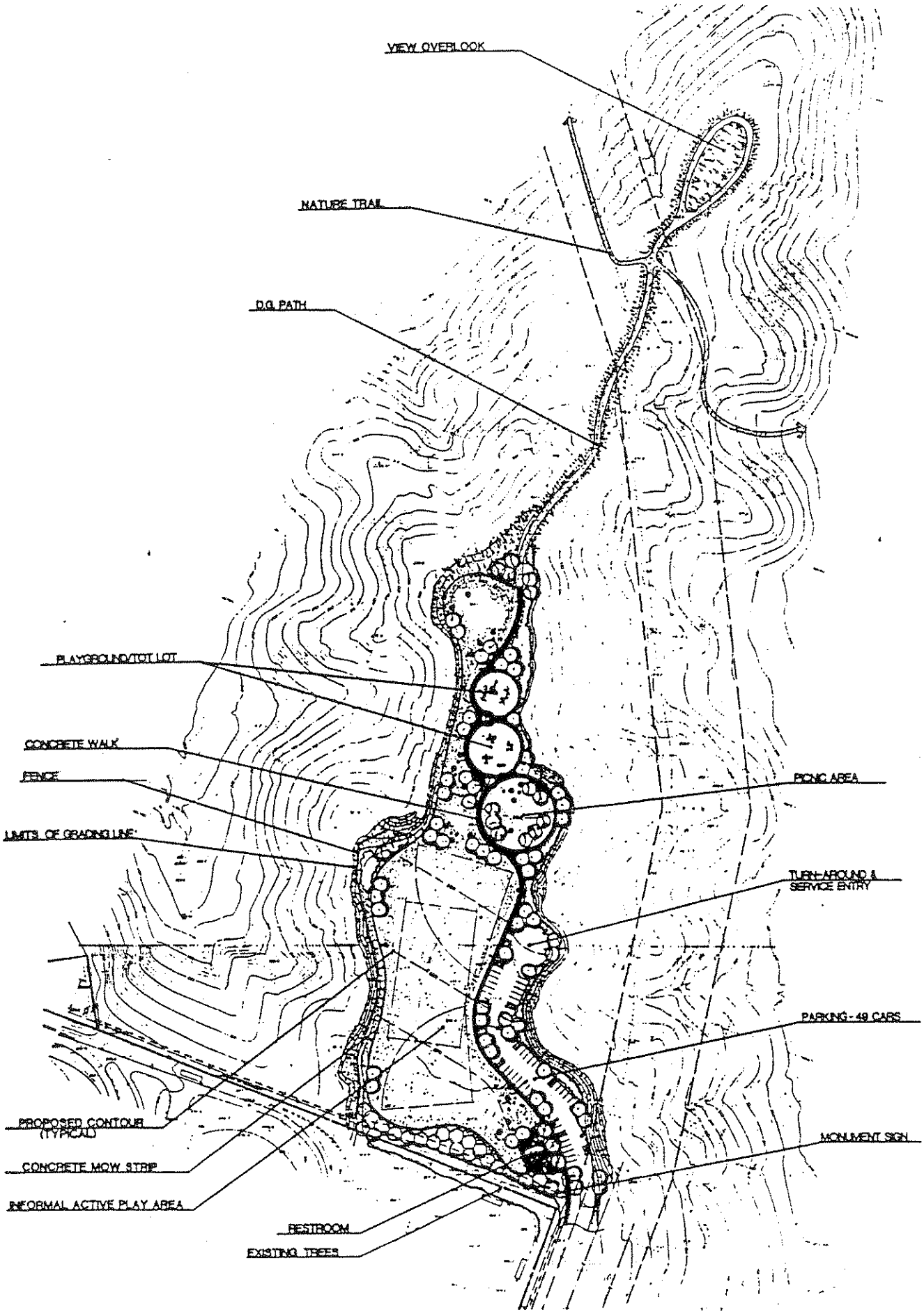
- Landscaping and furnishings should be provided which compliment other community facilities.

- 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

CHAPTER 5 IMPLEMENTATION ELEMENT

The Carmel Valley Community Plan provides guidelines for zoning, phasing, and facilities financing within the community. The purpose of this element is to provide guidelines for the timely implementation of the Unit Seven precise plan proposals. Recommended zoning and other physical development controls required for implementation are summarized. In addition, a phasing program for private development and public facilities is outlined. Finally, financing of public facilities by private developers and property owners is addressed.

PHYSICAL DEVELOPMENT CONTROLS

As indicated in Chapter 1, the Unit Seven Precise Plan constitutes one step in a series of steps in securing City approval of private development within the precise plan area. The precise plan provides guidelines for land uses and design treatments to be utilized in the review of subarea development plans and subdivisions. Implementation of these guidelines for the most part depends on the implementation mechanisms provided in the Planned District Ordinance. Zoning proposals for Unit Seven are indicated in Figure 29 and summarized in Table 5.

All subdivisions, rezoning, and other discretionary acts required for the physical implementation of the precise plan are subject to environmental review under the provisions of the California Environmental Quality Act (CEQA) and the City Code. Projects should be reviewed for compliance with the mitigation measures presented in the Unit Seven Precise Plan Environmental Impact Report accompanying this document.

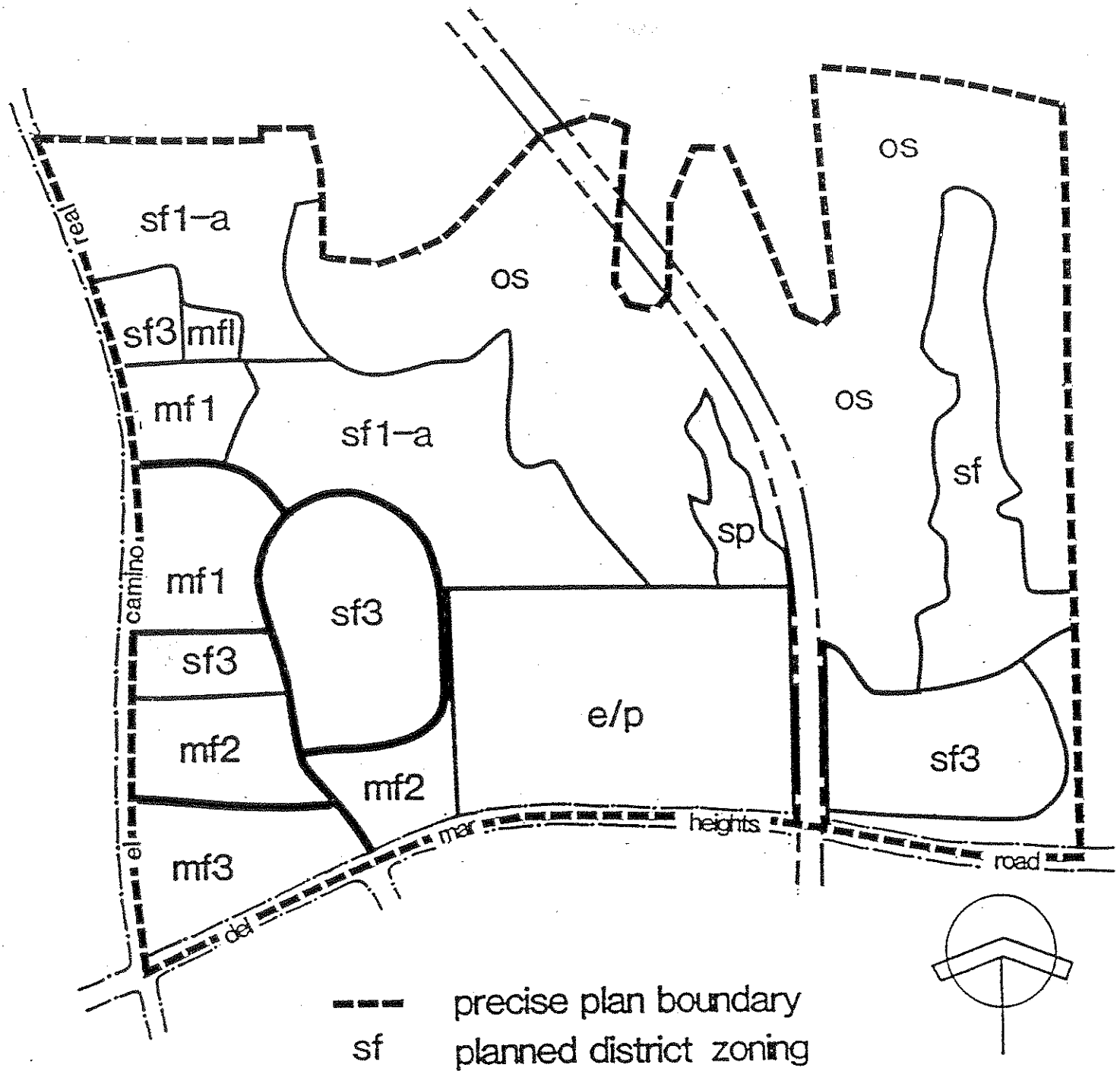
In addition, the following conditions should be met during the development approval process:

- Prior to the approval of a tentative map, a development plan must be approved for all uses except attached projects (development plans for attached projects must be approved prior to the issuance of building permits).

- Prior to the approval of a tentative map, compliance with the terms of the adopted Carmel Valley School Facilities Master Plan must be demonstrated.

- A comprehensive landscaping plan must accompany each development plan and provide for the stabilization of all graded slopes.

- Approval of the first tentative map in the neighborhood should be subject to the approval of a comprehensive drainage plan for the entire precise plan area.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mf3
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precise plan boundary
sf
planned district zoning
zone boundary

ZONING PLAN

Table 5

PHYSICAL DEVELOPMENT CONTROLS*

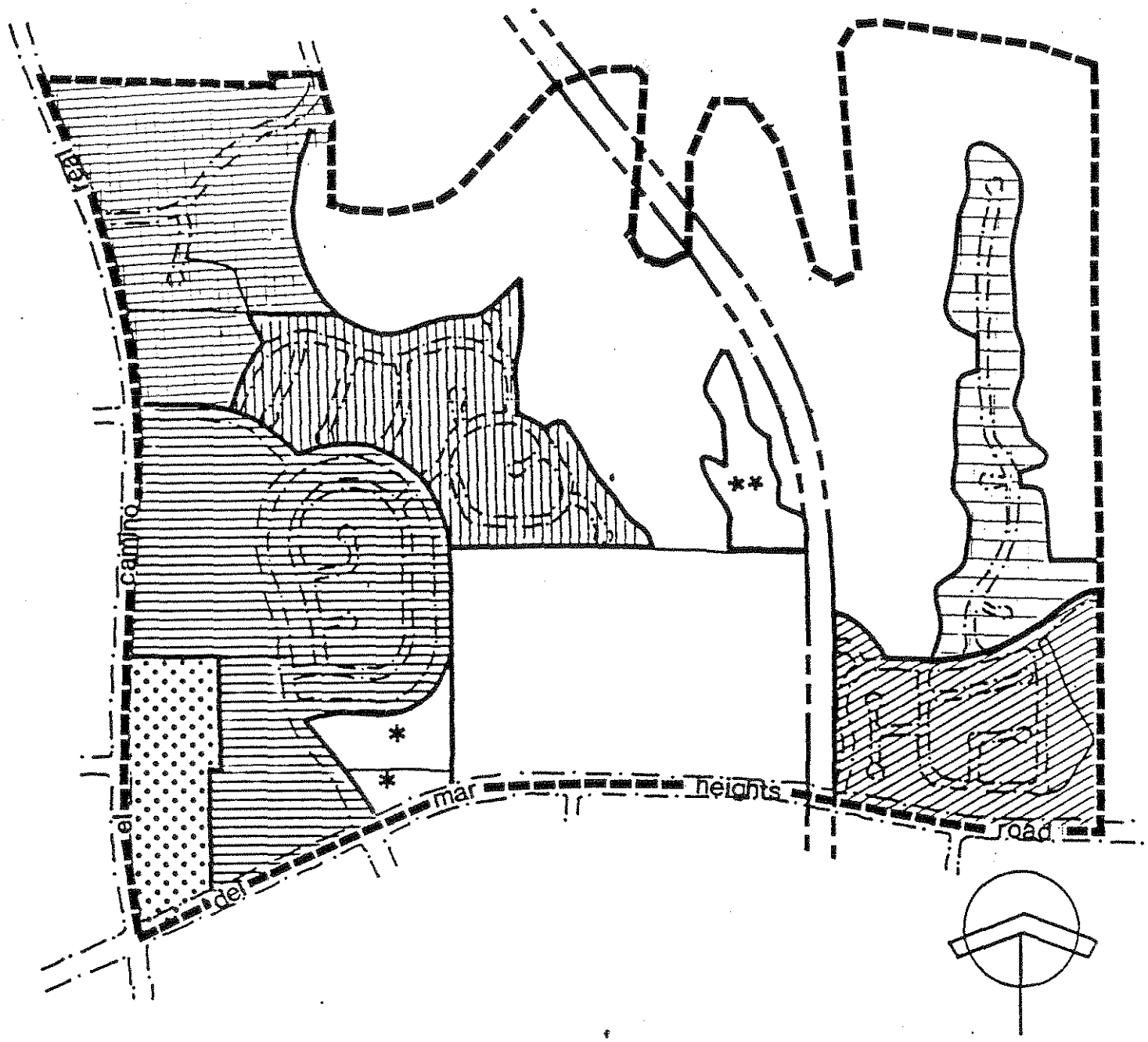
Precise Plan Category	Zoning	Zoning Description/Process
Detached Residential	SF SF1-A SF3	Minimum lot size of 10,000 square feet. Minimum lot size of 5,500 square feet. Minimum lot size of 3,000 square feet.
Low Density Attached Residential	MFL MF1	Maximum density of up to 10 dwelling units per acre. Maximum density of up to 15 dwelling units per acre.
Higher-Density Attached Residential	MF2 MF3	Maximum density of up to 22 dwelling units per acre. Maximum density of up to 29 dwelling units per acre.
Educational and Park Area	EP	Educational and recreational uses, subject to development plan.
Fire Station	MF2	Fire Station, subject to development plan.
Institutional	MF2	Institutions and related uses, subject to development plan.
Enhanced Open Space	SP	Recreational uses subject to a development plan.
Open Space	OS	Open Space Only.

*See Carmel Valley Planned District Ordinance for specific zoning regulations.

DEVELOPMENT PHASING

Carmel Valley is designated a new community in the planned urbanizing area by the City of San Diego Progress Guide and General Plan. Under this designation and City Policy 600-28, a development phasing program must be adopted as part of the precise plan process for Unit Seven. The purpose of the phasing program is to coordinate the timing and level of public facilities and the sequence and amount of residential development.

Figure 30 depicts the proposed phasing plan for Unit Seven. The plan is consistent with the generalized phasing plan in the Carmel Valley Community Plan and is coordinated with the provision of major public improvements as set forth in the Public Facilities Financing Plan



phase

1		5	
2		6	
3	*	construct as needed	
4	**	per agreement	

PHASING PLAN

for Carmel Valley. While the phasing plan is indicative of the direction and sequence of future development, some modifications may occur because of design, engineering, and economic considerations.

Residential Phasing

Table 6 shows the projected schedule of residential development by the number and type of units per phase, through total build-out. The phasing program for residential development considers the following factors:

- Phasing of grading and balancing of cut and fill.
- Provision of at least two means of access to and from the precise plan area and access from the collector street system to individual residential projects.
- A balance of single-family and attached residential and the availability of units in a range of prices.
- Marketing visibility and access.
- Availability of sewer service.
- Allowance of adequate time to mitigate the archaeological site in the southeast portion of the plan area.

Each phase is summarized below:

- Phase 1

  Initial development of higher-density housing is planned at the southwestern corner of the plan area. Segments of El Camino Real, Del Mar Heights Road, and the Black Mountain Road collector road will be improved for access.

- Phase 2

  During this phase, four additional development areas will be created: (1) the small-lot, single-family area within the collector loop; (2) the higher density attached area lying east of Phase l; (3) the attached area extending northerly along El Camino Real; and (4) the small-lot, single-family area west of the loop street adjacent to El Camino Real. Access will be provided by phased improvement of El Camino Real, the collector road system, and Del Mar Heights Road to the Carmel Country Road intersection. Grading of the Phase 3 area will occur in coordination with the grading of the Phase 2 area.

Table 6

PROJECTED RESIDENTIAL DEVELOPMENT PHASING[1]

Construction Phase	Dwelling Units Within Each Phase			Cumulative Dwelling Units		
	Detached	Attached	Total	Detached	Attached	Total
Phase 1	0	359	359	0	359	359
Phase 2	196	551	747	196	910	1,106
Phase 3	152	0	152	348	910	1,258
Phase 4	134	0	134	482	910	1,392
Phase 5	78	0	78	560	910	1,470
Phase 6	141	144	285	701	1,054	1,755

[1]Counts are approximate and subject to modification during precise design and engineering.

- Phase 3

  This phase will result in development of the conventional single family area lying northerly of the high school. Access will be provided through completion of improvements on the collector loop system.

- Phase 4

  This phase involves the development of the small-lot, single-family complex east of the high school. The entry road will be extended easterly to connect with existing Black Mountain Road. On completion of street improvements in this area, the segment of Black Mountain Road to be converted to a bicycle/pedestrian path could be vacated.

- Phase 5

  This phase develops the large-lot, single-family ridge extending north towards Gonzales Canyon. The timing of development is contingent on the improvement of sewer lines and pump facilities to serve this north-draining ridge.

- Phase 6

  This stage will involve the development of a lower-density, attached project and a small-lot single-family project on El Camino Real and single-family areas in the extreme northwest sector of the precise plan area. Access will be improved through the extension of El Camino Real in a revised alignment and improvement of a new collector between existing El Camino Real and its new alignment to the San Dieguito Valley. Once this link can be achieved, a segment of existing El Camino Real can be vacated.

San Dieguito Valley: Once this link can be achieved, a segment of existing El Camino Real can be vacated.

Provision of Facilities

Public facilities will be provided as needed under the Public Facilities Financing Program. Provision of facilities will be as follows:

- Streets, utilities, and drainage facilities will be constructed along with residential development, ensuring sufficient capacity to meet residents' requirements.

- Development of institutional and school areas will occur when adequate demand warrants. Access to the fire station should be available in Phase 2.

- Community level facilities will be built when the service area is sufficient, with fees or assessments collected as residential construction progresses. This includes such facilities as a community park, library, and fire station.

- Improvements to the community-wide street system will be constructed in accordance with the Transportation Phasing Plan for Carmel Valley, adopted by the City of San Diego.

- In accordance with the agreement between the City and Pardee Construction Company, construction of the enhanced open space area shall commence no later than the first month of the fiscal year in which the Facilities Benefit Assessment (FBA) monies are allocated for expenditure. FBA funding is anticipated in fiscal year 1989/90.

PUBLIC FACILITIES FINANCING

The Carmel Valley Community Plan requires that unit precise plans address the financing of public facilities to ensure their availability concurrent with need. In addition, the City Council has stated the following:

Development in the Carmel Valley area is contingent upon necessary public facilities being financed by property owners in that area by a charge against the land only in the planning area.

This requirement for a financing plan adopted as part of a precise plan/planned district ordinance is reiterated in Council Policy 600-28.

The financing program for Unit Seven is summarized below and is subject to refinement and adoption during City review of the development plans and subdivisions. The program will conform to the Planned District Ordinance and be incorporated, when appropriate, in the Public Facilities Financing Plan for Carmel Valley.

- Facilities benefit assessment against dwelling units, or the equivalent, within the precise plan area for public facilities and services, such as a library, a fire station, an enhanced open space area, police protection, public transit, and traffic signals. In lieu, credits for construction of facilities are optional.

- Standard subdivision agreements to finance on- and off-site improvements under the conventional subdivision process.

- Reimbursement agreements between developers and the City for the construction of improvements to community-wide benefit or neighborhood-wide benefit. Examples of improvements include major and arterial streets, water transmission pipelines, and sewer trunk lines.

- School financing as available.

- Development agreements to provide for the payment of fees to the City under the Facilities Benefit Assessment and the School Facilities Master Plan with such fees to be used by the City for the construction of necessary facilities.

- The seven-acre enhanced open space site behind the high school will be purchased, designed and constructed through Facilities Benefit Assessment (FBA) funds.

Use of an assessment district created under the Improvement Acts of 1913/1915 is optional. This district could be applied to the precise plan area and utilized to finance such facilities as major utilities and perimeter arterial streets.

The precise plan area should be included within the Landscape Maintenance District in order to maintain and/or operate the following:

- Selected open space areas, such as the natural open space.

- The street medians of arterial and major streets.

- Special drainage devices and basins.
- The Enhanced Open Space Area.

CHAPTER 6 COMMUNITY PLAN CONFORMANCE

The Unit Seven Precise Plan is based on the goals and proposals set out in the Carmel Valley Community Plan. Throughout this precise plan document, references are made to the Community Plan -- how the precise plan conforms, where minor modifications are introduced, and what the precise plan specifies in greater detail than the Community Plan. This chapter addresses the conformance of the Unit Seven Precise Plan to the Community Plan on a general or conceptual basis.

CARMEL VALLEY GOALS

The Carmel Valley Community Plan sets forth five broad goals to guide urbanization in the Carmel Valley Community. These goals are stated below, along with a brief discussion of compliance by this precise plan.

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

   Development Unit Seven will contain housing in the density ranges specified in the Community Plan. A wide variety of housing product types are anticipated, yielding a choice of residential lifestyles and prices. The community facilities will attract and serve a diverse population and provide equally for all residents. An internal transportation system linked to the community-wide network will ensure mobility and access to all parts of the neighborhood and the community.

2. "To establish self-containment and feeling of community identity among the future residents of Carmel Valley."

   Development Unit Seven constitutes one complete, identifiable neighborhood unit of Carmel Valley, while contributing to the identity and sense of self-containment of the overall community. The precise plan establishes a sense of neighborhood identity, both functionally and aesthetically. The perimeter arterials and open space preserve create a distinct development area which sits above Gonzales Canyon and the San Dieguito Valley. Access to the unit by vehicular traffic is restricted to limited entrances, while the collector system provides internal access to the various residential projects and community facilities. Unit Seven will tie to other community elements through circulation linkages, streetscape design, and visual and functional connections with community facilities, especially the town center.

3. "To preserve the natural environment."

   Residential and facilities development in Unit Seven is concentrated in the developable portions of the precise plan area. The northern natural open space area preserves existing canyons, slopes, and native vegetation. Several overlook

areas blend into the natural open space to be preserved. The grading concept maximizes view opportunities while preserving the overall landform and contours artificial slopes to create a natural appearance at community interfaces.

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

   Unit Seven establishes an internal, neighborhood-oriented circulation system with restricted gateways linked to the community-wide circulation network. Auto, bicycle, and pedestrian path systems not only provide access from residential areas to community and neighborhood facilities, but also extend to activity nodes, such as the town center, employment center, and future transit terminal. The internal collector streets system is designed to provide a visually enhanced street scene which is punctuated by neighborhood open spaces, view outlooks, and a nonstandardized parkway treatment.

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

   The precise plan provides for the installation of public facilities by property owners as required for residential development. Financing of an adequate circulation system and necessary public facilities is described in the Public Facilities Financing Plan and a phasing program for Neighborhood Seven is outlined.

PRECISE DEVELOPMENT PLAN CRITERIA

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

1. "The development unit precise plan must be in general conformance with the Carmel Valley Community Plan objectives and proposals in terms of overall density, neighborhood concept, major open space delineation, and major and collector street patterns."

   As indicated in maps and text, the precise plan is in substantial conformance with the objectives and proposals of the Carmel Valley Community Plan.

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

   Chapter 3 describes the planned network of street and transit routes and their ties to the total Carmel Valley system.

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

   Chapter 3 outlines the bicycle system and pedestrian path network linking neighborhood and community facilities with residential areas within the precise plan area. Connections to the community-wide bike and pedestrian path systems and special bike/pedway features are integrated with plan proposals.

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

   The land use element addresses residential location and mix, as well as efforts in Unit Seven to contribute to community-wide housing balance.

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

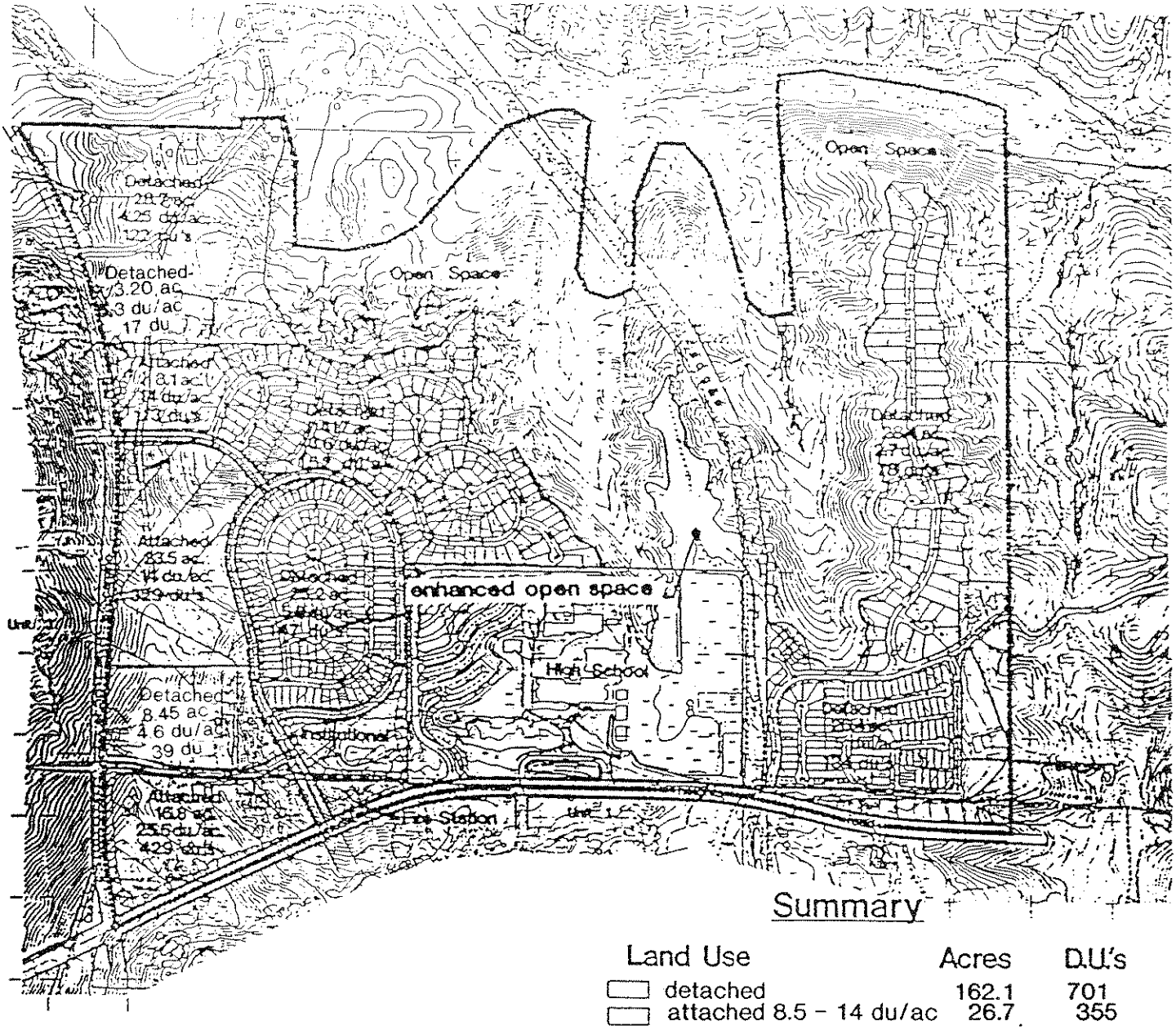
   This guideline is not applicable to Unit Seven, since neighborhood facilities -- elementary school, neighborhood park, and neighborhood shopping -- are located nearby in Unit Three and the Town Center in Unit 9. No elementary school is provided, pursuant to the School Facilities Master Plan. No neighborhood shopping center was proposed in Unit Seven by the Community Plan. Although the City has determined that neighborhood parks in Unit Three and Four adjacent areas will adequately serve the area, an enhanced open space area has been located just north of the high school.

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

   Chapter 5 outlines the phasing and financing of public facilities to be provided through the Public Facilities Financing Plan.

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

   The environmental impact report for Unit Seven accompanies this document.



Summary

Land Use	Acres	D.U.'s
detached	162.1	701
attached 8.5 – 14 du/ac	26.7	355
attached 15 – 29 du/ac	29.9	699
Total Resdential	218.7	1755
high school	60.0	-
fire station	1.7	-
institutional	6.2	-
open space	189.3	-
enhanced open space	7.0	-
primary arterial & collector	18.1	-
Total Plan	501.0	1755

Legend

- unit 7 boundary
- existing contours
- proposed contours
- major slopes
- utility easements
- bicycle lane
- pedestrian path
- bicycle/ped. path

PRECISE PLAN
CARMEL VALLEY: UNIT 7

Pardee Construction Company

Project Design Consultants

north