

Carmel Valley Employment Center, Unit Two
PRECISE PLAN AMENDMENT

One Paseo

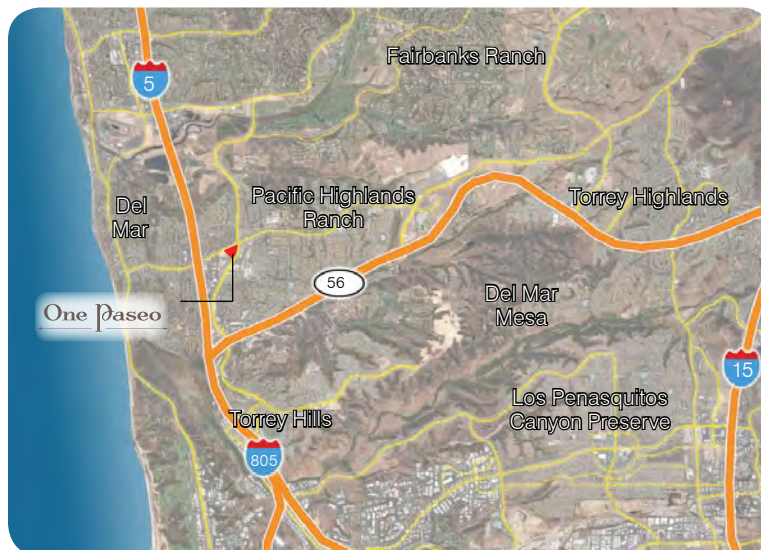
A MAIN STREET FOR CARMEL VALLEY



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Vicinity Map

Applicant: Kilroy Realty, LP

City of San Diego Project NO. 193036

Date: November 2014

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CHAPTER ONE

INTRODUCTION

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CITY OF SAN DIEGO GENERAL PLAN

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CARMEL VALLEY PLANNED DISTRICT

ENTITLEMENT HISTORY

EXISTING SITE TOPOGRAPHY

SITE CONTEXT

REGIONAL & LOCAL CIRCULATION

OPPORTUNITIES

FUNDAMENTAL PRINCIPLES

ORGANIZING CONCEPT PLAN



Figure 1.1a - Character Sketch at One Paseo depicting the Main Street environment. A combination of land uses, generous sidewalks, and landscape elements help define the Main Street at One Paseo.

1.1 VISION STATEMENT

“I want to live here.”

“This would be a great place to work.”

“I can’t wait to bring my friends here for dinner next Saturday night.”

...these are the kinds of sentiments on which a vision is built.

Well-balanced, compact, efficient, diverse, economically and environmentally sensitive are just a few of the characteristics that define the One Paseo vision. By embracing these attributes, One Paseo provides a bridge between the 1975 Carmel Valley Community Plan and the fundamental values of the 2008 City of San Diego General Plan which emphasizes the desirability of creating a City of Villages.

The community plan, initially adopted in 1975, provided a number of broad goals which were largely written to prevent the many problems associated with urban sprawl. The framework of the community plan continues to be guided by several identifiable needs, such as establishing “a physical, social, and economically-balanced community;” and “a self-containment and feeling of community among the future residents of Carmel Valley.”

The Carmel Valley Community Plan preserves natural open space, situates lower-density housing on the periphery and creates a more intensely developed town center core within defined neighborhoods. One Paseo represents one of the last developable infill properties within Carmel Valley. Located at the gateway to

the community, this unique place will nurture and complement the fabric of Carmel Valley by linking the neighborhoods together with daily activities. A significant opportunity exists to apply contemporary planning concepts that are embodied within the San Diego City of Villages strategy included in the 2008 General Plan. The Land Use and Community Planning Element of the City’s General Plan states that “a village is defined as the mixed-use heart of a community where residential, commercial, employment and civic uses are all present and integrated. All villages will be pedestrian-friendly and characterized by inviting, accessible, and attractive streets and public spaces.”

One Paseo offers the opportunity for place-making to create a compact, walkable mixed-use community village. The proposed land use pattern vibrantly combines a lively mixture of retail, homes, entertainment, and workplaces. Main Street, the centerpiece of One Paseo, recalls the nostalgia of traditional small town values while looking to the future. Carmel Valley will benefit from creating a community-defining hub of consumer activity and social interaction in a way that will authentically express the personality and culture of Carmel Valley.

1.2 DESCRIPTION

Located at the intersection of Del Mar Heights Road and El Camino Real, on a parcel of approximately 23.6 acres, One Paseo aims to become a mixed-use Community Village. Organized around five major blocks (Blocks “A” to “E”) all connected by a retail-driven, human-scaled Main Street, featuring public plazas and open-air seating for restaurants. Site circulation establishes a system of paseos within a pedestrian-friendly and active public environment, defined by a variety of uses, and accommodates ample parking. Auto court drop-off areas activate addresses for major land uses.

Secondary streets connect Del Mar Heights Road and El Camino Real, linking the project with the greater community and the adjacent town center. Landscape along the major arterials buffers the project edges and provides pedestrian and bicycle connections to this development and to other community amenities.

Utilizing the sloped topography, the project massing varies across the site, providing a unique project character. Massing along Main

Street is lower in height, allowing ample daylight to reach public spaces while maintaining a pedestrian sense of scale. Second level terraces and residential balconies overlook Main Street, adding a further element to the mix of uses below, and contributing to a diversity of occupants and a variety of changing activities.

Parking structures along Main Street are either wrapped with buildings or are below grade. Parking garage entry points are located throughout One Paseo with mid-block passages that release parking patrons into public spaces directly from the garage structures.

1.3 PURPOSE & AUTHORIZATION

The implementation section of the Carmel Valley Community Plan establishes that precise plans be approved for each identified development unit prior to approval of zoning changes, planned development permits, subdivision maps or issuance of grading/building permits. Community plans are intended to provide guidelines, proposals and concepts for future development. As a framework, these long-range planning documents allow for a great deal of flexibility in determining exactly how individual development units will take shape. The Carmel Valley Community Plan does not determine net densities, building unit design, final road alignments or the exact location of all public facilities.

The precise plan provides a connection between the broad goals and principles of the Carmel Valley Community Plan and the detailed design plans that are required as part of discretionary permits. The Carmel Valley Community Plan notes that individual precise plans should:

- Conform generally with the Carmel Valley Community Plan objectives and proposals in terms of overall density, neighborhood concept, 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;
- Describe the timing of necessary public facilities through the assessment district and fees approach to serve the development.

A primary objective of this precise plan amendment is to articulate overall design concepts and establish guidelines for future development within One Paseo. The intent is to allow design professionals to express their creativity without dictating a particular architectural style or vocabulary. In many instances, more than one proposed solution would be considered acceptable for implementation within the context of the overarching vision. Figures such as renderings and photographs which illustrate the specific placement of buildings or project-related details in the precise plan amendment are representative interpretations that will be subject to future refinements and ultimate approval by the City.

1.4 REGIONAL & LOCAL SETTING

One Paseo is located within the Carmel Valley community planning area. Located in the northwestern corner of the City of San Diego, Carmel Valley is approximately 22 miles north of the downtown metropolitan core. The community is bordered to the north by the communities of Pacific Highlands Ranch, Fairbanks Ranch and the North City Future Urbanizing Area Subarea II, to the south by Torrey Hills, Los Penasquitos Canyon Preserve and Del Mar Mesa, to the west by the City of Del Mar and Torrey Pines, and to the east by Pacific Highlands Ranch and Del Mar Mesa. The Pacific Ocean is approximately 2 ½ miles west of One Paseo.

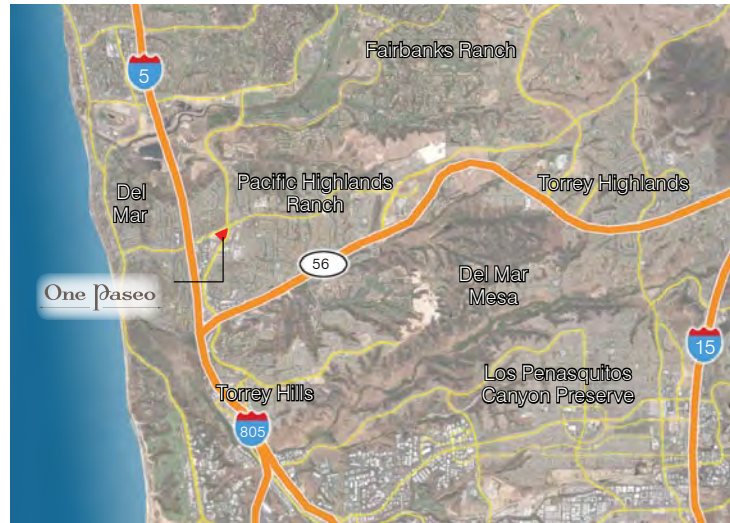


Figure. 1.4a Regional Setting

The approximately 23.6-acre precise plan amendment area is situated in the north central portion of Carmel Valley approximately one-half mile east of Interstate 5, at the intersection of Del Mar Heights Road and El Camino Real. The generally triangular shaped site is bounded by Del Mar Heights Road, El Camino Real and High Bluff Drive.



Figure. 1.4b Local Setting

1.5 CITY OF SAN DIEGO GENERAL PLAN

In 2008, the City of San Diego completed a comprehensive amendment to the General Plan. This document “provides policy guidance to balance the needs of a growing city while enhancing the quality of life for current and future San Diegans.” The General Plan includes a strategic framework and ten elements (Land Use and Community Planning, Mobility, Urban Design, Economic Prosperity, Public Facilities, Services & Safety, Recreation, Conservation, Historic Preservation, Noise, and Housing).

A central focus of the updated General Plan is to promote San Diego as a “City of Villages.” According to the General Plan, “a village is defined as the mixed-use heart of a community where residential, commercial, employment, and civic uses are all present and integrated. All villages will be pedestrian-friendly and characterized by inviting, accessible, and attractive streets and public spaces. Public spaces will vary from village to village, consisting of well-designed public parks or plazas that bring people together. Individual villages will offer a variety of housing types affordable for people with different incomes and needs. Over time villages will connect to each other via an expanded regional transportation system.”

The General Plan establishes goals, policies and a strategy for developing and sustaining a hierarchy of mixed-use village types that complement the existing fabric or help achieve desired community character.

Policies and objectives established for One Paseo reflect the General Plan. Within the Precise Plan Amendment, references from the various elements of the General Plan have been cited in parenthesis to demonstrate conformance. In some instances, more than one General Plan policy is applicable so the primary one is noted. For a more detailed evaluation of the PPA conformance to the General Plan, the reader may consult the Final Environmental Impact Report.

1.6 CARMEL VALLEY COMMUNITY PLAN

In February 1975, the City Council approved the North City West (now known as Carmel Valley) Community Plan for approximately 4,300 acres. The community plan proposed to reduce sprawl by confining development to mesa tops while leaving the canyons untouched. Planned development would be centered on a more intense core surrounded by decreasing residential densities.

The vision of the original community plan has served the area well. In 2010, Carmel Valley had approximately 36,000 residents and approximately 13,000 homes. The City of San Diego characterizes Carmel Valley as a “...newer, master-planned community that has matured into a place where people can live, work and play. Families with children are attracted by the large houses and award-winning schools. Area amenities and easy access to much of San Diego County makes the commercial center of Carmel Valley ideal for corporate offices, shopping and restaurants.” Households are affluent compared to the typical household in the city, with average household incomes twice the citywide average.

In October 1981, the North City West (Carmel Valley) Development Unit Number Two Precise Plan was adopted for an area described by Interstate 5, Del Mar Heights Road and Camino Real Road. The Employment Center Precise Plan envisioned this area becoming a “tightly controlled business park of the highest quality.” As Carmel Valley grew, the industrial-office park envisioned in the community plan began to take shape. Carmel Valley has become a major employment area and a center for the technology industry and the professionals that service that sector. The proposed amendment for One Paseo would add a new section to the Employment Center Precise Plan.

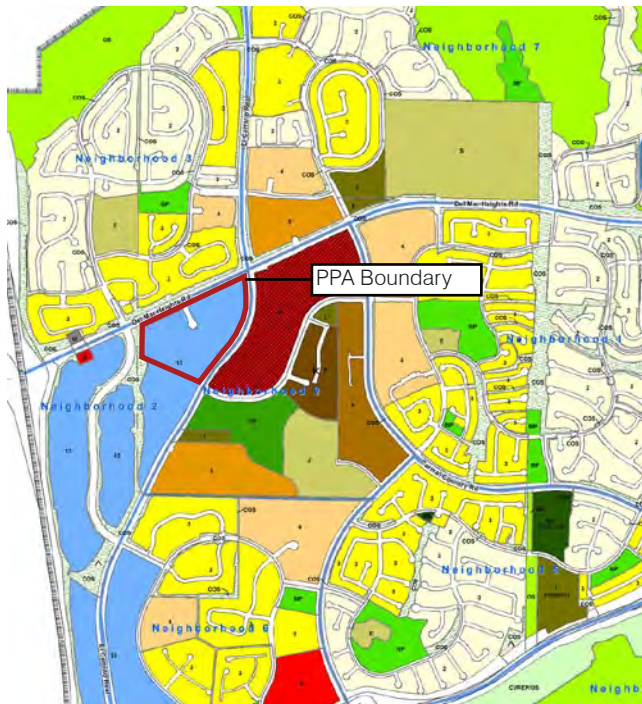


Figure. 1.6a Existing Carmel Valley Community Plan



Five years later, the City Council approved the North City West (Carmel Valley) Town Center Development Unit 9 Precise Plan for an area consisting of approximately 168 acres. Located southeast of the intersection of Del Mar Heights Road and El Camino Real, the precise plan provides for a variety of commercial, residential and community facilities. One of the focal points of the Town Center neighborhood is the existing Del Mar Highlands Town Center, which consists of a supermarket, drugstore, movie theatre and approximately 70 shops and restaurants. Other significant uses within Unit 9 include an 18-acre community park, public library, middle school, elementary school and approximately 2,000 multi-family dwelling units.

Existing Land Use Designation

The City General Plan land use designation for the amendment area is “Industrial Employment.” The Carmel Valley Community Plan designates the site as a portion of the much larger “Employment Center.”

The Economic Prosperity Element of the General Plan identifies a hierarchy of industrial lands on Figure EP-1 (Industrial and Prime Industrial Identification). Prime Industrial lands support export-oriented base sector activities such as warehouse distribution, heavy or light manufacturing, research and development uses. The objective of identifying prime industrial lands is to establish policies that protect employment land for base sector industries. Converting Prime Industrial Lands to other purposes is subject to demonstrating that preservation of industrial land and other base sector activities is no longer necessary.

Figure EP-1 of the Economic Prosperity Element of the City’s General Plan identifies the Employment Center in Carmel Valley (which includes the precise plan amendment area) as an

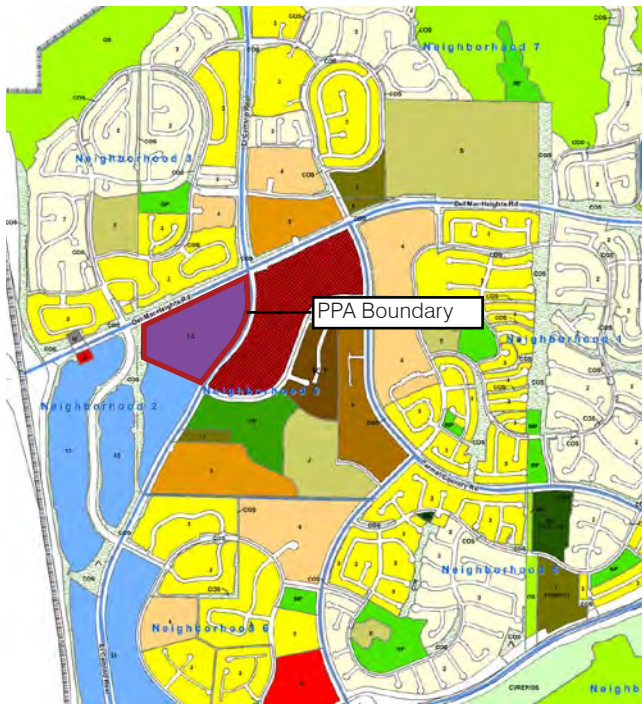
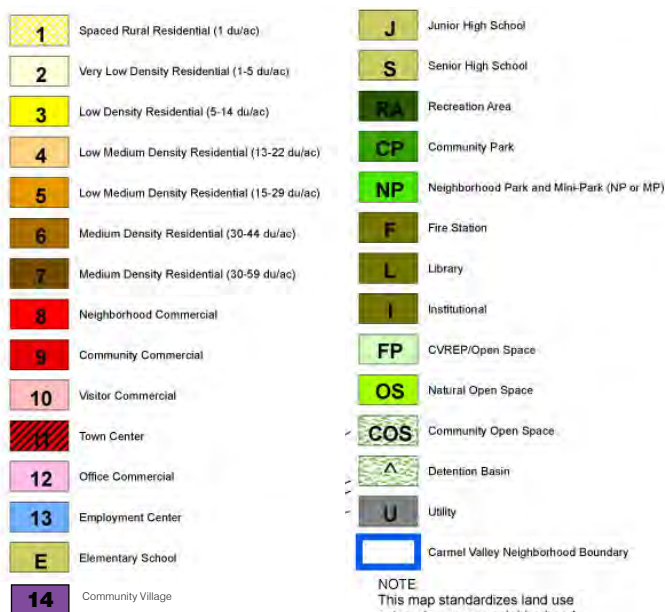


Figure 1.6b Amended Carmel Valley Community Plan



NOTE
This map standardizes land use categories across neighborhood boundaries. Density ranges within the same land use category also often overlap between neighborhoods. For detailed land use refer to the adopted Precise Plan document for each neighborhood.

“Area Where Other Industrial Land Policies Apply” rather than being considered a protected Prime Industrial Area.

Proposed Land Use Designation

On July 23, 2009, the City of San Diego Planning Commission approved initiation of amendments to the General Plan and Carmel Valley (North City West) Employment Center Precise Plan. To accommodate the mix of uses proposed for One Paseo, an amendment to the Carmel Valley Community Plan is being proposed from “Employment Center” to “Community Village.” As described in the General Plan, villages will differ depending on community needs. Table LU-4 of the General Plan identifies Multiple Use as a General Plan Land Use Designation and identifies several corresponding community plan land use designations depending on uses, service radius and residential density.

A Community Village provides, “Housing in a mixed-use setting and serves the commercial needs of the community-at-large, including the industrial and business areas. Integration of commercial and residential use is emphasized, civic uses are an important component, retail, professional/administrative offices, commercial recreation facilities, service businesses, and similar types of uses are allowed.”

The General Plan states that Community Village and Neighborhood Village Centers, which range in size from just a few acres to more than 100 acres, should be located in almost every community planning area. Community Villages are intended to serve a larger area and have a more significant employment component than a Neighborhood Village.

1.7 CARMEL VALLEY PLANNED DISTRICT

Existing Zoning

Zoning regulations for the site are governed by the Carmel Valley Planned District (CVPD) and the City's Land Development Code. The purpose of the Planned District is to implement the Carmel Valley Community Plan and the various precise plans that have been adopted for particular neighborhoods. If the citywide Land Development Code and the CVPD conflict, the regulations of the Planned District apply.

The current zoning of the property is "CVPD-EC" (Carmel Valley Planned District-Employment Center). This zone was established to facilitate the implementation of the Neighborhood 2 Precise Plan. The development regulations of the CVPD-EC zone have a floor area ratio (FAR) of 0.5, which would potentially permit a maximum of approximately 510,000 square feet of employment center uses on this site. The existing zone does not have a maximum structure height limit for areas which are located west of El Camino Real.

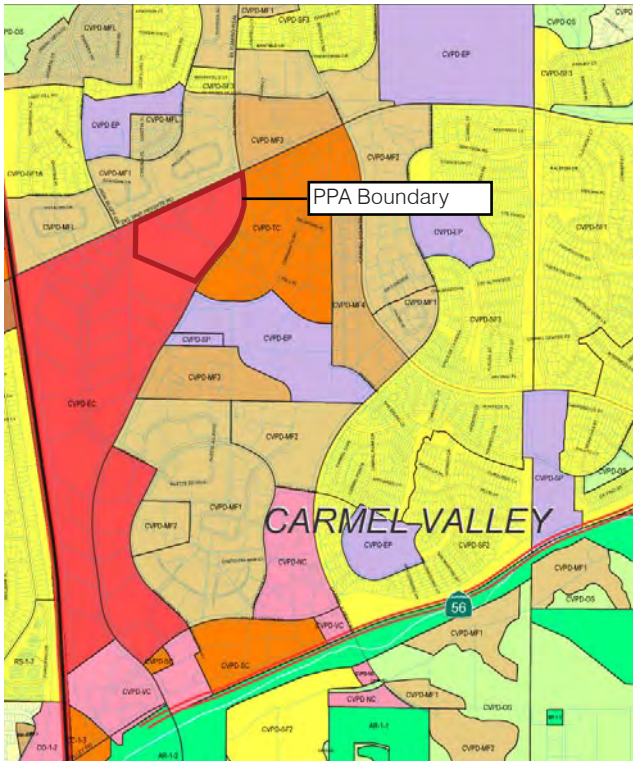


Figure. 1.7a Existing Carmel Valley Zoning

Legend

City of San Diego Boundary	
Community Plan Areas	
Parcels	
AR-1-1	IH-2-1
AR-1-2	IL-2-1
CC-1-3	IL-3-1
CN-1-2	IP-2-1
CO-1-2	OC-1-1
CV-1-2	OF-1-1
CVPD-EC	OP-1-1
CVPD-EP	OP-2-1
CVPD-MF1	OR-1-2
CVPD-MF2	RM-1-1
CVPD-MF3	RM-1-2
CVPD-MF4	RM-1-3
CVPD-MFL	RM-2-5
CVPD-NC	RM-3-7
CVPD-OS	RM-5-12
CVPD-SC	RS-1-14
CVPD-SF	RS-1-3
CVPD-SF1	RS-1-4
CVPD-SF1A	RS-1-6
CVPD-SF2	RS-1-7
CVPD-SF3	RX-1-1
CVPD-SF4	
CVPD-SP	
CVPD-TC	
CVPD-VC	

Proposed Zoning for the Site

Accompanying this precise plan amendment is a rezone which would change the Carmel Valley Planned District to "CVPD-MC" (Carmel Valley Planned District-Mixed-Use Center). The purpose of the Mixed-Use Center Zone is to create a compact, multi-functional, pedestrian-oriented mixed-use Community Village. The CVPD-MC zone provides for a wide diversity of uses including retail sales, commercial services, offices and residential multiple dwelling units.

1.8 ENTITLEMENT HISTORY

On May 30, 1986, the Planning Commission approved a four-lot parcel map for approximately 33 acres which included the subject property and an area that has since been developed as the headquarters for Neurocrine Biosciences. Both properties were subsequently graded consistent with the approvals granted by Tentative Parcel Map 86-0276.

On January 3, 1990, the Planning Commission approved North City West Development Permit No. 90-0588 to construct a 24,828-square-foot two-story commercial office on a vacant 1.4 acre property on one of the parcels. Del Mar Place, proposed for the southwest corner of Del Mar Heights Place, east of High Bluff Drive, west of El Camino Real, was never constructed, and the permit is no longer valid.

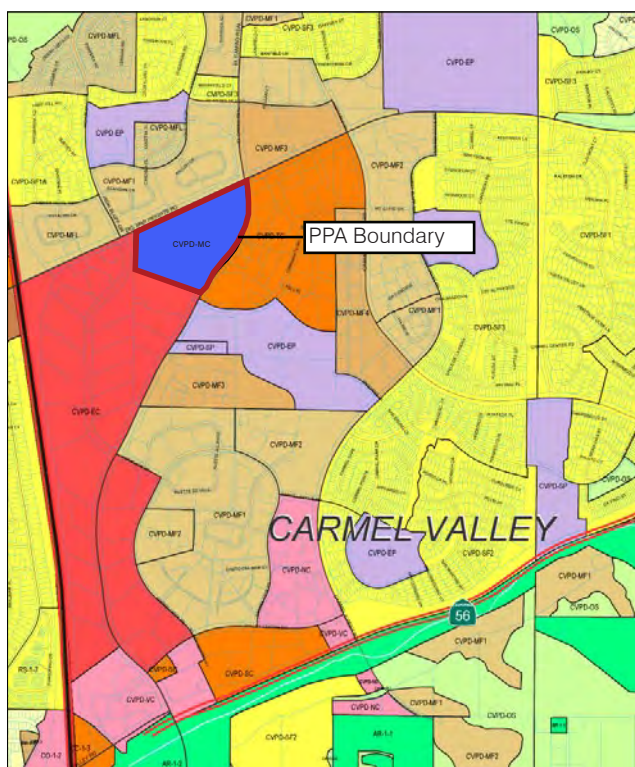




















































Figure. 1.7b Amended Carmel Valley Zoning

Legend

- | | | | |
|---|----------------------------|---|---------|
|  | City of San Diego Boundary | | |
|  | Community Plan Areas | | |
|  | Parcels | | |
|  | AR-1-1 |  | IH-2-1 |
|  | AR-1-2 |  | IL-2-1 |
|  | CC-1-3 |  | IL-3-1 |
|  | CN-1-2 |  | IP-2-1 |
|  | CO-1-2 |  | OC-1-1 |
|  | CV-1-2 |  | OF-1-1 |
|  | CVPD-EC |  | OP-1-1 |
|  | CVPD-EP |  | OP-2-1 |
|  | CVPD-MF1 |  | OR-1-2 |
|  | CVPD-MF2 |  | RM-1-1 |
|  | CVPD-MF3 |  | RM-1-2 |
|  | CVPD-MF4 |  | RM-1-3 |
|  | CVPD-MFL |  | RM-2-5 |
|  | CVPD-NC |  | RM-3-7 |
|  | CVPD-OS |  | RM-5-12 |
|  | CVPD-SC |  | RS-1-14 |
|  | CVPD-SF |  | RS-1-3 |
|  | CVPD-SF1 |  | RS-1-4 |
|  | CVPD-SF1A |  | RS-1-6 |
|  | CVPD-SF2 |  | RS-1-7 |
|  | CVPD-SF3 |  | RX-1-1 |
|  | CVPD-SF4 | | |
|  | CVPD-SP | | |
|  | CVPD-TC | | |
|  | CVPD-VC | | |
|  | CVPD-MC | | |

1.9 EXISTING SITE TOPOGRAPHY



Figure. 1.9a Site Topography

The property was graded a number of years ago into three terraced pads to accommodate industrial/office uses. Reconfiguring the property will need to respect the needs of pedestrians. With a significant difference in topography of 66 feet, this site requires specific attention to make vertical connections. These vertical opportunities afford the development of an architectural massing that provides overviews and view sheds that link the blocks and program elements together.

Major grade changes along the property lines are as follows:

- A 45-foot change in elevation along Del Mar Heights Road, from the intersection of High Bluff Drive and Del Mar Heights Road down to the corner of El Camino Real and Del Mar Heights Road.
- A 19-foot change in elevation along El Camino Real, from the Intersection of Del Mar Heights Road and El Camino Real sloping down to the corner of the site boundary.
- A 66-foot change in elevation from the corner of High Bluff Drive and Del Mar Heights Road sloping down to the corner of the site boundary along El Camino Real.

1.10 SITE CONTEXT

One Paseo represents one of the last in-fill opportunities in Carmel Valley. The site is located in a transitional area between the office/industrial development of the Employment Center and residential neighborhoods to the north and east. The immediate area surrounding One Paseo is marked by a wide diversity of uses (commercial retail, employment, residential and a cluster of civic uses including a community park/recreation center, library, and several schools).



Figure. 1.10a Site Context



Figure. 1.10b Site Aerial



Figure. 1.10c Site Aerial

1.10 SITE CONTEXT (CONTINUED)

*West***A** Interstate 5

Interstate 5, which has a length of almost 800 miles, is a major north-south route of the Interstate Highway System. The southern most portion of Interstate 5 starts at the San Ysidro Port of Entry at the U.S.-Mexico border and proceeds north through San Diego, through the length of California and crosses into Oregon. Interstate 5 provides regional access to the site from north and south bound interchanges at Del Mar Heights Road.

B Del Mar Heights Road Shell Station

A full-service gas station located at 3015 Del Mar Heights Road.

C Highlands Corporate Center

A series of two-to six-story Class-A office buildings are located along Del Mar Heights Road and High Bluff Drive. Among major occupants are Hydrologic Research Center, Modis Recruiting Services, James J. Reynolds Law Offices and Sequel Pharmaceuticals.

*North***D** Carmel Valley-Neighborhood 3

The 290-acre Neighborhood 3 Precise Plan provides for a maximum of 1,199 dwelling units, open space, a neighborhood park and elementary school. The overall density of Neighborhood 3 is 6.8 dwelling units per residential acre. The housing mix includes single-family detached (up to 5 du/per acre), lower density attached (5-10 du/per acre) and higher density attached (10-14 du/per acre).

*Northeast***E** Carmel Valley-Neighborhood 7

Carmel Valley-Neighborhood 7 is located across from the Del Mar Highlands Town Center. A pedestrian bridge links Neighborhood 7 to the commercial center. Signature Point, a luxury apartment complex, is located east of El Camino Real and north of Del Mar Heights Road. This multi-family community has been developed at approximately 26 du/per acre. The project offers one, two and three bedroom apartments. The complex includes a number of amenities including a swimming pool, tennis courts, saunas, sand volleyball courts, tot lot, fitness center, locker rooms, basketball courts, BBQ area, and a media center. Further to the east and north along Del Mar Heights Road is City of San Diego Fire Station 24 and Torrey Pines High School.

*East***F** Del Mar Highlands Town Center

This approximately 30-acre open air shopping center features a major grocery and drug store, movie theater, shops, restaurants, plaza, and amphitheater. Primary access to the commercial center is from El Camino Real and Del Mar Heights Road. Opened in 1989, the Del Mar Highlands Town Center is undergoing a major renovation.

G Carmel Valley Community Park and Recreation Center

Located on Townsgate Drive, the Carmel Valley Recreation Center includes outdoor courts, tot lot, playground, picnic areas, a multi-purpose athletic field, tennis courts, a full size gymnasium, meeting room, game room, craft room, and a swimming pool.

H Carmel Valley Middle School

The San Dieguito Unified School District operates the Carmel Valley Middle School which is located east of the site. The award-winning school opened in 1999 and serves more than 1,300 students.

I Pell Place

Built in 2005, Pell Place includes 316 one- and two-bedroom condominiums which are located off Townsgate Drive by the community park.

J Carmel Valley Library

A City of San Diego branch library located at 3919 Townsgate Drive.

*Southeast***K The Heights @ Del Mar**

Developed in 2004, this office complex of approximately 13.8-acres is located at 12770 and 12790 El Camino Real. The campus includes a three-story office building and three-story laboratory/office building occupied by Neurocrine Biosciences, a vacant office pad, as well as a cafe, gym, library, two subterranean parking garages and an outdoor amphitheater with a water feature.

L Northwestern Police Substation

This single-story facility is located at 12592 El Camino Real. The six-acre site contains an approximately 22,000-square-foot building, light vehicle maintenance area, fueling and car wash.

M Carmel Valley Skate Park

This municipal recreational facility includes an in-place concrete bowl, railings, stairs, banks, ledges and night lighting. It is located on El Camino Real, adjacent to the police substation and across from the community park.

N Residential Neighborhood- Elijah Court

Consisting of one, two and three-bedroom condominium units ranging from 700 to 1,400 square feet.

O Pell Property

The address of the site is 12805 El Camino Real. It is located east of El Camino Real, north and west of Townsgate Drive. The Pell property is bordered by the two streets and the Del Mar Highlands Town Center (DNHTC). Aerial photographs indicate the heavily vegetated property supports several structures which have a rural character. The Pell property is within the Town Center Precise Plan (Development Unit 9). It is designated as Town Center (Commercial/Office).

1.11 REGIONAL & LOCAL CIRCULATION

Regional vehicular access to the site is available from:

- Interstate 5, an eight-lane freeway, that runs north-south with a posted speed limit of 65 miles per hour. Interchanges have been constructed at I-5 north and south at Del Mar Heights Road.
- SR 56, a four-lane freeway, that runs east-west, south of the project site. SR-56 provides access between I-5 to the west and I-15 to the east. The posted speed limit is 65 miles per hour.

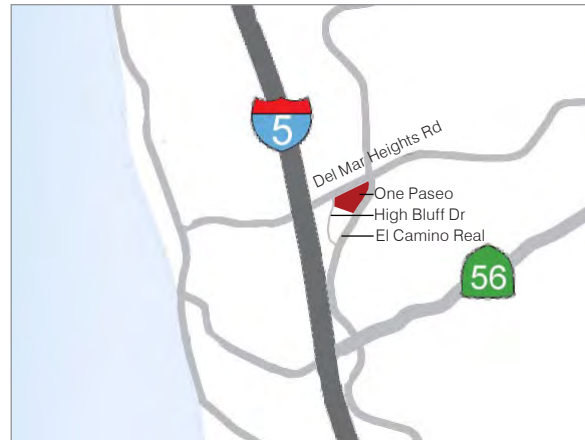


Figure. 1.11a Regional Circulation

- Significant roadways in the immediate vicinity include:
- Del Mar Heights Road is generally an east-west trending roadway between Mango Drive and Carmel Canyon Road. This portion of the roadway has a functional classification of a five-lane major roadway. From Portofino Drive to the I-5 northbound ramps, it has a functional classification of a five-lane prime arterial and a six-lane major roadway between the I-5 northbound ramps to High Bluff Drive. From High Bluff Drive to Carmel Canyon Road, Del Mar Heights Road is functionally and ultimately classified as a six-lane prime arterial. The roadway section includes 102 feet with a posted speed of 40 miles per hour. Parking is not allowed along this section of the roadway. Bike lanes are located on both sides of the road.
- El Camino Real generally runs in a north-south direction. It has a functional classification of a two-lane collector from Via de la Valle to Derby Downs Road, an ultimate classification of a four-lane major from Derby

Downs Road to Del Mar Heights Road, a functional classification of a six-lane major from Del Mar Heights Road to Valley Centre Drive, and a functional classification of a five-lane major from Valley Centre Drive to Carmel Valley Road. El Camino Real varies in width from 40 to 102 feet. The posted speed limit is 50 miles per hour for most of the roadway. Bike lanes are available along both sides of the road near the site.

- High Bluff Drive is a generally north-south trending roadway and is constructed with three-lanes on the north-bound side of the roadway and as a four-lane collector on the south-bound side of the roadway. The posted speed is 30 miles per hour. No parking is allowed along High Bluff Drive. Bike lanes are available along both sides of the road.

1.12 OPPORTUNITIES



Figure. 1.12a Opportunities Diagram

The amendment area is:

- Sufficiently sized to provide a multiplicity of land uses.
- Adjacent to a wide-variety of private and public land uses that are complementary to a mixed-use environment.
- Close to important components of the regional and local circulation network.
- Near existing community amenities located in the Town Center including a community park, schools, fire station and library.

The amendment area will:

- Implement the community plan objective of a balanced community by offering an on-site mixture of land uses.
- Provide a pedestrian friendly environment that promotes a healthy and walkable lifestyle for existing and future residents and visitors.
- Offer a Main Street as an identifiable place for public gathering and social interaction.
- Retain and expand existing employment opportunities and new revenues for the City.
- Implement sustainable practices.
- Enhance Carmel Valley as “a place to live, work, and play.”

1.13 FUNDAMENTAL PRINCIPLES

According to the San Diego Association of Governments, Smart Growth is a compact, efficient and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas, and close to existing and planned job centers and public facilities.

Based on the experience of communities around the nation that have used smart growth approaches to create and maintain great neighborhoods, the Smart Growth Network (listed on the EPA Website) developed a set of ten basic principles:

1. Mix land uses.
2. Take advantage of compact building design.
3. Create a range of housing opportunities and choices.
4. Create walkable neighborhoods.
5. Foster distinctive, attractive communities with a strong sense of place.
6. Preserve open space, farmland, natural beauty, and critical environmental areas.
7. Strengthen and direct development towards existing communities.
8. Provide a variety of transportation choices.
9. Make development decisions predictable, fair, and cost-effective.
10. Encourage community and stakeholder collaboration in development decisions.

The following principles, which align with the Smart Growth Principles, reflect the underlying vision for One Paseo:

- Emphasizing the pedestrian experience and overall public realm through thoughtful planning and design.
- Providing a strong commercial base, which creates a diversity of employment opportunities, while enhancing and promoting economic activity.
- Attracting a wide range of individuals through a multi-functional environment, including: housing, work, shopping, culture, entertainment, and public space.
- Providing a connected system of private driveways and paths both internally and to surrounding uses, allowing people to choose from a variety of transportation modes including walking and biking.
- Offering a variety of pedestrian-friendly public and private spaces.
- Incorporating sustainability principles into the project.
- Upholding positive relationships to Carmel Valley and its adjacent neighborhoods by respecting and understanding the context and overall community goals.
- Affording new opportunities for social interaction and community cohesiveness.

1.14 ORGANIZING CONCEPT PLAN

A number of important “big-picture” considerations guided the design of One Paseo from the earliest concept sketches. The organizing concept plan for One Paseo is based around a Main Street spine, public spaces, and a mix of uses spread over five blocks which provide the activity and diversity that promotes a true “place.” One Paseo has streets, plazas and paseos that are both walkable and human-scaled, each with its own character and function. These streets connect and tie into the fabric of the existing community, providing for convenient community access. Uses are comprised of retail and other street activating uses within

plazas and the ground floor of buildings; offices and residential units that create a live-work-play atmosphere vital in creating vibrant and sustainable places. Residential uses are placed adjacent to existing residential areas. Office buildings are located at the lower elevations to minimize the visual impact. The majority of the parking is either underground, or screened from view. Careful planning is used throughout One Paseo, and the following plan illustrates the various underlying concepts:

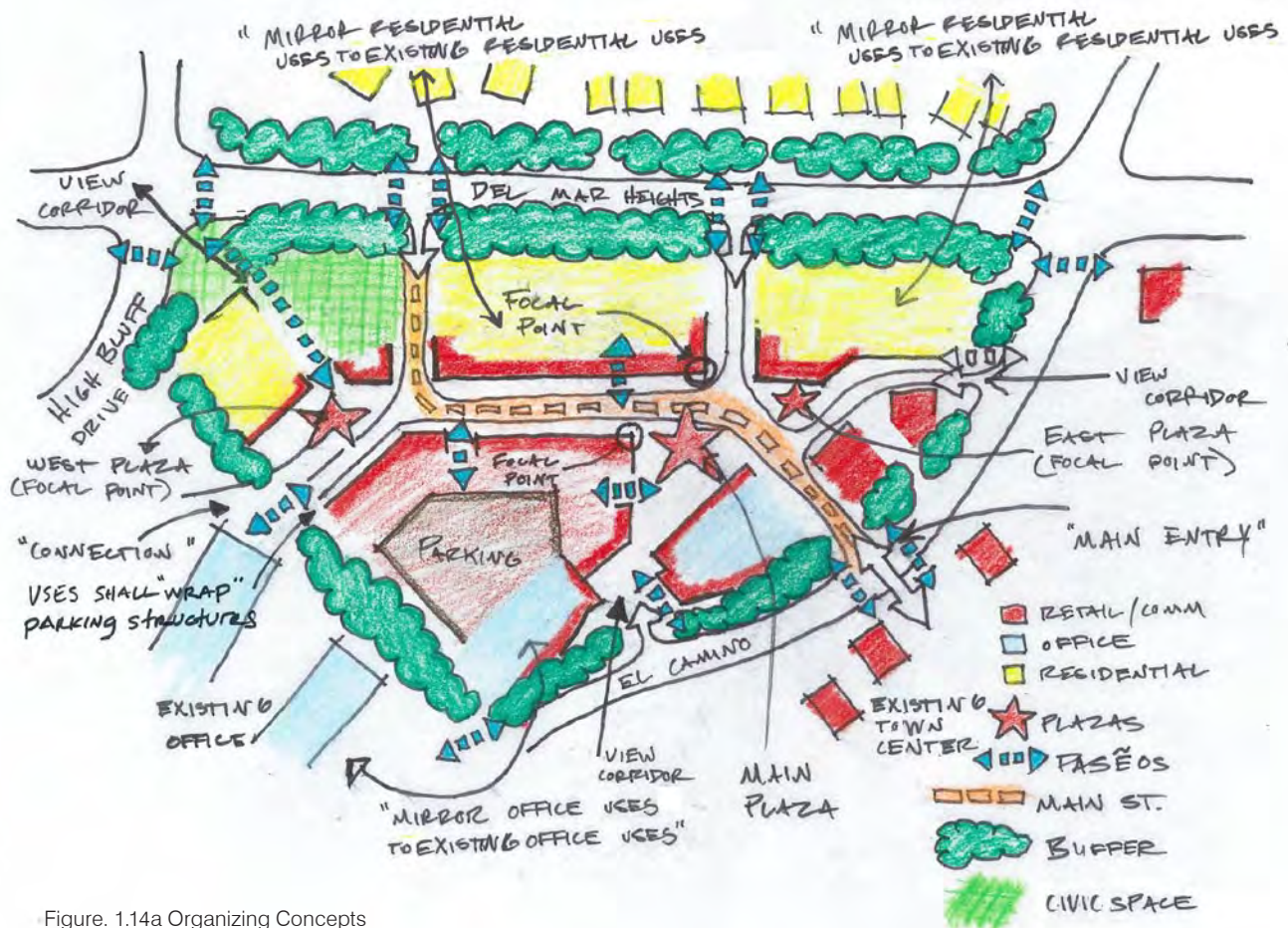


Figure. 1.14a Organizing Concepts

CHAPTER TWO

LAND USE

ONE PASEO LAND USE PLAN

LAND USES COMPONENTS

BLOCK DESIGNATION & LAND USE SUMMARY

OPEN SPACE

PUBLIC SPACE

ADDITIONAL OPEN SPACE



Figure 2.0a - Character Sketch at One Paseo



INTRODUCTION

The One Paseo land use element responds to the opportunities which are intrinsic to the site and fulfills the identified vision, goals and objectives for this mixed-use Community Village. The One Paseo Land Use Plan (p.28) and Summary Table (p.31) define the various land use components and development intensities which are combined to create the optimal integration of jobs, homes, visitor accommodations, shopping, dining, entertainment and recreation uses linked by an efficient network of pedestrian sidewalks and vehicular streets.

Goals

Promote a variety of land uses that benefit Carmel Valley and are convenient for future residents and employees of One Paseo.

- Opportunities shall be designated for creative vertical (stacked) and horizontal (side-by-side) mixed-use development.
- The placement of land uses within One Paseo shall generally “mirror” existing adjacent off-site land uses.
- Land uses shall be situated to create a Main Street and encourage pedestrian activity.
- Integrated uses emphasize a sense of community, visual diversity, choice of lifestyle, and opportunities for social interaction.
- At buildout, parking shall not be a dominant land use as spaces will be largely within enclosed structures rather than in highly visible surface lots.

2.1 ONE PASEO LAND USE PLAN

The Land Use Element of the PPA supplements the overall Community Village land use designation with more detail. The graphics, table, and narrative included in this chapter collectively act as the land use element for the Community Village. The One Paseo Land Use Plan identifies land use, circulation, and open space in a diagrammatic form. It creates the spatial relationships which promote a cohesive pattern of mixed-use development. The accompanying text includes a definition for the various land use

designations. Maximum development limits for residential and non-residential development by specific blocks are established by the Summary Table. Figure 2.1a illustrates the eight key land use components that compromise One Paseo.



Figure. 2.1a Land Use Plan

2.2 LAND USE COMPONENTS

Retail and Commercial Sales

This land use category provides for a variety of facilities for the sale and purchase of commodities and professional/personal services. It is intended to create community and neighborhood shopping opportunities that will satisfy the residents of Carmel Valley and One Paseo. As the focal point for retailing, Main Street may include stores for clothing, toys, home furnishings, eating and drinking establishments, entertainment activities and other comparable uses permitted by the applicable zone.

Retail and commercial sales may be located in mixed-use, vertically-stacked structures, the ground level of office buildings, stand-alone structures and kiosk/pushcarts.

Offices

This land use category includes the type of administrative/professional business offices that are currently found within the Employment Center. Sectors that may be housed within this designation could include legal, engineering, technology, scientific research, financial services, insurance, real estate, marketing, medical, and other health care-related fields.

The ground level of the offices particularly those adjoining the main plaza area, will be encouraged to accommodate business support services and retail/food services for visitors and employees to One Paseo.

An area for corporate offices, has been designated along the El Camino Real corridor. It is also envisioned that a limited amount of office space may be located on Main Street as part of the mixed-use land use designation.

Multi-Family Residential

This designation provides for multiple dwelling units at a maximum overall density of 29 du/acre. The total number of permitted dwelling units shall be calculated on the gross acreage of the precise plan amendment area and distributed without regard to lot boundaries.

Buildings in this category may include for-sale and rental housing including condominiums, traditional apartments, townhouses, duplexes and other multiple-family-style buildings. Housing within One Paseo will be accompanied by private amenities, such as on-site recreational areas for common use and private open space.

The ground level of multi-family structures depicted for mixed-use along Main Street will feature commercial/retail uses and/or drinking/eating establishments.

As illustrated on the One Paseo Land Use Plan, multi-family residential adjoins Del Mar Heights Road, Market Plaza, First Avenue, Third Avenue and Main Street.

2.2 LAND USE COMPONENTS (CONTINUED)

Mixed Use

As noted on the One Paseo Land Use Plan, specific areas have been identified for mixed-use. This category is intended to create a uniquely diverse and convenient environment that activates the street scene. Mixed-use is defined as a combination within the same building or lot area of at least two of the following: multi-family dwellings, retail/commercial sales and services, eating/drinking establishments, and offices.

Civic

Civic refers to areas designated and used by the public for common purposes. This use type includes publicly accessible gathering places such as plazas, paseos, and Civic Greens. Civic spaces will generally be located at the intersection of important streets, and anchor prominent locations.

Perimeter Open Space

Definition and description of perimeter open space may be found in section 2.4 Open space.

Parking Facility

Parking within the precise planning area will be located within underground parking structures, surface parking lots or above-ground facilities. The first two types of parking are considered accessory to other land uses and are not covered within this land use category. A Parking Facility designation is reserved for areas containing building(s) that meet the following criteria: 1) The predominate use of the structure is for the temporary storage of motor vehicles, 2) the structure is intended to offer parking for multiple non-residential buildings.

2.3 BLOCK DESIGNATION & LAND USE SUMMARY

Block Designation

In the built environment, places are defined by their blocks and streets. Blocks need to be walkable in length and organized into a fine-grained pattern for an increased sense of location and direction. Pedestrian-friendly blocks typically range somewhere between 300 and 600 feet, with longer blocks broken by paseos. (refer to General Plan Policies UD-C.6d). One Paseo is comprised of five pedestrian-friendly blocks, each made up of varying uses to create a multi-functional walkable environment. The following table establishes maximum development for the precise plan amendment area.

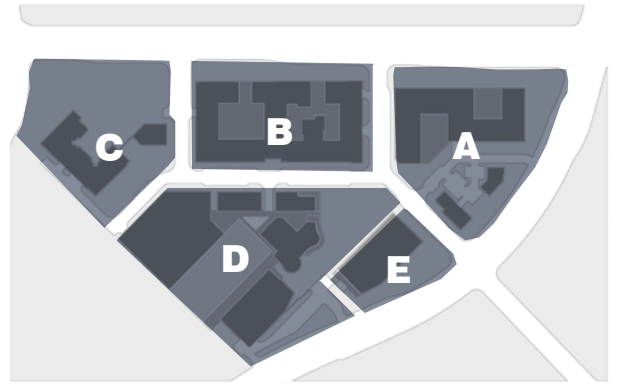


Figure. 2.3a Block Diagram

Land Use Summary

Block	Acres	Retail and Commercial Sales		Offices		Multi-Family Residential (Dwelling Units)	Total *
		Retail	Cinema **	Corporate Office	Professional Office ***		
A	4.7	47,353 sf				165	47,535 sf (GLA) and 165 DU
B	4.7	38,000 sf				337	38,000 sf (GLA) and 337 DU
C	4.3	12,611 sf				106	12,611 sf (GLA) and 106 DU
D	5	70,100 sf	48,000 sf	221,000 sf	21,000 sf		360,100 sf (GLA)
E	4.9	30,254 sf		242,000 sf			272,254 sf (GLA)
Total *	23.6	198,500 sf	48,000 sf	463,000 sf	21,000 sf	608	730,500 sf & 608 DU

Figure. 2.3b Land Use Summary

* Gross Leasable Area (excludes parking structures).

** Cinema consists of up to 10 screens

*** Professional Office (located on Main Street)

2.4 OPEN SPACE

The proper planning and design of open space plays an important role in placemaking and is an essential component of a successful mixed-use neighborhood. Open Space types are defined by a combination of certain physical constants, including the relationship between their intended use, size, landscaping and adjacent buildings. Open space can have many forms and functions, and be categorized into areas used for public or private purposes. Consistent with the City General Plan, One Paseo will encourage the provision of approximately 10 percent of a project's net site area as public space.

Public space may be provided in the form of plazas, paseos, greens, gardens, pocket parks, amphitheaters, community meeting rooms, public facilities and services, and social services (refer to General Plan Policies UD-A.5; UD-A.7). These areas may be privately owned and maintained provided they are open to the public for a shared purpose. Information about population based parks may be found in Section 6.10.



Figure 2.4a Open Space Plan

2.5 PUBLIC SPACE

Plazas/Civic Green

Plazas are intended to provide a formal open space to serve as a gathering place for civic, social, and commercial purposes. Plazas are usually located in areas where land uses are more diverse and there is potential for a greater level of pedestrian activity and movement. They are spatially defined by building frontages or landscaping, and typically consist of formal and naturalistic landscape, combining paths, lawn, and tree planting. The Civic Green, along Del Mar Heights Road, serves multiple functions including acting as a front porch to welcome visitors and residents, extending the perimeter landscape buffer and offering a flexible recreation space that can be devoted to a variety of community needs.

Plazas and Civic Greens can accommodate a combination of active uses (playgrounds, informal or unstructured recreation) and passive uses (seating, strolling, relaxing).

Paseos

Paseos are spaces specifically for pedestrians integrated into the overall circulation network, and connect to the larger more public open spaces. They reduce the overall block length, extend retail and dining opportunities, and reinforce the pedestrian scale at sidewalk level (refer to General Plan Policies UD-C.6d). These types of spaces offer connections to residential lobbies, parking facilities and other types of open spaces throughout the project.

2.6 ADDITIONAL OPEN SPACE

Landscape Buffer

This land use category encompasses landscaped areas located on the boundaries of One Paseo. Landscape buffers, which are located along Del Mar Heights Road and El Camino Real, serve to define edge conditions and provide separation and screening for adjoining off-site land uses.

Private Amenity Area

Open space that is not publicly accessible or is available only to limited users and is not available to the public on a regular or constant basis is defined as “private.” Private terraces, balconies, and courts that contain both passive and active uses, such as pools, leisure areas, and semi-private dining opportunities that meet the residents’ needs will be provided throughout the residential zones of the project. The terraces and courts will be raised from sidewalk level to provide an element of privacy from the public zone. Well-designed landscapes will inhabit these spaces and soften the hardscape, providing shade to certain areas.

CHAPTER THREE

MOBILITY

PEDESTRIAN CIRCULATION

VEHICULAR CIRCULATION

BICYCLE CIRCULATION

PARKING MANAGEMENT

TRANSIT

TRANSPORTATION DEMAND MANAGEMENT



Figure 3.0a - Character Sketch at One Paseo looking down Main Street.



INTRODUCTION

The overall circulation network for One Paseo has been planned to achieve a high degree of compatibility between pedestrians and vehicles. One Paseo is planned as a “park once” environment, where people are encouraged to park in one place and then make stops on foot, rather than driving from one destination to another. Creating the type of environment where it’s easy for people to walk between destinations requires design principles that reinforce the pedestrian experience.

Goals

- Private driveways shall be designed to balance the needs of automobiles with the needs of pedestrians, bicyclists, and transit.
- Multiple connections to the existing street network will be provided, while walking and biking from off-site areas through pedestrian-oriented design at site perimeters shall be encouraged.
- The design of the mobility element recognizes the importance of a walkable, bicycle and pedestrian friendly village to overall public health.
- Traffic speeds, volumes, and through-traffic shall be minimized by appropriate street planning and design.
- The highest standards of safety and security for all motorized and non-motorized modes of transportation shall be enforced.
- A “park once” policy will be instituted and shared parking opportunities between uses shall be identified.

3.1 PEDESTRIAN CIRCULATION

Discussion

A comfortable, safe, and inviting walking environment is essential for a successful public realm. The pedestrian circulation network throughout One Paseo will provide several opportunities for social interaction, including generous and inviting sidewalks, public open spaces, and streetscape amenities that encourage pedestrian use. A vibrant and active streetscape will be achieved through the careful programming and placement of retail uses, as well as providing storefront windows for

visibility toward the street and interest for the passerby. In addition to street-side walkways, mid-block passages and paseos will be provided to shorten the overall block length and provide pedestrian access to lobbies, courts, open spaces and parking facilities. These pedestrian connections, intimate in scale, will add to the overall architectural quality and expand retail opportunities by providing side entrances and outdoor space for restaurants.

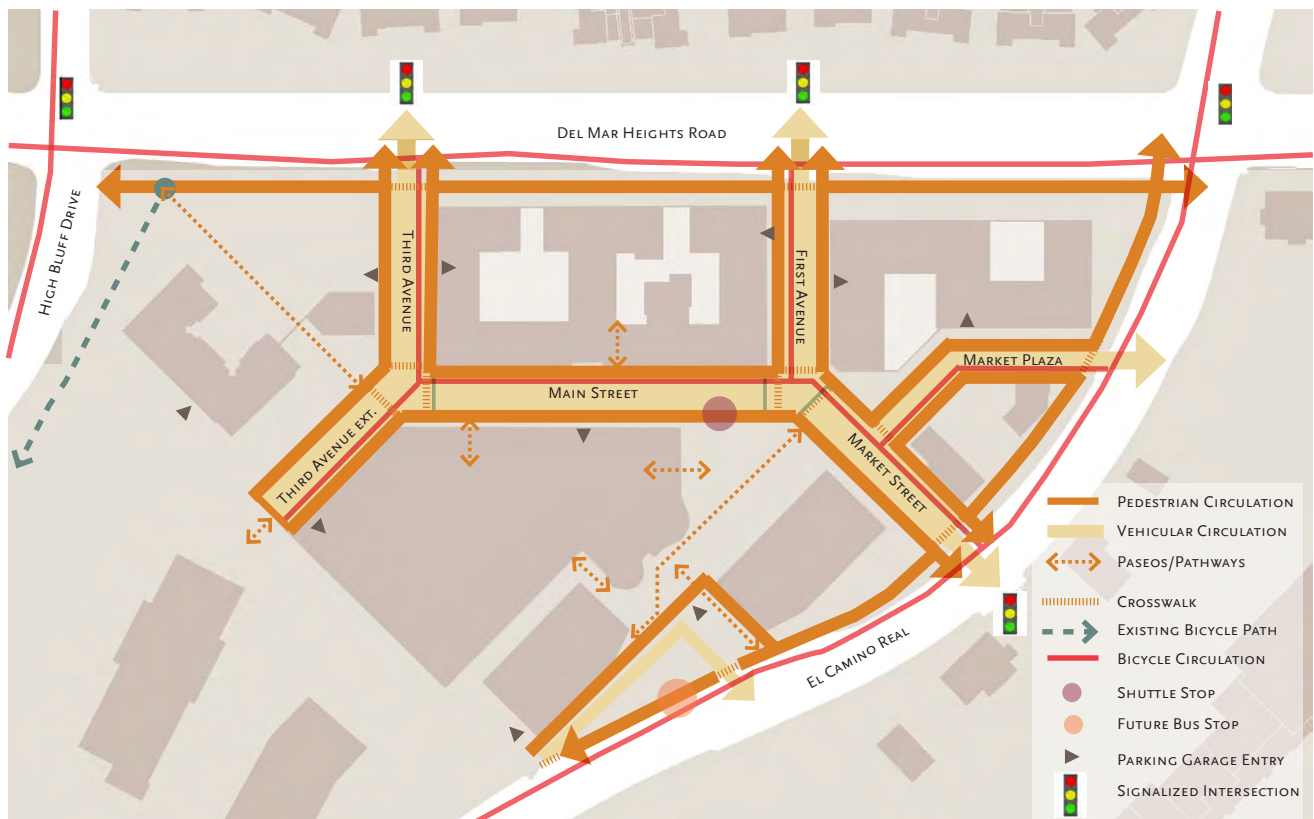


Figure 3.1a Mobility Plan

3.1 PEDESTRIAN CIRCULATION

Policies & Objectives

- 3.1-1 Provide direct and multiple sidewalk connections to neighboring projects, and to the community at large (refer to ME-C.3 of General Plan).
- 3.1-2 Improve walkability through the use of pedestrian-oriented design elements such as curb ramps, marked crosswalks, on-street parking, lighting, trees and benches (refer to Table ME-1 of General Plan).
- 3.1-3 Locate sidewalks and paseos where motorists can anticipate pedestrians and react accordingly. Design these elements to give the pedestrian a full view of oncoming vehicles.
- 3.1-4 Provide convenient, safe, well-marked and attractive pedestrian connections (refer to Table ME-1 of General Plan). Delineate pedestrian walkways that cross vehicular paths by a change in pavement texture, pattern or color to maximize pedestrian safety (refer to General Plan Policies UD-C.6e).
- 3.1-5 Design building entries using architectural or landscape elements to make destinations clear to pedestrians. See Design Guidelines for specific recommendations (refer to General Plan Policies UD-A.6).



Figure. 3.1b Conceptual Plan of Crosswalk Enlargement

3.2 VEHICULAR CIRCULATION

Discussion

Streets are an important aspect of the organizing structure and “connective tissue” of our communities. In addition to their role as transportation corridors, they are also vital public spaces that provide a strong sense of place and orientation. The private driveway system for One Paseo is organized as an interconnected network of drives that offer continuous, multiple routes to destinations to facilitate vehicular and non-vehicular mobility. The planning area will be accessible through a combination of identifiable entry points and convenient and direct connections to parking facilities. Clearly visible routes and visual clues

will make the project easy to navigate. Controlled speeds will be enforced and facilitated through enhanced crossing opportunities, traffic calming elements, and way-finding signage.

A hierarchy of private driveways have been developed to maintain a high quality street environment and offer a variety of street types – from the most important to the pedestrian and those which provide parking and service access. The Precise Plan Amendment generically uses the term “street” to describe vehicular circulation. It should be noted that private internal driveways within One Paseo are not classified as streets by the City of San Diego Street Design Manual.

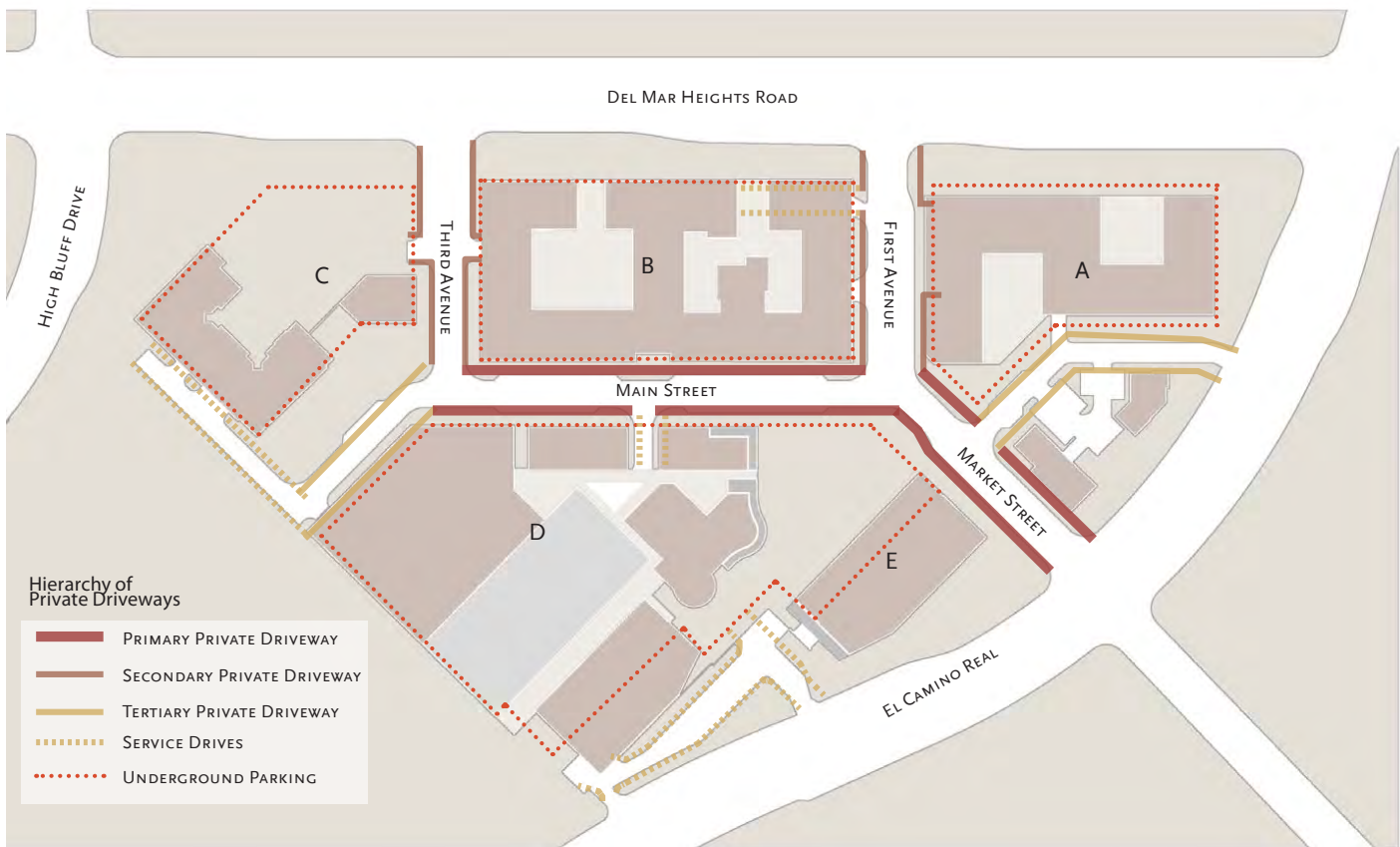


Figure. 3.2a Private Driveway Hierarchy

3.2 VEHICULAR CIRCULATION (CONTINUED)

Policies & Objectives

- 3.2-1 Plan the Private Driveway system to connect to the perimeter public street system, providing multiple direct connections to and between local destinations (refer to General Plan Policies ME-C.3).
- 3.2-2 Minimize the number of curb cuts and access points onto private drives for increased vehicular and pedestrian safety in accordance with the City of San Diego Street Design Manual.
- 3.2-3 Utilize traffic calming techniques such as, street-side plantings, neck-downs and curbed islands, to reduce vehicle speeds and discourage short-cutting traffic (refer to the City of San Diego Street Design Manual and General Plan Policies ME-C.5).
- 3.2-4 Separate service drives from internal walkways, parking areas or other pedestrian areas by landscaped islands and/or grade changes.