

3.2 VEHICULAR CIRCULATION (CONTINUED)

Main Street

Main Street ties the plan together into one cohesive whole. Located at the center of the project, oriented east to west, Main Street will connect to all secondary drives. Incorporating a gradual slope, Main Street spans two blocks, and lies adjacent to the main plaza on the south side.

Characteristics

- Curb-to-curb: 52'
- Building-to-building: 89' (varies)
- Number of lanes: 3 (varies)
- On-street parking: yes

Design Character

- Adjacent land use: office/retail/residential/civic
- Median: portion

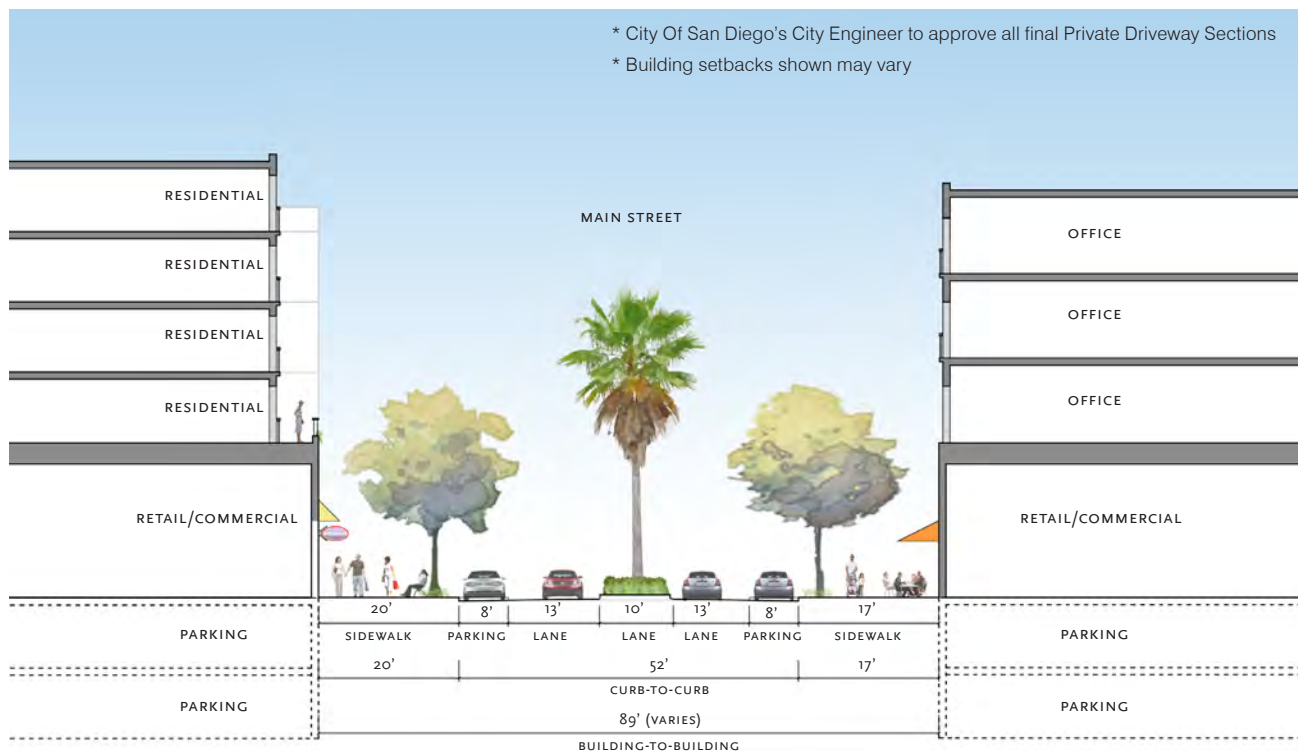
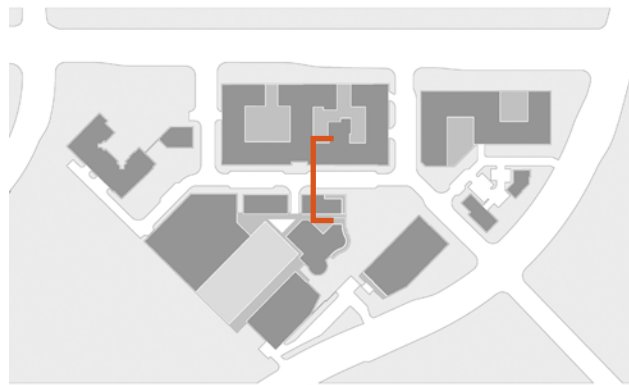


Figure 3.2b - Private Driveway Section at Main Street

3.2 VEHICULAR CIRCULATION (CONTINUED)

First Avenue

One of two drives off of Del Mar Heights Road, First Avenue ties in to the east end of Main Street, terminating at the main plaza and end of Market Street. Entrance drives to parking structures for both Blocks A and B occur along First Avenue.

Characteristics

- Curb-to-curb: 64' (varies)
- Building-to-building: 102' (varies)
- Number of lanes: 5
- On-street parking: no

Design Character

- Adjacent land use: retail/residential
- Median: portion / width varies

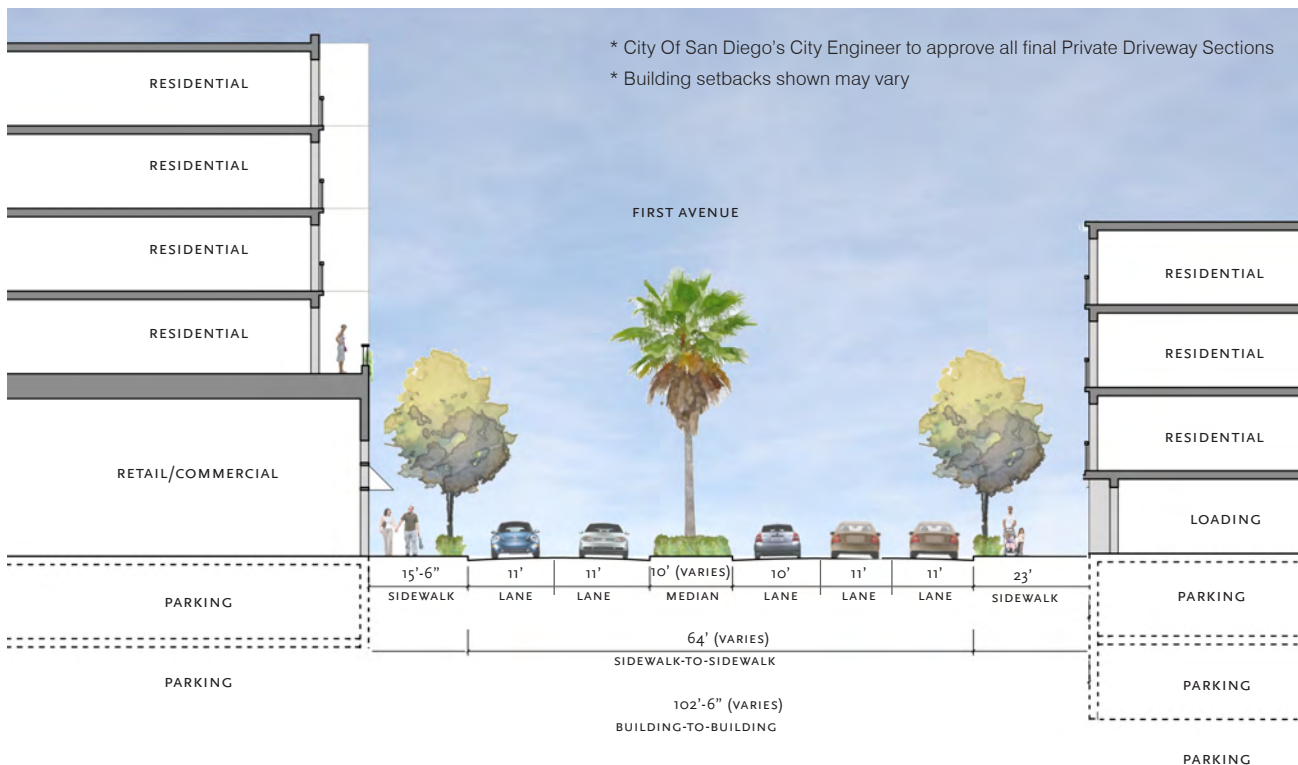


Figure 3.2d - Private Driveway Section at First Avenue

Third Avenue

The second of two streets off of Del Mar Heights Road, Third Avenue ties into the west end of Main Street, terminating at Block D. Entrance drives to parking structures for both Blocks B and C occur along Third Avenue.

Characteristics

- Curb-to-curb: 42' (varies)
- Building-to-building: 102' (varies)
- Number of lanes: 3
- On-street parking: no

Design Character

- Adjacent land use: retail/residential
- Median: yes / width varies

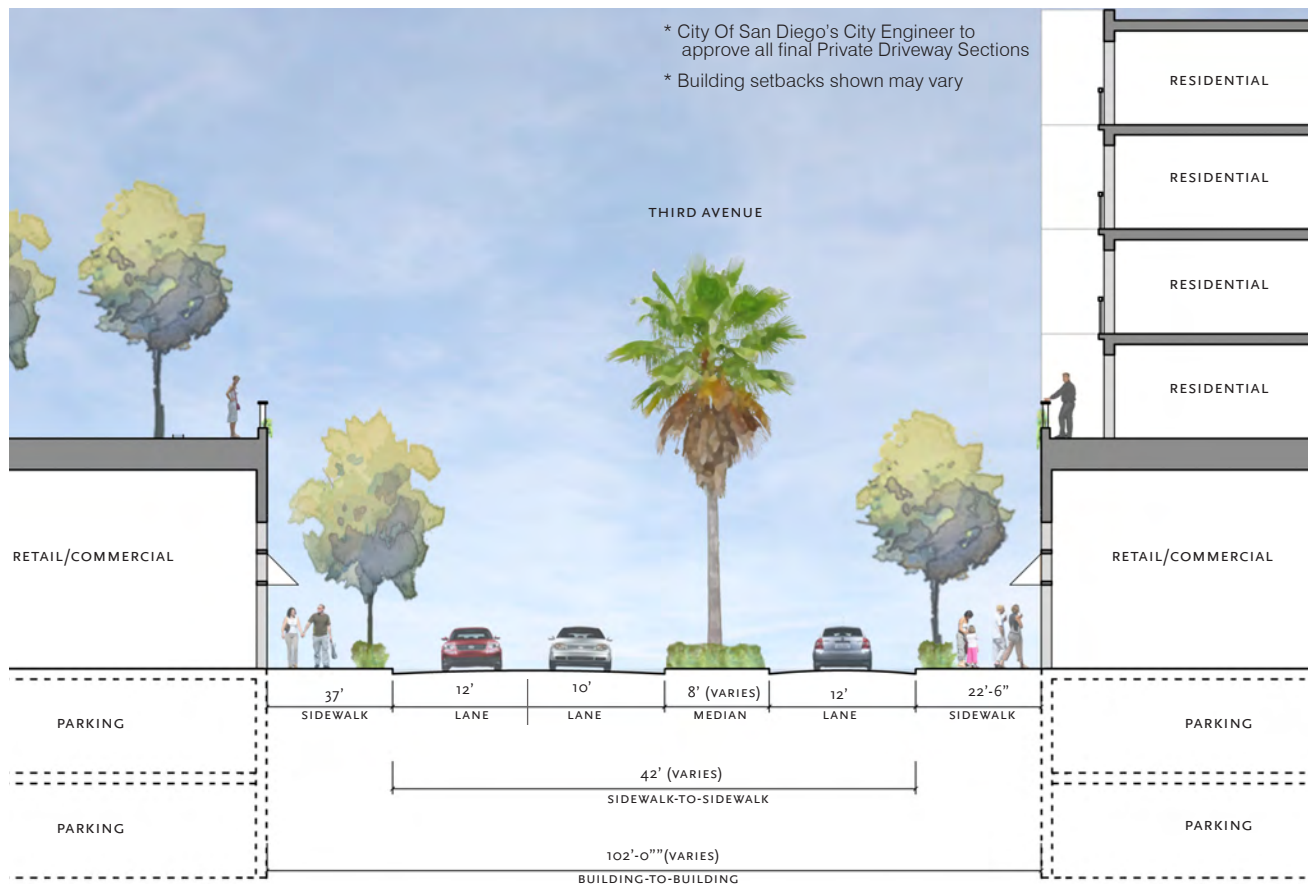


Figure 3.2e - Private Driveway Section at Third Avenue

3.3 PARKING MANAGEMENT

Discussion

Adequate parking is essential to the success of both commercial and residential land uses. Improperly handled, it can have a negative impact on the pedestrian-friendly environment that the precise plan promotes. A “park once” policy will be a guiding principle, with shared parking strategies to maximize joint use of structures and ensure high parking efficiency throughout weekdays, evenings and weekends. In addition to multiple parking structures throughout the project, on-street parking will be provided for the length of Main Street to create an effective buffer separating pedestrians on the sidewalk from motor vehicle traffic on the adjacent roadway. Surface parking shall orient in a way that reduces its visual and environmental impact.

Policies and Objectives

- 3.3-1 Incorporate the use of shared parking throughout One Paseo to reduce the overall area of pavement and increase parking efficiencies.
- 3.3-2 A shared parking study shall be approved for One Paseo concurrent with the Site Development Permit. This study shall consider all proposed development on the entire site and establish parking requirements for One Paseo. As described in Chapter Seven, projects after the first phase will be evaluated for compliance with the approved parking study.
- 3.3-3 Break up surface parking with planting areas featuring canopy trees to reduce glare and provide shade.
- 3.3-4 Surface parking should be located to the rear or sides of buildings.
- 3.3-5 Provide accessible spaces in compliance with the requirements of Federal Law. Accessible spaces required by this law shall count toward fulfilling on-site parking requirements.
- 3.3-6 Phase parking lots as needed to meet demand, rather than to meet the maximum possible need from the outset.
- 3.3-7 Allow interim surface parking in order to make temporary use of lands that are not under development. This interim parking can also be used for and during construction.

3.4 BICYCLE CIRCULATION

Discussion

The bicycle is an important means of transportation. As an alternative to the automobile, a well planned bicycle network can promote a low-cost, quiet, non-polluting, and healthy mode of transportation. The project's vision aims to provide a safe and convenient bicycle route network that encourages bicycle use and provides ample amenities for cyclists.

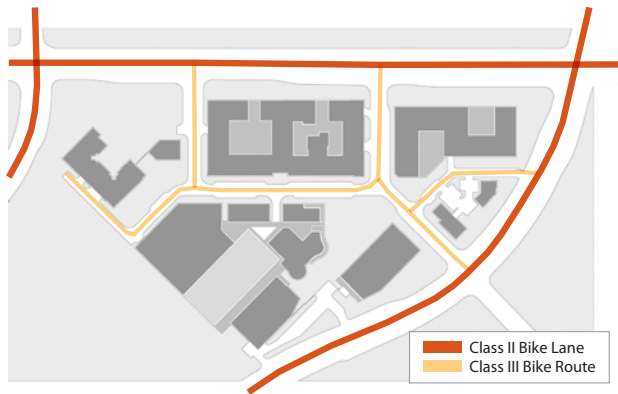


Figure 3.4a - Bicycle Circulation Type Designation

Bikeway Definitions

Class II Bike Lane: These facilities are often referred to as bike lanes. Bike lanes provide a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the visibility of bicyclists.

Class III Bike Route: Generally referred to as a bike route, it provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing. This is recommended when there is enough right-of-way for bicyclists and motorists to safely pass.

Policies and Objectives

- 3.4-1 Provide adequate and easily-accessible bicycle parking in buildings, in open spaces, and along streets and shared pathways.
- 3.4-2 Place bicycle parking in preferential locations closest to street.
- 3.4-3 Locate bicycle parking in visible, active, and well lit areas near building entries, convenient to primary bicycling access, and not encroaching on pedestrian walkways. If possible, locate racks where parked bicycles are visible from the inside of adjacent buildings.
- 3.4-4 Provide a bicycle network with continuous direct routes and convenient connections between destinations on and off-site.
- 3.3.5 Coordinate with City Staff on technical changes to the Del Mar Heights Road street section which would be necessary to implement a cycle track.

Optional Bicycle Circulation Improvements

A cycle track is an exclusive bike facility that has elements of a separated path and on-road bike line. Unlike a bike lane, a cycle track, within a roadway, is physically separated from automobiles and is distinct from the sidewalk. The primary objectives of this facility are to increase ridership, provide a safer environment and offer an overall improved cycling experience. Although cycle tracks are more commonly found in Europe, a number of U.S. cities including Portland, Oregon, Washington D.C. and Cambridge, Massachusetts have constructed cycle tracks.

Two alternative designs are being considered for an optional cycle track for the portion of Del Mar Heights Road fronting One Paseo.

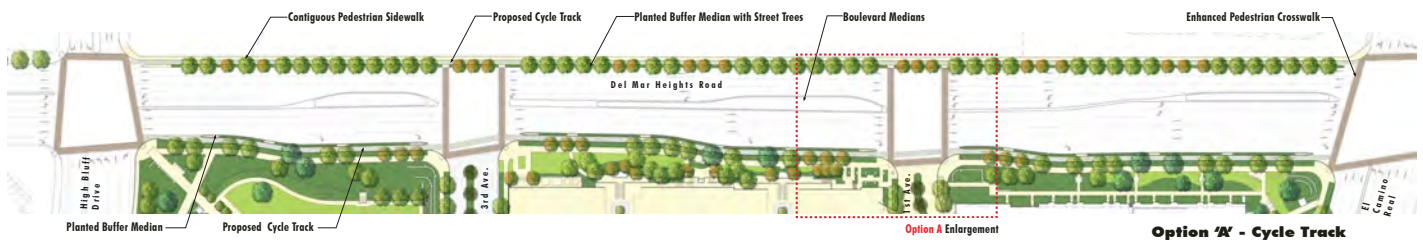


Figure 3.4b Option A: Cycle Track

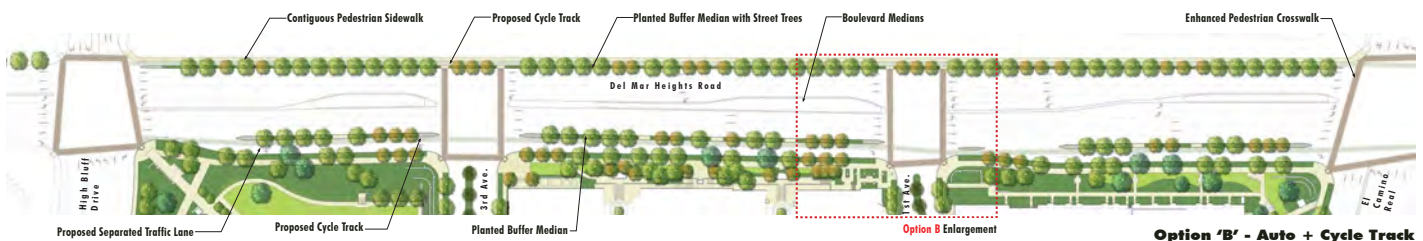
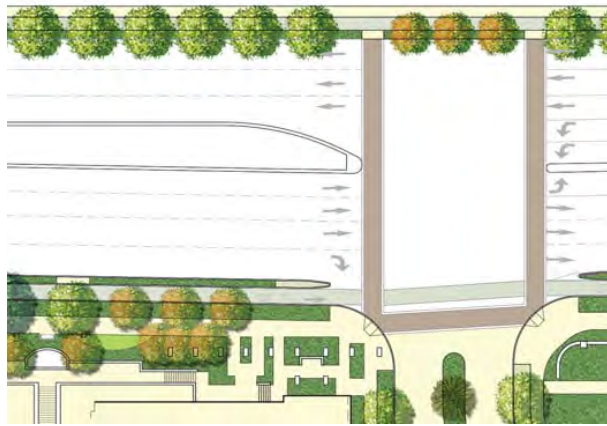


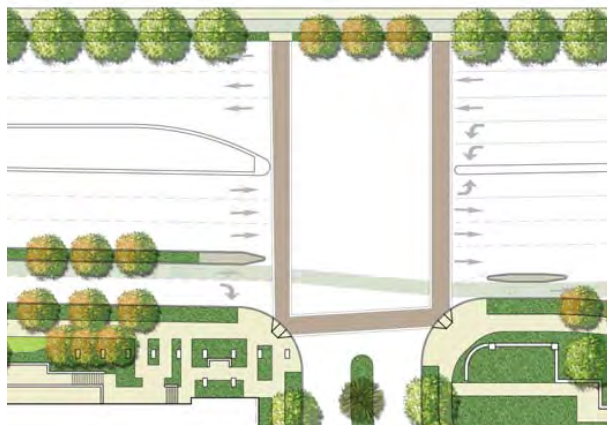
Figure 3.4c Option B: Cycle Track/Boulevard

Figure 3.4c depicts the potential addition of a boulevard (with a separated traffic lane) parallel to Del Mar Heights Road.



Enlargement at Intersection - Option A

Figure 3.4d - Intersection at proposed Cycle Track



Enlargement at Intersection - Option B

Figure 3.4e - Intersection at proposed Cycle Track/Boulevard

3.5 TRANSIT

Discussion

A primary strategy of the General Plan is to reduce dependence on the automobile in order to achieve multiple and inter-related goals including: increasing mobility, preserving and enhancing neighborhood character, improving air quality, reducing paved surfaces, and fostering compact development and a more walkable village. The SANDAG 2050 Regional Transportation Plan includes a peak hour rapid bus route 473 which links Oceanside to UTC via Highway 101 Coastal Communities and Carmel Valley.

SANDAG is developing San Diego Forward which incorporates the Regional Comprehensive Plan, adopted in 2004 and will replace the 2050 Regional Transportation Plan/Sustainable Communities Strategy adopted in 2011. On December 20, 2013, the SANDAG Board of Directors approved for further evaluation a 2050 Unconstrained Transportation Network which includes: 1) a new Light Rail Transit connection from UTC to Del Mar Heights Road via UTC-Campus Point and Sorrento Valley; and 2) a rapid bus route 103 that runs from Solana Beach to Sabre Springs along Del Mar Heights Road and Carmel Valley Road. It is anticipated that SANDAG will consider final adoption of San Diego Forward in Summer 2015.

Policies and Objectives

- 3.5-1 Provide a convenient transit stop that is accessible to pedestrians and bicyclists.
- 3.5-2 Provide a shuttle stop, where appropriate, to encourage the connecting of transit stops with job locations, and commercial uses.
- 3.5-3 Provide an attractively designed transit stop adjacent to active uses, recognizable by the public, and reflects the desired village character.
- 3.5-4 Locate a transit stop and any facilities in areas that facilitate transit ridership.

3.6 TRANSPORTATION DEMAND MANAGEMENT

Discussion

Transportation Demand Management, called “TDM” for short, is a strategy designed to reduce traffic impacts by limiting traffic during the morning and evening peak hours of the day. Since most commuting and congestion occur during peak hours, TDM seeks to shift commuters to transportation modes other than cars as well as eliminate peak hour trips by encouraging commuting in non-peak periods, or eliminating the need to travel by providing commercial support uses on-site. Figure 3.1a(p.46) shows the proposed pedestrian routes through One Paseo.

The November 2012 Transportation Demand Program for the precise plan amendment area provides a complete discussion of strategies which are intended to improve the efficiency of the existing transportation system by encouraging use of alternate travel modes to the single-occupancy vehicle (SOV):

- Ridesharing, Preferential Carpool Parking and Parking Strategies,
- Pedestrian and Bicycle Circulation Improvements,
- Bicycle Parking,
- Bicycle Support Services,
- Electric Vehicle Charging Stations,
- Shuttle Program,
- Transportation Coordinator/ TDM Sustainability Coordinator,
- Tenant/Resident/Staff Resources,
- Transit Enhancements,
- Carsharing/Bikesharing, and
- Trip Reduction Membership Program.

Policies And Objectives

- 3.6-1 Incorporate rideshare programs to encourage alternative transportation programs and/or public transit available in the area. Bike racks will be provided to visitors and residents of the project to encourage bicycling.
- 3.6-2 Actively solicit an operator for a bicycle transit center which could include a number of services such as bicycle sales, rental and loans, repairs, personal lockers and rest stop, recharging station, accessory sales and information about bicycling and transit opportunities.
- 3.6-3 Incorporate a shuttle stop on-site as shown on Figure 3.1a Mobility Plan.
- 3.6-4 Other TDM measures which One Paseo shall incorporate include the following:
 - A TDM association / coordinator for the tenants of One Paseo.
 - Priority parking spaces for carpoolers.
 - Informational newsletters to residents and tenants discussing Ride Link and other tools for carpooling, bicycling, and alternative modes of transportation.

CHAPTER FOUR

DESIGN GUIDELINES

OVERALL DESIGN PHILOSOPHY & CONSIDERATIONS

Character

Site Planning

Building Massing and Scale

DESIGN STANDARDS—ORGANIZING ELEMENTS

Main Street

Plazas

Paseos

El Camino Community Walk

DESIGN STANDARDS—LAND USES

Retail/Commercial

Multi-Family Residential

Office

DESIGN STANDARDS—ADDITIONAL ELEMENTS



Figure 4.0a - Character Sketch at One
Paseo looking out over the plaza.

INTRODUCTION

The following guidelines outline the overall design philosophy and development concepts of One Paseo, which are reinforced through specific standards. These development standards will ensure the design meets the overall goals.

The purpose of the design guidelines is to promote a quality environment that is sustainable, pedestrian-friendly and aesthetically pleasing, that is consistent with the vision of the City of San Diego and the Carmel Valley Community Plan. The quality of this environment depends on these elements contained in the following pages to be coordinated throughout the precise plan amendment area.

Goals

- Usable, active, and thriving public spaces, surrounded by a diverse mix of uses.
- Designs that create and enhance a sense of identity and place.
- Innovative and context-sensitive design solutions that lay a framework of sustainability that will endure for the life of the project.
- Meet the objectives of the precise plan amendment while being responsive to characteristics of the site, the design influences of the region, and the surrounding context.
- Buildings of superior architectural, visual interest and quality, while recognizing the need for a balance between form and function.

4.1 OVERALL DESIGN PHILOSOPHY & CONSIDERATIONS

CHARACTER

Discussion

The design intent is to produce an ensemble of buildings and spaces that reflect the culture and climate of southern California. Buildings shall be designed to provide human scale, interest and variety, while maintaining an overall sense of relationship with adjoining or nearby buildings. Buildings should incorporate innovative and context-sensitive design solutions that will endure for the life of the project and improve the overall quality of life for the entire community.



Design buildings that recognize the internal organization and divisions of a building, in this case, office above retail.

Figure 4.1a - Character Sketch at One Paseo showing a variety of styles and variation in building forms.

“...establish a unified character while allowing for individual architectural expression...”

Policies and Objectives

- 4.1-1 Design buildings specifically for the overall context and the character of the project. “Iconic” building design may be allowed in certain locations, if the overall architectural consistency of the project is not significantly diminished in character.
- 4.1-2 The design character of an individual building should be compatible with its neighbors, but also include other features or characteristics that are different (refer to General Plan Policies UD-C.3).
- 4.1-3 Design buildings that recognize the internal organization and divisions of a building. Integrate an expression of architectural or structural modules.
- 4.1-4 Promote architectural creativity by employing a variety of styles. Structures should incorporate:
 - a. Variation in building form such as recessed or projecting bays and/or offsetting planes.
 - b. Variations of material, details, surface relief, color, and texture.
 - c. Long-lasting, low maintenance materials such as metal, glass, stone, brick, plaster and/or concrete.

4.1 OVERALL DESIGN PHILOSOPHY AND CONSIDERATIONS

SITE PLANNING

Discussion

Creating the type of environment where it's easy for people to walk between destinations requires the careful placement of land uses. The location and “footprint” of an individual structure that contains either single or multiple uses and the relationship with nearby buildings, open space, and properties are critical to the overall character

and vitality of any project. In addition, appropriate site planning can de-emphasize the vehicle, creating a safe pedestrian environment without ignoring the required needs of vehicular traffic.



Figure 4.1b - Illustrative Site Plan at One Paseo showing various focal points that shall be emphasized through building expression and landscape elements.

“...creates a safer pedestrian environment and stresses the importance of the public realm...”

Policies and Objectives

- 4.1-5 Encourage a mix of uses to be clustered in order to develop a stronger sense of place and to provide a more sustainable development pattern (refer to General Plan Policies UD-C.1).
- 4.1-6 Cluster stores to create nodes of activity, such as around plazas, and along continuous street fronts.
- 4.1-7 Provide both vertical (stacked) and horizontal (side-by-side) mixed-use development.
- 4.1-8 Orient building façades and entries towards the street, or toward a plaza or pedestrian way that directly leads to a street.
- 4.1-9 Focal points such as buildings, building features, and landscaping should be provided at all intersections of both private and public roads to identify the end of the road and create a visual attraction (refer to figure 4.1b).
- 4.1-10 Provide well-defined pedestrian walkways from parking areas and link sidewalks throughout the site (refer to General Plan Policies UD-A.5j).
- 4.1-11 Allow for a site plan that is capable of being phased.
- 4.1-12 Provide attractive design features at the terminus of important streets or view corridors (refer to figure 4.1b).
- 4.1-13 Garage, service, and driveway entries shall not be located at the terminus of an important street or view corridor.
- 4.1-14 Encourage site planning that places parking within the block and wrapped with buildings to minimize the impact on the public realm (refer to 4.4-25).
- 4.1-15 Encourage the use of underground or above-ground parking structures, rather than surface parking lots, to reduce land area devoted to parking (refer to General Plan Policies UD-A.11).

4.1 OVERALL DESIGN PHILOSOPHY AND CONSIDERATIONS

SITE PLANNING (CONTINUED)

Policies and Objectives, continued

- 4.1-16 Locate buildings as to help breakup or mitigate building mass and include architectural scaling elements.
- 4.1-17 Provide a pedestrian friendly site design with opportunities for courtyards, plazas, outdoor dining and landscaped pathways that promote safe and convenient pedestrian movement.
- 4.1-18 Ensure that buildings line a street at or near the street edge, with the exception of creating public open space.
- 4.1-19 Design of all street activating uses on building fronts shall be in compliance with the CVPD-MC zone. Street Activating Uses are those open to the public including shops, restaurants, lobbies, and other service activities that move goods and people in and out of the building. A more complete list may be found in the CVPD-MC zone.



Figure 4.1c -Site Plan at One Paseo showing street activating uses at the ground level.