

n o r t h c i t y w e s t

development
unit four-a

p r e c i s e p l a n .

NORTH CITY WEST
DEVELOPMENT UNIT FOUR-A
PRECISE PLAN

Incorporating all changes
Approved by the City Council
on October 26, 1987
by Resolution No. R-269575

Prepared for:

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NORTH CITY WEST
NEIGHBORHOOD 4-A PRECISE PLAN

PREFACE

On September 5, 1987, the City Planning Commission of the City of San Diego unanimously approved the Neighborhood 4-A Precise Plan by Resolution No. 5792. The Commission also considered the Environmental Impact Report (EDQ 84-0805) and adopted the findings for it by Resolution No. 5794.

On October 26, 1987, the City Council of the City of San Diego unanimously adopted that portion of the Neighborhood 4-A Precise Plan covering the Pardee, Pocina, Tapolchanji, Santos and Appelman ownerships by Resolution No. R-269575. The Council also certified the information contained in the Environmental Impact Report and by Resolution No. R-269579 adopted by findings for the E.I.R.

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CHAPTER 1 INTRODUCTION

PRECISE PLAN LOCATION

Development Unit Four-A is situated in the northeastern portion of the North City West 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; the eastern limits of the Community Plan on the east; the proposed alignment of Del Mar Heights road on the south; and a canyon extending to Gonzales Canyon on the west (which is the eastern boundary of Development Unit **Seven**). Gonzales Canyon is located to the north.

Nearby communities include Del Mar to the west, Solana Beach and Rancho Santa Fe to the northwest, and La **Jolla** to the southwest. The Pacific Ocean is approximately four miles to the west.

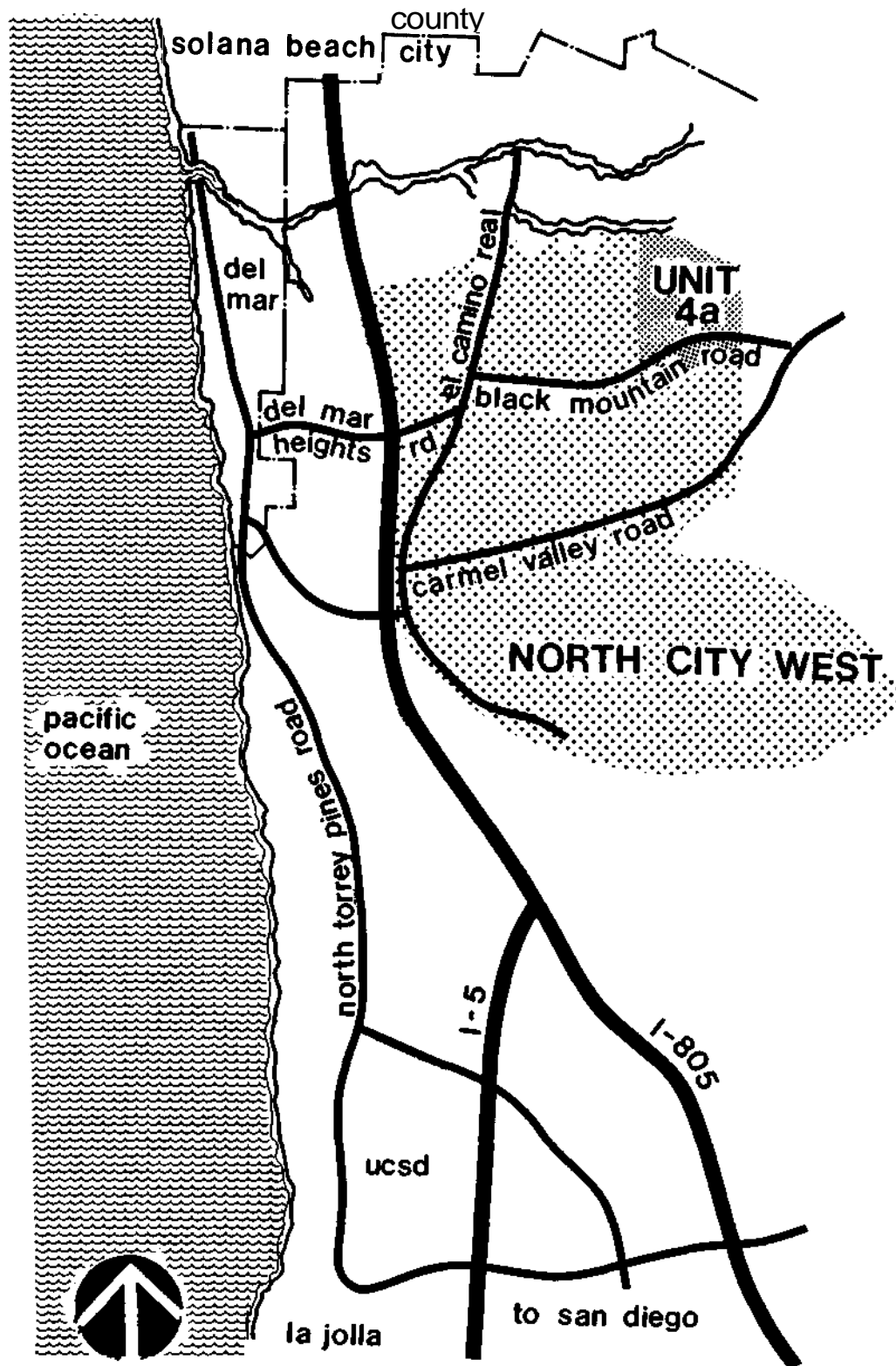
Figure 1 depicts the subregional location of the Unit Four-A precise plan area, which encompasses an area of roughly 247 acres.

COMMUNITY PLANNING CONTEXT

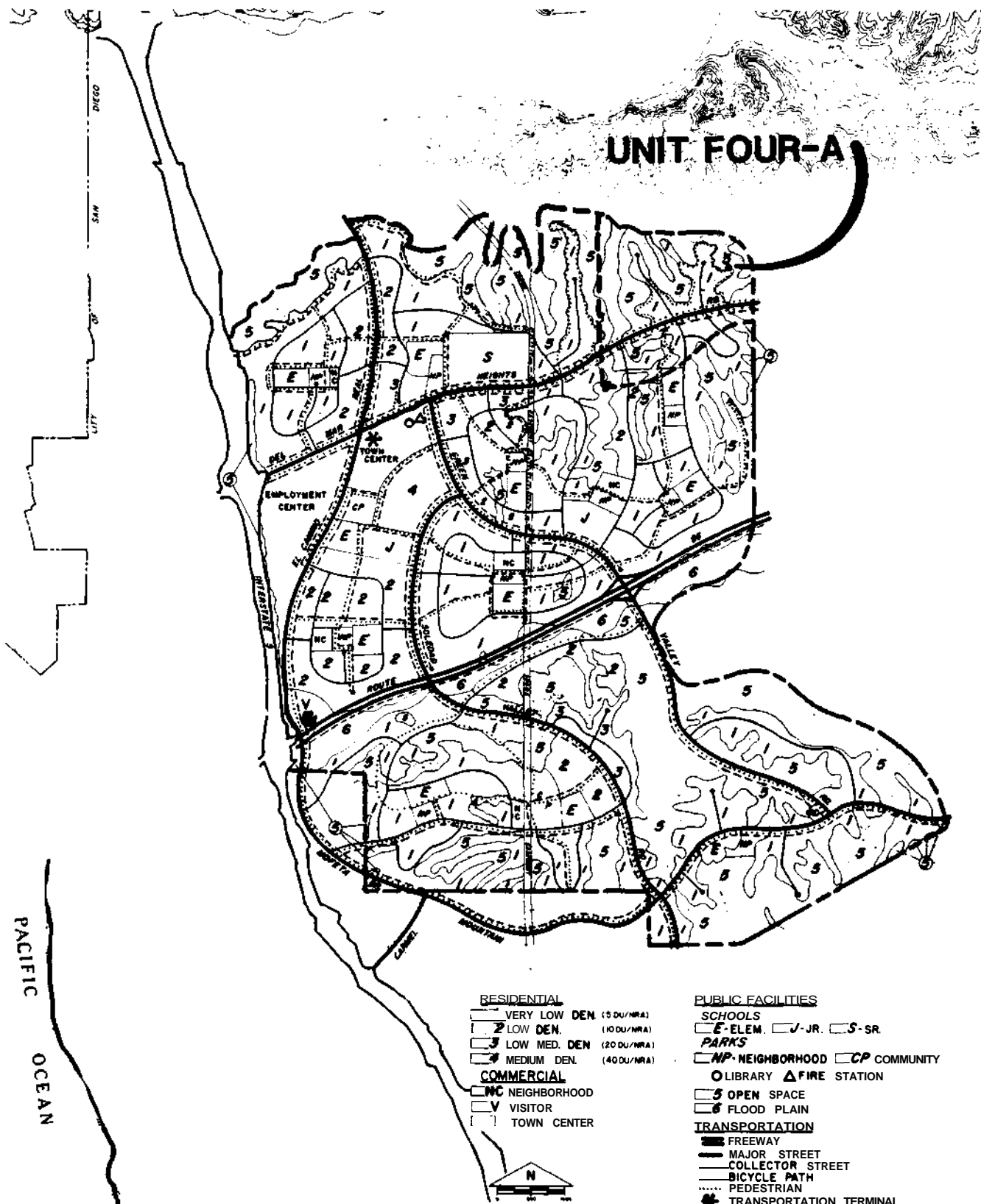
In 1975, the San Diego City Council adopted the North City West Community Plan. The plan calls for the orderly development of residential, commercial, industrial, and public support uses on 4,286 acres of land. The plan, projecting an ultimate population of 40,200, was developed in accordance with the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

The North City West 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 North City West.



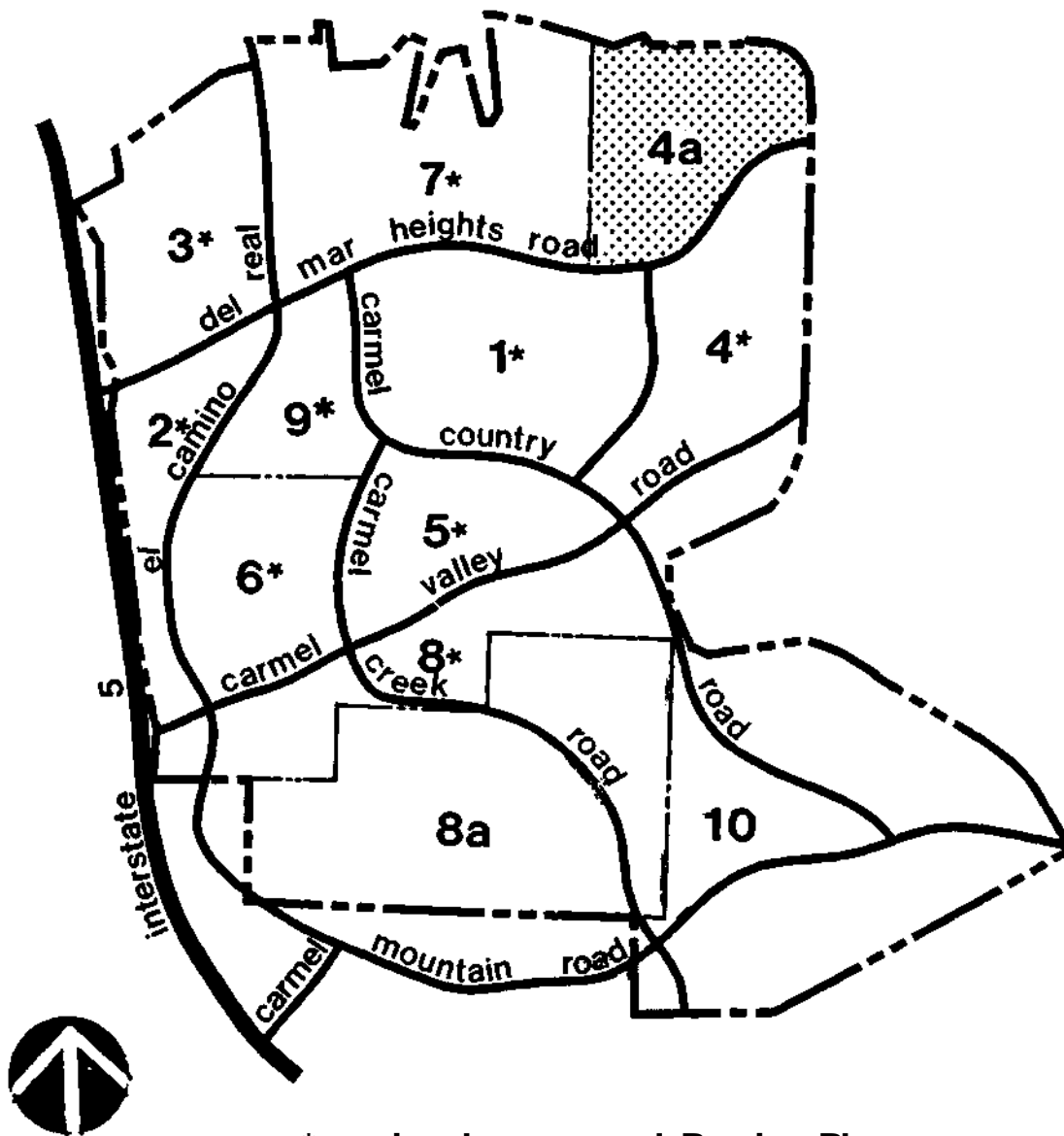
1 LOCATION MAP



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."**

The Community Plan calls for the preparation of precise plans for development units identified within the community. 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 North City West Community Plan 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 North City West 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, and 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 the environmental impact statement.



*previously approved Precise Plans

PRECISE PLAN 3 DEVELOPMENT UNITS

To **date**, the City has adopted nine precise plans for development within North City West. Development has been initiated within the Employment Center and several residential **neighborhoods**.

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 Four-A lies predominantly in Phase 2.

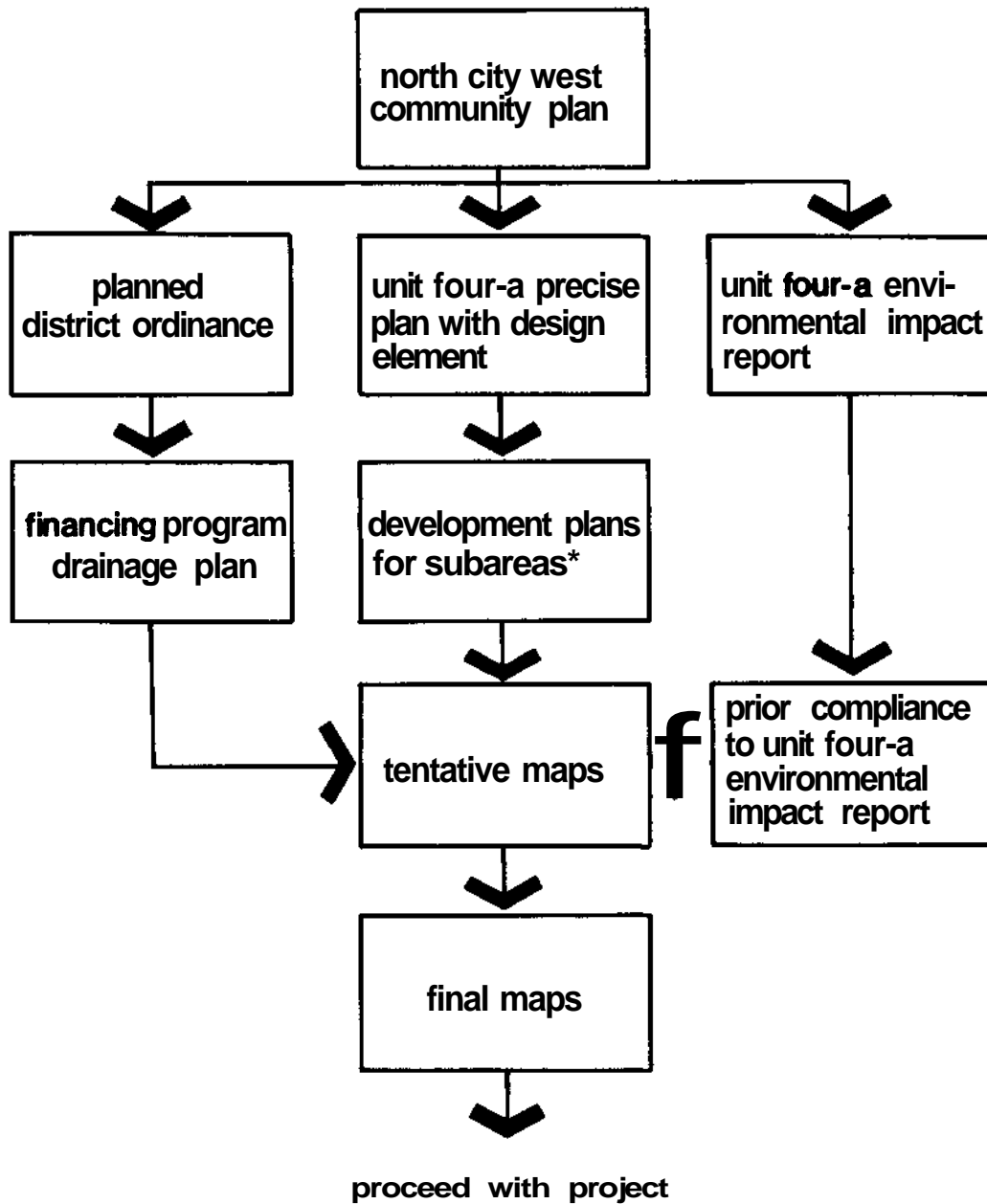
Figure 2 indicates the location of the Unit Four-A planning area in relationship to the Community Plan; Figure 3 shows the relationship of Unit Four-A to previously approved precise plans.

PRECISE PLAN PROCESS

As illustrated in the Figure 4 diagram, the Unit Four-A Precise Plan constitutes but one step in City approval of development in Unit Four-A. While based on the North City West 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 Four-A Environmental Impact Report (**EIR**). The Ordinance establishes the procedures and standards for City review of development plans and also 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 North City West 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 Four-A. The school Facilities Master Plan deals with the future provision of **schools**.

On October **16**, 1987 the City Council adopted a portion of the Unit Four-A Precise Plan encompassing the Pardee, Pocina, Tapolchangi, Santos and Appelman properties. Adoption of the remaining ownerships has been deferred and will be subject to further study by the City Planning Department, and hearings before the Planning Commission and City Council to determine appropriate residential densities and land use **configurations**.



* Development plans for attached units may follow tentative map

4 PLAN PROCESSING

PRECISE PLAN SETTING

The Unit Four-A precise plan contains approximately 247 acres bounded by North City West Development Unit Seven on the west; Gonzales Canyon on the north; the eastern limits of the Community Plan on the east; and the proposed alignment of Del Mar Heights Road on the south. This area is largely undeveloped, except for the religious institution and two residences contained within relatively small ownerships.

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 250 feet, measured from the lowest area lying in the northwestern corner of the planning area to the high **point**, east of the church. Topographically, the planning area is characterized by eroded ridges. The highest elevations occur in the central portion of the planning area to the immediate north of Del Mar Heights Road. Extending northerly and northeasterly from this high ground, ridges and swales form **intermittent**, concave land forms. A westerly canyon extends northerly towards Gonzales Canyon.

Landforms offer significant view **opportunities**. Ridge tops along the north and northeast offer panoramic views of canyon open spaces, hills, and mountain ranges beyond. A temporary "negative" view results from the grading of a residential development to the northeast.

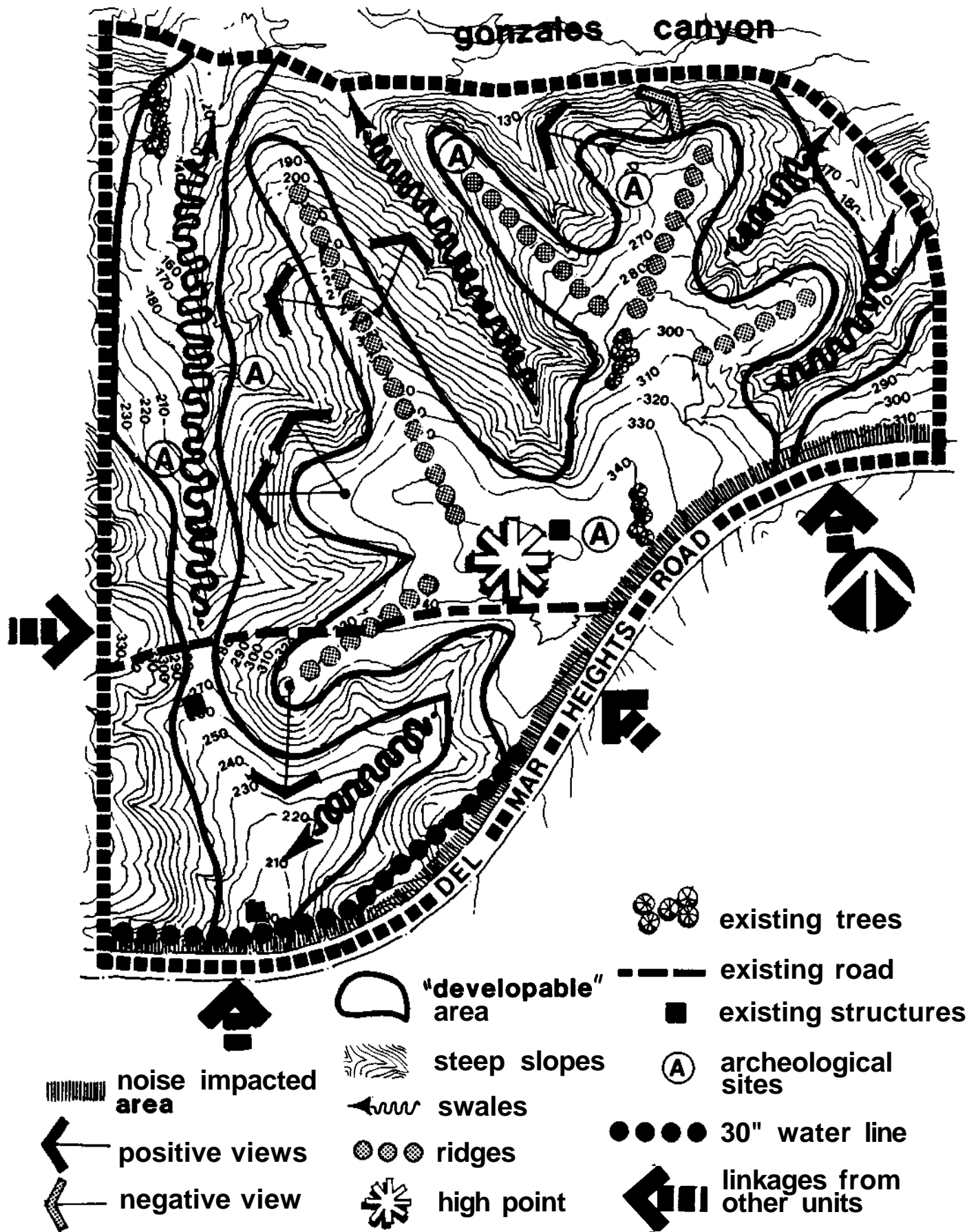
Vegetation is characterized by mixed, scrub oak and chamise chapparral as natural ground cover. Several small groups of eucalyptus trees occur in the central and northwestern sections of the planning area.

Based on studies conducted to date, there are no significant or unique archeological sites contained within the first Tentative Map filed by Pardee Construction Company. Areas outside the Tentative Map require further testing and environmental assessment in conjunction with future Tentative **Maps**.

Key Development Factors

Figure 5 also indicates other conditions which have necessarily shaped design and development proposals:

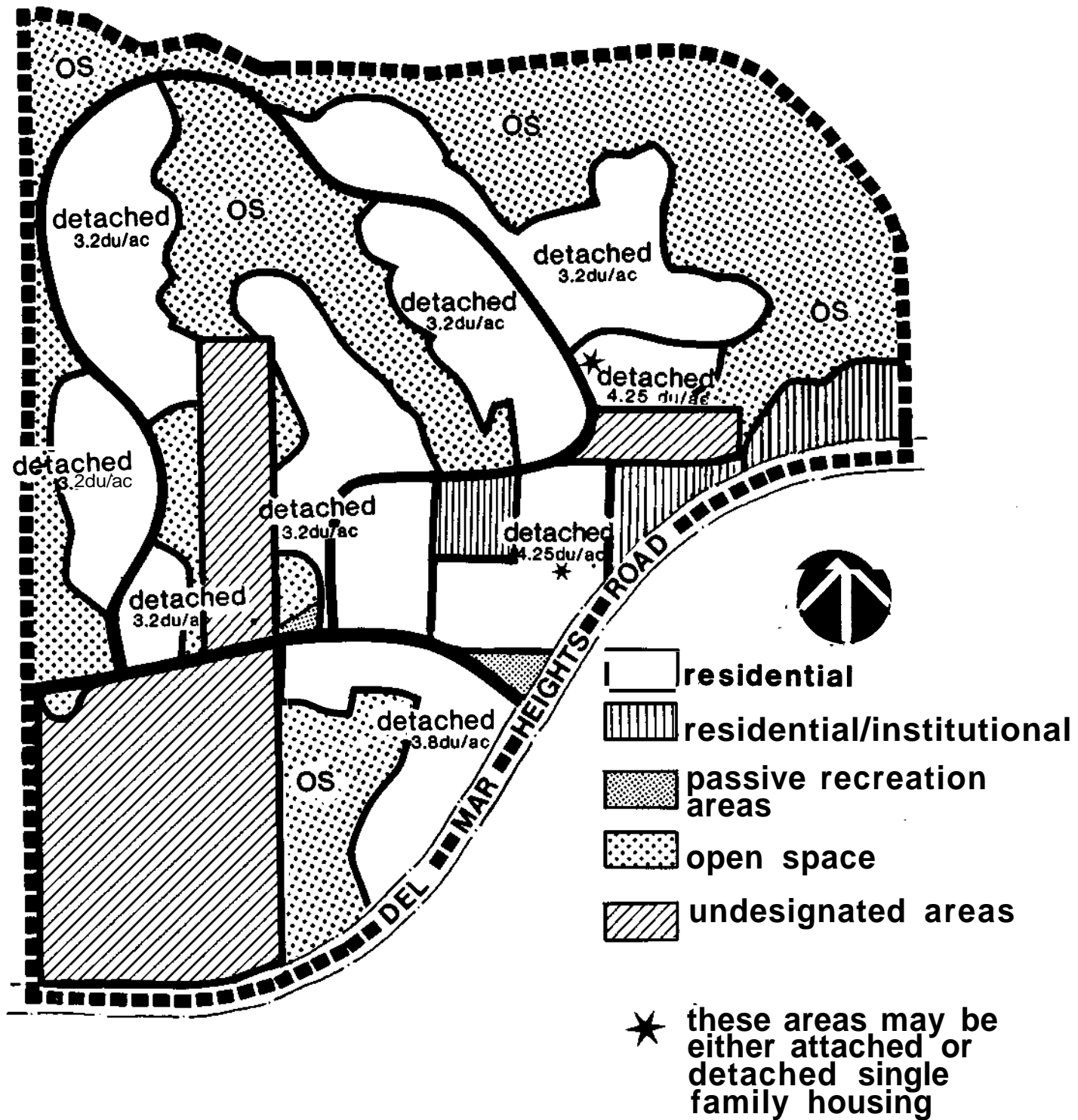
- Circulation linkages to Development Unit Seven to the west, and Development Unit Four to the south.



5

SITE ANALYSIS

- Small ownership areas south of existing Black Mountain Road, and north of the easterly section of Del Mar Heights **Road**; and existing structures in these areas.
- Future noise impacts to residential areas adjacent to Del Mar Heights **Road**.
- An existing 30" water line running parallel to Del Mar Heights Road.



CHAPTER 2 LAND USE ELEMENT

This chapter outlines the nature, **location**, and acreage of various land uses within Development Unit Four-A. 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.

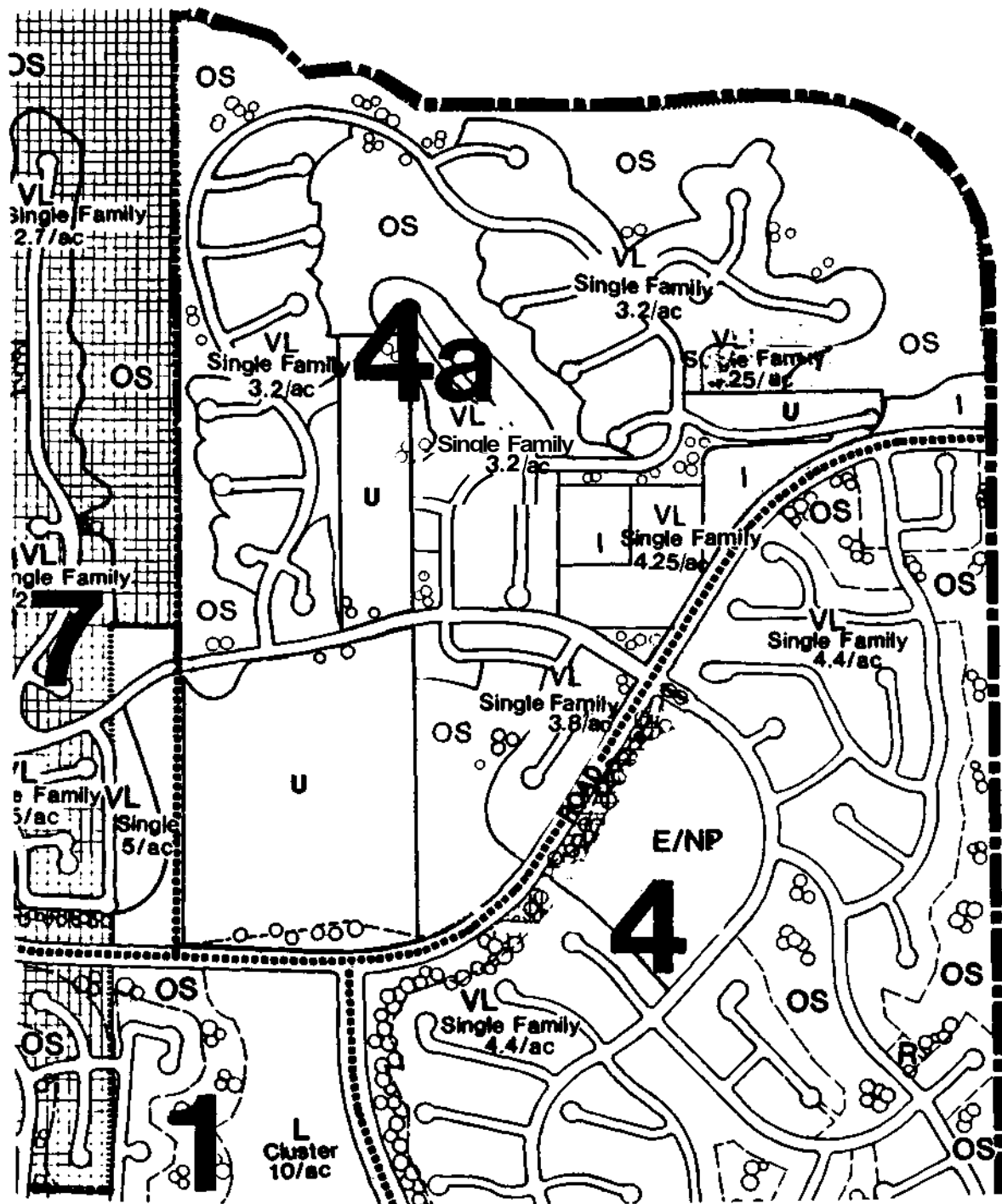
While the precise plan indicates specific site acreages, residential densities, and dwelling unit counts for each residential site, the site sizes, densities, and yields may be subject to minor modification during precise engineering and design. Such **modifications** may be necessary because of adjustments in street alignments, grading, and utility design during engineering of development plans and subdivision maps. However, no substantial deviations from this precise plan document are anticipated: total dwelling unit projections shall not be exceeded unless institutional areas are ultimately used for residential purposes.

NEIGHBORHOOD DESIGN CONCEPTS

Neighborhood design concepts contained within the North City West Community Plan have been incorporated to the extent feasible in the Unit Four-A Land Use Plan illustrated in Figure 6. It is significant that neighborhood-level facilities serving Unit Four-A residents are located in Unit Four, directly to the south. The Unit Four-A Precise Plan will accommodate an existing religious institution located north of Del Mar Heights Road. On the other hand, **community-level** facilities will be largely concentrated in the Town Center and Unit Seven. Figure 7 shows the Unit Four-A Plan in relationship to previously adopted precise plans.

Following are major concepts reflected in the Unit Four-A Land Use and Circulation Plan:

1. A land use plan reflecting the proposals of the Community Plan and the constraints imposed by existing landforms. Development areas are confined to ridges and canyon bottoms; intervening canyon slopes are largely retained in their natural state.



7 PRECISE PLAN RELATIONSHIPS

2. A plan preserving a significant amount of natural open space and affording substantial opportunities for views.
3. A land use and circulation system providing public view outlooks to the exterior natural open space areas reserved in accordance with the Community Plan.
4. A "low-volume" curvilinear street system (dictated by the relatively low density of **development**), gaining primary community access via Del Mar Heights Road but providing linkages to Neighborhoods Four and Seven.
5. Neighborhood connections to a community-level bikeway-pedestrian system extending along Del Mar Heights Road.
6. Strong circulation linkages to the high school (to the west) in Unit Seven and the elementary school and neighborhood park (to the south) in Unit Four.

LAND USE SUMMARY

Table 1 summarizes land use acreage allocations for the precise plan area. Approximately 102 **acres**, or 41 percent of the acreage, is allocated to residential uses. The remaining property is specified for institutional uses, streets, and open space.

A total of 342 dwelling units are proposed. Housing areas will accommodate an estimated peak population of 958 **residents**.

Table 1

LAND USE ACREAGE ALLOCATIONS

<u>Land Use</u>	<u>Acreage</u>	<u>Percent of Total</u>
Detached Residential	102.0	42
Institutional*	7.5	3
Undesignated	39.9	16
Passive Recreation Areas	.9	-
Major Streets and Collectors	9.8	4
Open Space	86.5	35
TOTAL	246.6	100

*includes an existing religious institution site of 2.5 acres.

RESIDENTIAL LAND USE

Figure 6 shows the proposed distribution of residential development in the precise plan area. 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.

A total of 342 dwelling units are proposed on 102 acres, resulting in an average density of 3.35 housing units per residential acre. The detached housing density is based on the total area included in the residential area (**lots**, internal slopes and streets, but excluding open space, the collector street, and the major **street**). On the basis of the total precise plan area (exclusive of undesignated **areas**), the plan produces a gross density of roughly 1.65 units per acre.

A small number of additional units may result from: (1) City approval of a conversion of a portion of the institutional area to very low density housing with a maximum density of 4.25 units per acre, and (2) conversion to a single family residential lot of that area of the existing church site presently lying within a City of San Diego street reservation for Del Mar Heights Road (once the City of San Diego determines that such reservation can be **relinquished**). 3) adoption of undesignated areas of plan for residential uses which will require Precise Plan amendments.

Housing Type

The **single-family** detached category corresponds to the "very-low density" category in the North City West Community **Plan**. Proposed detached units are of the conventional lot, very **low** density, **single-family** type. It should be emphasized that while certain housing areas are designated for detached housing (see "asterisks" in Figure 6), future development could appropriately take the form of attached clustered housing because of topographic conditions and limitations imposed by small ownerships.

As shown in Table 2, a population of 958 persons is estimated for Unit Four-A.

Table 2
Housing Mix

<u>Housing Category</u>	Density <u>DU/AC.</u>	<u>AC.</u>	<u>DU.</u>	Persons <u>Per DU</u>	<u>Estimated Population</u>
Single Family Detached	3.1-4.8	102.0	342	2.8	958

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 North City West 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 **single-family** areas to the north and east offer panoramic views of the surrounding areas. The **single-family** residences to the west offer more limited canyon view **opportunities**.

Balanced Community

The North City West 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 density categories in the Community Plan are designated for "lower-middle income families and **up.**"

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 Four-A housing is available on an equal-opportunity basis.

COMMUNITY FACILITIES

Community- and neighborhood-level facilities to serve Unit **Four-A--an** elementary school, neighborhood park, and high **school--are** located just to the south in Unit Four or to the west in Unit Seven. A neighborhood shopping center is proposed to be developed about 2/3 of a mile to the south in Unit One.

An existing religious institution occupies a site of 2.5 acres just north of the proposed alignment of Del Mar Heights Road. Access to this area will be taken off the collector road (realigned Black Mountain Road). A 10' minimum landscape buffer between this area and the adjacent residential areas should be provided. Owners of this parcel are proposing to develop a portion of the site for detached single family housing.

A private elementary school for up to 200 students is designated for a five acre parcel extending along the southeasterly boundary of the area. In the event that the school is not developed, or that some portion of the religious institution site is used for housing, the site would appropriately be developed for housing at a maximum density of 4.25 units per acre.

Facilities and Services

A number of other facilities and services will be made available to Unit Four-A 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 Four-A by the City of San Diego:

- Recreational facilities, including a community park to be developed south of the town center, neighborhood parks distributed throughout the community, and a seven-acre park is proposed with trails into canyons to be developed within Neighborhood 7.

- Library **service**, in a library branch building to be constructed in the North City West Town Center.
- Police protection, from University City.
- Trash collection and solid waste disposal at existing and proposed City landfills and disposal facilities.
- Fire protection predominantly from the Del Mar **Heights/**North City West station. This station will ultimately be located on Del Mar Heights Road just west of the High School.

Other institutions and services may be located in the North City West Community and serve Unit Four-A residents:

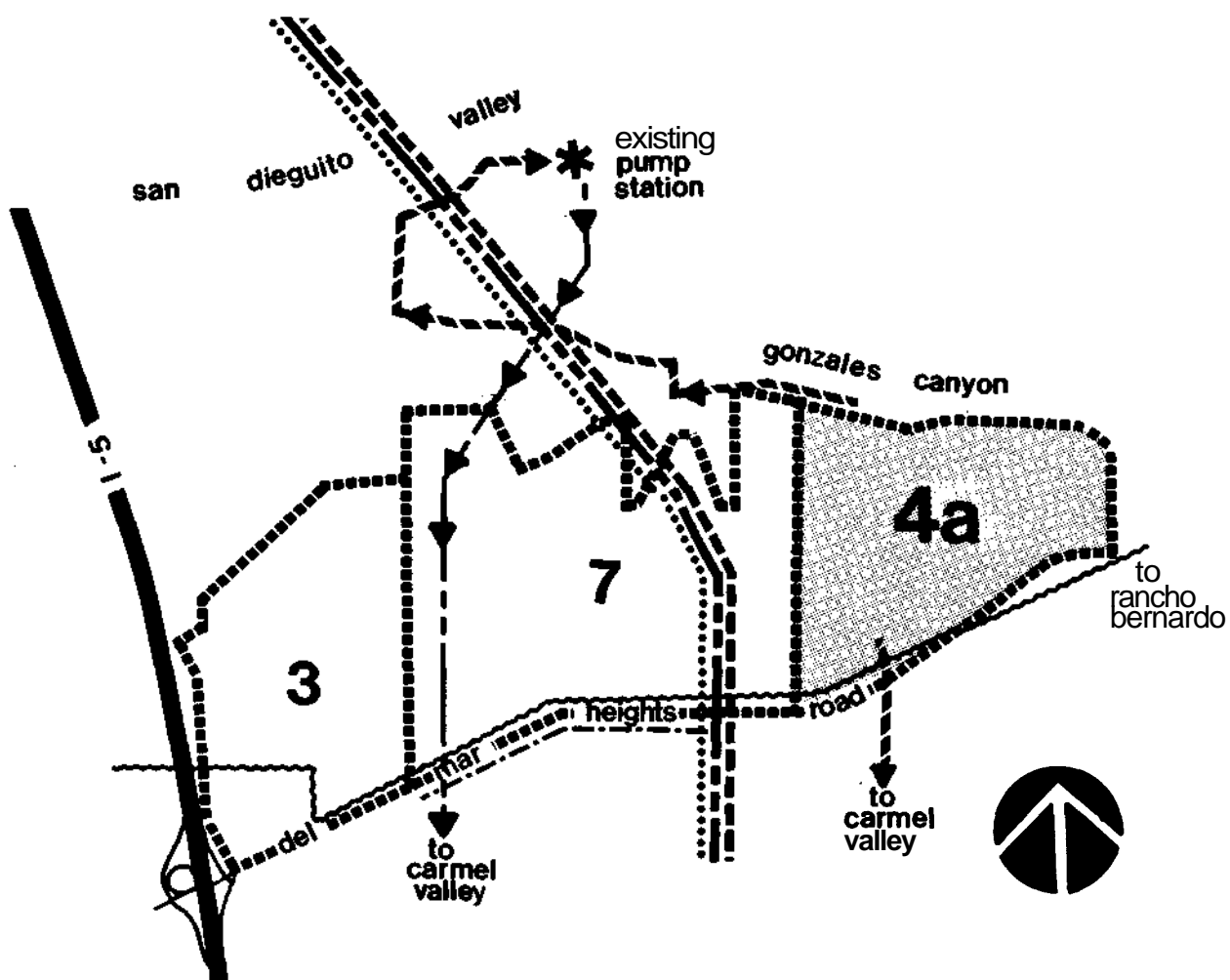
- Commercial facilities provided within the North City West Town Center and commercial centers distributed throughout the community.
- Medical/health care offices, clinics, or services.
- Additional religious institutions.
- Child care and private-education facilities.
- Community and service-oriented 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 Unit Four-A. 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 and via off-site and on-site water mains to be constructed as part of this development. The alignment of the Del Mar Heights Road transmission pipeline will be modified to conform with the planned alignment of Del Mar Heights Road, in a manner satisfactory to The Water Utilities Director.



- | | |
|-----------------------------|--|
| neighborhood boundary | ~~~~~ existing water transmission main (610 hgl) |
| ----- existing 230/138 kv | ----- existing trunk sewer |
| existing oil line | ←----- proposed trunk sewer |
| ----- existing gas line | ←----- existing sewer force main |

8 MAJOR UTILITIES

Sewer

Sanitary sewer facilities will be operated by the City of San Diego.

Approximately 30% of the development will ultimately be served by public sewer facilities draining southerly through proposed **Carmel** Valley Neighborhood One to the existing trunk sewer in **Carmel** Valley Road. It should be noted that this sewer must cross under Del Mar Heights Road in the vicinity of **M.C.** Road. Due to the horizontal and vertical design requirements associated with prime arterial roadways and the surrounding **topography**, Del Mar Heights Road will be constructed about 60 to 70 feet above the existing canyon bottom at the crossing point. To sewer this upstream low-lying area by **gravity**, facilities may have to be constructed at deeper than normal standards downstream from Neighborhood Four-A. The actual depth will depend largely on the phasing and nature of development proposed immediately south of Del Mar Heights Road in Neighborhood One (**Carmel Valley Precise Plan**). This grading and the related sewer improvements must be closely coordinated with future development plans in the Neighborhood Four-A canyon bottom and Neighborhood One. However, if a gravity sewer system is not practical, a pump station will be **necessary**.

The remaining 70% of the development will ultimately be served by public sewer facilities to be constructed off-site to the existing pump station at El **Camino** Real and San Dieguito Road.

Neighborhood Four-A will be developed in phases. It is anticipated that development within other neighborhoods downstream from Unit Four-A will also be phased, possibly delaying the availability of the off-site gravity facilities which will ultimately serve Neighborhood Four-A. In the event permanent gravity sewers are not available at the time they are needed the developer will be required to construct them as part of its off-site sewer requirements. As an alternate, temporary pumping will be allowed provided that sewer capacity is available and the developer assures that he will pay all operation and maintenance costs as long as the pump station is in operation. Developer must also agree to remove the pump station when no longer needed.

Drainage

The drainage proposals set out in this section are based on current City drainage policies and the North City West Specific Drainage Plan with addendum, prepared by Leeds, Hill and Jewett, Inc. The development objectives of Neighborhood Four-A are consistent with those of previously adopted Precise Plan Areas, and the specific drainage design is proposed to be compatible with existing development.

Penasquitos Lagoon Drainage

Approximately 30% of the **precise** plan area drains southerly through proposed **Carmel** Valley Neighborhood Four to Carmel Valley; and then westerly to Los Penasquitos Lagoon. The North City West Specific Drainage Plan suggested that increased runoff and sedimentation directed toward the Penasquitos Lagoon due to **development**, should be controlled by construction of detention basins at key locations in Carmel Valley. A series of detention basins have been designed in conjunction with development of Carmel Valley (North City West Neighborhoods **Two, Four, Five, and Six**), and have been sized to accommodate the **75-acre** portion of Unit Four-A which drains **southerly**.

As noted in the preceding section on sewers, implementation of a Precise Drainage Improvement Program for this subbasin will depend on the amount of grading placed downstream from Neighborhood **Four-A**, in Neighborhood One. It is crucial to the proper drainage of Neighborhood Four-A that a very deep storm drain system, with sufficient capacity to accommodate up to 75 acres of low-density residential development, be installed in Neighborhood One, at the time grading commences in the canyon bottom to avoid excessive ponding upstream in Neighborhood Four-A. Partial filling in the Four-A canyon bottom during grading in Neighborhood One would also be appropriate, subject to concurrence by all affected property owners and City Engineering Department.

Special construction techniques are proposed to be utilized during grading operations to minimize erosion and sedimentation, particularly during the rainy season (November 15 through March **31**). Grading will only occur during this period if appropriate erosion-mitigating measures are employed, including provision of berms, interceptor ditches, sandbagging, hay bales, filtered inlets, debris basins, or silt traps. Recently graded slope banks will not be permitted to be left without vegetation and unprotected during the rainy **season**.

San Dieguito Lagoon Drainage

The majority of the precise plan area drains northerly to Gonzales Canyon and the San Dieguito Lagoon. This portion of project drainage will be collected and conveyed through local storm drains and street gutters to the northwesterly corner of the Precise Plan Area and will be discharged at this location into Gonzales Canyon in accordance with City of San Diego drainage policies. No significant diversions from the natural

drainage patterns within Neighborhood Four-A are proposed. The design and construction of drainage improvements will incorporate appropriate measures to mitigate potential increase in erosion caused by development.

An overall Neighborhood Drainage Plan will be prepared in conjunction with the initial tentative map for Neighborhood Four-A, that precisely locates and sizes the storm drains, inlets and **outlets**, and temporary erosion control measures required to meet North City West drainage plan objectives.

Power

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

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 their natural state. This area will provide significant open space separations between ridge and canyon housing areas, and will particularly enhance the visual effect of the street extending down the westerly canyon.

Generally, there are three types of open space associated with Unit Four-A:

- Natural open space to be retained in its native state. Canyon slopes comprise most of this category.
- Neighborhood-related open spaces which include: (1) view outlooks along streets; (2) more significant landscaped slopes with community exposure; and (3) a cul-de-sac pass-through; and (4) two passive recreation **areas**.

- Project open space 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.

Two small parcels of **land**, one northeast of the main entrance off Del Mar Heights Road and the other located west of the eastern intersection of the loop road and Black Mountain Road are designated as open spaces on the land use plan. These are owned by the major developer of Development Unit 4A, and are intended to be landscaped as passive recreation areas. Their exact shapes and areas may be altered during precise engineering and design.

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 Park and Recreation Department and the City of San Diego Planning Department.

TABLE 3

NEIGHBORHOOD OPEN SPACE PRESERVATION AND MAINTENANCE

Type of Open Space	Preservation Options	Maintenance Options
Natural open space preserve and public view outlooks	Fee ownership by City. Open space easement to City.	Community open space maintenance district.
Perimeter roads, including neighborhood entrances, passive recreation areas , neighborhood/community slopes, and medians.	Common area of attached residential projects under open space easement. Medians within dedicated street rights-of-way .	Project open space with homeowner association fees. Community open space maintenance district. Neighborhood homeowner association.
Slopes with neighborhood visibility, within projects or along collector road, and cul-de-sac pass-through.	Dedicated street rights-of-way . Open space easement. Ownership by neighborhood homeowners associations.	Community open space maintenance district Neighborhood homeowner association.

CHAPTER 3 CIRCULATION ELEMENT

COMMUNITY-WIDE STREET SYSTEM

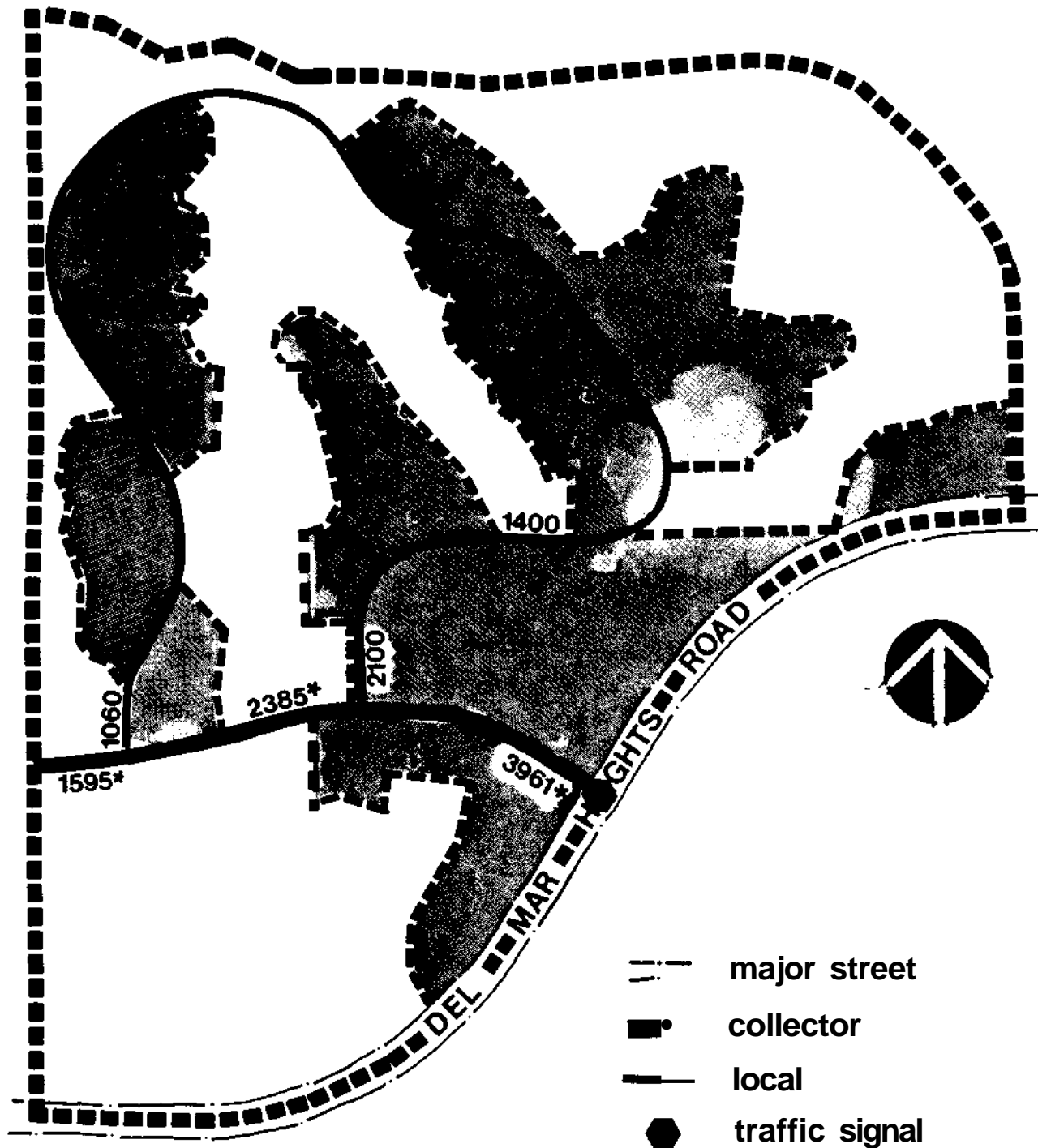
The North City West Community street system consists of a hierarchy of **arterial**, major and collector streets. This system accesses Interstate 5 at two existing **interchanges**, Carmel Valley Road and Del Mar Heights Road. The freeway provides regional access from North City West to the San Diego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

Development Unit Four-A is bounded by Del Mar Heights Road, designated as a six-lane major street. This road will provide vehicular access from the neighborhood to the larger community. Community bicycle and pedestrian paths are proposed paralleling this major street. A signal will be required on Del Mar Heights Road at the neighborhood entrance. An intersection will be created at this point providing collector road accesses to both Units Four-A and **Four**.

Del Mar Heights Road has the additional role of linking the community of Del Mar and Interstate 5 to North City West 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 handle North City West traffic.

In order to insure adequate access to Unit Four-A, the following improvements to the community circulation system must be completed in compliance with the North City West Transportation Phasing Plan, as traffic warrants:

- Extension and improvement of Del Mar Heights Road easterly from El Camino Real to the easterly access to Unit Four-A and eventually to the easterly boundary of North City West.
- Signalization of the neighborhood entrances along Del Mar Heights Road.



* (INCLUDES 500 THROUGH TRIPS FROM DEVELOPMENT UNIT 7)

AVERAGE DAILY TRIPS SHOWN ON THIS MAP ARE BASED ON
PROJECTED UNIT COUNTS FOR UNDESIGNATED AREAS

9 UNIT STREET SYSTEM

NEIGHBORHOOD STREET SYSTEM

Street Classifications

The proposed street system within Unit Four-A is depicted in Figure 9. This system consists of the following street **classifications:**

- A collector street system connecting to Del Mar Heights Road, Neighborhood Four and Neighborhood **Seven.**
- Local streets to access detached residential projects (**culs-de-sac** are not **shown**).
- 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 North City West Community Plan:

- The neighborhood contains only collector and local streets. Through traffic is diverted to a major street and is discouraged within the neighborhood by the design of the road system.
- Neighborhood access from the major street is restricted to the one neighborhood entrance. The City will require that parcels abutting Del Mar Heights Road be provided access via the collector and local road system.
- Access to and parking along the collector road is restricted in order to provide minimum friction points between automobile, pedestrian, and bicycle traffic, and to enhance the visual quality of streetscapes.

Traffic Volume

Figure 9 shows the estimated average daily traffic (ADT) along Unit Four-A 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

A traffic signal will be required at the collector street intersection (formerly Black Mountain **Road**) with Del Mar Heights Road. This intersection will improve the movement of traffic along the major street and between neighborhood and community functions. The neighborhood entrance is designed to accommodate relatively high volumes of movements at the neighborhood collector.

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.

STREET DESIGN

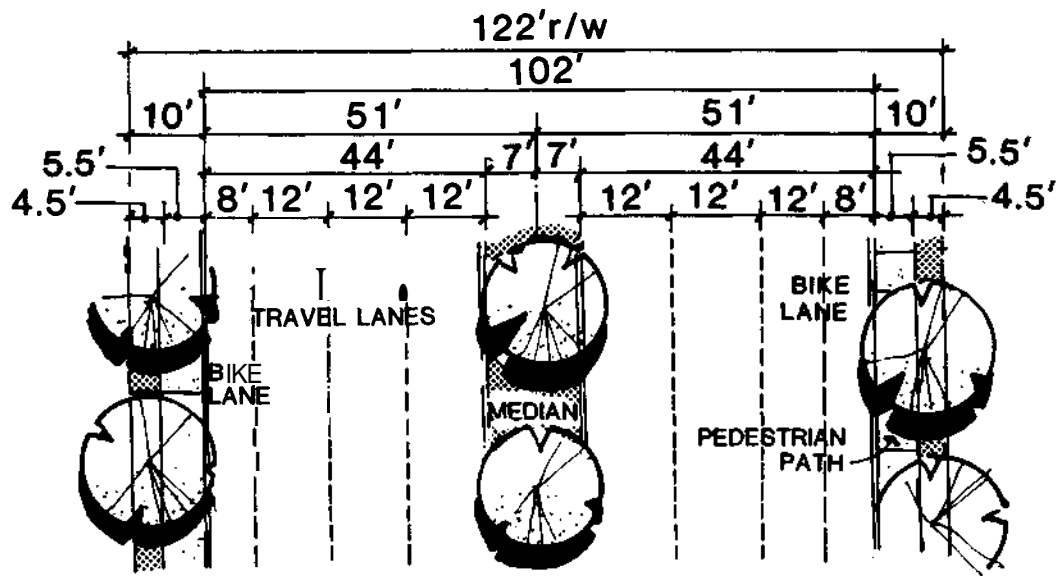
Typical street sections for major streets, **collectors**, and local roads are shown in Figures 10-12. Developers of Neighborhoods Four and Four-A will improve Del Mar Heights Road to full width, providing six travel lanes and a landscaped median. Bicycle travel is accommodated in a marked lane next to the curb, while pedestrians are provided a sidewalk parallel to the roadway.

The neighborhood entrance section is designed to accommodate through and left-turning movements. As shown in Figure 11, the collector road provides for two travel lanes, parkway sidewalks adjacent to the curb, and bicycle lanes next to the curb. No parking will be permitted along the collector system. One segment of the east-west collector has been widened to a 68-foot section in order to provide a more adequate planting area next to residential walls.

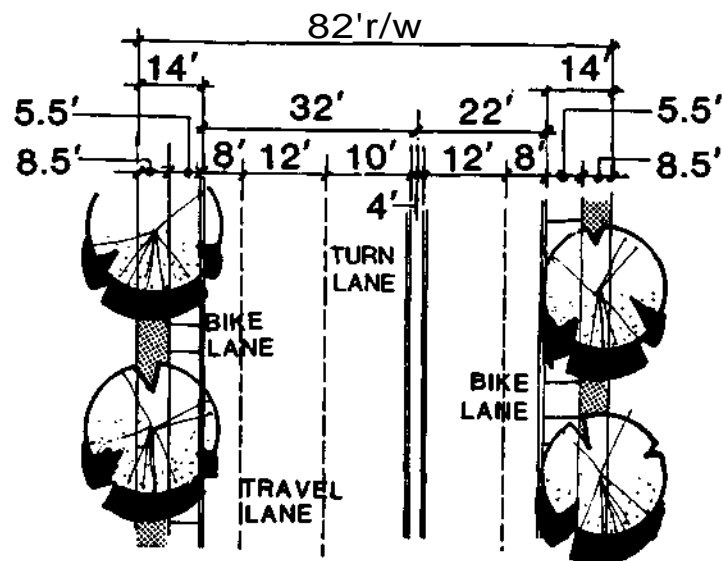
Figure 12 depicts typical local street sections within detached residential areas. Two types are shown: a residential street and a residential cul-de-sac. Sidewalks are provided as needed next to the curb, with the exception of some meandering of sidewalks along certain sections of the north-south canyon street.

ALTERNATIVE TRANSPORTATION MODES

The North City West 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. Reflecting Community Plan

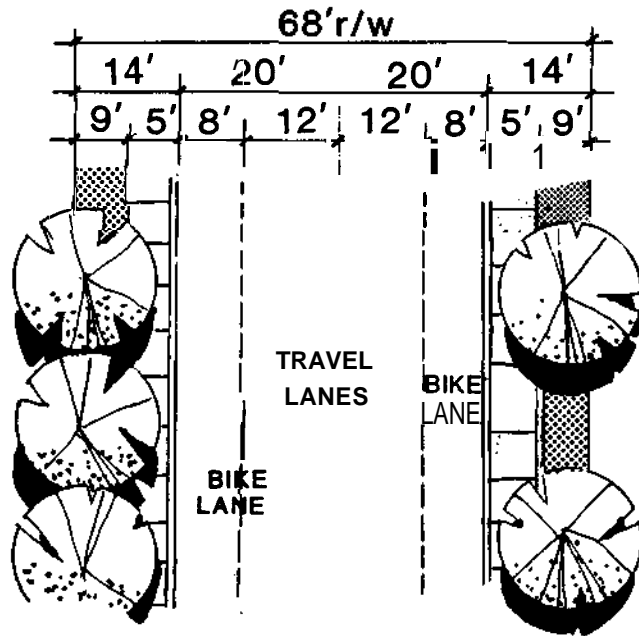


del mar heights road

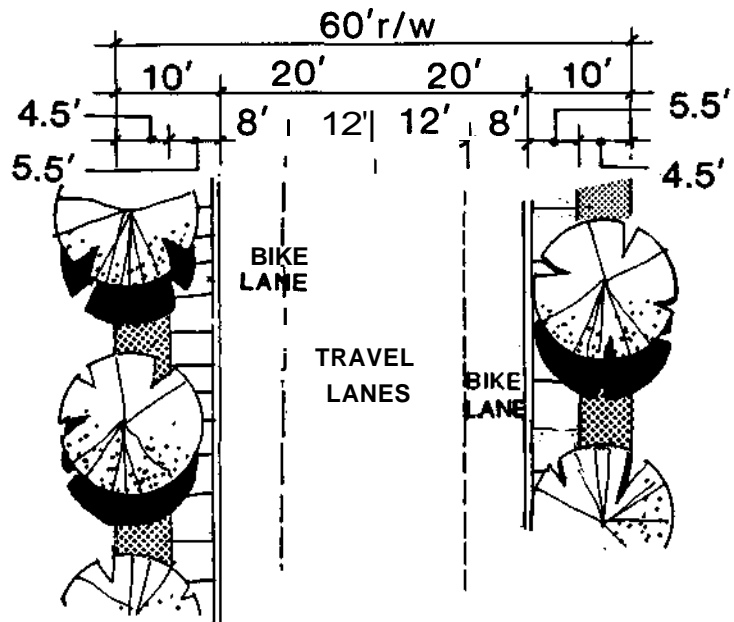


neighborhood collector entry

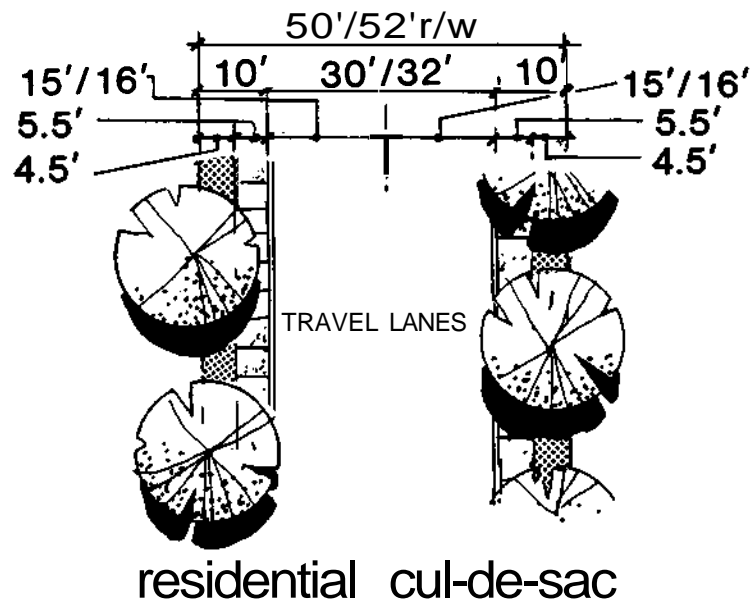
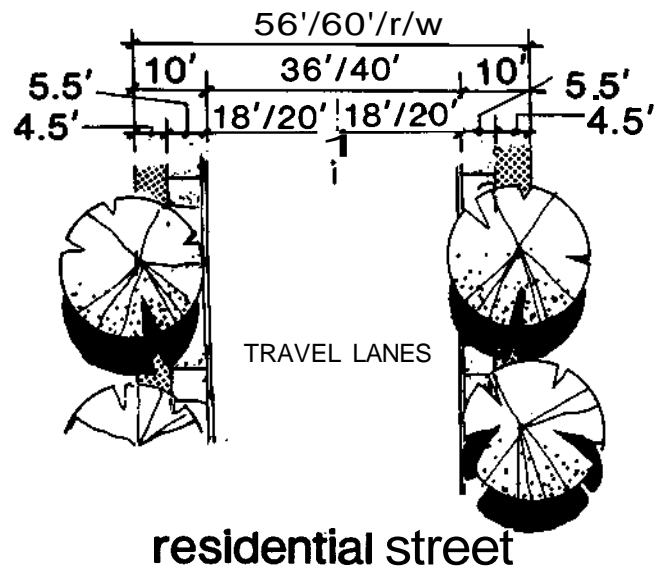
10 STREET SECTIONS



entry collector



collector



objectives, the Unit Four-A Precise Plan provides neighborhood **transit, bicycle,** and pedestrian alternatives related to the community circulation network.

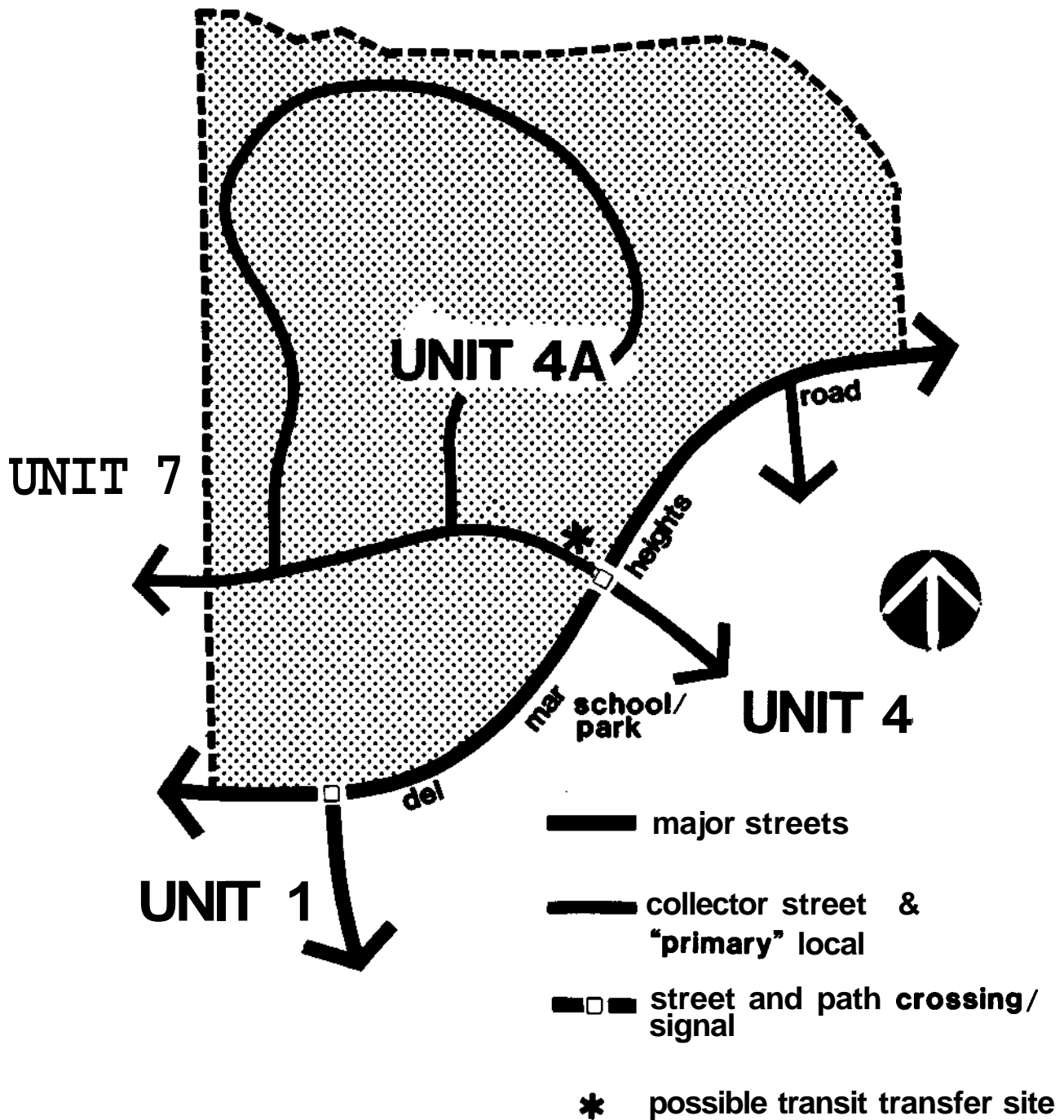
Transit

San Diego **Transit's** five year plan includes regional Route 150 extending between North City West and Centre City San Diego with a small scale regional transit center located in the North City West Town Center. San Diego Transit has recommended a two phase process in North City West for local, feeder service to Route 150. When Route 150 is implemented (currently planned for FY 88 but must be keyed to the North City West schedule) a taxi feeder, DART (Direct Access to Regional Transit) type service, as operated by San Diego Transit in Mira Mesa and other areas, should also begin operation.

When the build out of North City West nears completion, transit ridership demand should be evaluated to consider fixed route, local bus service. Depending upon demand, this could be coordinated **with,** or in place of, the DART service. In either **case,** DART service can, in the opinion of San Diego Transit, offer better penetration at lower cost than local, fixed route bus service while the area is under development.

Transit facilities or services which could directly serve Unit Four-A should be determined within the context of a more comprehensive, community analysis. Such a analysis may be undertaken in the future in connection with transportation studies for the town center area. The Unit Four-A plan will reserve a possible future transit transfer site on the north side of the neighborhood collector entry westerly of the Del Mar Heights Road signalized intersection. This location, as well as alternative transit transfer sites across Del Mar Heights Road at the future elementary school-neighborhood park site in Neighborhood Four, should be provided further analysis in any community wide transit planning and implementation program. **Consideration** may be given to provide a local transit service extending along Del Mar Heights Road from the **I-5** interchange and town center area.

In order to provide needed flexibility, the developer owning the potential transit stop has agreed that a question of whether the stop would be best located on Del Mar Heights Road north or south of the neighborhood collector should best be resolved at the time that services are implemented. If it is determined that either bus stop location is **needed,** the developer will provide a level, hard surfaced boarding area a minimum of four feet wide and eight feet deep from the curb face (including the normal sidewalk area) and will consider the improvement of a passenger shelter sufficient to accommodate at least three seated adults.



13 COMMUNITY LINKAGES

Bicycle Circulation

The neighborhood bikeway system for Unit Four-A provides marked Class II bicycle lanes along the collector street extending to connections with the community bike route along Del Mar Heights Road. The collector system provides direct linkages to the high school in Neighborhood Seven and the elementary school and neighborhood park directly to the south in Unit Four. The City will not permit auto **stopping**, standing, or parking along the curb in Del Mar Heights Road.

Pedestrian Movement

The pedestrian path system for Unit Four-A incorporates the following elements:

- Sidewalks within the collector connecting to the community pedestrian paths along Del Mar Heights Road.
- Standard sidewalks along local residential streets.
- Signalized crosswalks at the Del Mar Heights Road traffic signal intersection.
- Some "meandering" of the pedestrian path extending down the north-south canyon street.

COMMUNITY AND UNIT INTERFACE

Figure 13 depicts schematic circulation linkages between Unit Four-A and the surrounding North City West Community. These connections will ensure effective access between Unit Four-A and key activity **centers**, such as the town center and employment center. In addition, access is provided to Unit Four neighborhood facilities, such as the elementary school and park.

The linkages between the neighborhood and surrounding community consists of streets, parallel bicycle routes, and pedestrian walks. Crosswalks and signals, where warranted by City standards, will be provided at street intersections. These crossings, in combination with other development unit crossings, provide ease of access to the elementary school and neighborhood park to the south, and residential neighborhoods to the west and south. Transit service may be provided to the town center transportation terminal and other portions of the North City West community. Such a service will be dependent on feasibility analyses conducted in conjunction with any future community transit studies.

CHAPTER 4 DESIGN ELEMENT

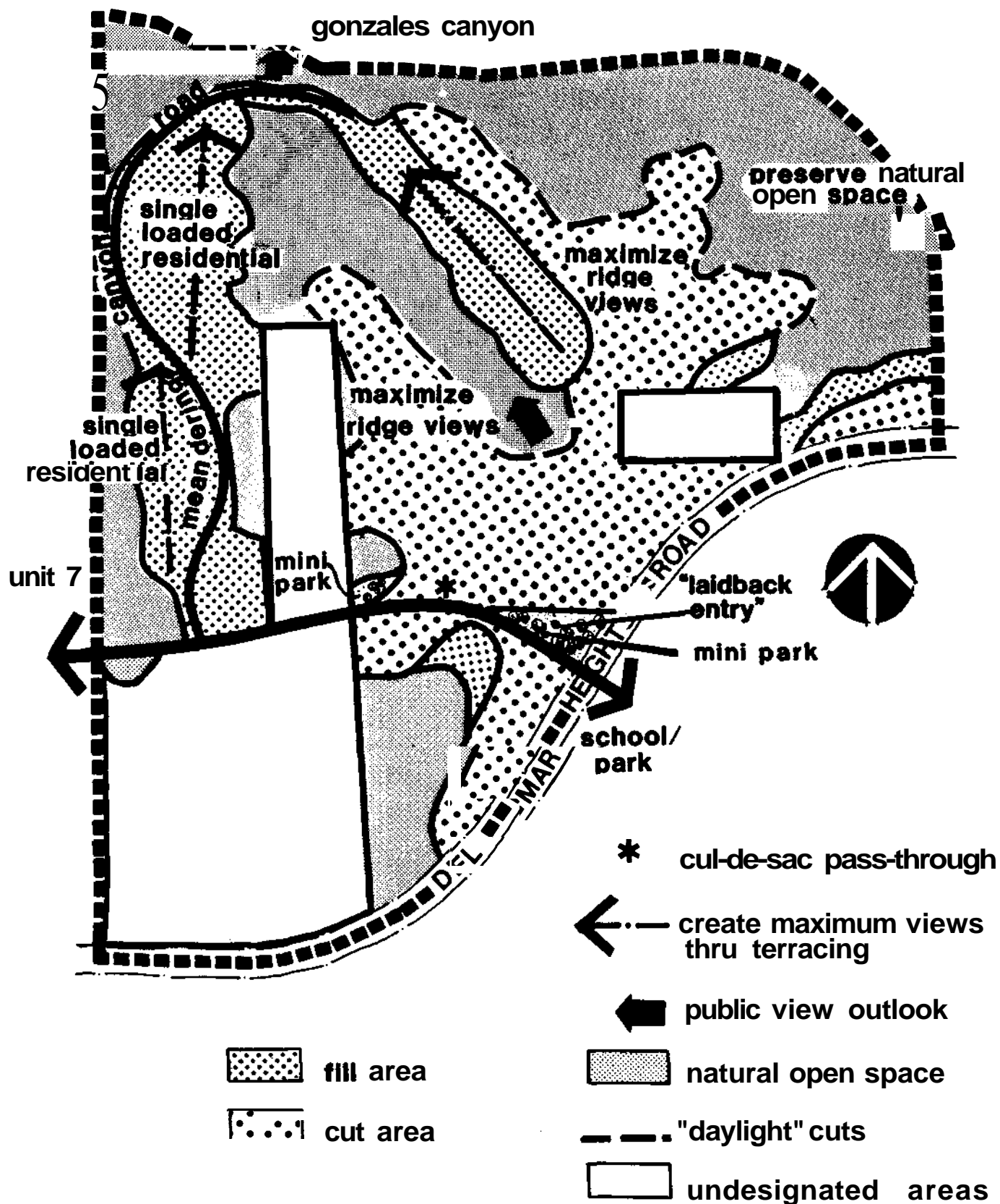
The purpose of this element is to set forth design objectives and concepts to guide **designers, developers,** and review agencies in **implementing** Development Unit Four-A. The overall goal is to create an aesthetically and functionally outstanding residential **neighborhood,** while contributing to the community identity of North City West as a whole.

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 Four-A projects by the City.

DESIGN OBJECTIVES

- Create a neighborhood identity within the comprehensive character of the North City West **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 Del Mar Heights Road.



14 UNIT DESIGN APPROACH

- 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 existing church and the alignments of the perimeter **highway**), as well as the interplay of market considerations and public policy. The design approach has **emphasized** the preservation of natural open spaces and the enhancement of view **opportunities**.

Emphasis has been placed on maximizing external views of Gonzales Canyon, canyon open spaces, and the hill and mountain panorama beyond. Three key view outlooks to the north have been created to provide public outlooks.

It must be recognized that Unit Four-A constitutes a small neighborhood of **single-family** homes fitted to a ridge and canyon land form, and characterized by extensive natural open spaces. **Consequently**, it does not exhibit the more tightly organized, mixed-housing character established in other neighborhoods within North City West. **Nevertheless**, the different quality of its development should help establish a neighborhood identity no less strong than others in the **community**.

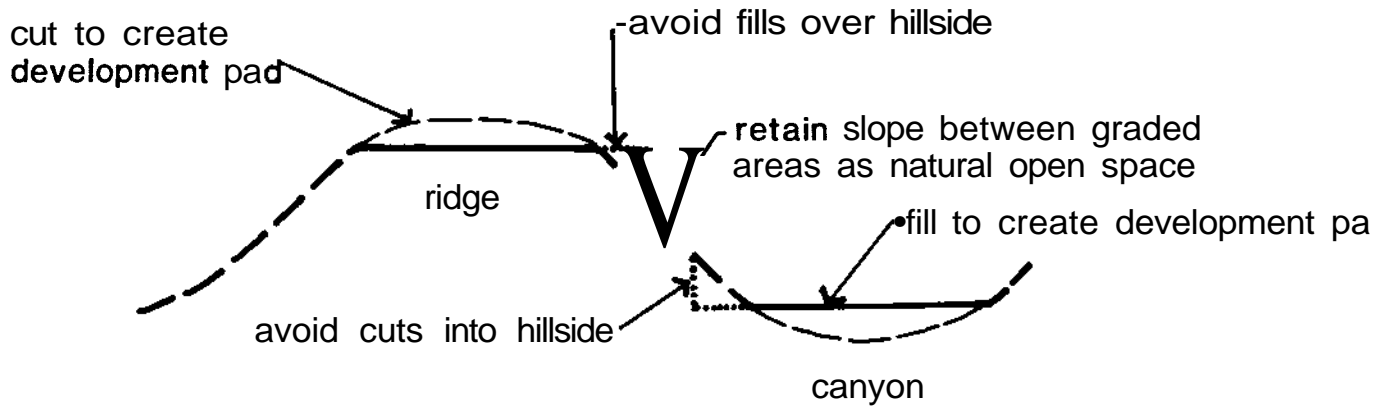
GRADING

Concepts and Objectives

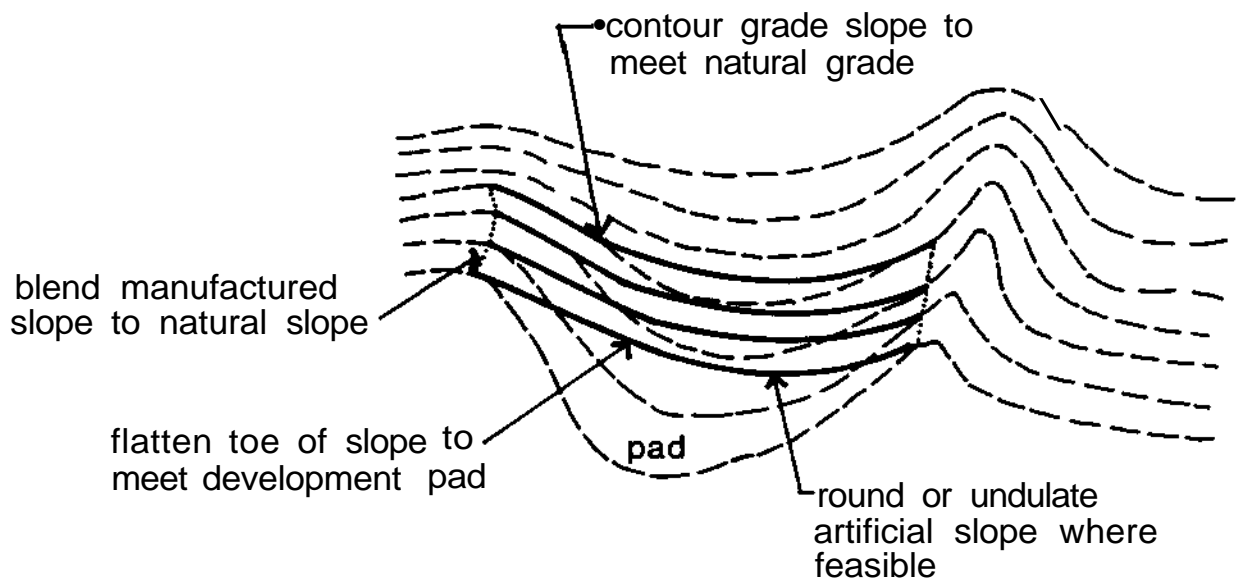
Overall concepts guiding the shaping of the precise plan environment focus on the retention of basic landforms. The plan was directed toward the development of ridges and moderate filling of selected canyon areas in order to preserve intervening canyon slopes in their natural state to the maximum extent feasible.

More specific objectives serving as guidelines for the design and implementation of the Unit Four-A plan follow:

- Contour selected slope areas with high community or neighborhood visibility to produce a natural **appearance**.



canyon-ridge condition



visible slopes at open space transition

- Maximize view opportunities through selective grading of development areas.
- Buffer residential and non-residential areas through slope banks.
- Cut to daylight lines along canyon rims in order to minimize fills on canyon slopes.
- Fill selected canyon areas to avert visible cuts on canyon walls.
- Grade to minimize surface drainage to natural slopes.

These concepts and objectives have been reflected in the grading approach followed for Unit Four-A (see Figure 14). The canyon slopes and natural vegetation in the northeastern portion of the precise plan are retained in their natural state to the maximum extent feasible. Preservation of the area will maintain a natural/rural character to the northeastern 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. Fill areas occur generally in the westerly canyon area extending north of Black Mountain Road to Gonzales Canyon.

Moderate slopes have been created along segments of the collector street and the major street to produce separations between residences and vehicular traffic.

The precise plan map indicates general grading proposals for Unit Four-A, but details of the grading scheme are subject to refinement and modification during precise engineering.

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. Major slopes should be contoured to achieve a natural, rounded effect. A manufactured appearance with harsh transitions between tops, bottoms, and sides of slopes should be avoided. Where practical, slopes should be rounded at tops and smoothed at bottoms. Use of variable slope ratios is encouraged both vertically and **horizontally**. The maximum gradient should be 2:1. Slope banks, earth **berms** and mounds should be rounded and natural in character. All slopes

should be prepared to readily support landscaping. Fill banks along canyon rims should 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, so 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 soils which will minimize dust and erosion.

DRAINAGE

The drainage proposals set out in this section are based on the North City West Specific Drainage Plan and subsequent investigation of drainage requirements for Development Unit Four-A.

The Specific Drainage Plan cited above examines the entire North City West 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 North City West Drainage Plan and the Unit Four-A study are applicable to project development and are summarized below.

Neighborhood Drainage

The proposed drainage pattern for the Unit Four-A neighborhood generally conforms to the existing drainage pattern, with no significant diversions. The natural open space area in the northern half of the precise plan continues to drain towards the Gonzales Canyon area.

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 the San Diego City Guidelines for Landscaping and Irrigation for Land and Development.
- 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 Four-A. 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. Landscape development shall be consistent with the landscape, vegetation, and irrigation provisions of the City Land Development Ordinance. Further landscape proposals for the precise plan area shall be consistent with the Planning Commission-approved "Recommendations for Street and Parkway Improvements for Development Units 2, **3, 7, 4A** and **9**".

Design Concepts

Design guidelines for Unit Four-A are based on the following objectives:

- Establishment of an identifiable neighborhood complementary to the North City West Community as a whole.
- Creation of a visually-attractive neighborhood environment, enhancing pleasant views and screening or editing undesirable ones.
- **Beautification** of graded slopes exposed to community **views**.
- Employment of water conservation techniques 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.

Plant Selection

All plants should be provided in accordance with the California State Department of **Agriculture's** regulation 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 normal well-developed branch systems and vigorous and fibrous root systems which are not root or pot bound.

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 large trees is encouraged at special areas, such as neighborhood entrances, project entries, and focal points. 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.

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.

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 storm and irrigation, and windblown debris.

The irrigation system should be a permanent, automatic underground system on all manufactured slopes; on native revegetated slopes, a temporary system may be used. 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 part of the 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

All 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 Four-A 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 the building itself. All proposed projects should address solar energy issues as required by the City, in accordance with the State Subdivision Map Act, Section 66473.1.

Energy-conscious site orientation, **energy-efficient** building design practices, and the incorporation of energy-related equipment, should be promoted to the extent feasible. Building design and equipment selection should consider life-cycle costs rather than short-term capital and installation costs. This includes the design (and construction) of heating, ventilating, and air-conditioning systems; water heating; window treatments, insulation and weather stripping; and lighting. At the minimum, housing should be constructed to accept future solar water heating installations. 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 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 designs 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.

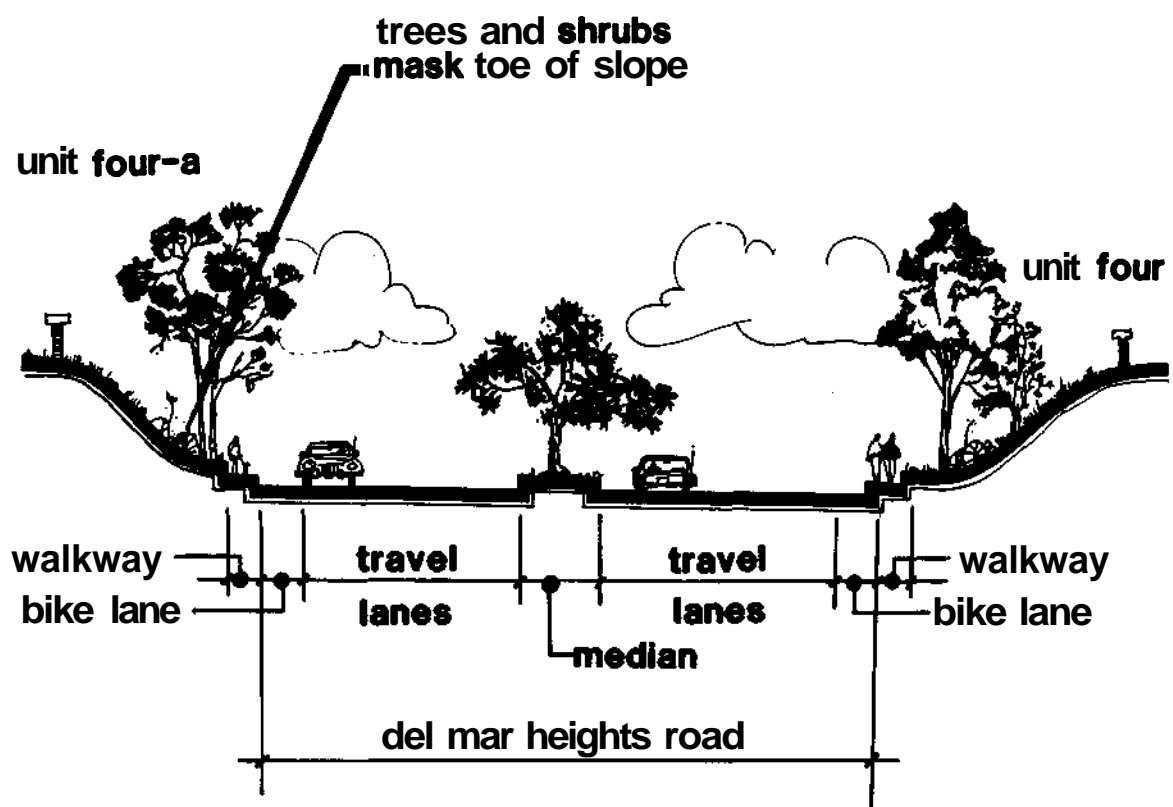
Natural Open Space Preservation

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 Four-A 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 an identifiable neighborhood entrance into Unit Four-A from Del Mar Heights Road.



16 TYPICAL MAJOR STREET TREATMENT

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.

Del Mar Heights Road

The rights-of-way and adjacent slopes for Del Mar Heights Road should receive a design treatment similar to that of other community-oriented streets. Design treatments should be coordinated with the interior of Unit Four-A and plans for **Units** Seven, Four, 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, and slopes. A pleasing aesthetic experience should be provided to motorists, transit passengers, bicyclists, and pedestrians as they move along the major street.

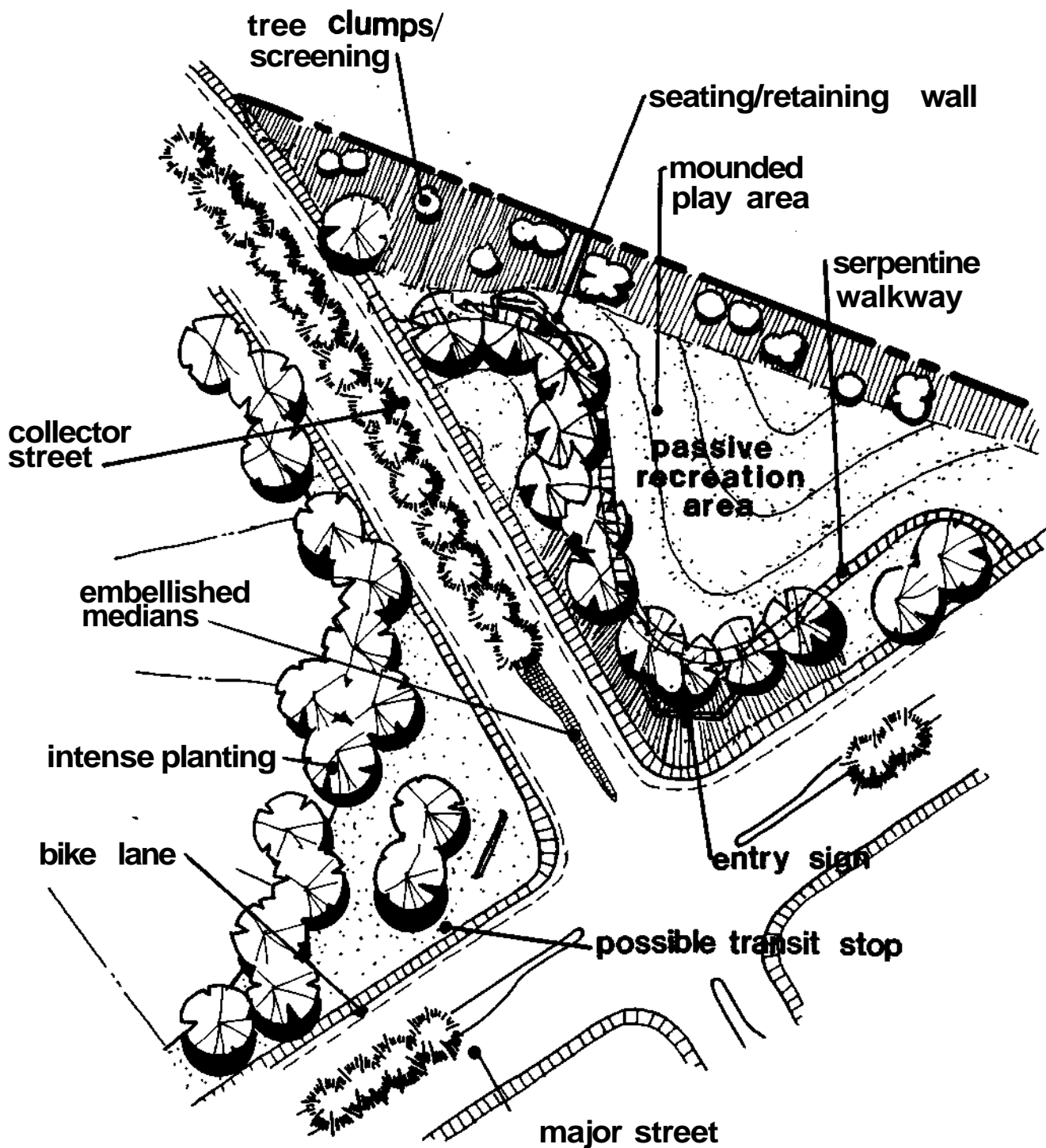
Figure 16 illustrates the typical design treatment of Del Mar Heights Road. Adjacent projects should be coordinated with the major street parkways to maintain visual continuity. Plantings should be concentrated adjacent to Del Mar Heights Road - generally at the bottom of the slope.

Plant materials in project areas along slopes should frame or mask views from and to the residential areas as appropriate. A meandering natural look of tree and shrub placement is encouraged. 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).

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. Any transit stop should be integrated with pedestrian walks and include attractive seating, **signing**, and lighting. Bikeways are integral with the streets.



17 NEIGHBORHOOD ENTRY/PASSIVE RECREATION AREA "A"

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. Repetition in material, color, 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.

Neighborhood Entrances

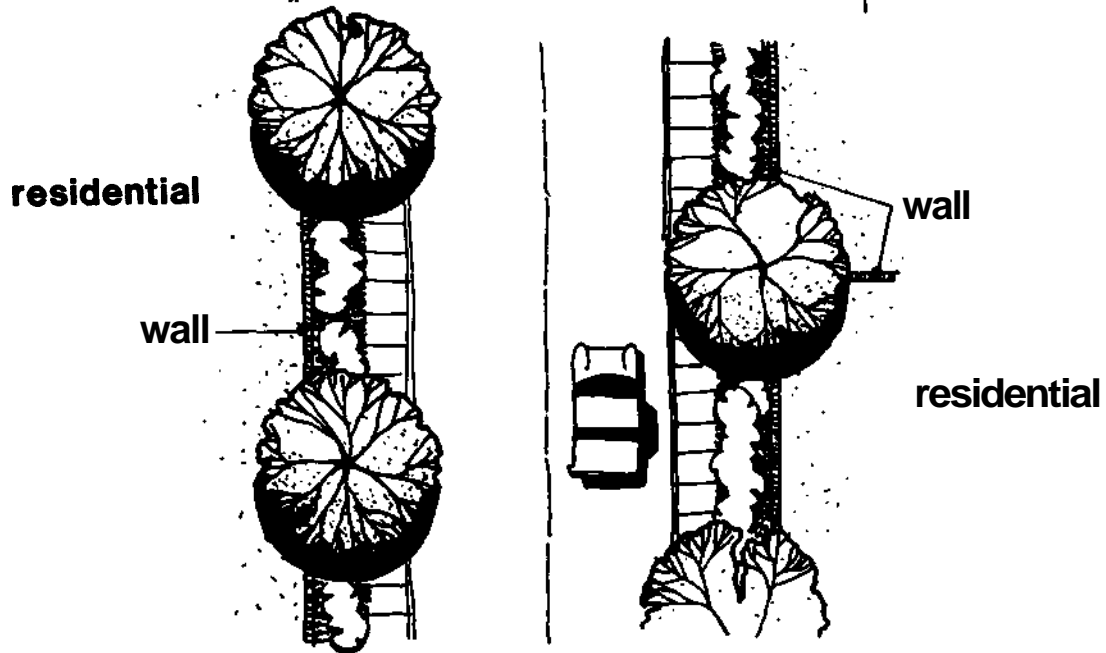
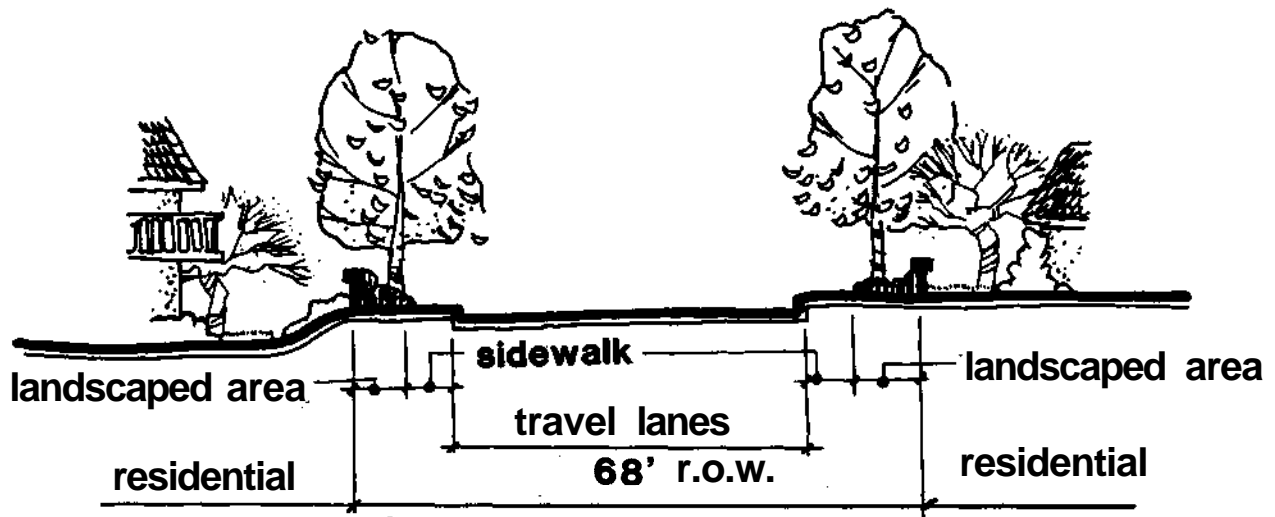
The precise plan indicates the location of a primary neighborhood entrance at the future intersection of Black Mountain Road and Del Mar Heights Road. This entrance should provide an aesthetic and functional transition between Del Mar Heights Road and the neighborhood collector system. Furthermore, it should identify and provide an entry and exit experience for neighborhood residents and visitors. This entrance should not only provide an aesthetic and functional transition between Del Mar Heights Road and the neighborhood collector system, but should also act as a passive recreation area (as discussed later in this **chapter**)."

A secondary entrance will be provided at the westerly canyon street extending north of the east-west collector (Black Mountain Road) toward Gonzales Canyon. The northeast corner of the intersection should be provided an open, spacious entry feeling by pulling back land and angling property line walls. The northwest corner would be landscaped to reflect the natural character of canyon slopes to the west.

As illustrated in Figure 17, the primary entrance should reflect a parkway character with a deep setback of **groundcover** or lawn. 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. There should be continuity between the landscaping at the entrance and the treatment of the major street and neighborhood collector. Like the collector, the primary trees should be a large-scale evergreen tree, such as Pinus eldarica (Mondell **Pine**), or Pinus halepensis (Aleppo **Pine**).

While set back from the entrance 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). 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 would provide the desired modulation of light, without sacrificing safety and utility. Council Policy 600-4 is to be used in determining street light placement.

Pedestrian paths will be provided on both sides of the street and should be integrated into the entrance treatment. 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.

The north side of the neighborhood entry has been designated as a potential future transit transfer site. The site should be reserved until **community-wide** analyses of transit determine the need for such a site. Alternative locations at the school-park in Neighborhood Four should also be considered in any future studies.

NEIGHBORHOOD DESIGN FEATURES

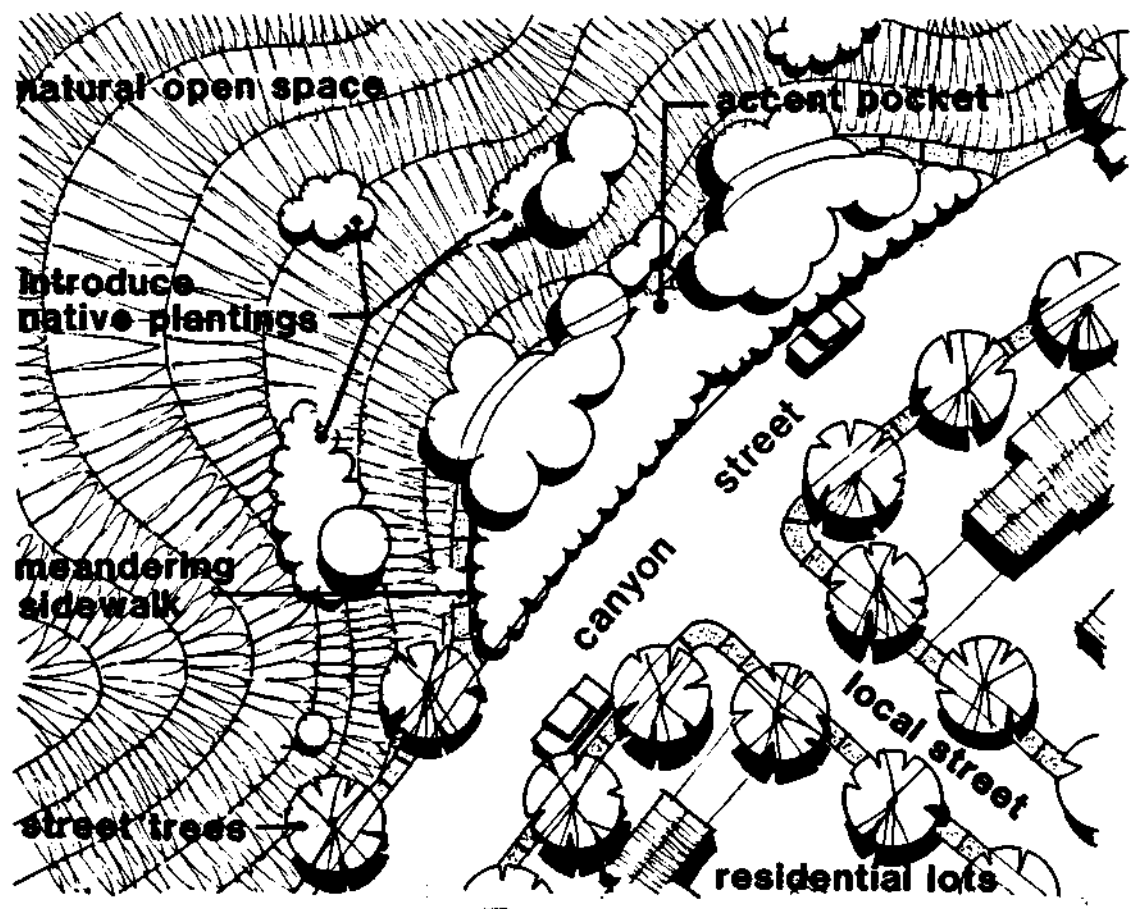
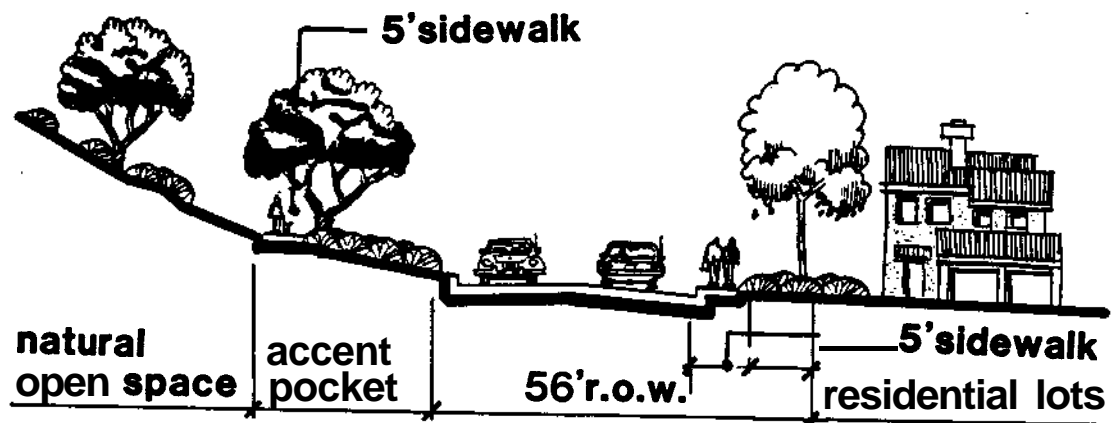
Some special design treatments are proposed in Unit Four-A in terms of the design of certain collector street segments and public view outlooks.

Entry Collector

The entry collector (formerly Black Mountain Road) is the collector which starts at the major entry to Del Mar Heights Road and connects Neighborhood Four-A to Neighborhood Seven. No residential lots take direct access off of this collector; but there will be property line walls along a segment of the road. To minimize the visual impact of these **walls**, the parkway should be expanded and the entire area between the sidewalk and the wall should be landscaped with a combination of street trees, shrub massings, and ground covers (see Figure 18). A clustering or mass planting arrangement rather than a single row of planting should be employed to create a variety of depths and visual interest. The primary street trees to be planted along Del Mar Heights Road should be repeated along this collector.

Canyon Street

The segment of the street system extending northward down the westerly canyon from Black Mountain Road northward is proposed for special treatment in terms of **landscaping**, pedestrian paths, and relationship to natural canyon slopes along its **perimeter**.



19 CANYON STREET

The street is designed to "swing" in a curvilinear alignment from one canyon slope to another in order to avoid a straight road fronted by residences on two sides. **Instead**, the road is often "single-loaded" so that natural canyon slopes extend to the roadway and short residential **culs-de-sac** gain access at natural areas. Where the grading plan for the development area and roadway creates strips of relatively level land adjacent to the **right-of-way**, such areas should be landscaped with pockets or groves of native or semi-native trees and shrubs. Pedestrian walks in these areas could be meandered away from the road to provide a more natural effect.

Landscaping should provide a soft transition to the native flora on the canyon slopes. Native trees, shrubs and groundcovers used in the landscape **"pocket"** areas along the road should be extended into the natural slope areas to effectively blend natural and manufactured areas. Sporadic native tree and shrub **massings** should be planted to provide a transition between the landscape pockets adjacent to the street and the more sparsely vegetated natural slopes.

The overall effect, as occurs on natural canyon slopes, will be a gradual increase in the concentration of plant material toward the canyon floor. This massing of planting at the toe of slopes will mask transitional grading areas. Street trees in combination with lawn should only be located where the parkway is adjacent to residential lots to avoid blocking views of the natural canyon slopes. Native shrubs and groundcovers selected should be drought resistant, effective in erosion control, and indigenous to the area. The primary trees along the canyon road should be as follows:

Street Trees:

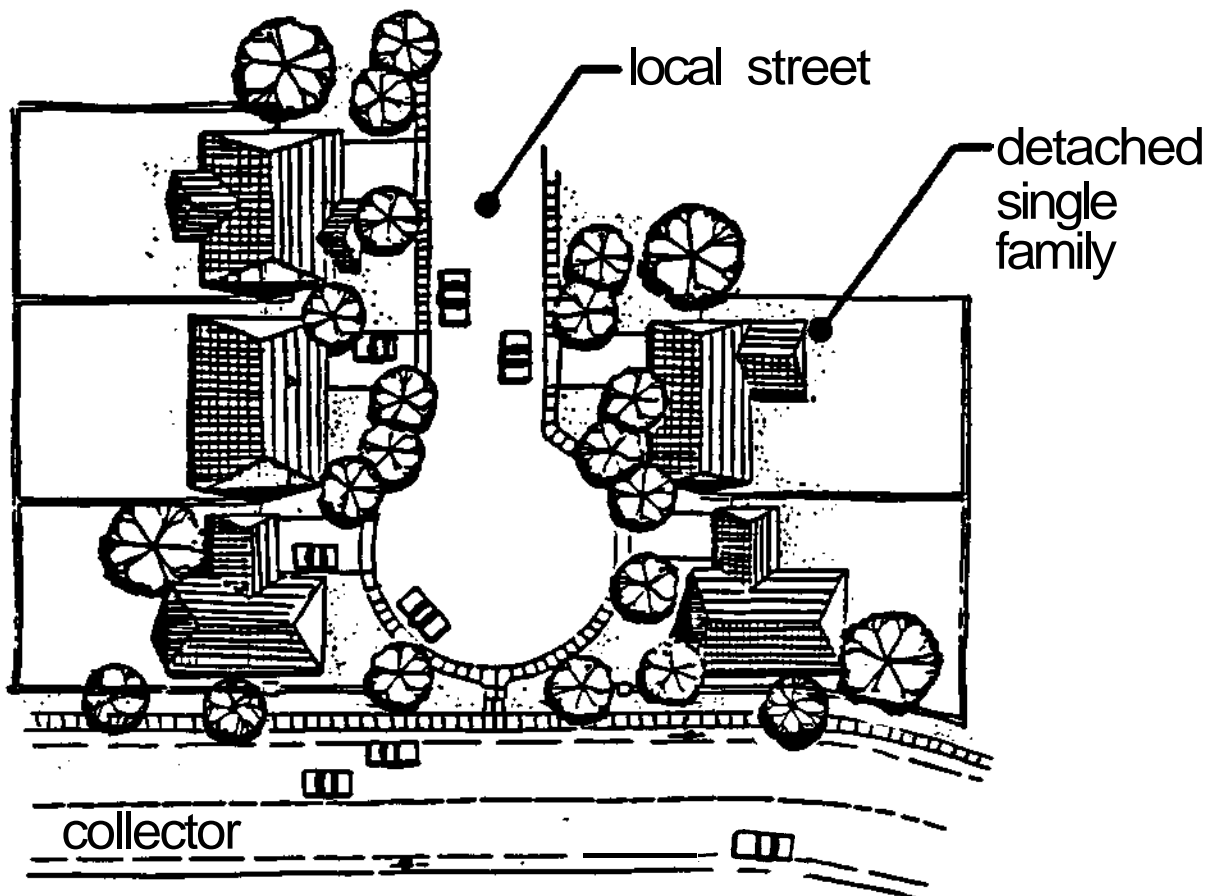
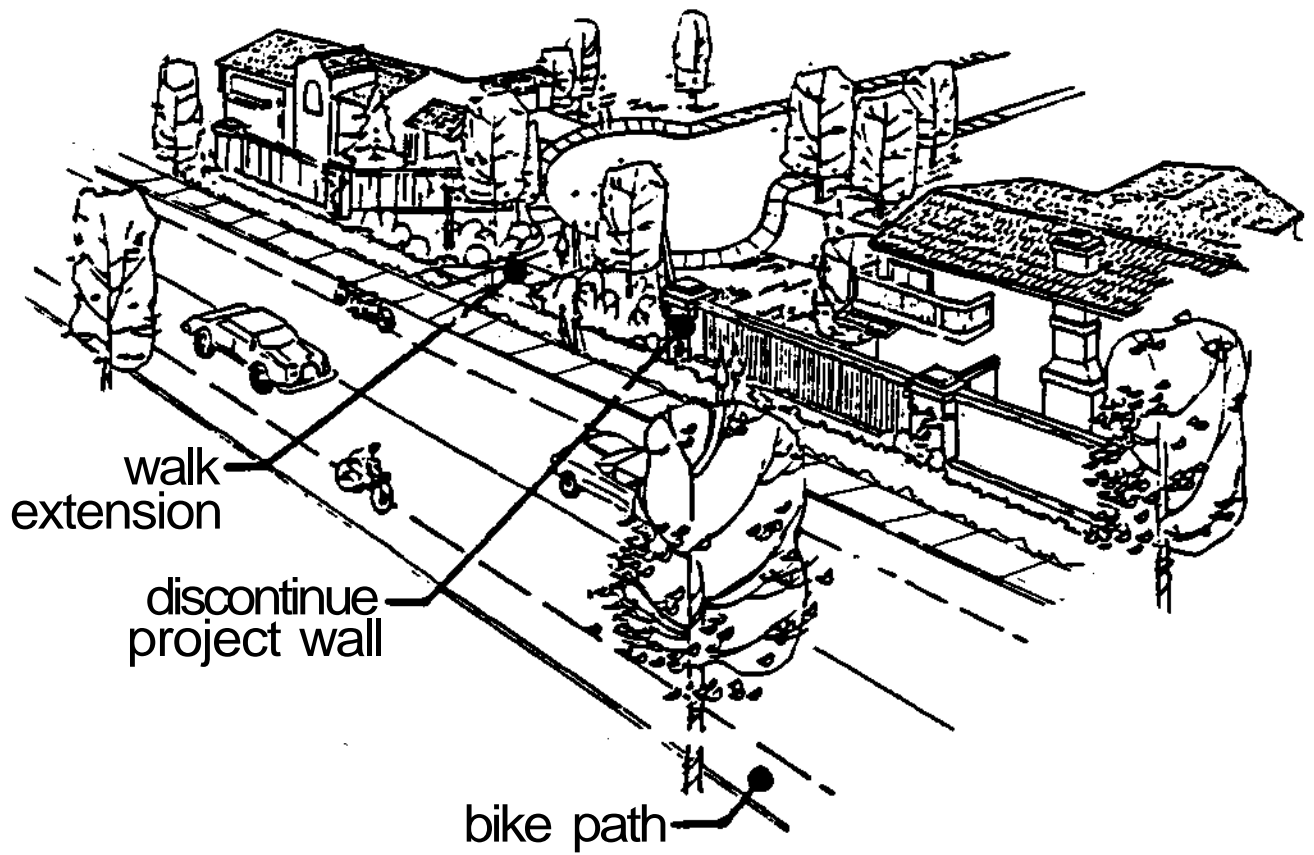
Large scale formal trees which naturally occur on canyon floors, such as Alnus rhombifolia (White Alder), Liquidambar styraciflua (Sweet Gum), or Platanus racemosa (California Sycamore).

Landscape Pockets and Slope Areas:

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

A temporary irrigation system (with low precipitation rate bubblers such as a drip-type system) will be required for native planting areas until plants are established.

No parking will be permitted along the street in order to minimize friction between automobiles and designated bicycle lanes.



20 CUL-DE-SAC PASS THROUGH

Any **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 19 illustrates the proposed canyon street.

Cul-De-Sac "Pass-Through"

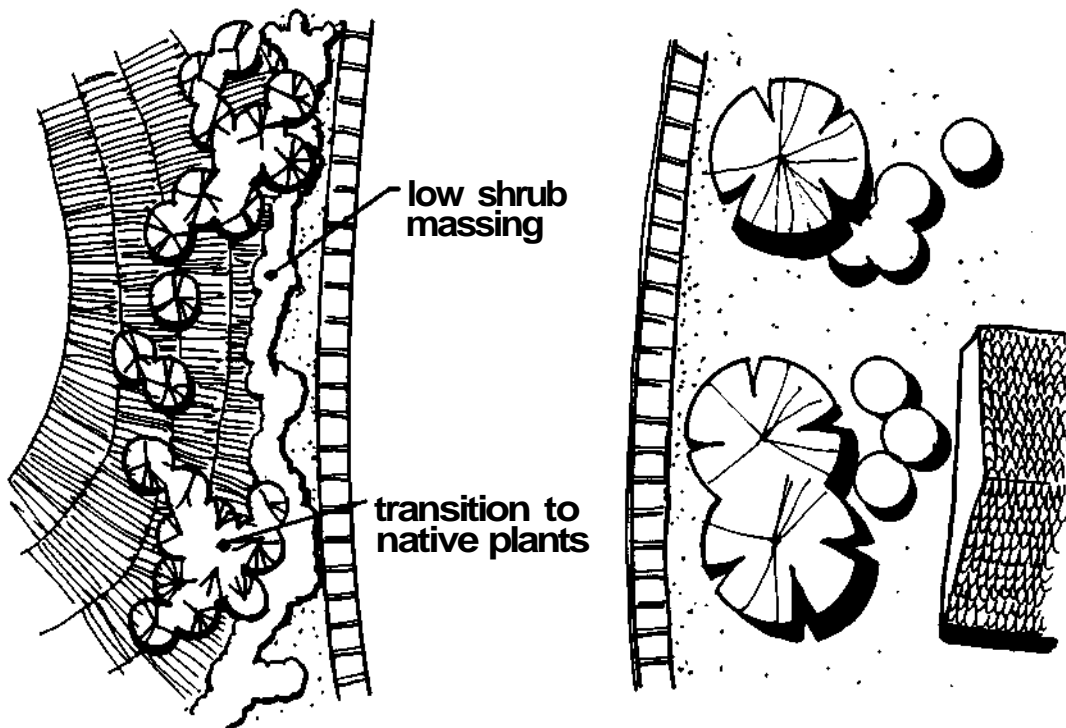
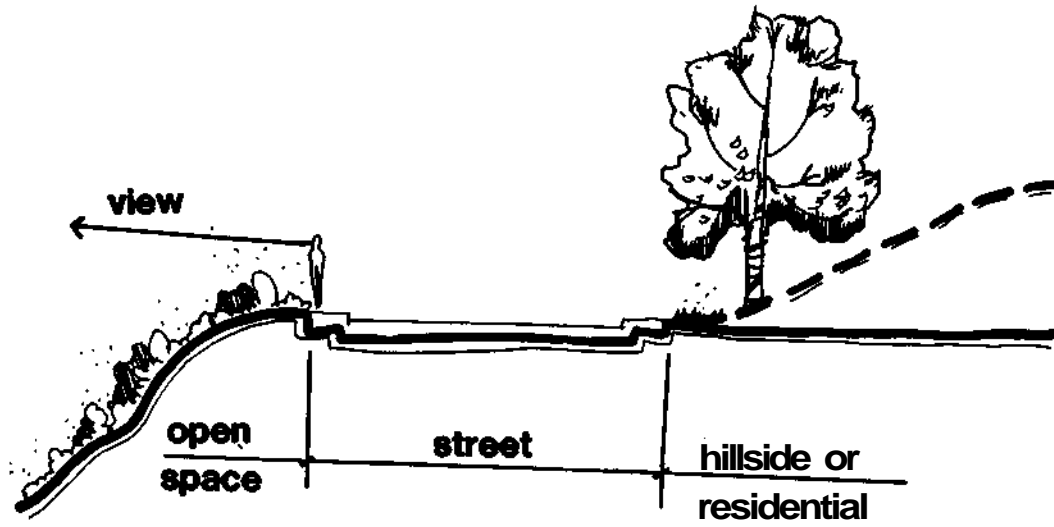
The unit design approach (Figure 14) identifies a cul-de-sac pass-through extending from the **single-family** area immediately west of the existing church to the entry collector. The pass-through involves extension of the cul-de-sac bulb to the collector street **right-of-way**, thus permitting a short paved path to link the sidewalk system in the local street with the collector street sidewalk. Project walls along the collector are discontinued at the pass-through to allow for paths and **landscaping**.

The pass-through will enable pedestrians to access the collector street at a convenient location and eliminate circuitous movements. The design treatment of the pass-through 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. Figure 20 illustrates this pass-through.

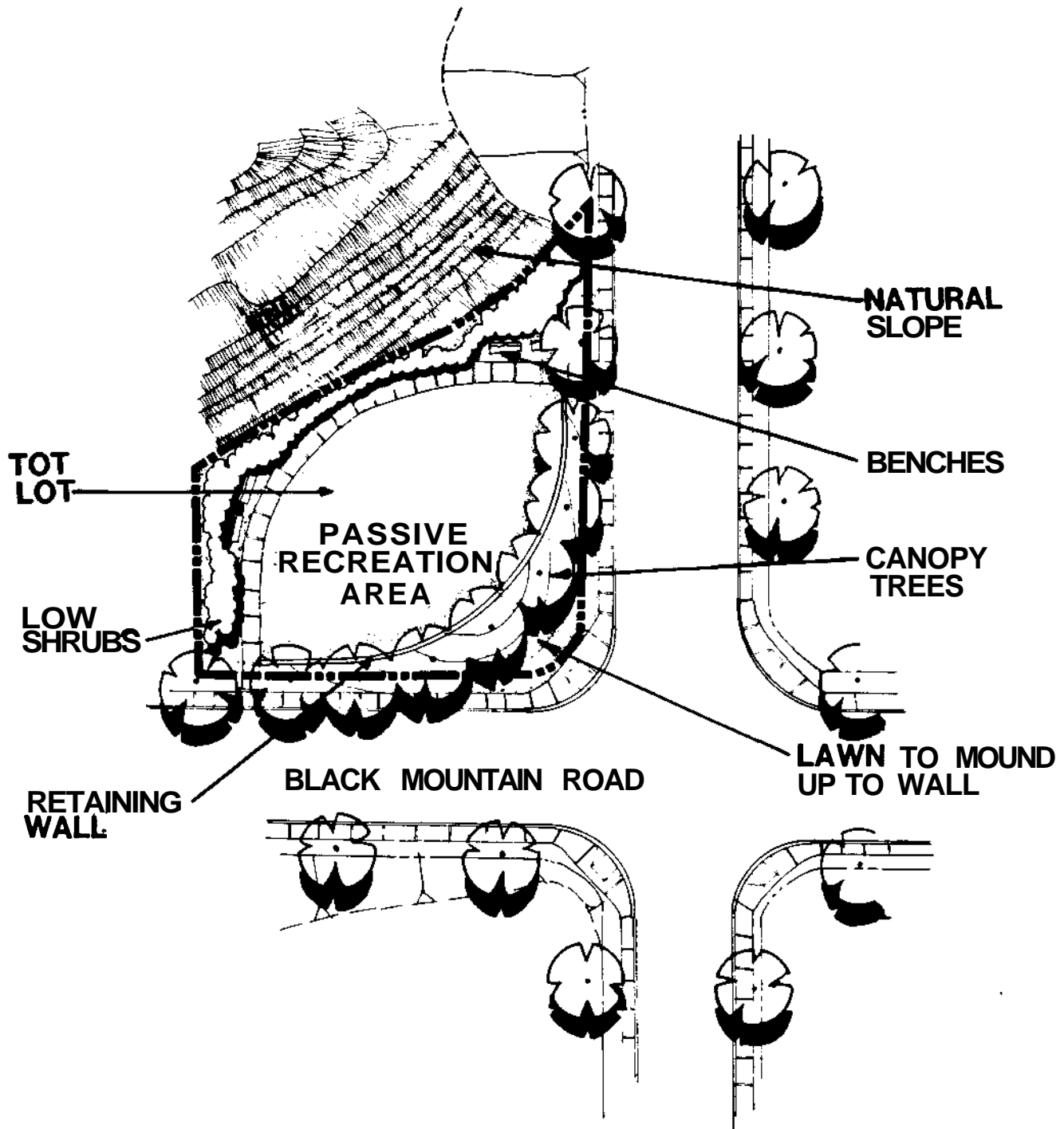
View Outlooks

As depicted in Figure 14, three public view outlooks are provided from canyon rims along local and collector streets. The outlooks 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 are proposed. It is imperative that views from the outlooks be maintained. Any fencing should be "open" in construction to the maximum extent feasible. 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.



21 VIEW OUTLOOK



22 NEIGHBORHOOD ENTRY/PASSIVE RECREATION AREA "B"

Passive Recreation Areas

Two areas of the land use plan are proposed as passive recreation areas. The first of these, Passive Recreation Area **'A'**, occurs northeast of the main entrance off Del Mar Heights Road. A preliminary design is shown on Figure 17 and proposes a serpentine pathway and mounded play areas with canopy-like trees. Tree clustering is suggested to screen this passive recreation area from the adjacent residences to the north. Intended activities for this area include walking, picnicking and resting points for residents out for a bicycle ride.

The other **"mini-park"**, Passive Recreation Area **'B'**, is located west of the eastern intersection of the loop road and Black Mountain Road. An initial conceptual design as depicted on Figure 22 proposes an informal turf area, with canopy-like trees separating it from the adjacent **streets**, and low shrubs acting as a transition to the natural open space. **Additionally**, benches are to be provided along with a pedestrian sidewalk around the area.

Neither of the passive recreation areas are intended to function as or take the place of a neighborhood park. A neighborhood park is located across Del Mar Heights Road in Development Unit 4. Maintenance of the passive recreation areas is to be accomplished through a neighborhood homeowners association.

DETACHED RESIDENTIAL PROJECTS

The precise plan for Unit Four-A provides a total of 342 detached, **single-family** dwelling units. While a minimum pad area of 6,000 square feet is contemplated for most detached lots, the average size of those lots shown in the plan will more nearly approximate 7,500 square feet. As indicated in Chapter 2, areas designated for detached units could optionally be developed as clustered housing. All **single-family** projects will be developed in conformance with the **SF1** Zone or the **SF1-A** Zone as described in Chapter 5 and incorporated into the Planned District Ordinance.

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 the collector **street**, natural open spaces, and the religious **institution**).
- 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 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.
- 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 of which is to give a sense of project continuity, while being compatible with the neighborhood as a whole. Suggested primary trees are as follows:

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

Slopes: Large-scale, open-headed evergreen trees (such as Eucalyptus cladocalyx - Sugar Gum or Eucalyptus sider-oxylon - Red Ironbark).

- 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.
- Grading should minimize fills on the natural open space canyon slopes on the north through a "cut-to-daylight" approach on the ridges. In a similar manner, development proposed within canyon areas should be largely confined to filled land; cutting of canyon walls extending upward should be minimized.

ATTACHED RESIDENTIAL PROJECTS

While no housing areas are specifically designated for attached **housing**, the Precise Plan provides that certain areas designated for single family detached housing or institutional uses could, **alternatively**, be developed for attached housing subject to City approval of development plans. In areas where optional housing types are permitted, (see "asterisks" Figure 6) an amendment to the Planned District Ordinance will be required to permit a change of residential designation. The following guidelines should be considered in the design, review, and approval of development plans for attached housing projects.

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 Four-A neighborhood.
- Provide attractive, yet functional, circulation and parking. No parking, stopping, or loading or unloading of passengers will be permitted within Del Mar Heights Road or the collector road.
- 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 major streets, collector street, and institutional uses) 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 <u>Pinus torreyana</u> - Torrey Pine, <u>Pinus eldarica</u> - <u>Mondell Pine</u> , or <u>Pinus halepensis</u> - Aleppo Pine).
Internal project slopes:	Large-scale, open-headed evergreen trees (such as Eucalyptus <u>cladocalyx</u> - Sugar Gum or Eucalyptus <u>sideroxylon</u> - Red Ironbark).
Group parking areas:	Large-scale deciduous trees (such as <u>Platanus acerifolia</u> - London Plane Tree, or <u>Liquidambar styraciflua</u> - Sweet Gum).

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.

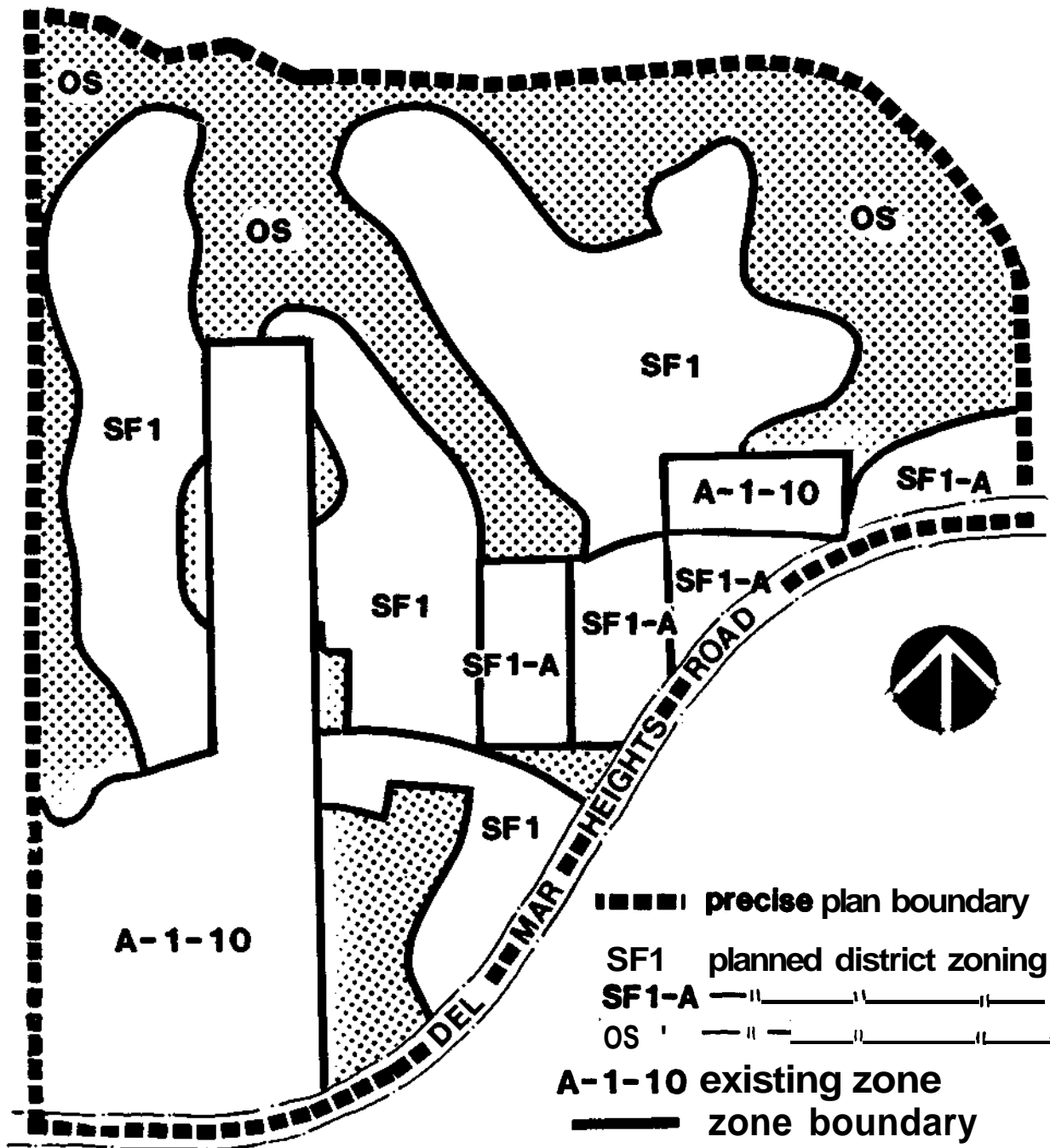
- The flat pad situation generally corresponds to attached projects with limited view opportunities. Site planning should emphasize creating attractive internal spaces within the project. Where **feasible**, areas with external view **opportunities** should be utilized for common spaces to enhance the 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.

INSTITUTIONAL AREA

The precise plan establishes 7.5 acres to be reserved for institutional uses. An existing religious institution **presently** occupies a 2.5 acre site located northerly of the collector road entry onto Del Mar Heights Road (the owners of the site propose development of single family lots over the southern segment of the site). When the City of San Diego relinquishes its street reservation for Del Mar Heights Road in the northern portion of this site, the resulting area may be converted to a single family lot. The remaining 5.0 acres of institutional area have been set aside for the development of a private elementary school located northeasterly of the existing religious institution. Any further development of the existing or proposed institutional sites will be governed by conditions typically applied by the City of San Diego in its approval of conditional use permits. The following guidelines should be considered in the design, review, and approval of further development plans for the site:

- Site planning should effectively adapt buildings, parking **areas**, accesses, and ancillary rises to sites with wide exposure to the community and neighborhood.
- 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. No parking, stopping, loading or unloading of passengers will be permitted within Del Mar Heights Road or the collector street.
- Perimeter design should be coordinated with community and neighborhood interfaces.
- Compatibility of architectural design and appearance with the surrounding community and neighborhood should be achieved so far as practicable. Phasing of development, or the possible 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 streets serving the sites.
- Given the prominence of the sites and their relationship to the neighborhood, signs should be limited in height and area and any freestanding **identification** signs should be confined to collector or local road access.



CHAPTER 5 IMPLEMENTATION ELEMENT

The North City West 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 Four-A precise plan proposals. Recommended zoning and other physical development controls are **summarized,** and the financing of public facilities by private developers and property owners is **addressed.**

PHYSICAL DEVELOPMENT CONTROLS

As indicated in Chapter 1, the Unit Four-A 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 Four-A are indicated in Figure 23 and summarized in Table 4, below.

Table 4

PHYSICAL DEVELOPMENT CONTROLS*

Precise Plan Category	Zoning	Description
Detached Residential	SF1	Single family residential with minimum lot size of 6,000 square feet.
Detached Residential	SF1-A	Single family residential with minimum lot size of 5,500 square feet. Institutional uses subject to conditional use permit.
Undesignated Areas	A-1-10	Until Council adopts plans for these areas they shall remain in the existing zone (A-1-10). The A-1-10 zone permits a minimum lot size of 10 acres and is subject to Hillside Review provisions.
Open Space	OS	Open space only.

*See North City West Planned District Ordinance for **specific** zoning regulations

The SF1-A zoning established for parcels northerly of Del Mar Heights Road is intended to provide some flexibility to owners of such parcels. The existing church (designated for institutional use in the Precise Plan) could be altered or expanded for such use through the granting of a conditional use permit. Any proposal to utilize a part of the site for residential purposes could be considered through tentative subdivision map and development plan processes subject to the provisions of the SF1-A Zone. The proposed school parcels (also labeled institutional on the Precise **Plan**) could be approved for school uses through the conditional use permit process or, **alternatively**, for residential use through subdivision map and development plan approvals.

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 Development Unit Four-A Precise Plan Environmental Impact Report accompanying **this document**.

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

- Prior to, or concurrent with, 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 North City West 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.

DEVELOPMENT PHASING

Phasing of development within Neighborhood Four-A will be directly related to the provision of major streets and other elements of the community **infrastructure** proposed for development within the adopted Public Facilities Financing

Plan for North City West. While **initial** and subsequent phasing of Unit Four-A will necessarily depend on the extension and improvement of Del Mar Heights Road (or Black Mountain **Road**), other factors will affect its timing:

- Development of a sewer system extending down Gonzales Canyon to serve lands draining northerly from both Units Four-A and Seven.
- Phasing of grading and balancing of cut and fill operations in coordination with grading of the northeasterly section of Unit Seven.
- Realignment and timing of improvements of Black Mountain Road.

No attempt has been made to provide a detailed projection of residential development since the neighborhood contains a very small number of dwelling units vis-a-vis other precise plan areas and because of the **difficulty** in predicting phasing for the several small ownerships, particularly the undesignated areas of the plan. It is likely that the major landowner in the area will first choose to develop lands which drain northerly to Gonzales Canyon. (Grading would be carried out for the entire development area rather than on a staged basis in this particular **area**). Subsequent development would likely involve lands lying between Black Mountain Road and the Del Mar Heights extension as well as small ownerships lying just northerly of Del Mar Heights Road.

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

PUBLIC FACILITIES FINANCING

The North City West 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 North City West 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/plan district ordinance is reiterated in Council Policy 600-28.

The financing program for Unit Four-A is summarized below and is subject to refinement and adoption during City review of the development plans and subdivision. The program will conform to the Planned District Ordinance and be **incorporated**, when appropriate, in the Public Facilities Financing Plan for North City West.

- 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, a park, police protection and public transit. 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.

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 major streets. Other types of districts may also be considered.

The precise plan area should be included within the community open space maintenance district in order to maintain and/or operate the following:

- Selected open space areas, such as the natural open space preserve.
- Street medians.

CHAPTER 6 COMMUNITY PLAN CONFORMANCE

The Unit Four-A Precise Plan is based on the goals and proposals set out in the North City West 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 Four-A Precise Plan to the Community Plan on a general or conceptual basis.

NORTH CITY WEST GOALS

The North City West Community Plan sets forth five broad goals to guide urbanization in the North City West 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 Four-A will contain housing in the density ranges specified in the Community Plan. A variety of primarily detached, **single-family** housing products are anticipated within this density range. An internal transportation system linked to the **community-wide** network will ensure mobility and access to all parts of the community.

2. "To establish **self-containment** and feeling of community identity among the future residents of North City West."

Development Unit Four-A constitutes an identifiable neighborhood unit of North City West. The major street and open space preserves create a distinct development area which sits above Gonzales Canyon. Access to the unit by vehicular traffic is restricted to limited entrances, while the internal system provides access to the various residential projects and community facilities. Unit Four-A will tie to other community elements through circulation linkages and streetscape design.

3. "To preserve the natural **environment.**"

Residential development in Unit Four-A is concentrated in the developable portions of the precise plan area. The natural open space areas largely preserve **canyons, slopes,** and native vegetation proposed for open space in the North City West Community Plan. Key overlook areas offer windows into the natural open space. 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 Four-A establishes an internal, neighborhood oriented circulation system linked to the community wide circulation network. Auto, bicycle, and pedestrian path systems provide access from within the neighborhood to community activity centers, such as the town center, high school, and future transit terminal. The internal street system is designed to provide a visually-enhanced street scene which is punctuated by neighborhood open spaces and view **outlooks.**

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.

.PRECISE DEVELOPMENT PLAN CRITERIA

The North City West 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 North City West Community Plan objectives and proposals in terms of overall density, neighborhood concepts, 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 North City West Community Plan. The plan proposed very low density residential use for certain "**undesigned**" areas within the Community Plan. Such areas were considered developable but labeled as undesigned areas until such time as plans could be presented showing how public facilities and services could be provided. The precise plan now indicates how these areas can be served with facilities and services as Unit 4-A is **developed**.

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 North City West circulation **system**."

Chapter 3 describes planned streets and possible transit facilities and their ties to the total North City West 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 illustrate how these pathways can link to the town center."

Chapter 3 outlines the major elements of the bicycle system and pedestrian path network within the precise plan area.

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 Four-A 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 Four-A since an elementary school and neighborhood park are located just to the south in Unit Four, and a future

neighborhood shopping center is designated in Unit One. No elementary school is provided, pursuant to the School Facilities Master Plan. No neighborhood shopping center was proposed in Unit Four-A by the Community Plan. The City has determined that a neighborhood park in Unit Four will adequately serve the area. However, the major developer of Unit Four-A is intending to develop two passive recreation areas to serve Unit Four-A.

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 Four-A accompanies this document.